

ORMESBY ST MARGARET WITH SCRATBY

Neighbourhood Plan Design Codes

August 2022

Quality information

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Introduction

01

1. Introduction

1.1. Introduction

Through the Government's Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Ormesby St Margaret with Scratby Parish Council.

The Steering Group has requested to access professional advice on design guidelines and codes for future development within the parish. This document should support Neighbourhood Plan policies that guide the assessment of future development proposals and encourage high quality design. It advises on physical development helping to create distinctive places that integrate with the parish's existing neighbourhoods and the surrounding environment.

1.2. Objective

The main objective of this document is to develop design guidelines and codes that future development in Ormesby St Margaret with Scratby can follow to retain and protect its special character.

The core method to produce these design codes can be divided in the following steps:

- **Review of emerging policy and other relevant documentation.** These documents constitute the base to understand the objectives and aims for the plan and the residents' input into design. Together with conversations and meetings with the group, these documents shape the content and structure of the design codes.
- **Production of Design Principles, Guidances and Codes.** The design codes constitute the specific design actions that any future proposed development will need

to implement if it wants to be successful. This document follows the character of the parish and specifically details the design codes relevant to each element of design, within the following five principles:

- Sustainable connectivity;
- Enhanced and optimised green infrastructure and biodiversity;
- A coherent pattern of development;
- Promote local character;
- Design for sustainability.

1.3. Process

Following an inception meeting and a virtual site visit, AECOM and Ormesby St Margaret with Scratby Neighbourhood Plan steering group members carried out a high level assessment of the village. The following steps were agreed with the group to produce this report:

- Initial meeting and site visit;
- Urban design analysis;
- Preparation of design principles and guidelines to be used to assess future developments;
- Draft report; and
- Final report.

1.4. Area of study

Ormesby St Margaret with Scratby is a parish on the east coast, situated north of Great Yarmouth and east of Norwich.

The parish includes the inland village of Ormesby St Margaret and the adjacent seaside resorts of Scratby and California.

The A149 (The Coast Road) runs along the North Norfolk, which is the major route that serves Ormesby St Margaret with Scratby Parish. The nearest train station is Great Yarmouth, located within a 15 minutes driving distance. The parish is served by public transport (buses 1, 1A and 1B) to Great Yarmouth.

At the time of the 2011 census, Ormesby St. Margaret with Scratby Parish had 3,974 usual residents.

1.5. Site allocations

The Great Yarmouth Local Plan, adopted in December 2021, has allocated two sites within the Parish of Ormesby St Margaret with Scratby for new housing development. While further development is possible within Scratby and California, the two sites lie within the settlement of Ormesby St Margaret.

The first site, named OT1, is situated to the immediate south-west of the settlement and has been allocated for residential development of approximately 190 dwellings. The second site, OT2 is located north of Barton Way to the north of the settlement. It has been allocated approximately 32 dwellings and is also to be residential in nature. Both are shown in figure 1 below.

Detailed analysis of both sites and subsequent design guidance will be provided in section 5 of this report.

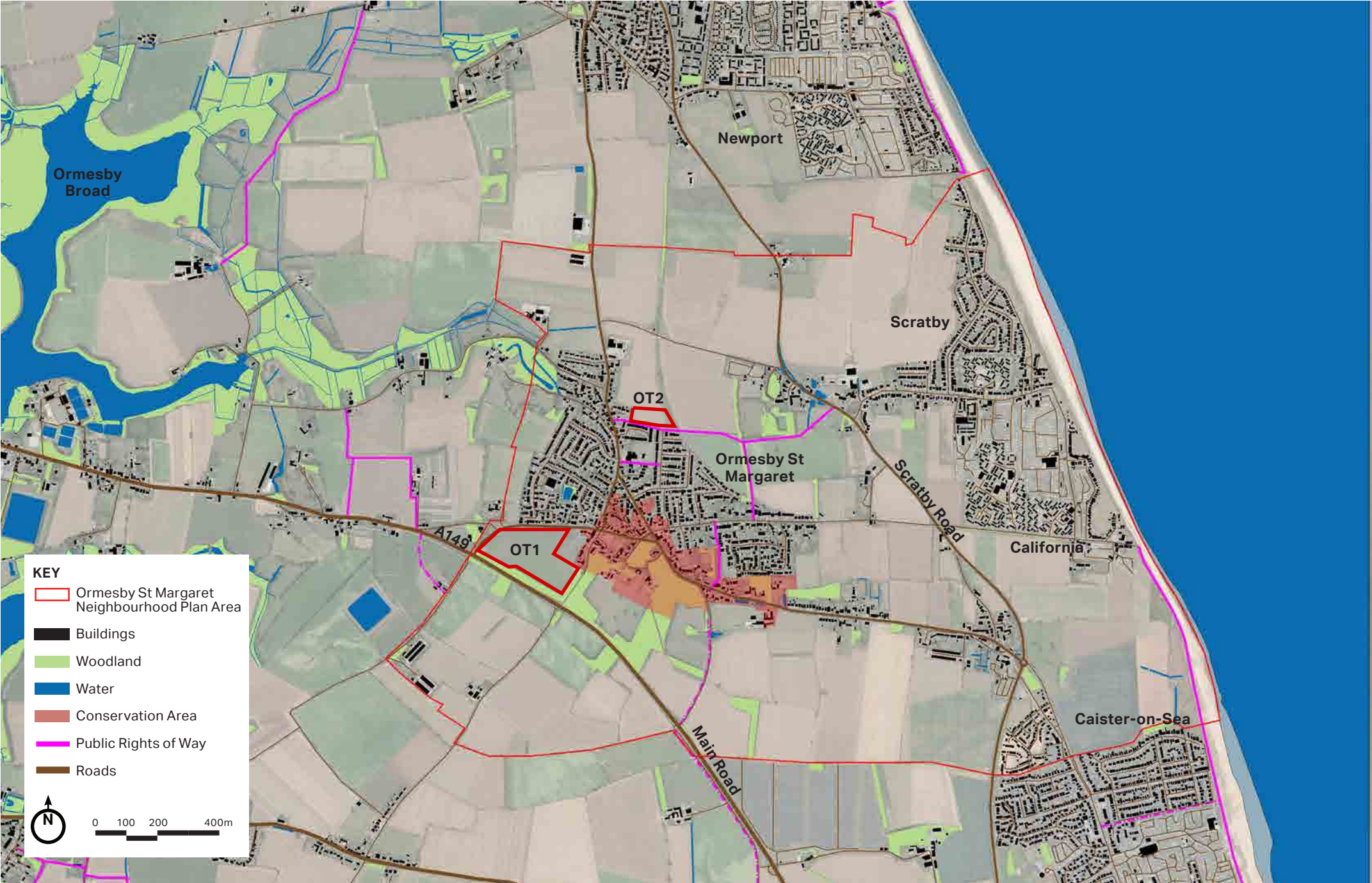


Figure 1: Local context

Policy & Design Guidance Review

02

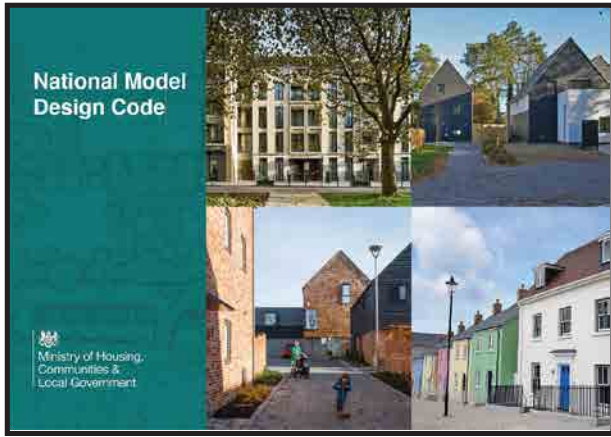
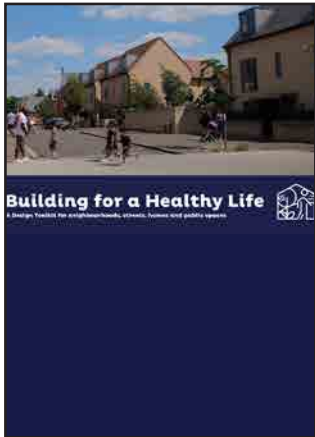
2. Policy & Design Guidance Review

2.1. Policy & design guidance

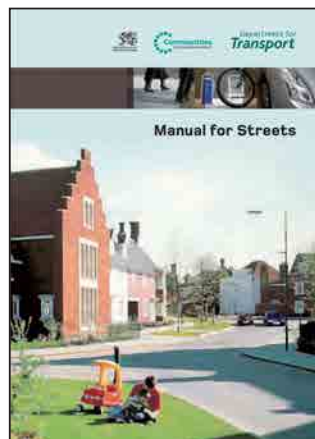
The following documents have informed this design codes document, and have been produced at national and district level.

This section identifies how the specific policies and guidelines have been addressed in the production of the design codes included in this document.

New development applications must be familiar with these documents and make explicit reference to how each of them is taken into account in the proposal.

National design guidance			see next page
			
National Design Guide Ministry of Housing, Communities & Local Government, 2021 The National Design Guide (NDG) makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The NDG should be read in conjunction with the design codes in the current document to achieve the best possible development.	National Model Design Code Ministry of Housing, Communities & Local Government, 2021 The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which prefects the government’s priorities and provides a common overarching framework for design.	Building for a Healthy Life Homes England and partners, 2020 Building for a Healthy Life (BHL) updates England’s most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL.	

National design guidance



Manual for Streets
Department for Transport
2007

This manual outlines standards and best practises on street design. The Manual for Streets should be read in conjunction with the design codes in the current document to achieve the best possible development.

District-wide policy & design guidance



Great Yarmouth Local Plan
Core Strategy 2013-2030
Adopted 2015

This document sets out the overall planning strategy for the Borough until 2030.

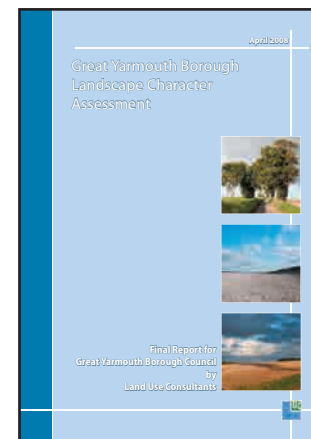
The document has chapters covering matters such as: encouraging well-designed, distinctive places; providing and protecting community assets and green infrastructure; and encouraging renewable and low carbon energy.



Great Yarmouth Local Plan
Part 2
Adopted 2021

This document is the key development plan document for the area.

Land south of Cromer Road with an indicative capacity of 190 dwellings and land north of Barton Road with a development of approximately 32 dwellings are allocated in the Local Plan. Policy OT1 and Policy OT 2 set out broad criteria for developing these sites.



Great Yarmouth Borough
Landscape Character
Assessment
2008

The aim of the assessment is to inform the development process so that significant harm to landscape character can be avoided where possible, and identify opportunities to preserve and enhance that character.



Local Character Analysis

03

3. Local Character Analysis

The three villages within the parish each have a different character. Understanding that character can help to generate design cues for future development to follow. This section outlines the broad physical contextual characteristics of the villages, and is helpful in identifying what is special and distinctive about each place. The character assessment identifies recognisable patterns and those components which are shared across the settlements, as well as elements which differentiate the villages. The character traits and patterns identified in this section inform the design codes.

3.1. Village of Ormesby St Margaret

3.1.1. About Ormesby St Margaret

LOCATION: The village of Ormesby St Margaret is situated slightly inland from Scratby.

MOVEMENT: The Yarmouth Road is the village's main road where the conservation area can be found. The Yarmouth Road continues toward the village green meeting North Road and Cromer Road, which together forms a 'triangle' shape in the centre of the village.

Approach roads are narrow and bounded by large hedgerows, providing the areas with a rural atmosphere. Roads in the village are typically enclosed by attractive front gardens, buildings and mature trees providing a pleasing character.

The road network is supplemented by footpaths that connect the settlements to the surrounding countryside. This helps to promote healthy lifestyles and supports the parish's natural landscape character.

LANDSCAPE CHARACTER: The village falls within Ormesby and Filby Settled Farmland as defined by Great Yarmouth

Borough Landscape Character Assessment. The key characteristics which are of particular relevance to Ormesby St Margaret are:

- A predominantly low-lying landscape topography varies from 10 - 15m;
- St Margaret Church is visually prominent in an otherwise simple landscape;
- Ormesby Hall and the Old Hall represents historic sites and features; and
- Tranquil landscape with occasional compact villages and scattered farmsteads.

SETTLEMENT PATTERN: Ormesby St. Margaret is a nucleated village centred around two large village greens and the church. Settlements grew on the main approach to the St Margaret Church (Yarmouth Road) leading into the area around the junction of North Road and Cromer Road, forming a historical core. Over time, Ormesby St Margaret grew northwards along North Road.

From the mid-20th century, the village saw housing developments gradually expanding outwards. In many cases, short cul-de-sacs and no-through roads have been used as patterns for neighbourhood developments. These have helped to create a sense of privacy through the absence of through traffic.

LAND USE, LEVELS OF ACTIVITY AND PARKING: Land use within the village is predominantly residential housing, with complementary local facilities and amenities including: St Margaret Church, Ormesby Village Infant School, Ormesby

Village Junior School, several shops and a garden centre with café, a traditional pub and a touring park.

Most plots are large enough to provide parking in the form of front garden, side, or garage parking. On a few properties, however, buildings with limited setback from streets only have informal on-street parking.

HERITAGE: As a recognition of its architectural heritage, the historical village core has been protected by a Conservation Area. The village has 10 Listed Building entries, including Grade II* St Margaret Church and Ormesby Old Hall.

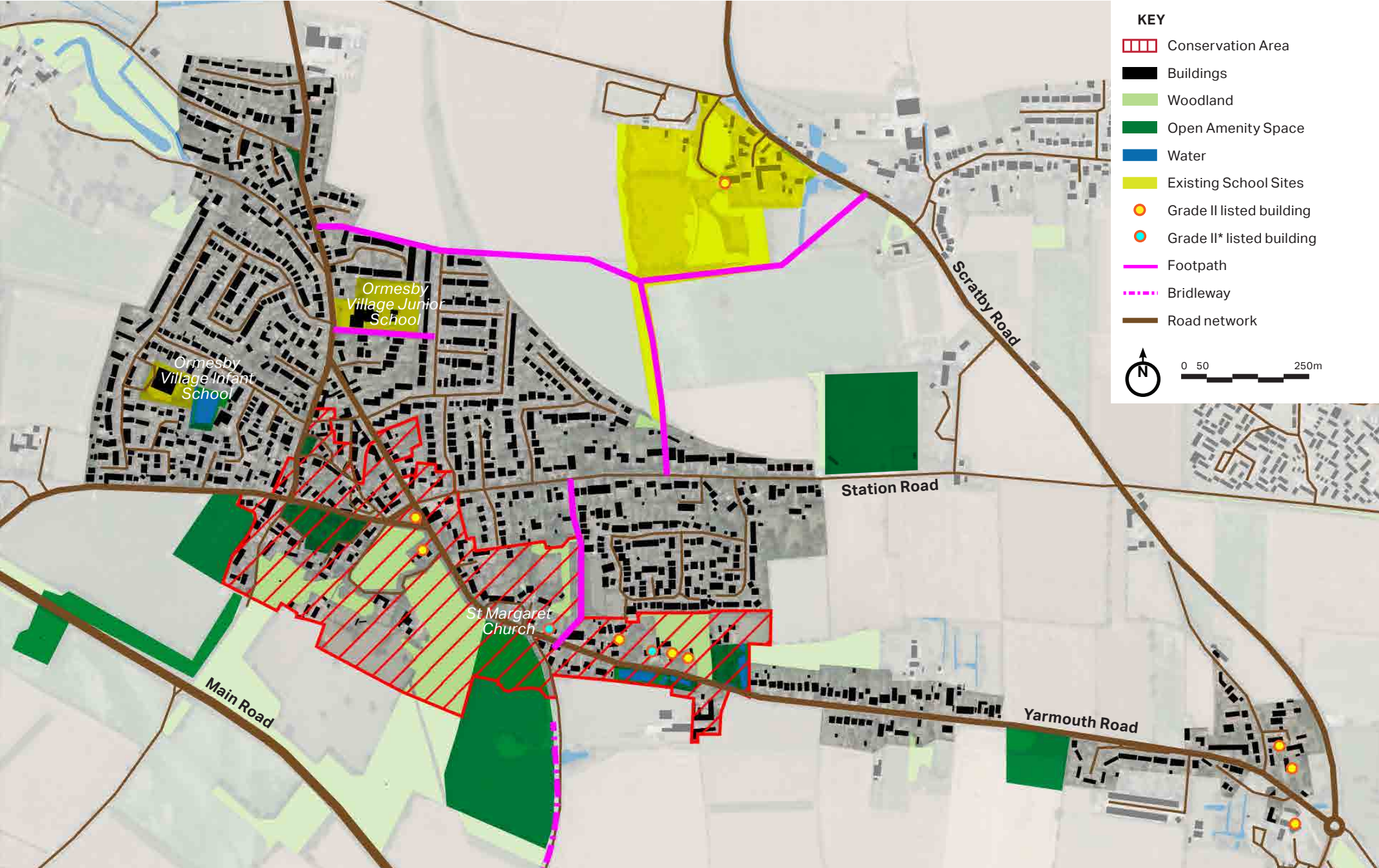


Figure 2: Ormesby St Margaret Local Context

3.1.2.Character areas

Conservation Area

This is the traditional heart of Ormesby St Margaret Village. This area contains a large amount of the village's historic fabric and listed buildings.

LAYOUT: The conservation area is a mix of houses from various historic periods and styles. Plot sizes vary in size and form, as does building massing and setbacks, which results in an informal and dynamic building line and façade rhythm.

Most of houses within the conservation area are detached and stand in large plots, normally set back from the street with a large rear garden. Cottages and terraced houses in Wapping sit immediately to the back of the road, with no setback, although some have only a small front garden or planting strip of insufficient size to allow for vehicle parking.

GREEN SPACE: The Village Green is well maintained, consisting of lawn with street furniture, accented by ornamental tree plantings. Other valuable green spaces include the allotment and the churchyard.

STREETSCAPE: Roads and streets within the conservation area are meandering with organic layouts. Yarmouth Road is with very green, enclosed streetscape. As the road moves west Cromer Road to the Village Green provides views into surrounding estate with low boundary treatment, open grass area and mature planting.

Wapping is narrow with more enclosed streetscape.

BUILDINGS: The most common housing typologies are detached dwelling and bungalows, followed by semi-

detached and terraced buildings - which, for the most part, are situated along Wapping. Local vernacular is provided in the flint cottages and later brick built dwellings.

BUILDING HEIGHTS AND ROOFLINE: Buildings in the conservation area are typically one and two storeys. Gabled and hipped roofs are commonplace, varying in roof orientation, eaves height and angle. Some roof elements have been included that add interest to the roof line.

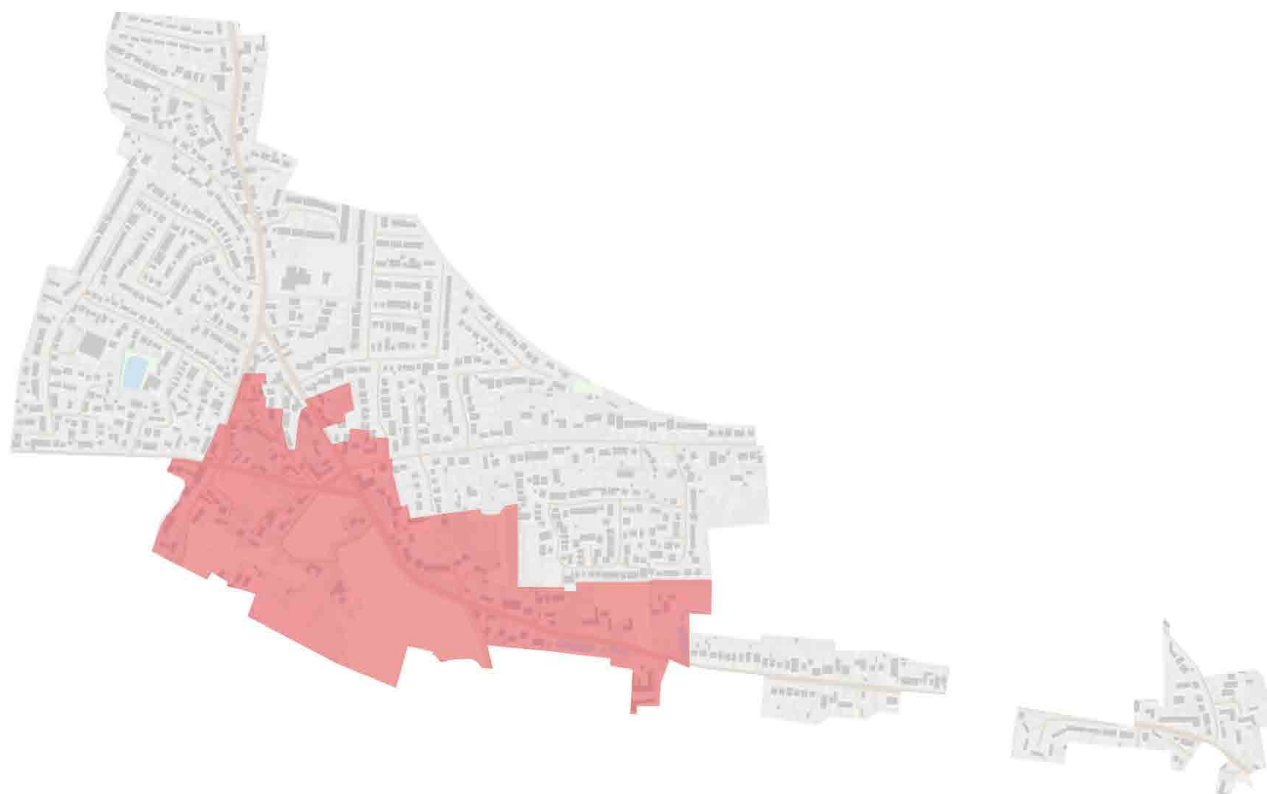


Figure 3: St Margaret Church

Station Road

LAYOUT: Buildings along Station Road are predominately laid out aligned to the road and sit on large plots with generous front and rear gardens. Roads branching off Station Road are relatively denser with buildings aligned to the road sitting on smaller plots and smaller garden.

