Green Lane Orchard
Self and Custom-build Design Code
THE ROLE OF THE DESIGN CODE

The Design Code is intended to be a key tool in the process of delivery and development control of Self and Custom-build housing at Green Lane Orchard. This document will be used by Broadland District Council to assess all future Reserved Matters Applications (RMAs) on the self and custom-build plots.

COMPLIANCE WITH THE DESIGN CODE

All RMAs must demonstrate compliance with the Self and Custom-build Design Code. A Statement of Compliance will be required for each application and detailed justification for any aspects of non-compliance with the Code.

CODE BREAKERS

RMAs that diverge from the Design Code will only be acceptable when a rationale for breaking the code can clearly demonstrate place-making benefits or higher design quality and/or respond appropriately to changing legislation, circumstances or technological advancement. Such applications may be required to go before Planning Committee rather than being dealt with under Officer Delegated Powers.
The ambition at Green Lane Orchard is to create a high-quality environment with character that will grow and support a thriving new community. This means having a balanced mix of homes in a variety of sizes and tenures to meet the needs and aspirations of people at different stages of their lives. As part of this ambition there will be an opportunity for individuals to pursue self and custom-build housing projects.

This document is a Design Code to guide and regulate the delivery of the self and custom-build housing. Its purpose is to assist both plot purchasers and Broadland District Council, as local planning authority, by providing a comprehensive and permissive Code against which individual house designs can be brought forward, assessed and planning approval granted.

In offering plots for individual development care must be taken to safeguard the amenity of other residents across the site from poor design, unsuitable land use and delayed or unsafe construction works. However, it is important that this is achieved without stifling the innovation and individuality that is at the heart of the self and custom builder’s motivation.

This document covers general design principles, which are applicable to all plots, before providing plot-specific design guidance and layout parameters. House designs which are consistent with the Design Code will be submitted to the Council for RMA and these should, under normal conditions, be dealt with under Officer Delegated Powers. Further details of the planning approval procedure are set out at page 25.

Further detailed technical parameters to inform individual plot construction will be dealt with through a series of Plot by Plot Guidelines. These will set out plot specific details on access, utilities and drainage, ground conditions, boundary treatment, as well as regulating construction methods and programming. The Plot by Plot Guidelines criteria will not form part of the planning approval process but will form part of Building Regulations approvals and they will be secured with purchasers via individual plot sale contracts.
Green Lane Orchard is a 17.04 hectare allocated site seeking outline planning approval for up to 283 dwellings, including 11 self and custom-build plots, a site for a 2-form entry primary school, community uses, public open space and associated infrastructure. It is proposed that the self and custom-build plots, suitable for 3, 4 or 5 bed detached houses, will be offered along Smee Lane.

Application A is 16.27 ha and comprises the main site. Application B is 0.77 ha, located adjacent to Smee Lane and includes 11 self and custom-build plots.

Self and custom-build housing can be defined as new build housing where someone directly organises the design and construction of their new home. There are numerous different forms of self and custom-build housing; from the individual who wishes to physically build the home themselves, to community self and custom-build projects. Most people however, will probably utilise either factory built homes, which are delivered and erected onto a prepared site, or will appoint their own architect and contractor to create their dream house.
The ‘Submission B’ outline planning application with all matters reserved seeks detailed approval for:

11 self and custom-build plots and associated infrastructure. All matters are reserved except access.

The 11 self and custom-build plots are located on the southern edge of the application site. 2 of the plots are located in-between existing buildings and will be accessed from private drives from Smee Lane. The remaining 9 are situated to the east of the existing building along Smee Lane. Access to the main site from Smee Lane is provided via a route in-between plots 6 and 7, providing pedestrian and cycle connections to the wider community areas and the proposed primary school. The mature trees and hedgerow along Smee Lane will be retained where possible providing a strong natural boundary to the plots.
The plan below shows the overall self and custom-build area which has 11 individual plots. Summary details of each plot are set out below. The plots each have the potential to facilitate construction of a detached 3, 4 or 5-bed property with associated car parking comprising a driveway, car port or garage and with rear gardens or courtyards. All dwellings will be positioned in the building zone, facing south along Smee Lane to create a consistent building frontage. Front and side gardens with planting zones will be designed as private defensible space running up to the boundary walls and public footpaths. Compliance with the principles of the plot plan, and the individual plot specific plans must be observed.