GREEN SPACE: The Edgar Tennant Recreation Ground is home to the local football team and bowls club and children's playground.

STREETSCAPE: Along Station Road, buildings have deep and spacious front gardens. A strong sense of enclosure and greenery are achieved by the boundary treatment, green verges and mature trees. The boundary structure is diversified in terms of height, materials and type. There are brick walls, hedgerows, picket fences and panel fence which are sympathetic in materials and size, strongly contributing to the rural character of the village.

Developments in Symonds Avenue have low boundary features, which allow for garden vegetation to enrich the streetscape.

BUILDINGS: The most common housing typologies are detached houses and bungalows, followed by semi-detached and terraced buildings. The houses vary in sizes, styles, materials and details.

BUILDING HEIGHTS AND ROOFLINE: Building heights typically vary between one and two storeys. Usually the roofline is either pitched or hipped. Many buildings have chimneys and on the roofs gabled and dormers are frequently present.

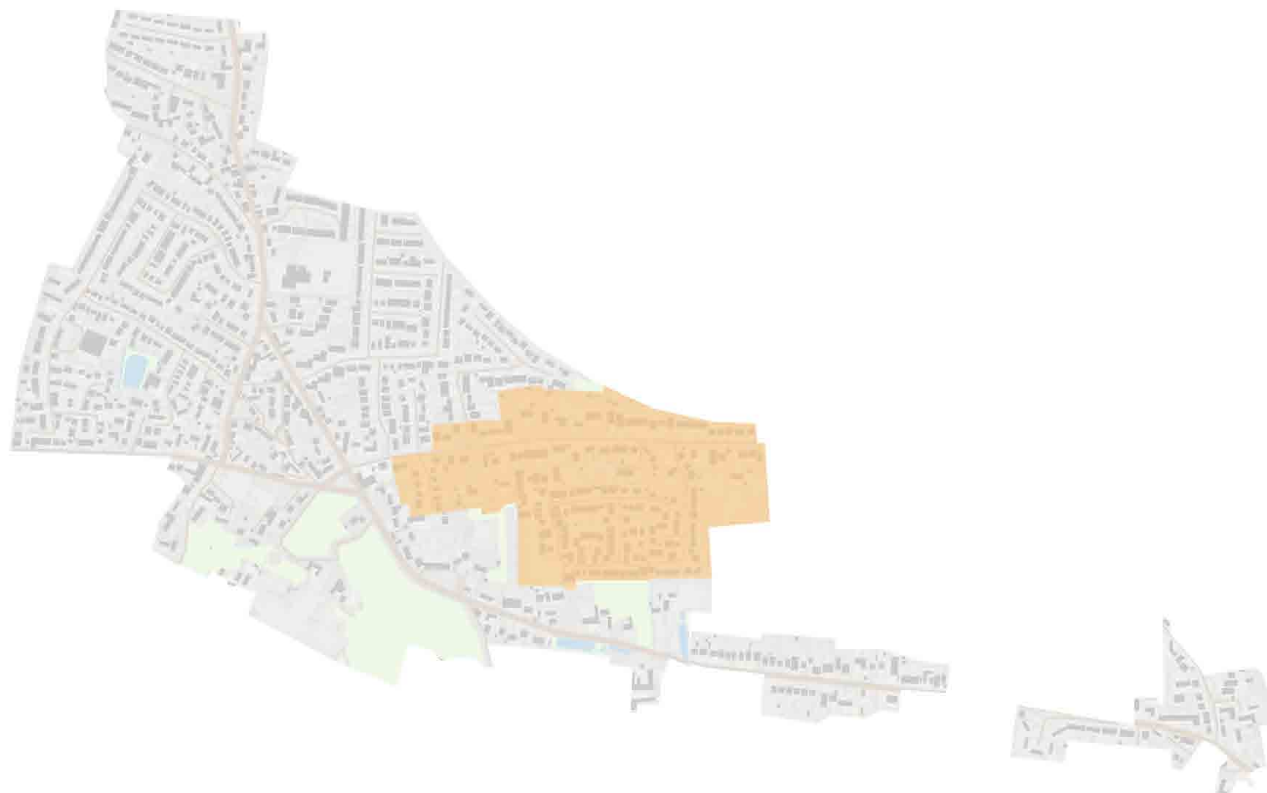


Figure 4: Station Road



Figure 5: Symonds Avenue

Yarmouth Road

LAYOUT: More recent developments have been built along Yarmouth Road to the east of the historic core in the form of ribbon development. There is considerable variation in parcel shapes, dimensions and layouts, but most houses have front gardens of various depth that create irregular recesses from the road.

Houses close to the junction are arranged in groups away from the road.

GREEN SPACE: A children's play area is located close to the T junction where Old Coast Road branches off from Yarmouth Road.

STREETSCAPE: In some locations, the road is enclosed by houses, on one side, and open fields, on the other, creating a strong open and rural feel.

BUILDINGS: Buildings are predominantly detached houses and bungalows with a minority of semi-detached. Barn houses and the grange hotel represent historical feature of the area.

BUILDING HEIGHTS AND ROOFLINE: Buildings do not exceed two storeys in height. Buildings in the area have a variety of roof orientations and shapes. A few houses have well-preserved thatch roofs.



Figure 6: A barn in Old Coast Road



Figure 7: Bungalows in Yarmouth Road

North Road & West Road

LAYOUT: Most buildings along North Road and West Road front either side of the street. However some buildings are at right angles to the street so that the principal elevations face south. Also buildings are set back from North Road and West Road in an irregular pattern. Old buildings directly adjoin the rear of the pavement with no setback, or only have a small front garden or planting strip. However more recent buildings are evidently set back from the road.

In some locations houses are organised in cul-de-sac layouts away from North Road and West Road, with consistent building lines.

GREEN SPACE: A children's play area is located at the centre of Millview development.

STREETSCAPE: The predominance of detached buildings, at various building orientations, as well as diverse boundary structure, strongly contributing to the rural scene of North Road and West Road.

BUILDINGS: A variety of building typologies can be found in this character area, ranging from bungalows, detached and semi-detached houses.

The relatively recent Millview development features diverse building façades with private driveways and garages but with much smaller front gardens and back gardens compared to the previous period.

BUILDING HEIGHTS AND ROOFLINE: Building heights vary mainly between one and two storeys. Gabled roofs are the most common roof type to be found in the area.



Figure 8: Millview



Figure 9: North Road

The East and West Ormesby St Margaret

LAYOUT: The area has a mix of perimeter blocks and some cul-de-sacs. These modern house setbacks are consistent, evenly offset from the carriageway with regular front gardens and reasonable size of rear garden.

STREETSCAPE: The character area features houses with open front gardens, creating a spacious streetscape.

BUILDINGS: The most common housing typologies are detached houses and bungalows, followed by semi-detached houses. The materials used are mainly red and yellow brick which creates a monotonous architectural style for this character area.

BUILDING HEIGHTS AND ROOFLINE: In 20th century bungalows and detached developments were common, the more uniform roofline produces regular building patterns. These developments are articulated by gentle bends in the roads.



Figure 10: Firs Ave



Figure 11: Claymore Gardens

3.2. Scratby and California

3.2.1.About Scratby and California

LOCATION: Scratby and California are directly on the coastline.

MOVEMENT: Beach Road is the main distributor road through the village of Scratby and can be accessed via Scratby Road, which runs parallel to the coast and connects to the nearby village of Caister-on-sea. Most other roads within the village are local access, residential streets.

Beach Road continues into Rottenstone Lane and California Road, which mainly serve California holiday parks.

LANDSCAPE CHARACTER: The area falls within Ormesby and Filby Settled Farmland (G3) and Winterton Dune and Coastal Strip (E1) as defined by Great Yarmouth Borough Landscape Character Assessment. The key characteristics which are of particular relevance to Scratby and California are:

- A low lying topography including the low coastal cliffs and sand dunes of area E1: Winterton Dunes and Coastal Strip;
- An exposed, open character towards the coast;
- Views are panoramic and expansive along the coastline; and
- Views inland are limited by seafront development, including extensive caravan sites at Scratby.

SETTLEMENT PATTERN: Scratby has a nucleated settlement pattern that clusters out the north from the village centre.

LAND USE, LEVELS OF ACTIVITY AND PARKING: Land use within the Scratby village is predominantly residential, with a local shop and a garden centre.

Despite being in close proximity, California is a different village to Scratby. In comparison to the primarily residential function of Scratby, California is predominantly holiday parks.

Most residential plots large enough to provide on-plot parking. On a few properties, however, buildings with limited setback from streets only have informal on-street parking. Visitor parking is available on cliff top. California holiday parks provide car parking on site.

HERITAGE: There are no listed buildings in this area.

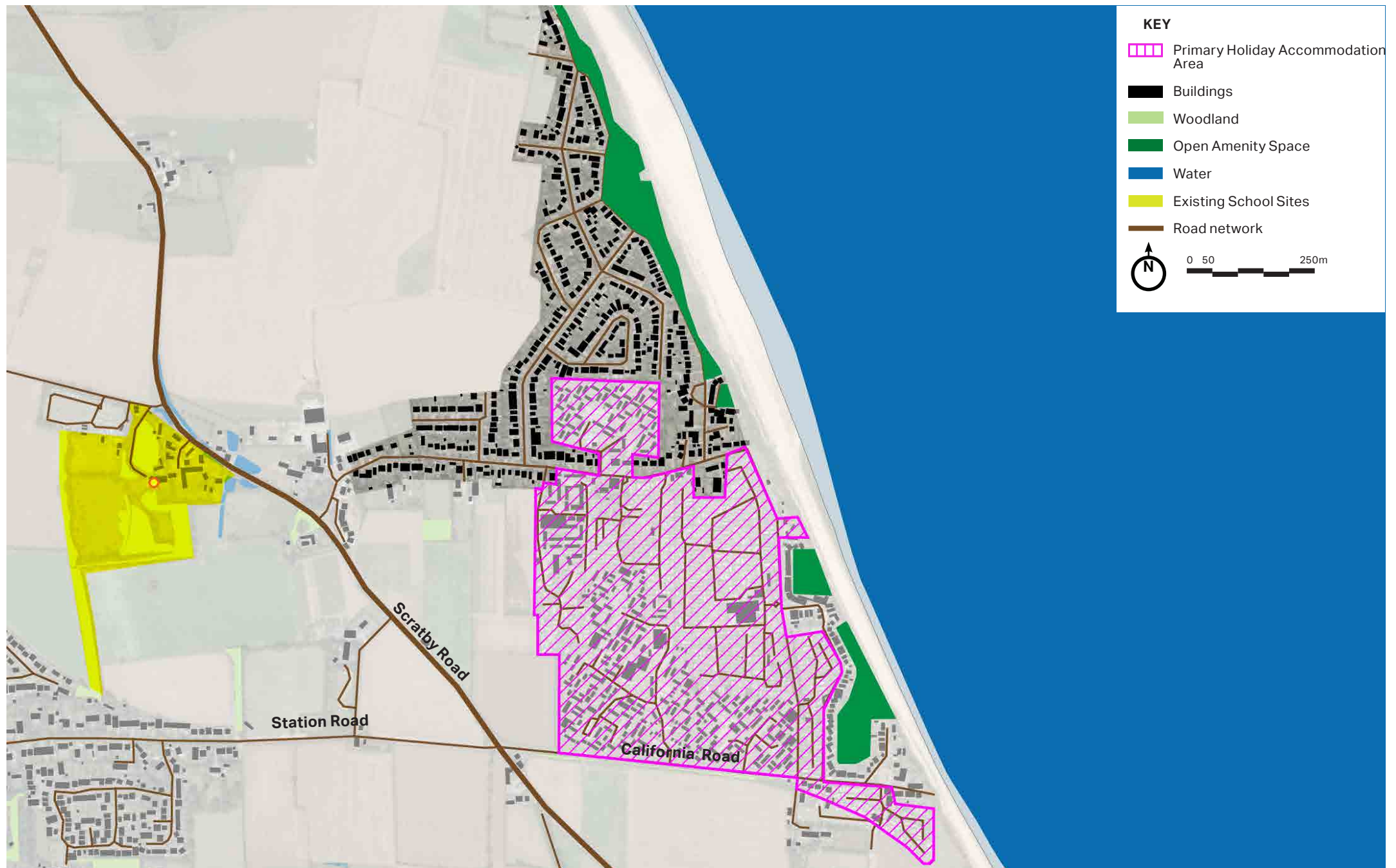


Figure 12: Ormesby St Margaret

3.2.2.Character areas

Scratby

LAYOUT: Scratby has a mixture of cul-de-sac development and perimeter development. The setback from the streets is relatively consistent, with terraced houses and detached houses scattered throughout the settlement. Most dwellings have generous rear gardens, whilst front gardens are varied with a mixture of boundary treatments ranging from hedges and fences to no visible boundaries.

GREEN SPACE: An accessible undesignated green space can be found along the coast, however, further inland green space is confined to within homes with no public space provision. Scratby is surrounded by farmland, although a few Public Rights of Way permeate the area and offer walks to neighbouring settlements.

STREETSCAPE: Streets tend to have little enclosure resulting in the sky being a significant feature in the streetscape. This is particularly the case closer to the coast where bungalows are more prevalent.

Carriageways tend to be wide, unpainted and bordered on both sides by footways. Quantitated via a high street width to low building height ratio, this encourages a feeling of openness within the environment.

Most dwellings front onto the street with on-plot parking provision either to the side or in front of dwellings. Cars sometimes dominate the street space with no public transport on most streets. Pedestrians are able to walk comfortably along streets although footways are not always

directly connected. Improvements to the network of footways would be a benefit to the streetscape and shall be considered in the design codes in section 4.

BUILDINGS: Buildings are predominately bungalows with a small number of detached, semi-detached and terraced houses.

Houses close to the coast vary in sizes, styles, materials and details, whilst houses further away from the coast are more consistent. The houses that are orientated to face out to sea have large windows to make the most of the view.

There is little variation in heights. Further inland, two storey, fairly new development has occurred. Building materials get more consistent as you venture inland, transitioning from brick, wood and rendered facades to brick and mortar.

BUILDING HEIGHTS AND ROOFLINE: The village mainly consists of 1-storey buildings creating a lower level of roofline.



Figure 13: Beach Road



Figure 14: California Avenue

California

LAYOUT: California is a small coastal settlement to the south of Scratby containing a few large holiday parks and quiet residential streets. There are a lot of single storey caravans, for holiday makers, but there are dwellings dotted along the shared concrete roads.

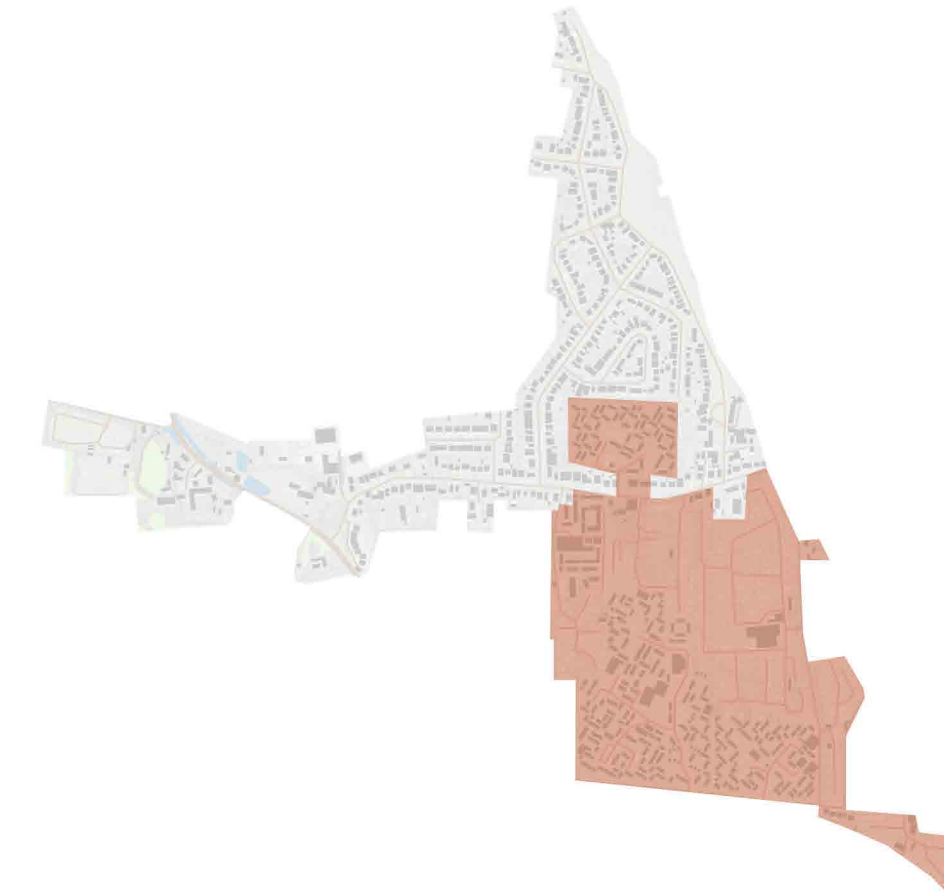
While most of the buildings in this area are holiday homes, there are a few residential streets such as California Crescent and some sections of California Road. To the south east of the area lies a cluster of amenities which includes the California Tavern and Trisha's Chippy. This cluster leads to the sea where the beach forms a key attraction for the area.

GREEN SPACE: There is little green space available to California residents. There is a stretch of grassland along the coastline above the cliffs which is overlooked by residents on California Crescent. This grassland is not serviced by Public Rights of Way and no connection can be made to California Crescent.

STREETSCAPE: Carriageways tend to be unmarked in California especially within Holiday Parks. Dwellings tend to be sat back from the street to allow space for small front gardens or on-plot front parking.

Roads within holiday parks tend to be wide and shared by cars and pedestrians alike. There are no defined margins for the roadway and are typically bordered by wooden or concrete pillars. Many streets are unadopted.

BUILDINGS: Within the holiday home area, there is minimal variation in the character of the buildings; there is a lot of



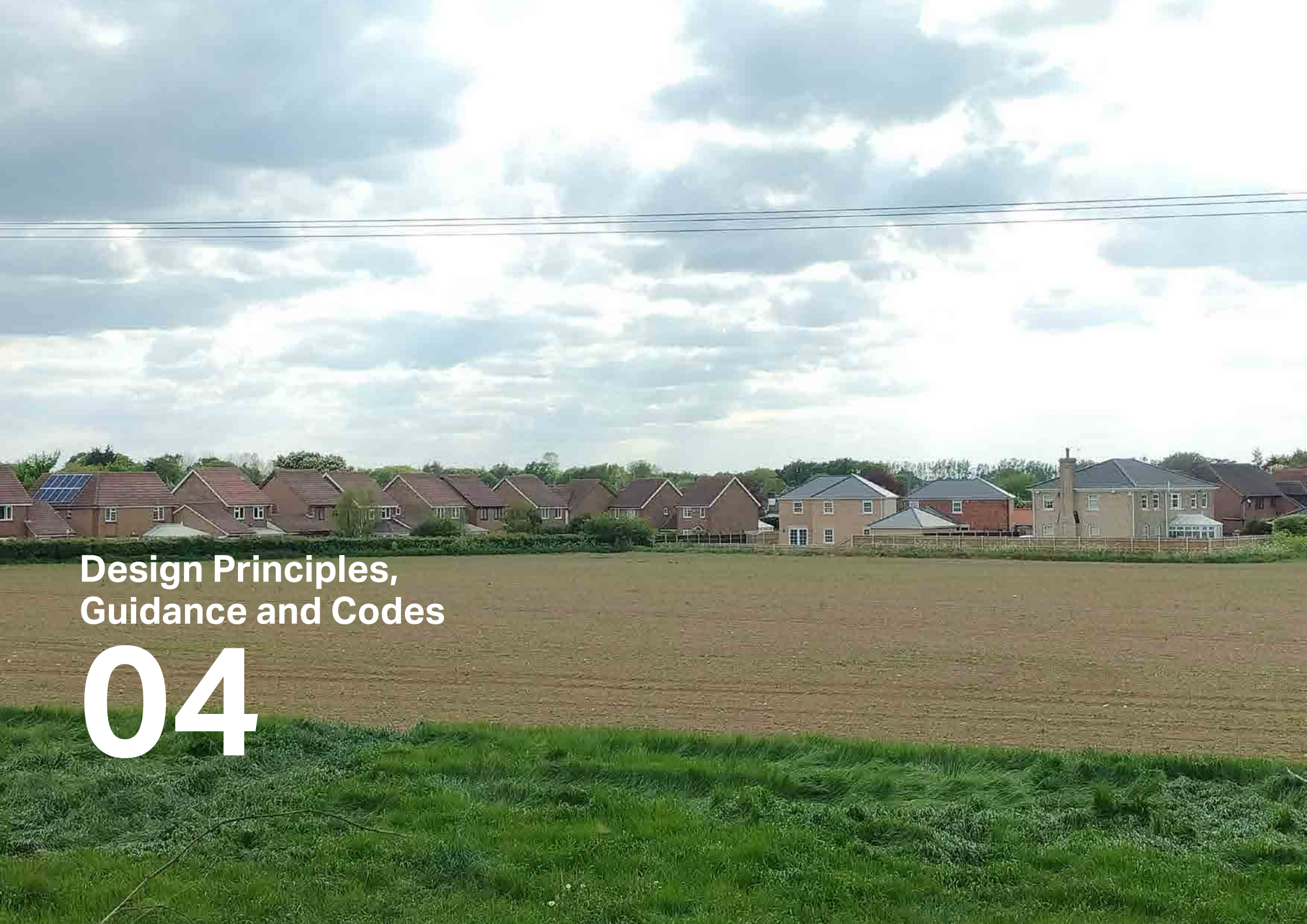
repetition in the styles used. The most common is a single storey, brick walled but having a wooden façade. These buildings typically have a shallow sloped roof though some are flat. Both are made of a rough, grey material.

On the few residential streets in California, there is more variety in design of buildings and materials used.

BUILDING HEIGHTS AND ROOFLINE: Most of California comprises low lying 1-storey dwellings. Rooflines are usually consistent with no variations in height.



Figure 15: California Road



**Design Principles,
Guidance and Codes**

04

4. Design Principles, Guidance and Codes

4.1. Introduction

This section provides guidance on the design of new development, setting out the aspirations of the Neighbourhood Plan in terms of the qualities, character and design detail that developers will be expected to consider, in detail, when preparing development proposals in Ormesby St Margaret, Scratby and California.

The guidelines set out in this document focus on residential environments. However, new housing development should not be viewed in isolation. Considerations of design and layout must be informed by the wider context, considering not only the neighbouring buildings but also the wider qualities of Neighbourhood Area and surrounding landscape.

The local pattern of streets and spaces, building traditions, materials and the natural environment should all help to determine the character and identity of a development recognising that new building technologies are capable of delivering acceptable built forms and may sometimes be more efficient. It is important with any proposals that proper consideration is given to the local context and that the new design embodies the “sense of place” and meets the aspirations of people already living in that area.

4.2. Design principles for Ormesby St Margaret with Scratby

There are a set of design principles that are specific to Ormesby St Margaret, Scratby and California. These are based on:

- The analysis of village character presented in Chapter 3 above;

- Understanding national design documents such as National Design Guide and National Model Design Code Documents which informed the principles and design codes; and
- Discussions with members of the neighbourhood plan steering group on a site visit to the area.

The following principles are intended to guide the design of developments:

1. Sustainable connectivity (SC)

- SC 01. Connectivity
- SC 02. People friendly streets
- SC 03. Car parking
- SC 04. Car charging points

2. Enhanced and optimised green infrastructure and biodiversity (GB)

- GB 01. Green networks
- GB 02. Biodiversity
- GB 03. Landscape and public realm
- GB 04. Trees and landscape
- GB 05. Water management

3. A Coherent pattern of development (CP)

- CP 01. Layout of buildings

CP 02. Building scale and massing

CP 03. Building lines and setbacks

CP 04. Enclosure

CP 05. Corner treatment

4. Promote local character (LC)

LC 01. Boundary treatment

LC 02. Roofscape

LC 03. Materials and building details

LC 04. Extensions and alterations

5. Design for sustainability (DS)

DS 01. Solar roof panels

DS 02. Features in dwellings

DS 03. Building fabric

DS 04. Adaptability

DS 05. Renewable low carbon energy solutions

DS 06. Waste storage and servicing

4.2.1. Sustainable connectivity (SC)

SC 01. Connectivity

Built up areas within the parish are connected through a network of minor roads that allow for travel at the national speed limit. Travelling by car is the most common form of transportation and owing to the layout of the three villages in the parish, will remain so moving forward. As such, streets should be well connected with each other although different travel options and routes should be considered. A more connected pattern creates a 'walkable neighbourhood', a place where routes link meaningful places together.

- New developments should provide direct and attractive footpaths between neighbouring streets and local facilities. Streets must be designed to prioritise the needs of pedestrians and cyclists. Establishing a robust pedestrian network: a) across any new development; and b) among new and existing developments, is key in achieving good levels of connectivity among any part of Ormesby St Margaret with Scratby.
- Proposed routes should be laid out in a permeable pattern, allowing for multiple connections and choice of routes, particularly on foot. Cul-de-sacs should be relatively short and provide onward pedestrian links.
- Avoid designing features such as barriers to vehicle movement, gates to new developments, or footpaths between high fences must be kept at a minimum, and the latter must be avoided.
- Successful walking routes radiating from the development should simultaneously maximize landscape attractiveness and journey perception, underlining their amenity character.

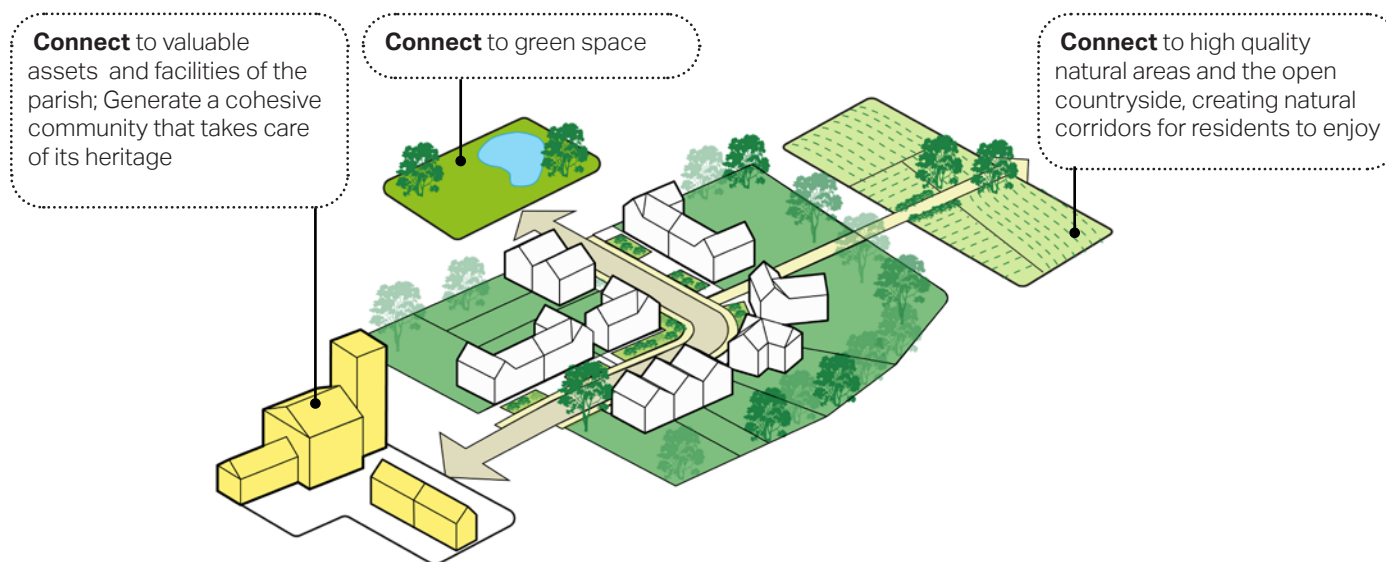


Figure 16: Illustrative diagram showing connectivity



Figure 17: Station Road connecting California with Ormesby St Margaret



Figure 18: California Avenue. An example of a secondary road

SC 02. People friendly streets

Streets are varied in Ormesby St Margaret with different areas seeing variations in front boundaries, footways, verges and vegetation. The character area codes in the next section will delve into the make-up of streets in more detail. Looking at roads in Ormesby St Margaret at a broader scale, general principles to consider are as follows:

- Streets must meet the technical highways requirements as well as being considered a 'place' to be used by all, not just motor vehicles. It is essential that the design of new development should include streets and junctions that incorporate the needs of pedestrians, cyclists, and if applicable, public transport users. It is also important that on-street parking, where introduced, does not impede the access of pedestrians and other vehicles.
- Within the settlement boundaries, streets should not be built to maximise vehicle speed or capacity. Streets and junctions must be designed with the safety and accessibility of vulnerable groups such as children and wheelchair users in mind, and may introduce a range of traffic calming measures.
- New streets should generally be linear with gentle meandering, providing interest and evolving views while helping with orientation.
- Streets must incorporate opportunities for landscaping, green infrastructure, and sustainable drainage.
- Where appropriate, cycle paths should be incorporated into street design to encourage people to use alternative transport.
- Crossing points that are safe, convenient, and accessible for pedestrians of all abilities must be placed at frequent intervals on pedestrian desire lines and at key nodes.
- Along low-traffic lanes and residential streets, crossing points can be more informal. For example, pedestrians may cross at any section of a street whose surface is shared between different users.
- Junctions must enable good visibility between vehicles and pedestrians. For this purpose, street furniture, planting, and parked cars must be kept away from visibility splays to avoid obstructing sight lines.
- Sufficient width of footway should be provided to facilitate a variety of mobilities, such as young families with buggies, mobility scooters, wheelchairs, etc. The Department for Transport Manual for Streets states there is no maximum width for a footway, it suggests that in lightly used streets, the minimum unobstructed width for pedestrians should generally be 2m.

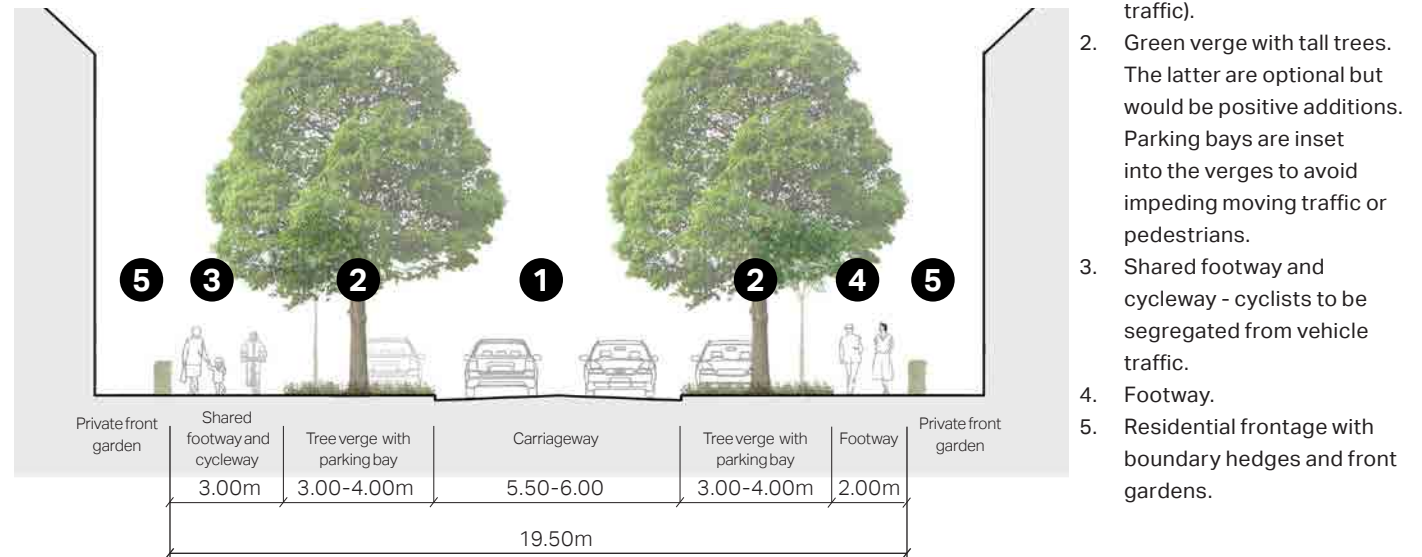


Figure 19: Section showing indicative dimensions for a secondary road. In some places trees may be omitted from one or both sides although they help with placemaking, contribute to local biodiversity, and create a positive micro-climate.

SC 03. Car parking

Car parking in Ormesby St Margaret is predominantly located on-plot, at the front of the property. There are also instances of three other types of parking though less prevalent. The following guidance refers to the four types of parking seen in Ormesby St Margaret.

- Car parking areas are a necessity of modern development. They do not need to be unsightly or dominate views towards the house. Parking provision should be undertaken as an exercise of placemaking.
- When placing parking at the front of a property, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting, and the use of quality paving materials.
- When needed, residential car parking can be translated into a mix of on-plot side, front, garage, and courtyard parking, and complemented by on-street parking.
- For family homes, cars should be placed at the side (preferably) or front of the property. For small pockets of housing, a rear court is acceptable.
- Car parking design should be combined with landscaping to minimise the presence of vehicles.
- Parking areas and driveways should be designed to improve impervious surfaces, for example, through the use of permeable paving.

SC 03.01. On-plot side or front parking

- On-plot parking can be visually attractive when it is combined with high quality and well designed soft landscaping.
- Boundary treatment is the key element to help avoid a car-dominated character. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and high quality paving materials between the private and public space.
- Hard standing and driveways must be constructed from permeable materials to mitigate surface water run-off.

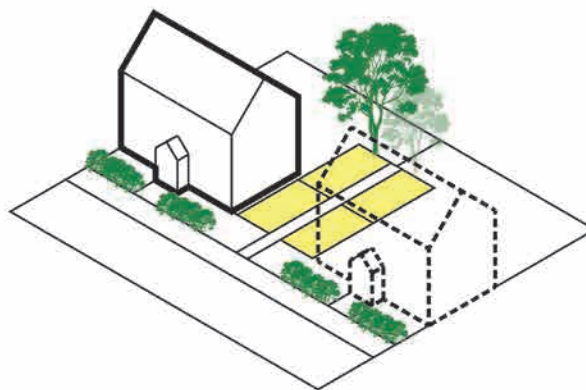


Figure 20: Illustrative diagram showing an indicative layout of on-plot side parking

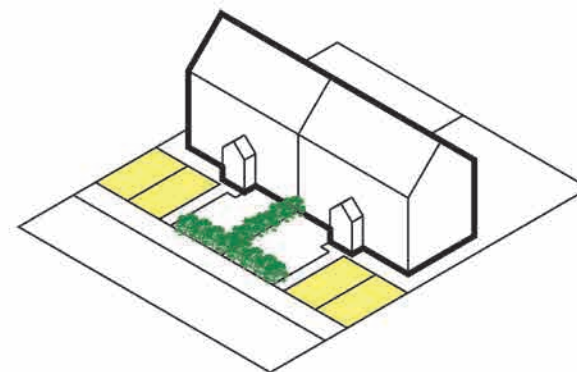


Figure 21: Illustrative diagram showing an indicative layout of on-plot front parking

SC 03.02. On-plot garage

- Where provided, garages must be designed either as free standing structures or as additive form to the main building. In both situations, it must complement and harmonise with the architectural style of the main building rather than forming a mismatched unit.
- Often, garages can be used as a design element to create a link between buildings and ensuring continuity of the building façade. However, it should be understood that garages are not prominent elements and they must be designed accordingly.
- It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space.
- Considerations must be given to the integration of bicycle parking and/or waste storage into garages.

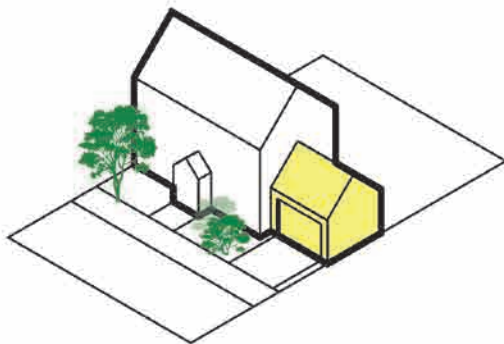


Figure 22: Illustrative diagram showing an indicative layout of on-plot garage parking

SC 03.03. On-street parking

- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function.
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of road markings.
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of road and street furniture in the public and private realm.

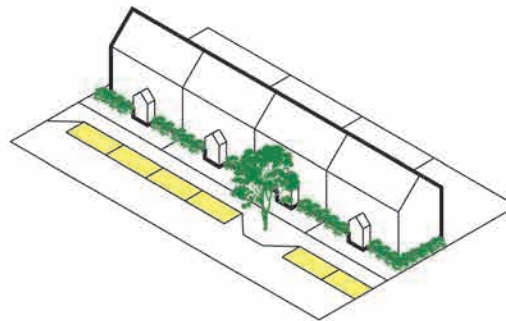


Figure 23: Illustrative diagram showing an indicative layout of on-street parking

SC 03.04. Parking courtyards

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for terraces fronting busier roads where it is impossible to provide direct access to individual parking spaces.
- Ideally all parking courts should benefit from natural surveillance.
- Parking courts should complement the public realm; hence it is important that high-quality design and materials, both for hard and soft landscaping elements, are used.
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects and impervious surface areas.

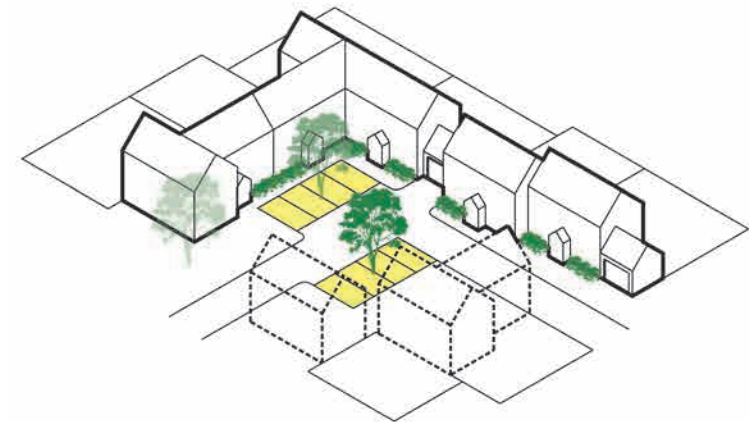


Figure 24: Illustrative diagram showing an indicative layout of parking courtyards

SC 04. Car charging points

On-street car parking

- Car charging points should be provided when on-street parking is suggested, always adjacent with public open space.
- Where charging points are located on the footpath a clear footway width of 1.5m is required next to the charging point, for a wheelchair user and a pedestrian to pass side-by-side.
- The layout of the parking bays in a car park should maximise the ease of the use of the chargepoint. Firstly, chargepoints should never be placed in such a way that forces drivers to park on the pavement or across spaces for cables to reach the chargepoint from the vehicle.
- Chargepoints should be placed so they can serve as many vehicles as possible. While vehicles should leave once they are charged, user experience and access to the chargepoint will be improved if the layout is designed to be as flexible as possible. This helps to overcome issues associated with charged vehicles or petrol or diesel vehicles blocking dedicated EV spaces. This can make the chargepoint unusable for others if the charging cables cannot reach other spaces. In general, EVs can use chargepoints within five meters as most charging cables are roughly 4-8 metres long.

Off-street car parking

- Generally, try to integrate mounted charging points and associated services into the design of new developments from the start to avoid cluttering elevations, in particular main facades and front elevations.



Figure 25: Off-street mounted car charging point solution



Figure 26: On-street free-standing car charging point

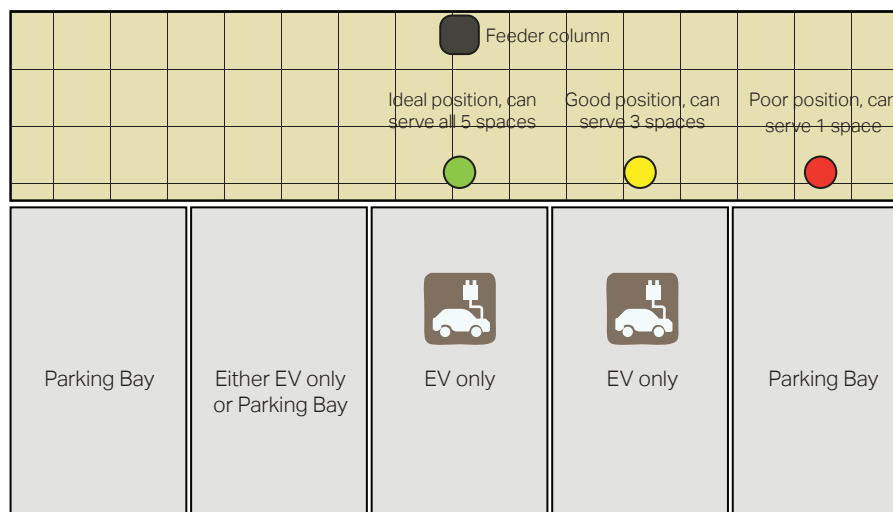


Figure 27: How the placing of on-street chargepoints and dedicated EV bays can restrict or maximise access

4.2.2. Enhanced and optimised green infrastructure and biodiversity (GB)

Green networks, corridors and linkages are widely seen as a key mechanism for reversing the effects of fragmentation on biodiversity. New developments should seek to create a mix of open spaces such as parks, natural open spaces and green corridors with multiple functions integrating blue and green infrastructure.

GB 01. Green networks

Ormesby St Margaret with Scratby has a wide range of green spaces. Future open spaces should be planned considering the following principles:

- Provide a connected network of private and public green spaces that includes generous and vegetated back and front gardens, public green spaces, fields and natural open spaces.
- If appropriate, green spaces should be linked to form connected green networks. The networks are often more useful to create visual amenity, for recreational use and wildlife corridors than isolated parks. Where direct links are not possible, it may be appropriate to link these together through green routes, shared surfaces and streets. Tree lined avenues can achieve a visual and physical connection to open space.

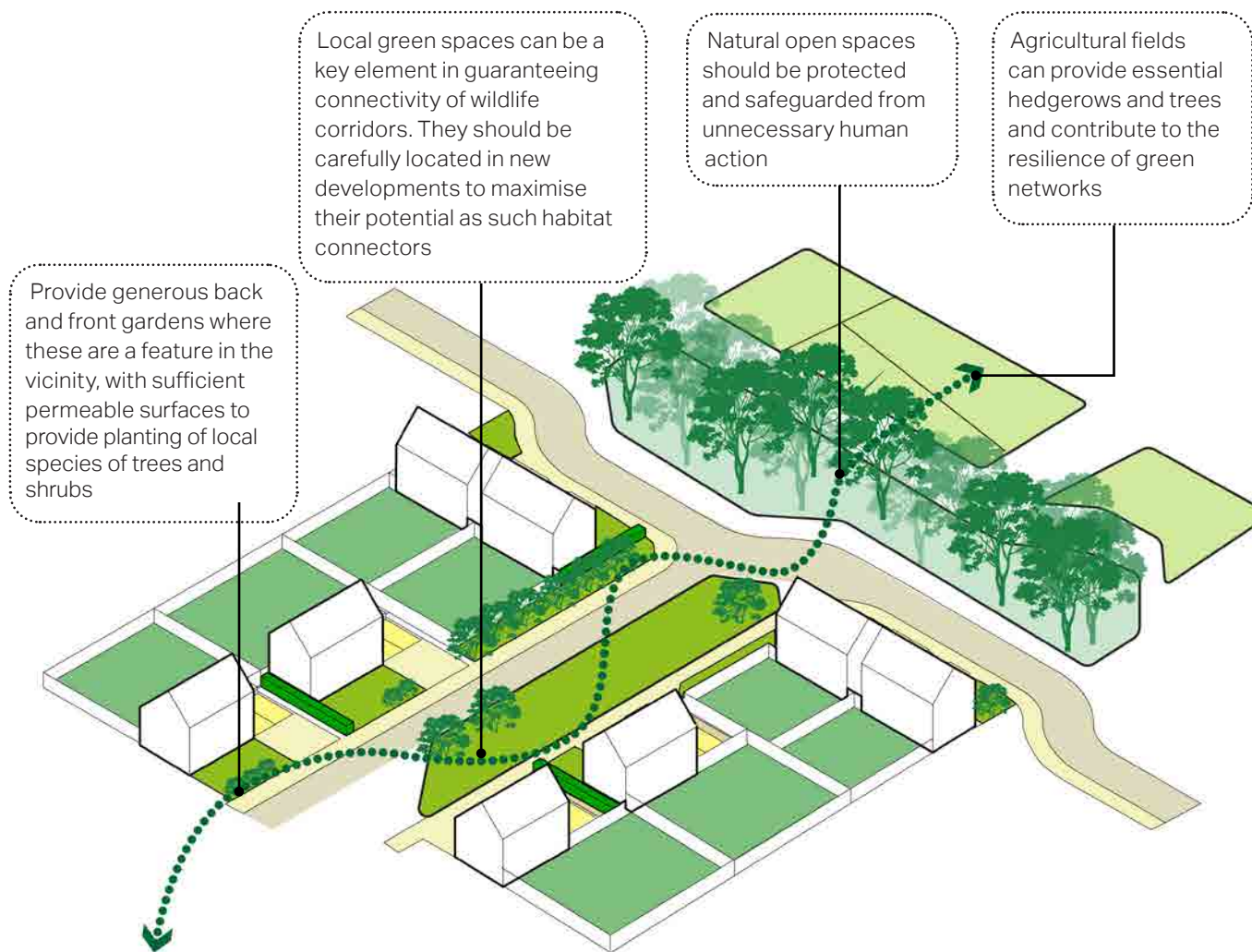


Figure 28: Diagram showing green networks

GB 02. Biodiversity

Ormesby St Margaret with Scratby has a rich and varied landscape character. There are many natural features and assets, such as trees, woodlands, hedgerows, verges, front and back gardens. They all contribute to provide habitats for biodiversity to flourish. Therefore, any new development or any change to the built environment should:

- Protect and enhance woodlands, hedges, trees and road verges, where possible. Natural tree buffers should also be protected when planning for new developments;
- Avoid abrupt edges to development with little vegetation or landscape on the edge of the settlement and, instead, aim for a comprehensive landscape buffering;
- Strengthen biodiversity and the natural environment;
- Ensure habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function;
- Include the creation of new habitats and wildlife corridors in the schemes, for example by aligning back and front gardens or installing bird boxes or bricks in walls;
- Propose wildlife corridors in the surrounding countryside by proposing new green links and improving existing ones. This will enable wildlife to travel to and from foraging areas and their dwelling areas; and
- Protect mature and veteran trees, wide green verges and species-rich hedgerow as they are essential for biodiversity. Hedgerows in particular, provide habitat for the fauna and contribute also to prevent soil erosion.

GB 03. Landscape and public realm

- Open spaces should offer a variety of spaces that can host a diverse range of activities and accommodate different users.
- Open spaces should respond to local character and encourage civic pride.
- Development adjoining public open spaces and important gaps should enhance the character of these spaces by either providing a positive interface (i.e. properties facing onto them to improve natural surveillance) or a soft landscaped edge.
- New and existing landscapes and open spaces should be located within walking distance from their intended users.
- New developments should incorporate existing native trees and shrubs and avoid unnecessary loss of flora. Any trees or woodland lost to new development must be replaced. Native trees and shrubs should be used to reinforce the more rural character of the area.



GB 04. Trees and landscaping

The abundance of trees is one of the parish's greatest assets. They provide shading and cooling, absorb carbon dioxide, act as habitats and green links for species, reduce air pollution and assist water attenuation and humidity regulation. For people, they help alleviate stress and anxiety, help with recovery from ill-health and create a sense of positive mental health and well-being. In addition, they add life to the landscape and help shape and add character to open spaces.

The following guidelines focus on the design aspects and appearance of planting and trees in private gardens as well as public open spaces and streets.

GB 04.01. Planting standard

- Aim to preserve existing mature trees, incorporating them into the new landscape design and using them as accents and landmarks, where appropriate;
- Consider canopy size when locating trees; reducing the overall number of trees but increasing the size of trees is likely to have the greatest positive long-term impact;
- Size of tree pits should allow sufficient soil around the tree. Ensure tree stems are in the centre of the verge to provide a 1m clearance of the footway or carriageway;
- Tree root zones should be protected to ensure that trees can grow to their mature size. Root barriers must be installed where there is a risk of damaging foundations, walls and underground utilities;
- New trees should be added to strengthen vistas, focal points and movement corridors, while retaining clear

visibility into and out of amenity spaces. They should, however, not block key view corridors and vehicular circulation sight lines;

- New trees should be integrated into the design of new developments from the outset rather than left as an afterthought to avoid conflicts with above- and below-ground utilities;
- To ensure resilience and increase visual interest, a variety of tree species is preferred over a single one. Species must be chosen according to climate change resilience, adaptation to local soil conditions, environmental benefits, size at maturity and ornamental qualities.
- Regulations, standards, and guidelines relevant to the planting and maintenance of trees are listed below:
- Trees in Hard Landscapes: A Guide for Delivery;¹
- Trees in the Townscape: A Guide for Decision Makers;²
- Tree Species Selection for Green Infrastructure;³

¹ Trees & Design Action Group (2012). *Trees in Hard Landscapes: A Guide for Delivery*. Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_trees-in-hard-landscapes_september_2014_colour.pdf

² Trees & Design Action Group (2012). *Trees in the Townscape: A Guide for Decision Makers*. Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treesinthetownscape.pdf

³ Trees & Design Action Group (2019). *Tree Species Selection for Green Infrastructure*. Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treespeciesguidev1.3.pdf

- BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations;⁴ and
- BS 5837:1991 Guide for trees in relation to construction.⁵

⁴ British Standards Institution (2014). *BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030219672>

⁵ British Standards Institution (1991). *BS 5837:1991 Guide for trees in relation to construction*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=00000000000258384>



GB 04.02. Give spatial enclosure, provide screening and privacy

The use of hedges, hedgerows trees and walls contribute to the strong character of the area and a sense of enclosure. To respect the existing context, both the building and the boundary feature should be consistent with the prevailing character, although there should be some allowance for an some of variation to provide added visual interest.

- Existing hedges, hedgerows trees and walls should, wherever appropriate, be retained to contribute to this sense of enclosure. Additional or replacement hedges and trees should be planted to maintain the continuity of existing hedges provide continuity of hedge and hedgerow tree cover.
- Where appropriate and feasible, any new developments should have setbacks that allow for front gardens or else a small area to provide a planted buffer zone between the private space and public space.

GB 04.03. Complement public realm and enhance built environment and local identity

Planting can make an appreciable difference to the appearance of an area, as well as adding to the local identity.

- New development should use boundary features which are complementary to the street and enhance the character of the village. The use of trees, hedges and planting in publicly visible areas, including edges and interfaces, should be encouraged.
- Climbing plants are good at screening features such as garages, blank walls and fences.

GB 04.04. Form focal points and frame views

In addition to the intrinsic value of trees, they can also have practical use value. In a small-scale open space, trees provide focal point of interest.

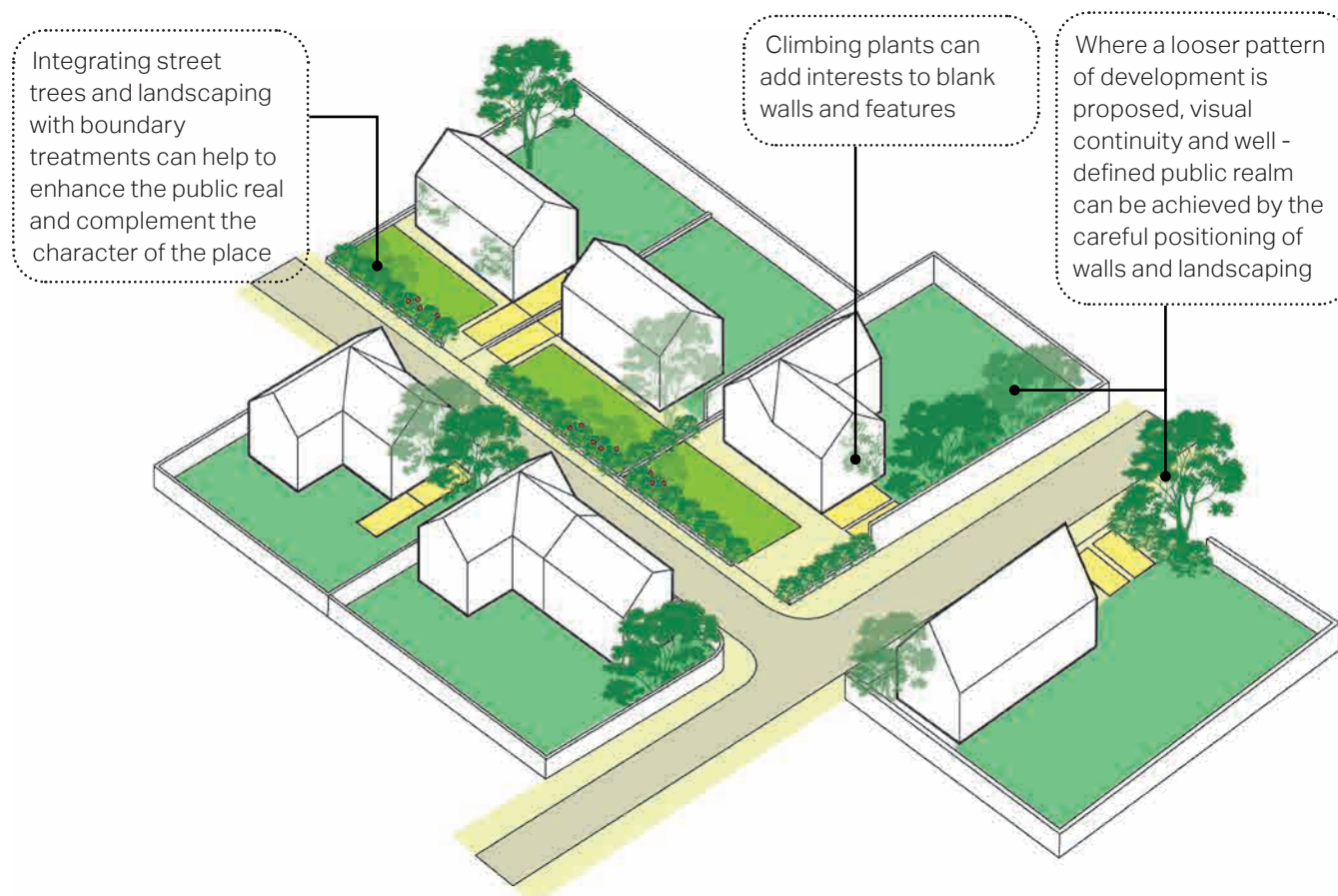


Figure 29: Diagram showing trees and landscaping that complement the public realm and create a sense of enclosure

GB 05. Water management

GB 05.01. SuDS

The term SuDS stands for Sustainable Drainage Systems. It covers a range of approaches to manage surface water in a sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits. SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system.

Usually, the most sustainable option is the collection of surface water to reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources.

Where reuse is not possible there are two alternative approaches using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and
- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites).

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions,

infiltration rate, slope, or presence of ground contamination. A number of overarching principles can however be applied:

- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network. Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

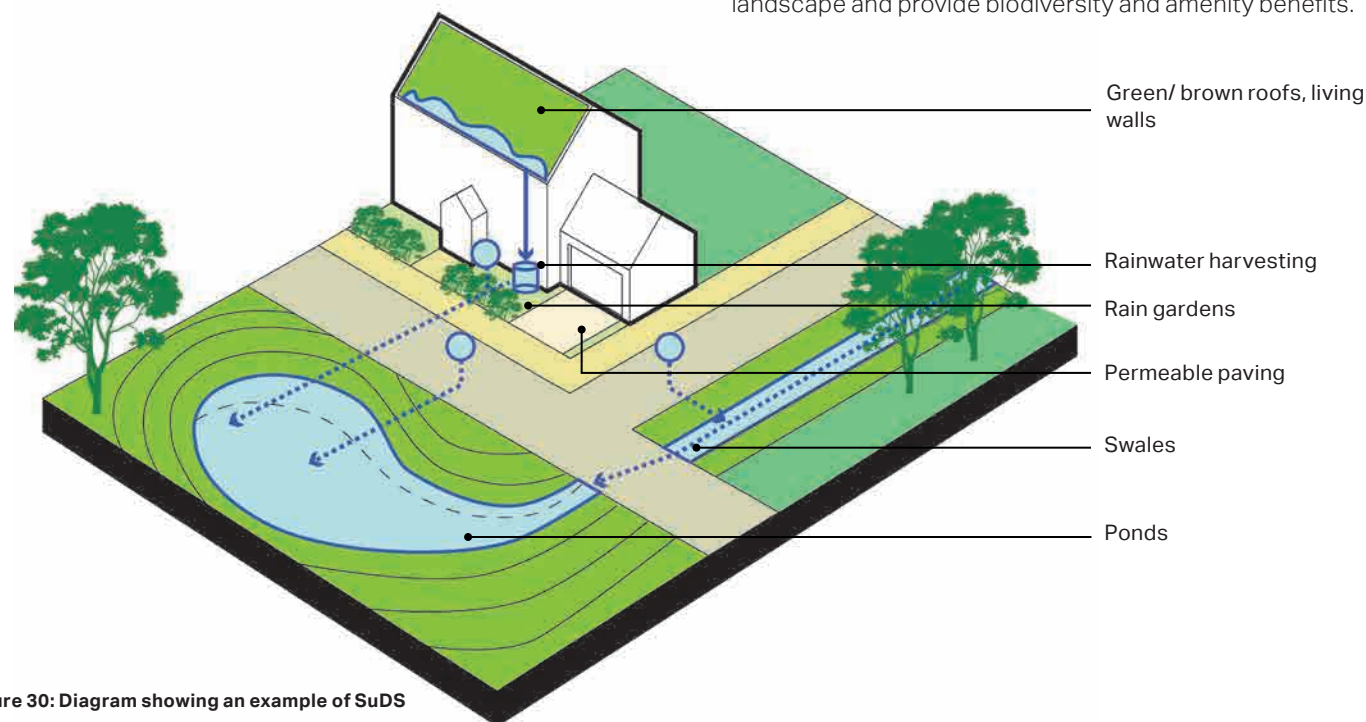


Figure 30: Diagram showing an example of SuDS

GB 05.01. Bioretention systems

Bioretention systems, including soak-aways and rain gardens, can be used within each development, along verges, and in semi-natural green spaces.

- They must be designed to sit cohesively with the surrounding landscape, reflecting the natural character of the Parish. Vegetation must reflect that of the surrounding environment.
- They can be used at varying scales, from small-scale rain gardens serving individual properties, to long green-blue corridors incorporating bio-retention swales, tree pits and mini-wetlands, serving roads or extensive built-up areas.

These planted spaces are designed to enable water to infiltrate into the ground. Cutting of downpipes and enabling roof water to flow into rain gardens can significantly reduce the runoff into the sewer system. The UK Rain Garden Design Guidelines provides more detailed guidance on their feasibility and suggests planting to help improve water quality as well as attract biodiversity.¹

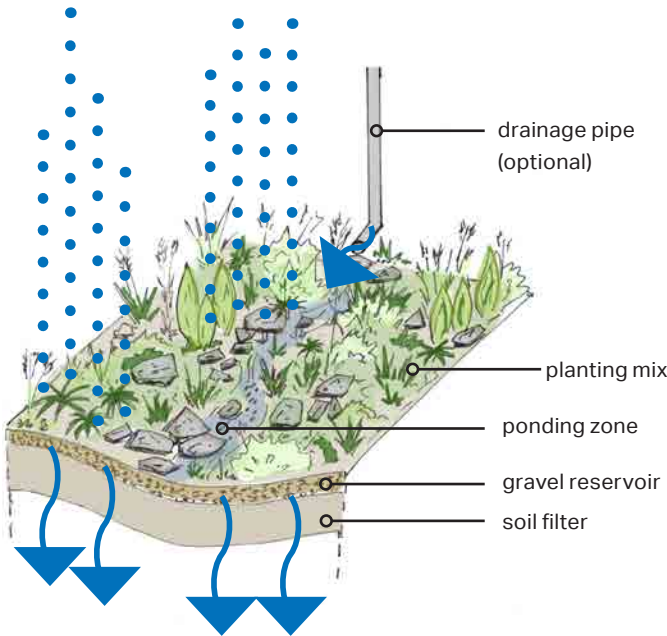


Figure 31: Diagram illustrating the functioning of a rain garden

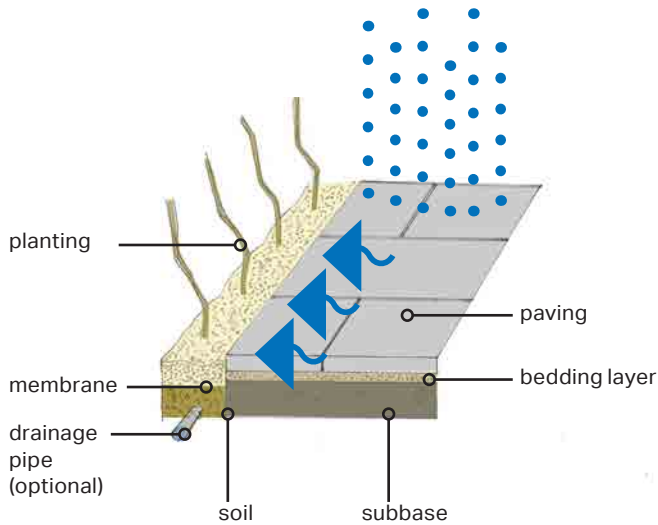


Figure 32: Diagram illustrating the functioning of a soak away garden

¹ UK Rain Gardens Guide. Available at: <https://raingardens.info/wp-content/uploads/2012/07/UKRainGarden-Guide.pdf>

GB 05.02. Permeable Paving

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding. Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts.

Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries. In addition, permeable pavement must also:

- Flood and Water Management Act 2010, Schedule 3;¹
- The Building Regulations Part H – Drainage and Waste Disposal;²
- Town and Country Planning (General Permitted Development) (England) Order 2015;³

¹ Great Britain (2010). *Flood and Water Management Act, Schedule 3*. Available at: <http://www.legislation.gov.uk/ukpga/2010/29/schedule/3>

² Great Britain (2010). *The Building Regulations Part H – Drainage and Waste Disposal*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442889/BR_PDF_AD_H_2015.pdf

³ Great Britain (2015). *Town and Country Planning (General Permitted Development) (England) Order 2015*. Available at: http://www.legislation.gov.uk/uksi/2015/596/pdfs/uksi_20150596_en.pdf

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems;¹
- The SuDS Manual (C753);²
- BS 8582:2013 Code of practice for surface water management for development sites;³
- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers;⁴ and
- Guidance on the Permeable Surfacing of Front Gardens.⁵

¹ Great Britain. Department for Environment, Food and Rural Affairs (2015). *Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

² CIRIA (2015). *The SuDS Manual (C753)*.

³ British Standards Institution (2013). *BS 8582:2013 Code of practice for surface water management for development sites*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030253266>

⁴ British Standards Institution (2009). *BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030159352>

⁵ Great Britain. Ministry of Housing, Communities & Local Government (2008). *Guidance on the Permeable Surfacing of Front Gardens*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf

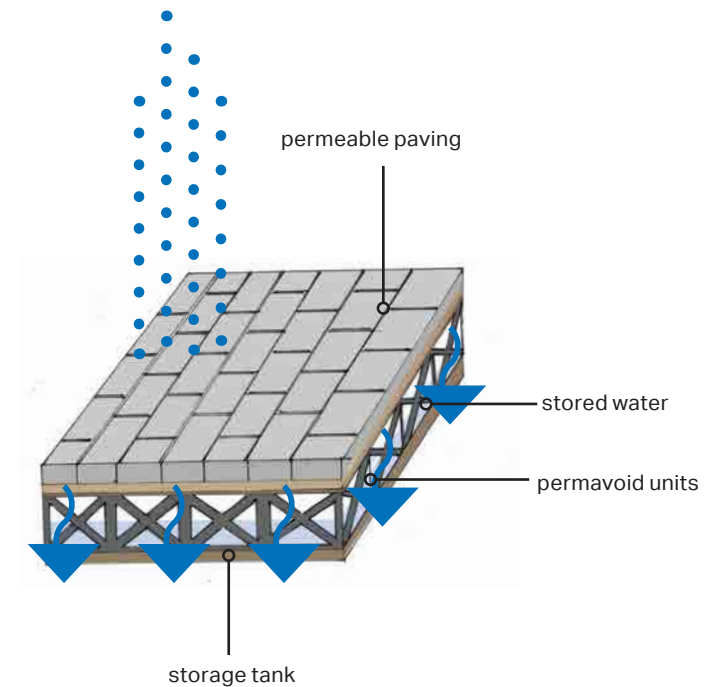


Figure 33: Diagram illustrating the functioning of a soak away

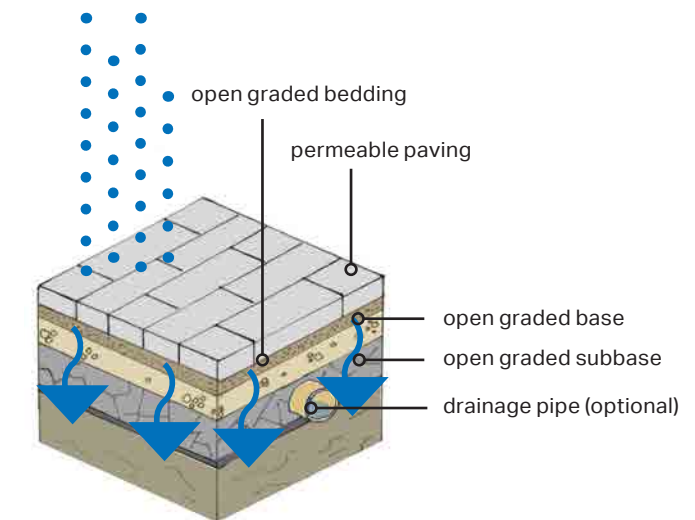


Figure 34: Diagram illustrating the functioning of a soak away

4.2.3. A Coherent pattern of development (CP)

CP01. Layout of buildings

The parish owes much of its character to the historic pattern and layout of its buildings and settlements. New developments should respect the particular building patterns of each settlement in order to contribute positively to their character. In particular:

- Any new developments in the countryside should be carefully sited to minimise negative impacts on the landscape;
- New developments must demonstrate an understanding of the scale, building orientation, enclosure and façade rhythm of the surrounding built environment to respect its character;
- New development proposals should comprise a variety of dwelling types reflecting local and regional vernacular to enhance character and sense of place;
- The size and layout of the plot should contribute positively to the character of the surrounding development. Positioning of the building on the plot should reflect the prevailing pattern, with front gardens, shallow setbacks or buildings located immediately to the back of the footway/highway, as appropriate. Where the provision of a front garden is not possible, small buffers to the public realm, such as planting strips, might be appropriate;
- New development should create a cohesive building line which is used to shape views and enclosures;

- The layout of new development should optimise the benefits of daylight and passive solar gain, as this can significantly reduce energy consumption.
- Any proposal that would adversely affect the physical appearance of a rural lane, or give rise to an unacceptable increase in the amount of traffic, noise, or disturbance would be inappropriate.

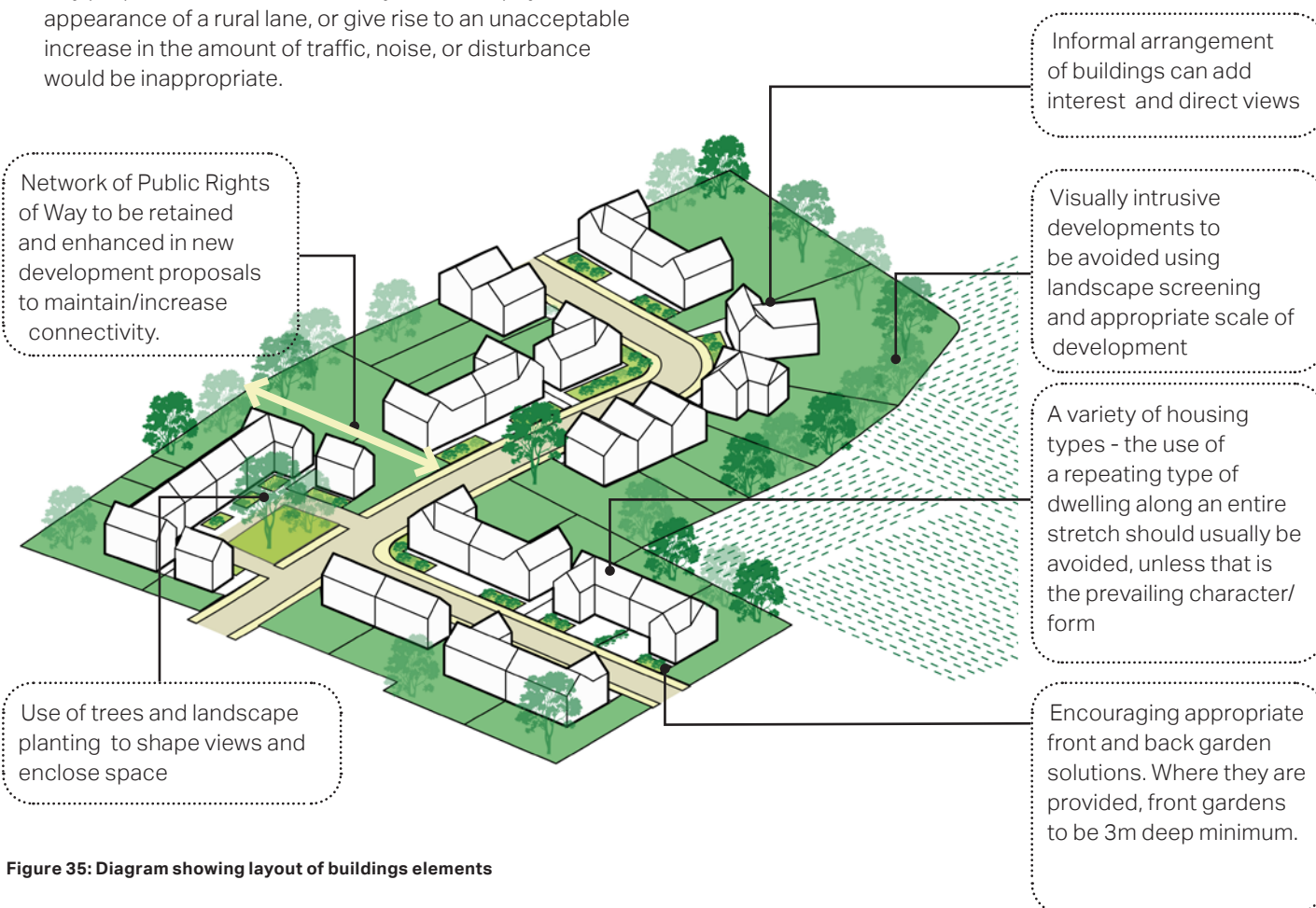


Figure 35: Diagram showing layout of buildings elements

CP 02. Proportion and scale

- The majority of buildings in the parish do not exceed two storeys in height and many have just one storey. Therefore, new buildings should be sympathetic in mass, height and scale to the existing context.
- Subtle variations in height, such as altering eaves and ridge heights, can add visual interest, although, in some instances a more cohesive and regular arrangement is the dominant characteristic and this should be respected, where it occurs. The bulk and pitch of roofs, however, must remain sympathetic to the tree canopy, the local vernacular and the low-lying character of the village. Another way to achieve visual interest could be by varying frontage widths and plan forms. The inclusion of a uniform building type throughout a development must be avoided.
- The massing of new buildings should ensure a sufficient level of privacy and access to natural light for their occupants and avoid overshadowing existing buildings. This is particularly important in areas of historic character.

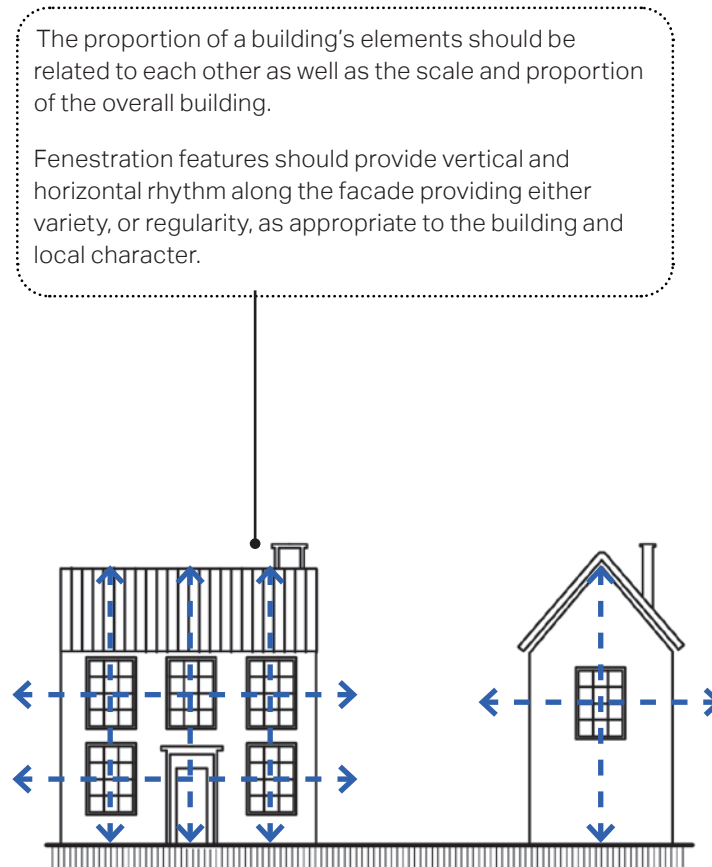


Figure 36: Elevation showing typical building proportion in a detached house



Figure 37: Detached housing in Symonds Avenue



Figure 38: Detached housing in California Crescent

CP 03. Building lines and setbacks

CP 03. 01. Building lines

The way buildings sit in relation to the street can affect the feel of a development.

- The building line should have subtle variations in the form of recesses and protrusions but should generally form a unified whole.
- Boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the character of the area.
- Boundary treatments should not impair natural surveillance.

CP 03. 02. Setbacks

A setback is the distance between the back of the pavement and the building line. The size of the setback contributes to the overall character and sense of enclosure along a street.

- A coherent street frontage should be achieved by coordinating the setback between buildings and the street. Large differences in setbacks for adjacent properties should be discouraged as they do not contribute to the overall streetscape or cohesiveness of place.

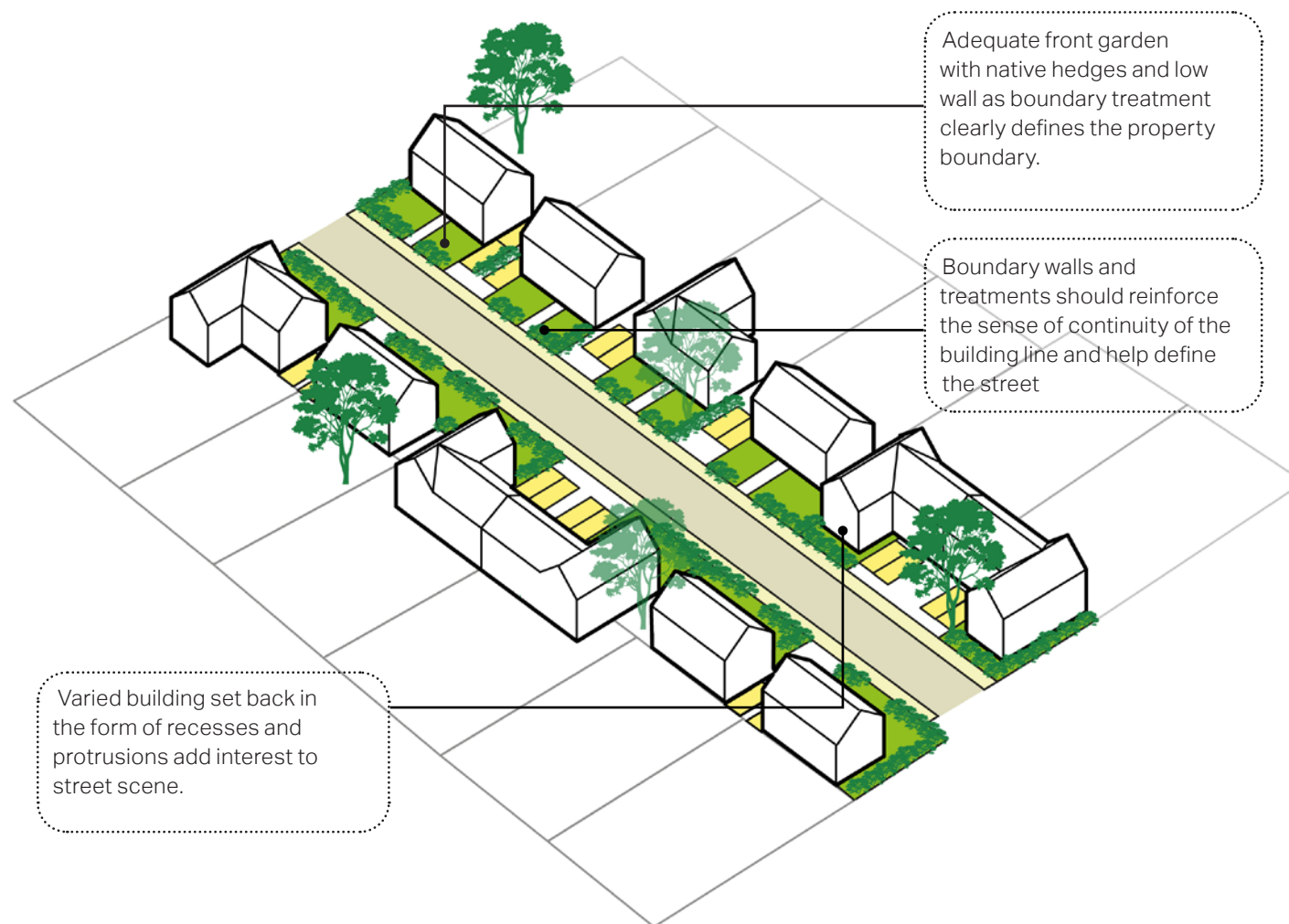


Figure 39: Illustrative diagram showing building line and degree of setback.

CP 04. Enclosure

Public realm in new developments should be designed in good proportions and delineated with clarity. Clearly defined spaces help in achieving cohesive and attractive urban form. They also create an appropriate sense of enclosure - the relationship between a given space (lane, street, square) and the vertical boundary elements at its edges (buildings, walls, trees). The following principles serve as general guidelines that should be considered for achieving a satisfactory sense of enclosure:

- When designing building setbacks, there must be an appropriate ratio between the width of the street and the building height.
- Buildings should be designed to turn corners and create attractive start and end points of a new street or frontage.
- Generally, building façades should front onto streets. Variation to the building line can be introduced to create an informal character.
- In the case of terraced and adjoining buildings, it is recommended that a variety of plot widths, land use, building heights, and façade depth should be considered during the design process to create an attractive streetscape and break the monotony of the street wall.
- Trees, hedges, and other landscaping features can help create a more enclosed streetscape in addition to providing shading and protection from heat, wind, and rain.

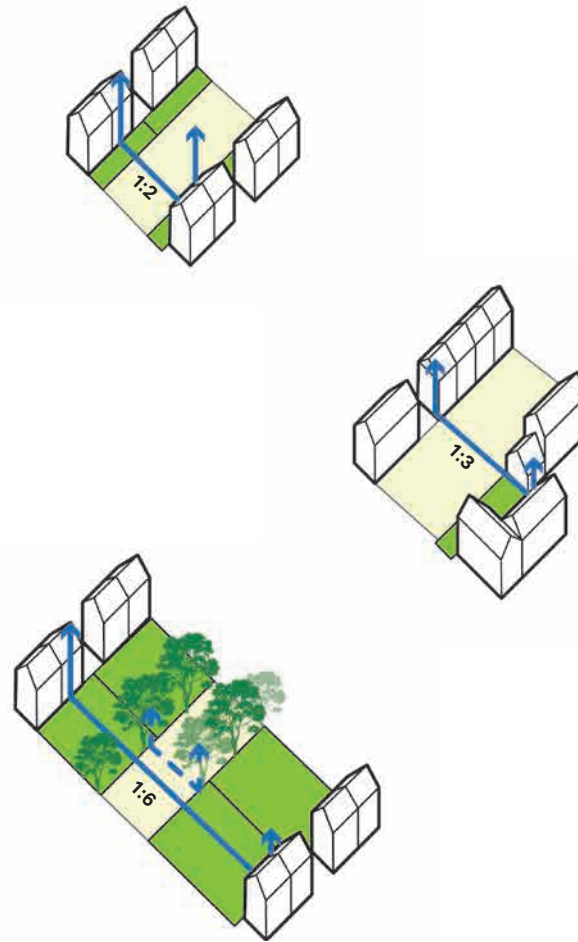


Figure 40: The various enclosure ratio depends on the amount of front garden width, road width, tree canopies and building heights.



Figure 41: High levels of building enclosure create a feeling of community on Bracecamp Close



Figure 42: Buildings with deep front gardens along Station Road. Trees help create a more enclosed streetscape.

CP 05. Corner treatment

Together with the creation of potential local landmarks, one of the crucial aspects of character and urban form is the treatment of corner plots. Because these buildings have at least two public facing façades, they have double the potential to influence the street's appearance. Therefore, the following guidelines apply to corner buildings.

- The form of corner buildings should respect the local architectural character.
- Articulate both façades on a corner building with doors and/or windows. Exposed, blank gable end buildings with no windows fronting the public realm should generally be avoided, although if façades have traditional window blanks, there instances where this would be in keeping with the village character.
- In every case, overlooking of the street and privacy of adjacent dwellings should be carefully balanced
- To articulate the corner, the building can be taller or have a distinctive architectural element to provide a greater presence and enhance legibility.
- In the case of fencing for back gardens or perimeter walls, the quality of the materials should be high.

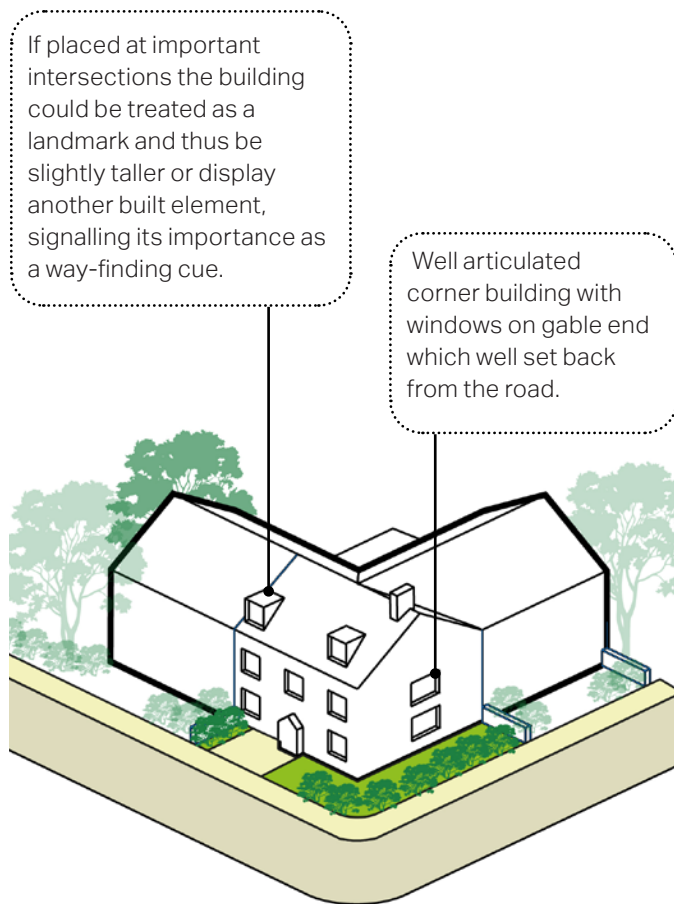


Figure 43: Diagram reflecting design principles for corner buildings.



Figure 44: Both façades on a corner building with windows.



Figure 45: Buildings with distinctive architectural element provide a greater presence.

LC 01. Boundary treatment

4.2.4. Promote local character (LC)

- Natural boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the character of the area.
- Boundary treatments should consider the street scene, street hierarchy and size of the development.
- Boundary features should be encourage to consistent with the characters while enabling enough variations for visual interest.
- High wall/hedges along publicly visible boundaries are considered inappropriate and should be avoided.
- If placed on the property boundary, waste storage should be integrated as part of the overall design of the property. Landscaping could also be used to minimise the visual impact of bins and recycling containers.
- Locally distinctive landscape features and planting, such as flint and brick boundary walls and hedges of native species should be used in new development to define boundaries. Any material that is not in keeping with the local character should be avoided.



Figure 46: In local streets, more open front garden treatments with plants.



Figure 48: Buildings with hedgerows as boundary treatments, create a rural streetscape



Figure 47: Enclosed front gardens enhance the sense of privacy.



Figure 49: Buildings on large plots are bounded by walls/hedges between 1.5 and 2 meters in heights.

LC 02. Roofscape

Creating variety and interest in the roofscape is an important element in the design of attractive buildings and places. There are certain elements that serve as guidelines in achieving a well-designed roofscape:

- The scale and pitch of the roof should always be in proportion with the dimensions of the building itself.
- Monotonous building elevations should be avoided, therefore, subtle changes in roofline can be achieved during the design process. Roof shapes and pitches must, however, employ a restrained palette on a given building; overly complex roofs must be avoided.
- Locally traditional roof detailing elements such as roofing materials, chimney stacks and edge treatments should be considered and applied to new development, where possible.
- Dormers and chimneys can be used as design elements to add variety and interest to roofs.
- A modern approach should be taken to chimney design and should only be incorporated where they serve a function. In the case of small dwellings without fireplaces, gas fuel or soil and vent outlets can be combined into chimney structures.
- Chimneys shall rise above the roof and when on an end elevation should connect to the ground. Chimneys should be positioned on the ridge of the roofs, centrally on a gable end or against an out scale wall and should have pots.



Figure 50: Images above show positive examples of roofscape articulations and local styles of chimneys and dormers, typical of Ormesby St Margaret with Scratby

LC 03. Materials and building details

Within the parish there is a wide variety of architectural style and development from different time periods, all of which contribute to its character and sense of place. The recurring architectural forms and features of this rich mix of precedents provides developers with solid basis for design development and should be the starting point of reference in developing site proposals.

Generally, for inspiration and appropriate examples, developers should look at the historic buildings in the surrounding areas. Each development should be designed with the specific location and its immediate surroundings in mind.

- Any new development should use a simple material palette. Richness should be achieved through varied roofscapes, building styles and careful detailing.
- Featured architectural details should be introduced to new development in an sensitive and sustainable way.
- Any new materials should be durable, sourced from eco-friendly, recycled and sustainable sources, wherever possible.

This section includes some examples of building materials and details that contribute to the local vernacular within the Ormesby St Margaret with Scratby Parish area, and these, among others, could be used to inform future development. This list is not exhaustive and each design proposal must explain its architectural and material strategy and demonstrate how it fits with the context of the area.



Figure 51: Images showing diverse architectural styles in Ormesby St Margaret with Scratby

a. Windows

Windows are the 'eyes' of a building and are crucial to its character.

- Casement and sash windows with glazing-bars are characteristic of traditional houses in the area.
- It is important that for good internal lighting the default position is for large windows on new development.
- Ground floor windows can be larger and deeper than upper floor windows, as they add more animation to the streetscape and allow greater light penetration.
- Bay windows can be used on front of houses to add interest of building facade and allow more natural light into interior spaces.

b. Porches and canopies

Porches and door canopies are fairly common in Ormesby St Margaret.

- Porches and canopies should respond to roof types and materials, as well as wall materials.



Figure 52: Positive local examples for materials and building details in Ormesby St Margaret with Scratby

c. Chimneys

Traditionally, buildings display simply-shaped brick/stone chimneys.

- New buildings can make use of accent and feature elements such as chimneys to generate visual interest in the roof line and the streetscape.

d. Dormers

A dormer is a roofed structure, often containing a window, that projects vertically beyond the plane of a pitched roof. A variety of styles are employed in Ormesby St Margaret with Scratby, and are often a product of the time period in which the house was built and the choice of roofing material.

- Detailed evidence will be required, from developers, to show that their choice of design solution for dormers fits with the prevailing character and is correct in terms of proportion, relative to the size of the roof, and that it fits the general roovescape.

e. Roof

The roofline of residential dwellings in Ormesby St Margaret with Scratby is varied and full of interest thanks to the mentioned gables and dormers, as well as various materials.

- Traditional roofs include thatch, slate and clay plain tiles and pantiles.



Figure 53: Positive local examples for materials and building details in Ormesby St Margaret with Scratby

f. Wall materials

- Bricks with varying hues and mixtures of materials make a significant contribution to the character of the parish.
- Traditionally, render is applied in a smooth floated finish in a limited range of naturally occurring colours. The local rendering tradition suggests a white or light pastel colouring. It is recommended to keep render to subtle tones.
- Weatherboarding is used on several barns and sheds
- Flint buildings/walls finished with red/white brick dressing contribute strong character to the parish area. Flint should seek to complement building frontages and boundary treatments.

g. Boundary materials

- Flint and red brick boundary wall is prevalent in Ormesby St Margaret, as is the use of brick alone to form boundary walls.
- Fence panels are also found in the area, often in conjunction with hedgerows.



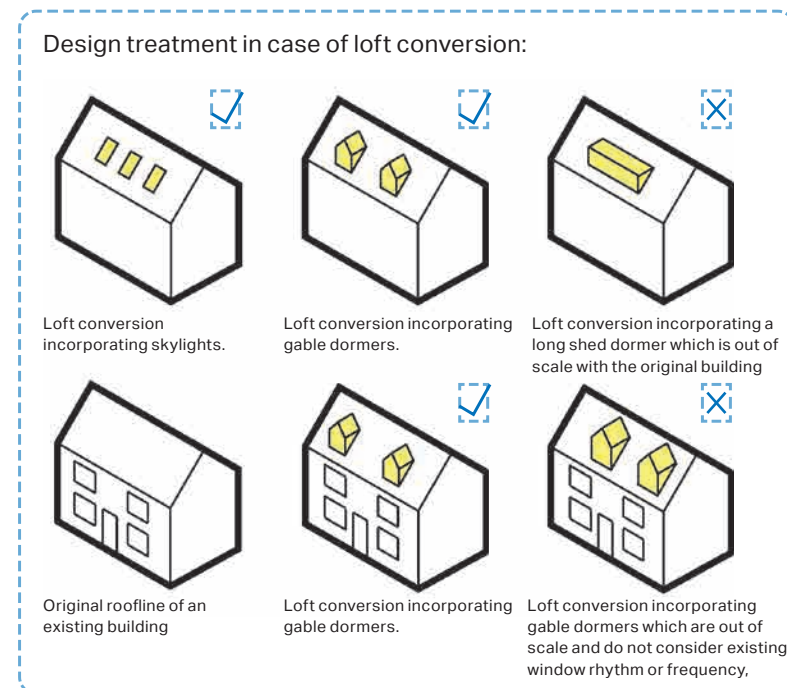
Figure 54: Positive local examples for materials and building details in Ormesby St Margaret with Scratby

LC 04. Extensions and Alterations

There are a number of principles that residential extensions and conversions should follow to maintain character:

- Many household extensions are covered by permitted development rights, and so do not need planning permission. These rights do not apply in certain locations such as the Conservation Area.
- The original building should remain the dominant element of the property regardless of the scale or number of extensions. The newly built extension should not overwhelm the building from any given viewpoint.
- Extensions should not result in a significant loss to the private amenity area of the dwelling.
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided.
- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate.
- Extensions should consider the materials, architectural features, window sizes and proportions of the existing building and respect these elements to design an extension that matches and complements the existing building.
- In the case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new.

- In the case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overlooking or privacy issues.
- Any housing conversions should respect and preserve the building's original form and character.
- Where possible, reuse as much of the original materials as possible, or alternatively, use like-for-like materials. Any new materials should be sustainable and be used on less prominent building parts.



Good example for side extensions, respecting existing building scale, massing and building line.

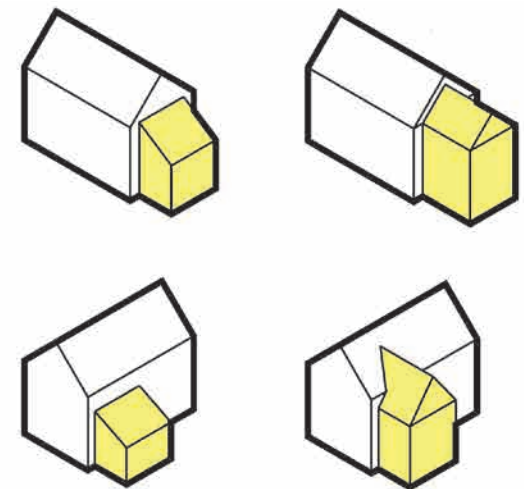


Figure 55: Some examples for different type of building extensions

4.2.5. Design for sustainability (DS)

The following section explains how energy efficient technologies can be incorporated at the building, settlement and broader parish design scale.

Use of such principles and design tools should be encouraged in order to contribute towards a more sustainable environment.

DS 01. Solar roof panels

On new builds

- They should be designed in from the start, forming part of the design concept. Some attractive options are solar shingles and photovoltaic slates or tiles. In this way, the solar panels can be used as a roofing material in their own right.

On retrofits

- Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels.

Colour & contrast

- The colour and finish of solar panels and how they reflect light should be chosen to fit in with the building or surroundings. The majority of crystalline and thin film panels are dark blue or black; within these shades are a variety of finishes and tones to help make the panels unobtrusive.

Frames

- Panels without frames, or black-framed panels, should be used where framed panels would detract from the building. Untreated or natural finished metal panel frames can look

out of place and draw unnecessary attention to the panels. Many manufacturers sell panels with frames that are painted or anodised to blend in better with the building.

Size and style

- Consider the style of the building and, if possible, position the solar PV panels so they are in proportion to the building and its features. For example, they can resemble roofing elements such as roof lights or windows.
- The way in which panels are laid out in relation to one another can make a huge difference to the appearance of the system – symmetrical installations tend to work much better.
- Consider how the installation relates to the shape of the roof or building. If possible, covering the whole roof or one of its gables is often advisable.

Surroundings

- Choose plant and tree types and locations so that plants will not grow to shade areas on the property or on neighbouring properties where solar energy systems are installed.
- Design and locate structures so they will not shade areas on the property or on neighbouring properties where solar energy systems are installed.
- Solar PV on adjacent houses of the same type may look out of place if the approaches are very different. If neighbours use different sizes and colours of panels or position them differently in relation to the roofs, it can have a significant impact. Consider using similar components to fit with the prevalent panel style in the area.



Figure 57: Favour symmetrical arrangements

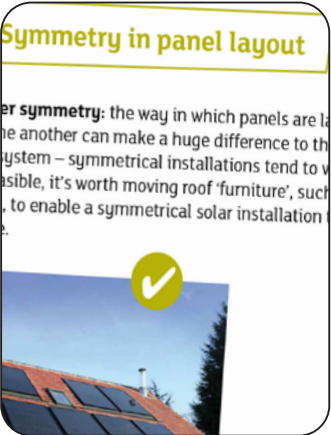


Figure 56: Maintain a consistent look with neighbouring properties



Figure 58: Avoid overshadowing neighbouring properties



Figure 59: Select a colour and finish that matches the surroundings

DS 02. Features in dwellings

Energy efficient or eco homes combine all around energy efficient construction, appliances, and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

The aim of these interventions is to reduce home overall energy use as cost effectively as the circumstances allow for. Whereas, the final step towards a high performance building would consist of other on-site measures towards renewable energy systems.

Existing homes		New build homes
1  Insulation in lofts and walls (cavity and solid)	A 	High levels of airtightness
2  Double or triple glazing with shading (e.g. tinted window film, blinds, curtains and trees outside)	B 	More fresh air with the mechanical ventilation and heat recovery, and passive cooling
3  Low- carbon heating with heat pumps or connections to district heat network	C 	Triple glazed windows and external shading especially on south and west faces
4  Draught proofing of floors, walls, windows and doors	D 	Low-carbon heating and no new homes on the gas grid by 2025 at the latest
5  Highly energy- efficient appliances (e.g. A++ and A+++ rating)	E 	Water management and cooling more ambitious water efficiency standards, green roofs and reflective walls
6  Highly waste- efficient devices with low-flow showers and taps, insulated tanks and hot water thermostats	F 	Flood resilience and resistance e.g. raised electrical, concrete floors and greening your garden
7  Green space (e.g. gardens and trees) to help reduce the risks and impacts of flooding and overheating	G 	Construction and site planning timber frames, sustainable transport options (such as cycling)
8  Flood resilience and resistance with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors	H 	Solar panel
	I 	Electric car charging point

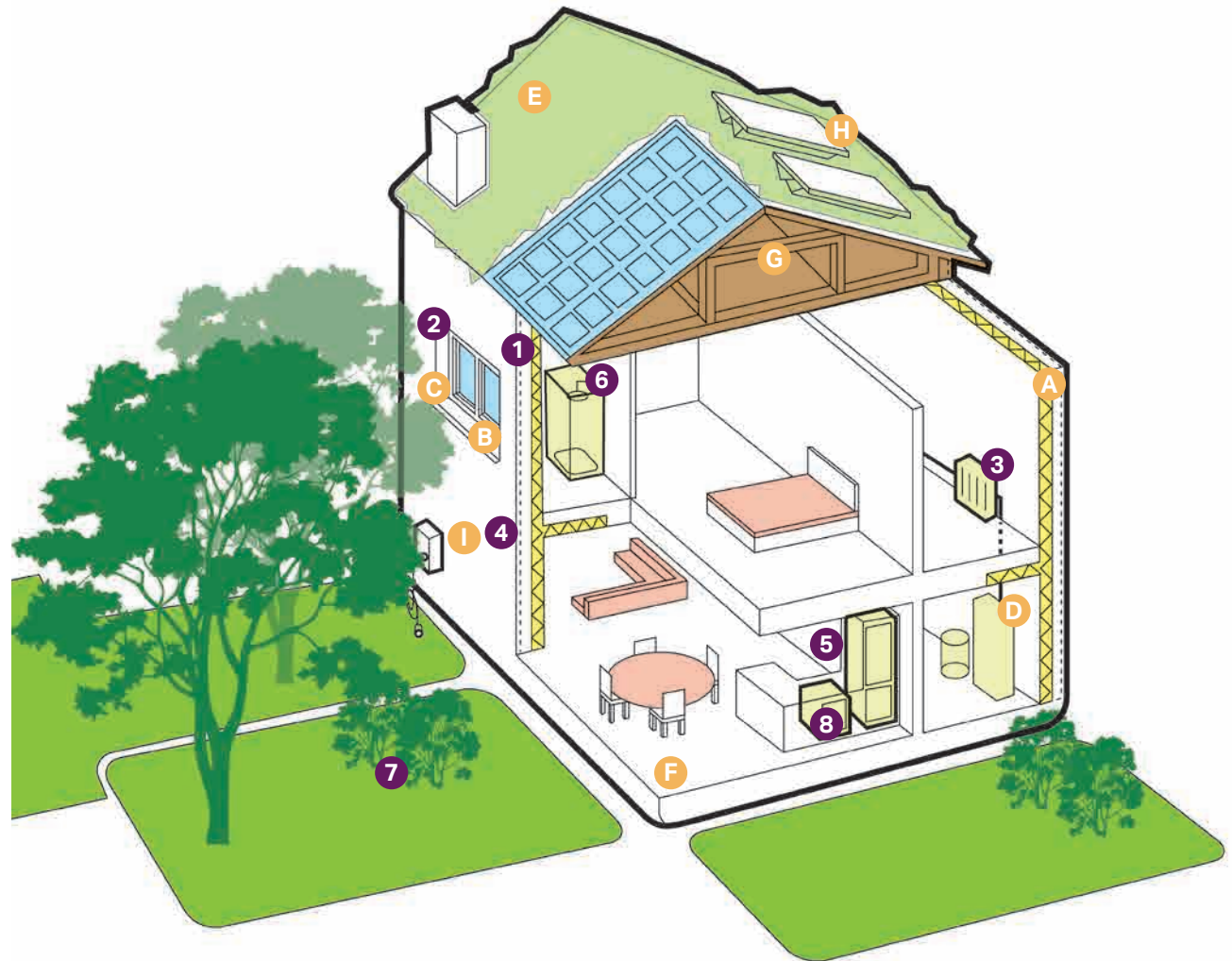


Figure 60: Diagram showing low-carbon homes in both existing and new build conditions (adapted from Commission on Climate Change)

DS 03. Building fabric

Thermal mass

Thermal mass describes the ability of a material to absorb, store and release heat energy. Thermal mass can be used to even out variations in internal and external conditions, absorbing heat as temperatures rise and releasing it as they fall. Thermal mass can be used to store high thermal loads by absorbing heat introduced by external conditions, such as solar radiation, or by internal sources such as appliances and lighting, to be released when conditions are cooler. This can be beneficial both during the summer and the winter.

Thermal storage in construction elements can be provided, such as a trombe wall placed in front of a south facing window or concrete floor slabs that will absorb solar radiation and then slowly re-release it into the enclosed space. Mass can be combine with suitable ventilation strategies.

Insulation

Thermal insulation can be provided for any wall or roof the exterior of a building to prevent heat loss. Particular attention should be paid to heat bridges around corners and openings at the design stage.

Provide acoustic insulation to prevent the transmission of sound between active (i.e. living room) and passive spaces (i.e. bedroom). Provide fire insulation and electrical insulation to prevent the passage of fire between spaces or components and to contain and separate electrical conductors.

Airtightness

Airtight constructions help reduce heat loss, improving comfort and protecting the building fabric. Airtightness is achieved by sealing a building to reduce infiltration- which is sometimes called uncontrolled ventilation. Simplicity is key for airtight design. The fewer junctions the simpler and more efficient the airtightness design will be.

An airtight layer should be formed in the floor, walls and roof. Doors, windows and roof lights to the adjacent walls or roof should be sealed. Link the interfaces between walls and floor and between walls and roof, including around the perimeter of any intermediate floor. Seal penetrations through the air barrier. Consider waste pipes and soil pipes, ventilation ducts, incoming water, gas, oil, electricity, data and district heating, chimneys and flues, including air supplies to wood burning stoves, connections to external services, such as entry phones, outside lights, external taps and sockets, security cameras and satellite dishes.

The diagram on the following page illustrates some of these key considerations.

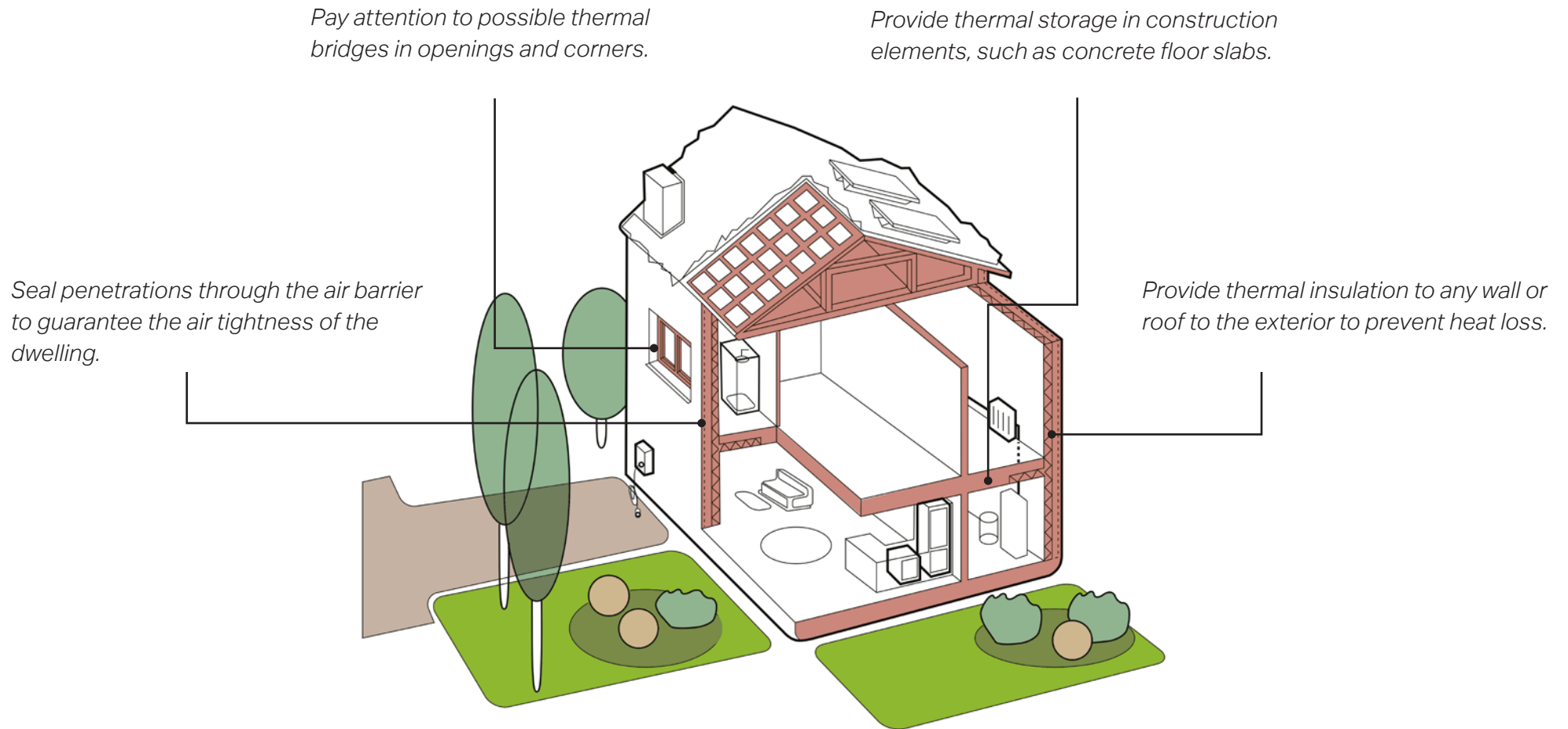


Figure 61: Diagram illustrating aspects of the building fabric to be considered

DS 05. Adaptability

Houses should be designed to meet the differing and changing needs of households and people’s physical abilities over their entire lifetime. This is an important aspect of making homes sustainable and durable.

One way to achieve this is to incorporate all the standards- M4(1), M4(2) and M4(3)- of the approved document M4 of the Building Regulations in the design of new homes and to assess whether they can be retrofitted in existing properties.

The diagram to the right illustrates the principles of inclusivity, accessibility, adaptability and sustainability in a dwelling.

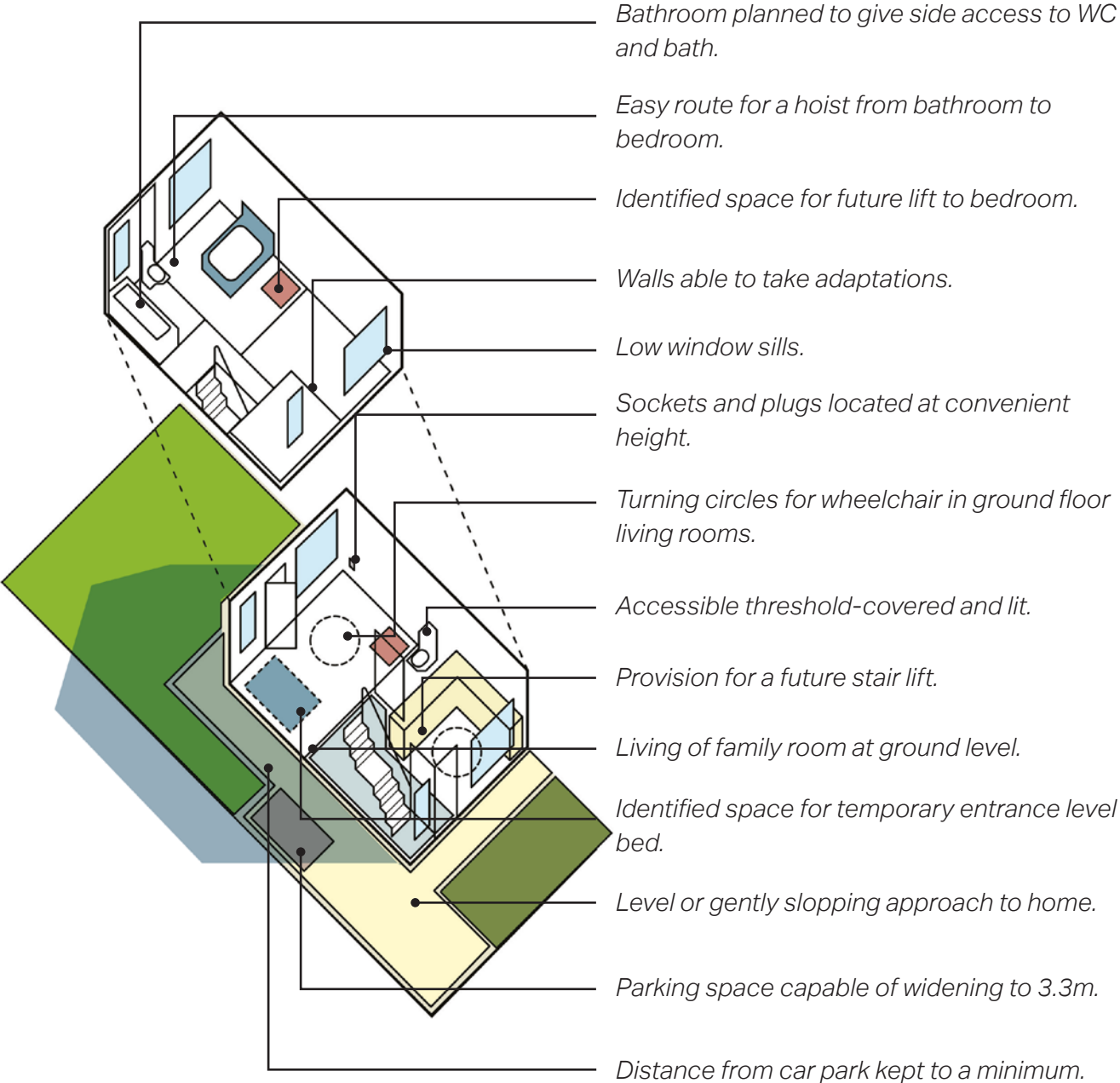


Figure 62: Diagram illustrating adaptability traits within a dwelling

DS06. Renewable low carbon energy solutions

The following policies may not be appropriate in all parts of Woodhall Spa though are given as a general reference to be considered in future development where planning policy in that area permits it.

Solar panels

Solar panels should be designed to have a minimal visual impact on the roof of a building. New builds should incorporate solar panels from the beginning and form part of the design concept. Some attractive options are solar shingles, photovoltaic slates or tiles. Solar panels can also be used as a roofing material in their own right.

When retrofitting existing buildings the proportions of the roof and building should be considered to identify the best location and sizing of the panels. Tiles or slates of different colours can be added to the roof to better integrate the solar panels.

Ground heating systems

District heat networks may play an important role in the transition to low carbon energy. Heat pumps involve using a system to capture heat from outside the home and move it inside. Electricity is used to do this though the quantity of heat generated is greater than the quantity of electricity used to power the system. As a heat pump captures heat that is already present in the environment, the system itself emits no carbon dioxide emissions.



Figure 63: Example of solar panels on a roof



Figure 64: A subtle solar panel design



Figure 65: Example of a ground source heating system

DS 04. Waste storage and servicing

With modern requirements for waste separation and recycling, the number of household bins that need to be stored has increased. It is important that these are accommodated in ways that allow convenient access, and without increasing street clutter or harming the appearance of new buildings.

- Servicing arrangements should have a specific and attractive enclosure of sufficient size for all the necessary bins, this avoids the blocking of pavements with bins and makes the public realm more attractive.



Figure 67: An example of a cycle storage solution



Figure 66: Example of a bin storage solution



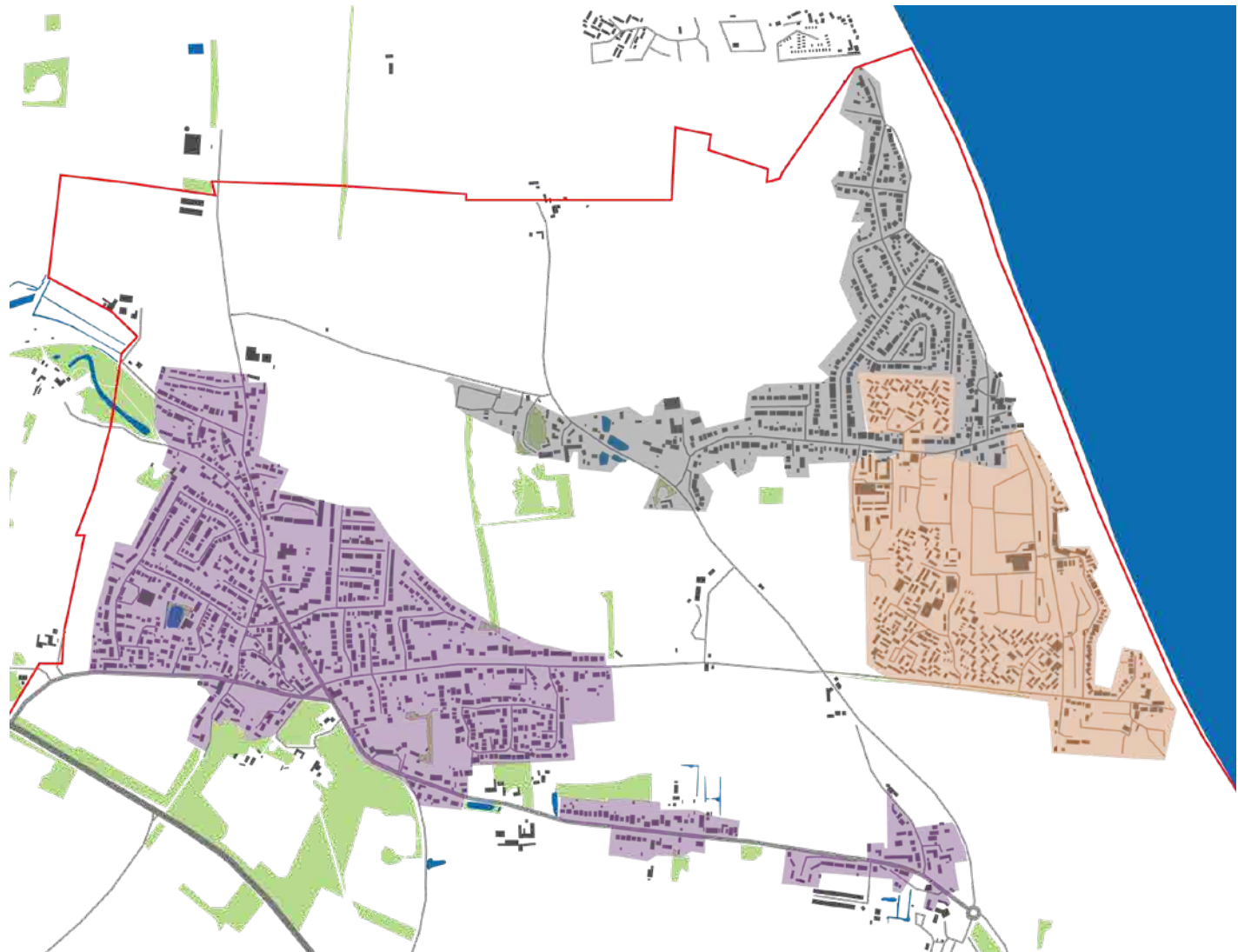
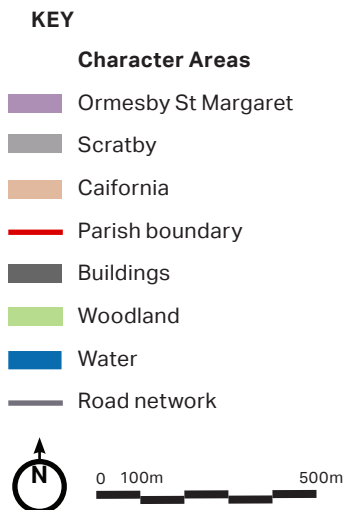
Figure 68: An open bin storage solution

4.3. Character area codes

4.3.1. Overview

The character area codes are designed to provide specific guidance to areas within Ormesby St Margaret with Scratby. The three distinct settlements, Ormesby St Margaret, Scratby and California, form the three character areas in this section. The specific guidance builds upon the general design codes outlined in the previous section and highlights guidelines that will both preserve and enhance the existing character of the area. These should be read jointly with the previous codes.

Applicants seeking to build in these areas should refer to these sections when considering the street layout, placemaking and architectural features of any new development.



Ormesby St Margaret

Character area design codes

Traditional features
Architectural features characteristic to the conservation area should be preserved and replicated where appropriate.

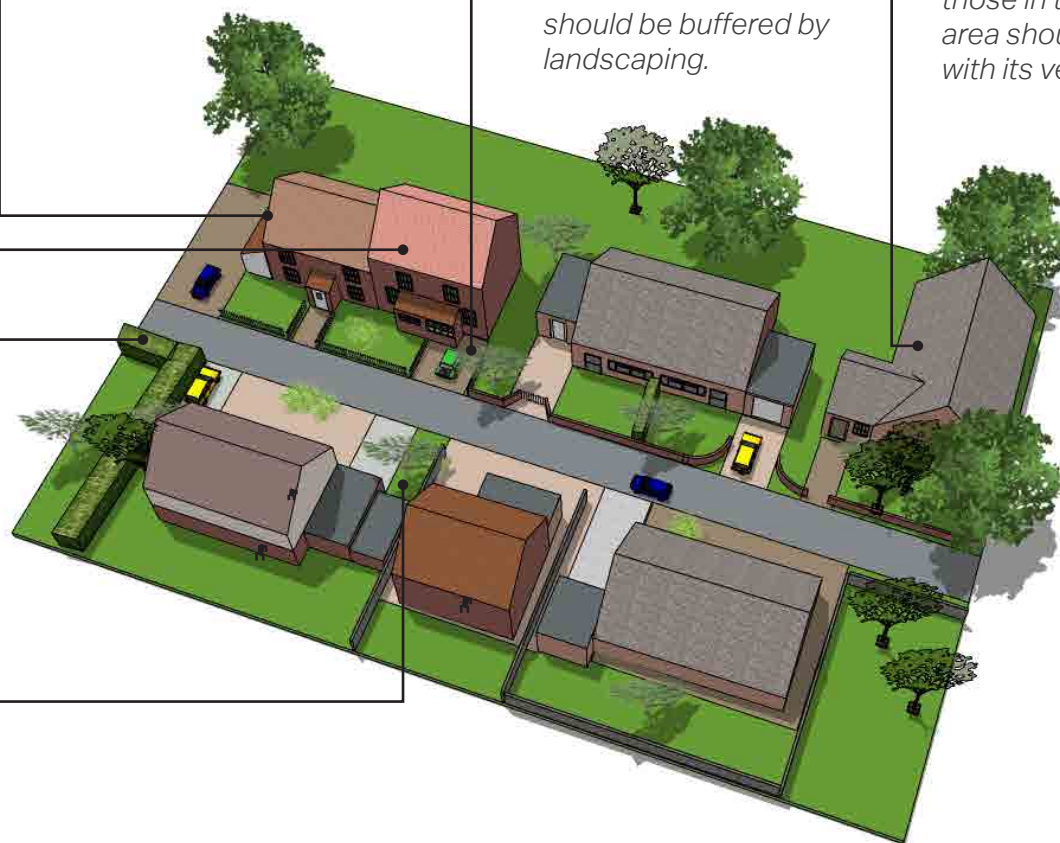
Boundary treatment
Natural features such as hedges should be considered throughout the character area. Low brick walls and iron railings are also commonly seen.

Gaps between buildings
Gaps between buildings should be maintained to preserve the sense of space and privacy.

Consistent building line
New developments should be aligned with the building line, and orientation of the existing built environment.

Car parking
On-plot and on street parking can be applied in the area. On-plot parking is especially encouraged in the conservation area and should be buffered by landscaping.

Materials and colour palette
Materials and colours of new buildings should be in keeping with the surrounding buildings, those in the conservation area should be coherent with its vernacular style.



AECOM

Scratby

Character area design codes

Desired height profile
Roof styles should be in-keeping with buildings in the area (mostly pitched roofs) and building heights should not exceed 2 storeys. Dormers and chimneys can be added for variety and interest where appropriate.

Maintaining a sense of enclosure
Streets should retain a good sense of enclosure by maintaining consistent building lines and frontages, as well as using landscaping features to create a more enclosed streetscape.

Extensions and alterations
Side extensions are acceptable in this character area. Extensions should respect the original form of the main building and seek to minimise visual impact of the join between existing and new.

Boundary treatment
Natural features such as hedges should be considered throughout the conservation area. Low brick walls and iron railings are usually seen across the character area.

Car parking
On-street parking can be retained along the road. On-plot parking should be buffered by landscaping to minimise visual impact.

Materials and colour palette
The materials and colours of the building should be in keeping with the surrounding buildings and local vernacular.



California

Character area design codes

Pattern of development
Linear pattern of development should be preserved, new buildings should conform to the existing building line along the street.

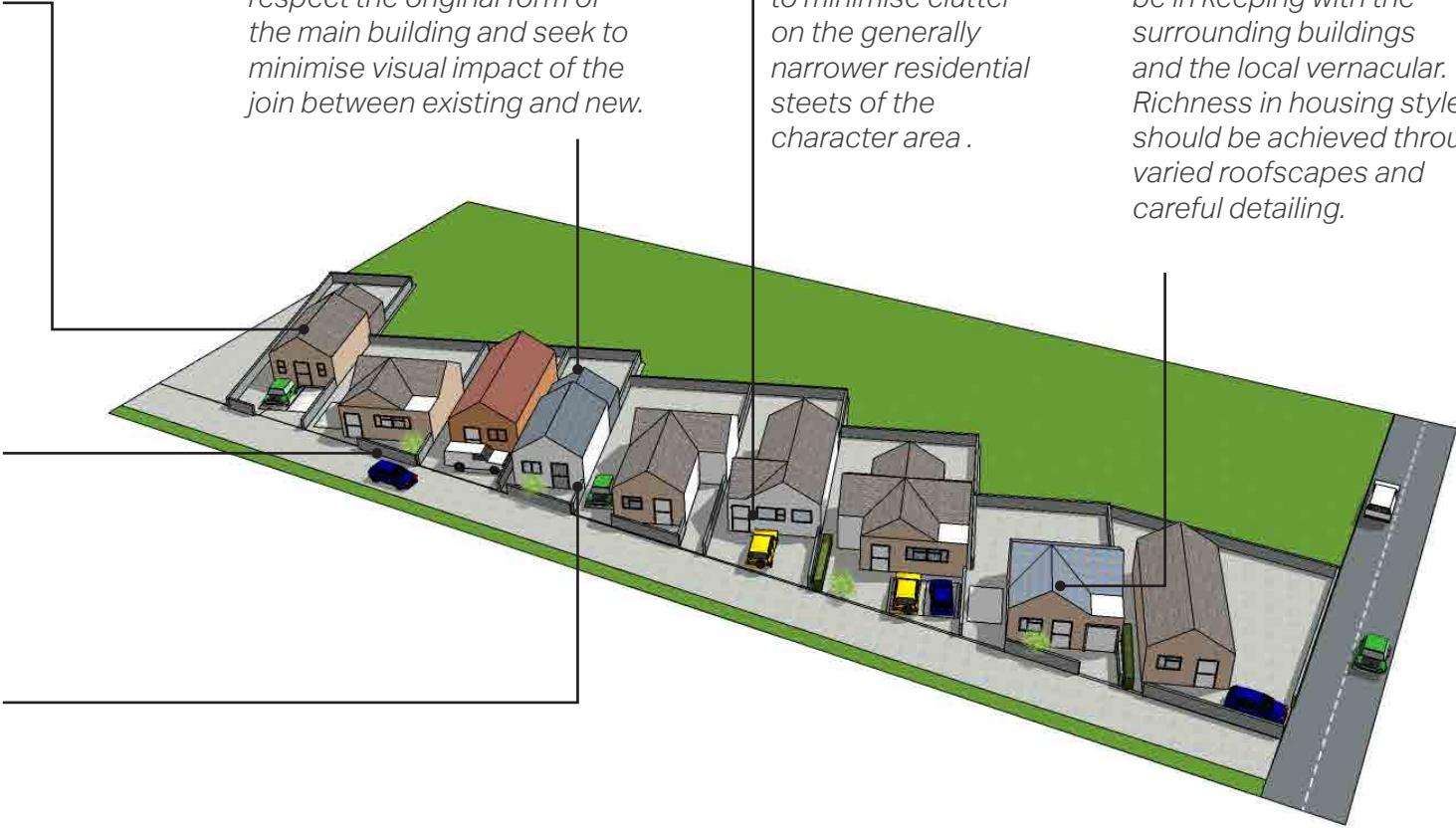
Boundary treatment
Natural features such as hedges should be considered throughout the character area, these can help retain a sense of enclosure for the street and help add visual interest and soften the streetscape.

Gaps between buildings
Gaps between buildings should be maintained to preserve the sense of space and privacy.

Extensions and alterations
Side and rear extensions are acceptable in this character area. Extensions should respect the original form of the main building and seek to minimise visual impact of the join between existing and new.

Car parking
On-plot parking is encouraged for this character area to minimise clutter on the generally narrower residential streets of the character area .

Materials and colour palette
The materials and colours of the building should be in keeping with the surrounding buildings and the local vernacular. Richness in housing style should be achieved through varied roofscapes and careful detailing.



AECOM



Masterplan study

05

5. Masterplan study

5.1. Introduction

This section sets out the design codes that will influence the layout of potential new development within Ormesby St Margaret's two allocated housing sites. The aim is to ensure that the sites will provide sufficient growth that is appropriate to Ormesby St Margaret, both in terms of scale and overall design.

This chapter has two sections, one for each of the two sites allocated in the Great Yarmouth Local Plan. Each section will highlight the high-level opportunities and constraints of the sites and present several design options. After selecting a preferred option, an illustrative layout of each site will then be outlined.

Wherever possible, images from Ormesby St Margaret are used to illustrate the design codes. However, where these images are not available, the following outputs are used:

Design principles and guidance text;

Images from best practice examples;

Illustrations and explanatory diagrams.

For both sites, the general design guidance and codes set out in Chapter 4 still applies and should be referenced in their design proposals. The specific design guidance and codes should help to unlock the development potential of these sites, whilst supporting sustainable growth by improving the image and quality of development coming forward in Ormesby St Margaret.

This chapter includes indicative masterplans that show one way of applying the design codes on the two sites. We have not undertaken technical studies on topics such as ground conditions, traffic and drainage (although AECOM specialists have inputted into design development).

It is expected that full co-design exercises are undertaken by applicants on the sites. This report is a step in that direction, enabling the community to progress from an informed position.



Figure 69: Site OT2 and neighbouring dwellings



Figure 70: Site OT1 and neighbouring woodland

5.2. Site OT1 – Summary of opportunities and constraints

Site OT1 is an empty green field site located to the south west of the village. It is 8.56 hectares and has been allocated approximately 190 homes in the Great Yarmouth Local Plan. It borders a housing development to north of Cromer Road and part of the Conservation Area, to the north east.

The site is serviced by Cromer Road to the north and Filby Lane to the east. Vehicular access is feasible on Cromer Road while there is also a pedestrian access from Filby Lane. No access is possible from the south owing to the A149 which forms a physical barrier to pedestrian movement. There are a few existing footpaths and bridleways in the area though none directly connect to the site.

The surrounding area offers several amenities such as an infant school and a junior school, both approximately a 7-minute walk away from the north of the site. There is also an allotment to the east. Further east along Cromer Road, approximately a 2-minute walk, lies the Village Green and the historical centre of the settlement.

Within the site, the northern perimeter is lined with a hedgerow of varying density and size. There are gaps in the hedgerow offering opportunities for access points. To the south and east, a stretch of woodland separates the site from the A149 and acts as a buffer. Both the existing woodland and the hedgerows should be retained.

Remains of St Peter's Church can be found just to the east of the centre of the site. According to the Great Yarmouth Local Plan, new development should seek to protect and enhance the existing remains.

While the site is not situated in a flood risk zone, the area is at risk of surface water flooding with the Great Yarmouth Local Plan identifying the area around the Village Green as the most at risk.



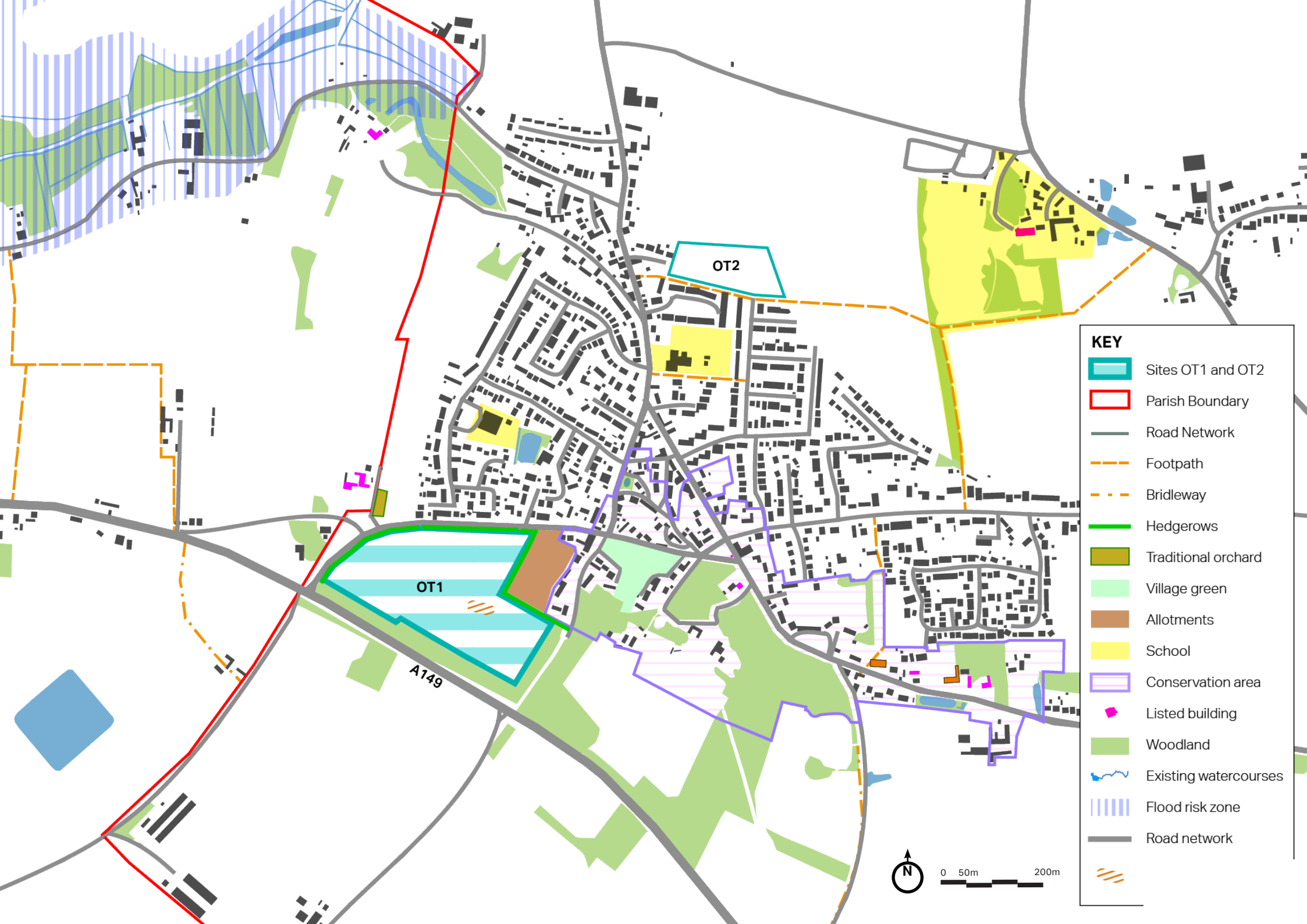
Figure 71: Narrow access point leading from the site to Filby Lane.



Figure 72: The site is mostly flat with rich vegetation and woodland bordering the site.



Figure 73: Aerial photo of the site with the remains of St Peter's Church visible in the centre of the photo. Photo taken by the University of Cambridge.



5.3. Site OT2 – Summary of opportunities and constraints

Site OT2 is an empty green field site located in the north of the village. It is 1.68 hectares and has been allocated approximately 32 dwellings in the Great Yarmouth Local Plan. It borders farmland to the north and east and more recent extensions to the village to the south and west.

Access is from either Barton Way or Thurne Way though it would be more practical for the latter to be a pedestrian access with Barton Way providing the main vehicular access into the site. A public footpath borders the southern boundary of the site and can be integrated into the future development. The footpath leads to the Grade II listed Duncan Hall School which sits within landscape grounds and then further onto both Station Road and Scratby Lane providing great connections to other parts of the village.

The site neighbours an area of farmland which provides views out into the countryside. There is also existing vegetation and trees lining the south of the site. According to the Great Yarmouth Local Plan, appropriate landscaping will need to form part of any future proposal along the north and eastern boundaries of the site.



Figure 77: Vegetation on the boundary of Site OT2



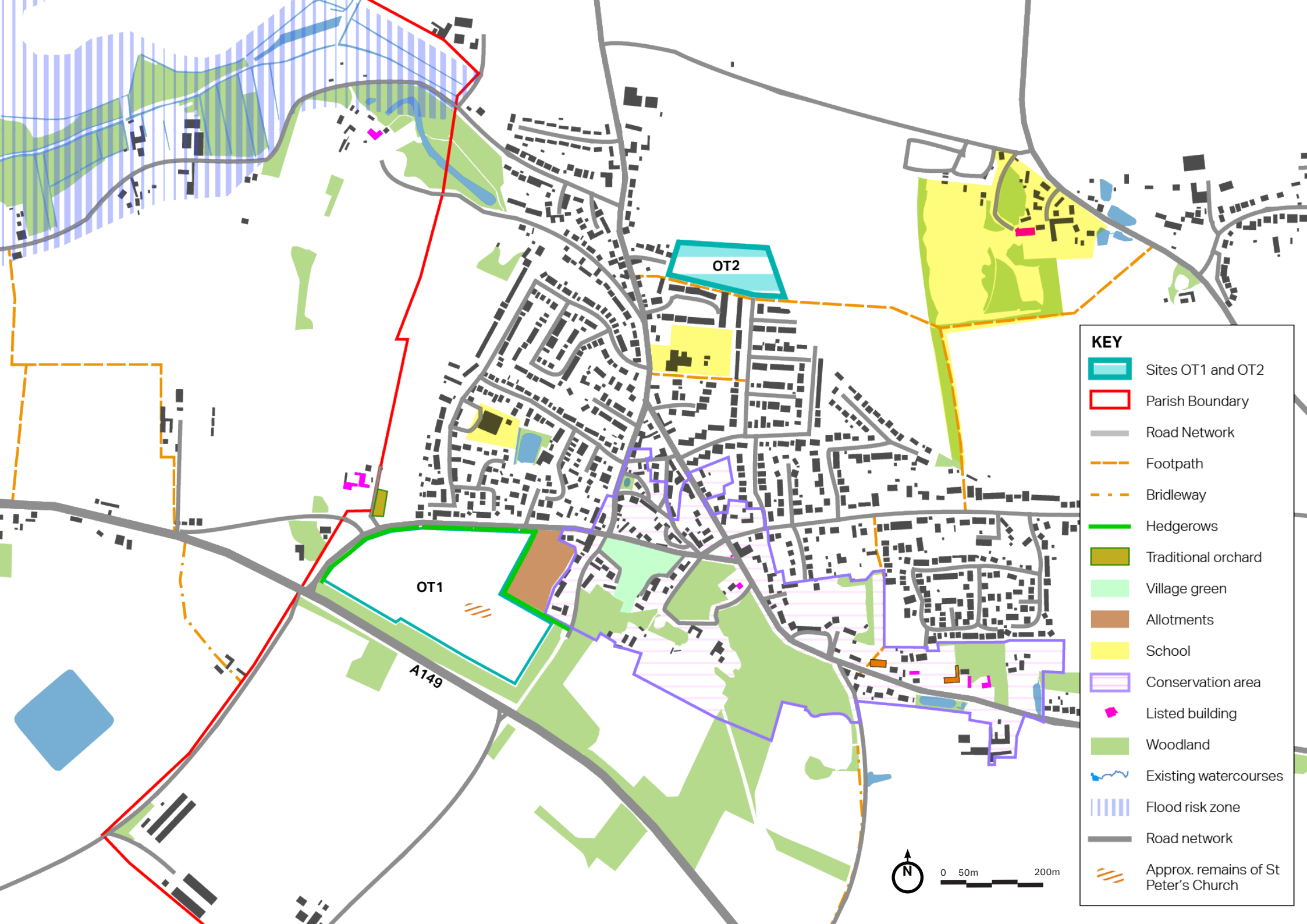
Figure 75: Potential additional access route via Thurne Way



Figure 74: Public Right of Way to the south of the site



Figure 76: Main access point from Barton Way



KEY

- Sites OT1 and OT2
- Parish Boundary
- Road Network
- Footpath
- Bridleway
- Hedgerows
- Traditional orchard
- Village green
- Allotments
- School
- Conservation area
- Listed building
- Woodland
- Existing watercourses
- Flood risk zone
- Road network
- Approx. remains of St Peter's Church

5.4. Development proposal

This section sets out the spatial options considered as part of the design development process and a final option which is presented in the following pages.

Spatial options

Several spatial options were considered during the design process of the masterplan. All the options considered were designed based on the design guidance and codes set out in the earlier chapters of this report, with more specific guidance for the sites outlined in the following pages. The Great Yarmouth Local Plan outlines specific requirements for both sites in Ormesby St Margaret and as such, has been highly considered in the design proposals outlined in the following section.

Each options explored a variety of densities for each site and ensured the highest number of dwellings that is still appropriate for both sites, considering the average densities of existing housing development across Ormesby St Margaret.

Preferred options

The preferred options are predicated on delivering an appropriate number of homes whilst maintaining the key landscape features within and around the sites, retaining existing connections with the wider landscape and street network. Overall, the preferred options provide a setting for development that is attractive, accessible, and capable of delivery.

The spatial arrangement of development, as proposed in both preferred options, has the potential to deliver the target

number of homes in a mix range of densities, housing types, and tenure mix. This mix and range would provide a more balanced and efficient use of land. This allows flexibility for the options to meet the policies set out in the Great Yarmouth Local Plan.



Figure 78: Part of Site OT2



Figure 79: Cromer Road to the north of Site OT1

5.5. Site OT1 - concept masterplan

Key design principles include development around a central green, providing through traffic as well as dwellings fronting onto streets and open spaces. This site provides certain opportunities and constraints that have been factored in when designing the layout.

In addition, buffers to the conservation area and the retention of existing trees and hedgerows form a part of the green infrastructure strategy that also seeks to protect the rich natural and historical context of the site.

The following pages outline the site option in more detail.

- KEY**
- Site boundary
 - Development parcels
 - Frontages
 - Green open space
 - Remains of St Peter's Church
 - Vehicular routes
 - Pedestrian/cycle routes
 - Main access point
 - Pedestrian/cycle access point
 - Trees



Figure 80: map showing the masterplan option for Site OT1

5.5.1.Connectivity

The site includes two main access points for vehicles off Cromer Road to the north of the site. The main road that connects these two points runs south into the site and forms a loop around the central open space. The result is a main road running through the site that provides entry and exist points at both ends. This enables vehicles to pass through the site using this loop.

Streets will be pedestrian and cycle safe and will allow for a safer environment surrounding the green open spaces within the site.

Pedestrian and cycle access is provided to the far west and far east of the site along with two further access points to the north. In addition, pedestrians and cyclists can use the main access points for entry and exist.

The layout of the site option provides walking routes between the outskirts of the site into the main central open space. This is connected by a green corridor that makes its way to the north of the site and provides walking routes to and from Cromer Road.

Two bus stops will service the site, both to the north on Cromer Road. With multiple access points on Cromer Road, residents would have easy access to the two bus stops.

The design of the connectivity through the site reflects the guidance set out in SC01. Connectivity on page 24 of this report.



Figure 81: map showing connectivity through the site

5.5.2.Frontages

The Great Yarmouth Local Plan has allocated 190 dwellings on the site with a mix of housing types. The site option provides general frontages which indicate the location of frontages within the development parcels.

Dwellings on the site all front onto the streets. Open spaces are also overlooked by frontages and these principles allow for better surveillance throughout the site and a more engaging streetscape.

One exception is the area north of the remains of St Peter’s Church. Typically, main access roads such as the one to the north of the remains will be fronted onto by dwellings. However, owing to the narrow area between the remains and the site boundary, no dwellings have been placed on the road with a small stretch of the roads having no frontages.

Corner buildings are an important feature of the site option and help to provide local landmarks and help with legibility through the site. Corner buildings can be taller to provide these benefits. Further guidance on corner buildings can be found in CP.05 Corner treatment on page 40 of this report.



Figure 82: map showing the frontages and development parcels in the site

5.5.3.Green infrastructure

The Great Yarmouth Local Plan has allocated approximately 1.96 hectares of open space for the site and the site option reflects this large amount of open space. The design of the green infrastructure is based on the creation of a central open space which is fronted onto by dwellings. This central space covers the remains of St Peter's Church highlighted in orange in the adjacent map in figure 82. These remains will need to be protected, enhanced and incorporated into the design of the central open space.

This open space is connected to Cromer Road via a green network that joins into the larger open space. This route provides a green network to Cromer Road and to Filby Lane with pedestrian and cycle routes traversing the open space and providing access to all corners of the site.

To the east of the site, next to the pedestrian and cycle access point onto Filby Lane, lies an open space which acts as a buffer to the neighbouring conservation area and joins the central space to form a connected network of green spaces.

There currently exists a long stretch of hedgerows along the northern boundary of the site along Cromer Road. These are retained in this option. In addition, the existing woodland to the south and east of the site provide a natural local feature which acts as a buffer to the A149.



Figure 83: map showing green infrastructure

5.6. Site OT2 - concept masterplan

This masterplan option for site OT2 has been designed in accordance with the policies set out in the Great Yarmouth Local Plan which sets out criteria for development considering contextual factors. The site is accessed by Barton Way, incorporates the Public Right of Way to the south and provides a central open space.

It also provides landscaping to the north and east to create a buffer between the site and the surrounding countryside.

The site contains frontages for 32 dwellings which are serviced by one main road and a few access roads.

The following pages will go into more detail regarding the design and layout of this option.

KEY

Site boundary

Development parcels

Figure 84: map showing the masterplan option for Site OT2

5.6.1.Connectivity

The site includes a main road with access from Barton Way. It runs through the centre of the site curving to the west and providing the main vehicular access route for the development. The secondary roads it services are private residential roads with a shared surface. They are intended mainly for access to dwellings and for active transport use.

Access to the site is also available in the far west and far north for pedestrians and cyclists. These access points join onto the existing Public Right of Way which borders the southern boundary of the site. This allows for pedestrians and cyclists to quickly connect to the wider network of public footpaths and bridleways in the area. This option allows for pedestrians and cyclists to traverse the site along all vehicular roads and through the open space in the centre of the site.

The design of the connectivity through the site reflects the guidance set out in SC01. Connectivity on page 24 of this report.

KEY

- Site boundary
- Development parcels
- Green open space
- Trees
- Vehicular routes
- - - Pedestrian/cycle routes
- Main access point
- Pedestrian/cycle access point



Figure 85: map showing connectivity through the site

5.6.2.Frontages

The frontages shown in figure 85 represent the frontages of 32 dwellings outlined for the site, the housing number allocated in the Great Yarmouth Local Plan (part 2).

The building frontages all face onto the streets. Green spaces are also overlooked by frontages to ensure sufficient natural surveillance and increased safety.

Corner buildings should have two frontages as mentioned in CP.05 Corner treatment on page 40 of this report. Both facades should be animated with doors and windows to provide an active frontage with which surveillance can take place. In addition, corner buildings can be taller and more distinctive to provide local landmarks and enhance legibility.

The façades of each dwelling should follow the guidance set out in LC.03 Materials and building details on page 42.

KEY

Site boundary

Development parcels

Frontages

Green open space

Trees



Figure 86: map showing the frontages and development parcels in the site

5.6.3.Green infrastructure

The green infrastructure provided in this option includes a central open space fronted onto by residential dwellings and a few small pockets of green space on the outskirts of the site. Throughout the proposed development, landscaping and tree planting will form a key part of the green infrastructure strategy as these features enhance the aesthetic of the site and respond to the landscape context surrounding the site.

Landscaping along the northern and eastern boundary provides a buffer between the site and the surrounding farmland and is a requirement set out in the Great Yarmouth Local Plan.

The central open space provides an additional walking route and connects to the Public Right of Way that borders the southern boundary. This allows the open space to be a destination along this footpath allowing for residents in the area to easily access the public open space.

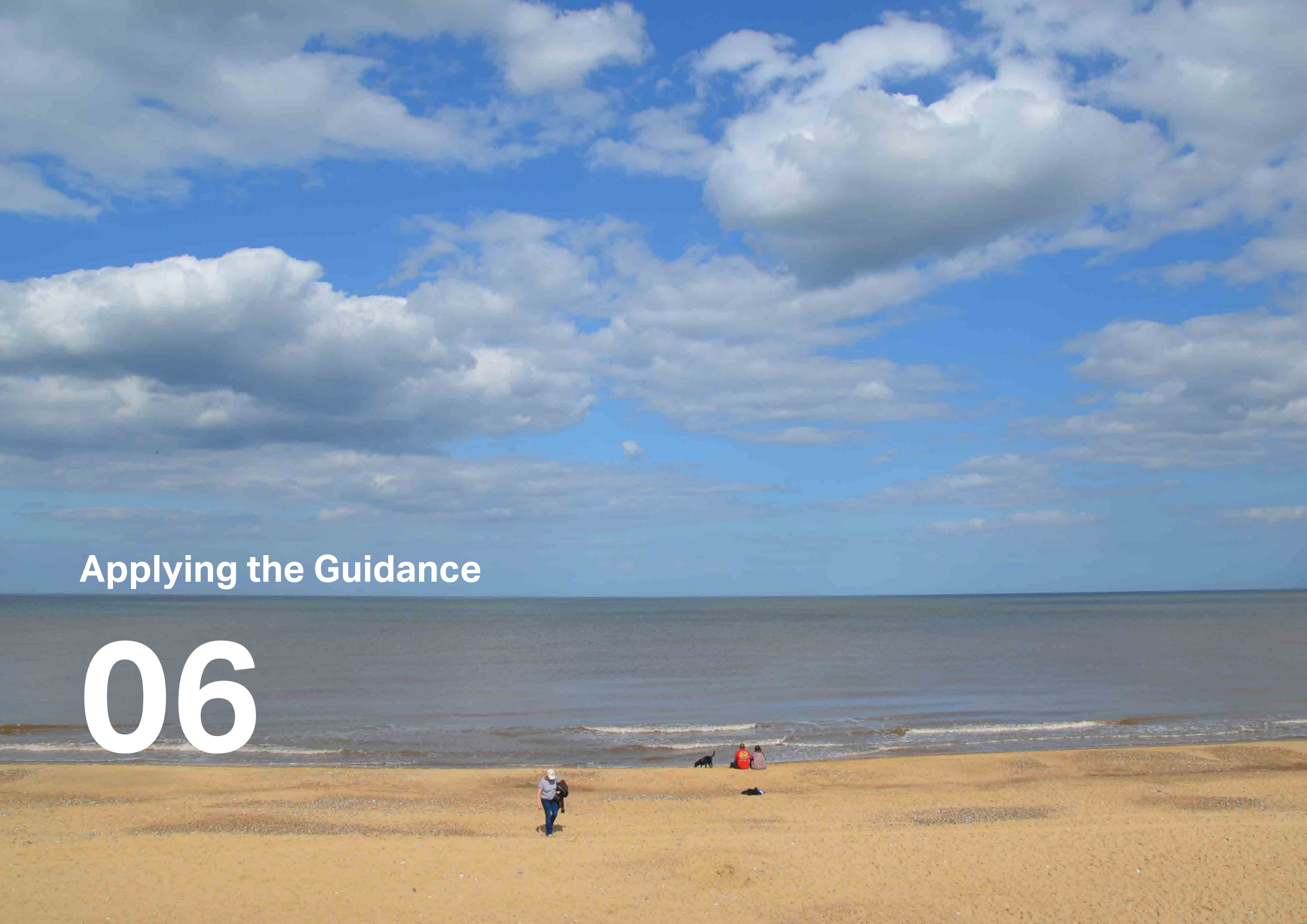
Further guidance on green infrastructure and making connections can be found in GB 01. through to GB 04., pages 29-31 of this report.

KEY

- Site boundary
- Development parcels
- Green open space
- Trees



Figure 87: map showing green infrastructure



Applying the Guidance

06

6. Applying the Guidance

6.1. Delivery

The Design Guidelines will be a valuable tool in securing context-driven, high-quality development in Ormesby St Margaret with Scratby. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

Actors	How They Will Use the Design Guidelines
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

6.2. Checklist

Because the design guidelines and codes in this document cannot cover all design eventualities, and are intended to leave some leeway for the talented designer to respond to context in imaginative ways, this chapter provides a number of questions based on established good practice against which the design proposal should be evaluated.

The checklist can be used to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

The checklist commences on the following page.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Positively integrate energy efficient technologies;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3 (continues)

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?

3

Local green spaces, views & character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5 (continues)

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5

Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a ‘terracing effect’?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

9

Building materials & surface treatment:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place and street scene?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Are electric vehicle charging points proposed?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

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