1. Plot 1 - 387 m²
2. Plot 2 - 406 m²
3. Plot 3 - 864 m²
4. Plot 4 - 298 m²
5. Plot 5 - 298 m²
6. Plot 6 - 298 m²
7. Plot 7 - 305 m²
8. Plot 8 - 305 m²
9. Plot 9 - 305 m²
10. Plot 10 - 327 m²
11. Plot 11 - 521 m²
The development must be built within the allocated ‘build zone’ and must not exceed the maximum permissible Gross Internal Area (GIA) specified in the relevant plot guideline. The footprint of the dwelling does not need to fill the entire ‘build zone’ and can be positioned anywhere within it.

The plots will accommodate one detached unit with a maximum of 5 bedrooms (individual plots vary). The merging or subdivision of plots is not permitted.

At least 50% of the plot frontage area (the area between the highway and the front wall) must be of a permeable material such as, grass / shrubs / gravel etc. On the remaining plot frontage area, any hard surface that is used must either be made of porous materials, or provision made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the home.

The development must be no more than the specified maximum building height in the relevant plot-by-plot guidelines. This equates to 2.5 storeys with a pitched roof (max height 12m from base slab level), although alternative roof forms will be permissible. ‘Room-in-the-roof’ accommodation will be permitted where the maximum ridge height is not exceeded.

Each plot should provide a minimum of 1 cycle parking space/unit per bedroom (secure and undercover) located in the rear garden. Cycle parking for dwellings should not involve having to pass through the dwelling to access it.

Storage must be provided for three 240 litre wheelie bin for mixed recycling, garden and residual waste. Each house should have rear access garden areas and waste storage, and will have an identified location to which bins must be taken on collection days, based on Broadland District Council requirements.

A double garage can be counted as two parking spaces; a single garage can be counted as one parking space as long as additional ancillary external storage is provided, such as a shed (this would only apply to the third space on 4 bed units and above. Tandem parking may be prescribed with further planning guidance from Broadland District Council.

Terraces, balconies and raised platforms above ground level are not permitted where they would extend beyond the identified build zone.

Boundary treatments must comply with the plot-by-plot guidelines specific to the allocated plot, for which further detail will be made available at detailed design stages.
**Design Guidelines**

**Plot 1**

**Urban Design Principles**

- A minimum 1.5m setback will be maintained from plot boundaries that face public footpaths/public realm/shared surfaces;
- A minimum 1m setback will be maintained between plot boundaries and build zone where it adjoins other self and custom-build plots;
- 2 or 2.5 storey elements must be designed to rely on glazing to habitable rooms facing only north and south, and not directly towards the side plot boundary, (except where obscure glazing is used) to ensure privacy is maintained between dwellings;
- Dwellings on corner plots, when facing pedestrian/cycle paths must positively address those links through positioning of entrances, and generous windows to habitable rooms, to ensure natural surveillance is achieved;
- Building form must respond to define the corner through the tallest or largest element of the building massing being located directly on that corner;
- Simply introducing one or two windows on a flank elevation will not represent an acceptable solution to the flank elevation on a corner plot;
- On plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line;
- 2 or 2.5 storey elements will maintain a minimum 10m offset from the rear plot boundary;
- Main entrance should be located on southern elevation.

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**Main Features**

<table>
<thead>
<tr>
<th>Property</th>
<th>Specification</th>
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<tr>
<td><strong>Unit Type</strong></td>
<td>3-5 bed Detached</td>
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<td><strong>Plot Area</strong></td>
<td>387 m²</td>
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<td><strong>Max GIA</strong></td>
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<td><strong>Parking</strong></td>
<td>Driveway (single or double)</td>
</tr>
<tr>
<td></td>
<td>At least two on-plot parking spaces</td>
</tr>
<tr>
<td></td>
<td>- Car port (single or tandem parking)</td>
</tr>
<tr>
<td></td>
<td>- Garage (single or double)</td>
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<tr>
<td><strong>Max Building</strong></td>
<td>Envelope Heights</td>
</tr>
<tr>
<td></td>
<td>up to 12m (2.5 storeys)</td>
</tr>
</tbody>
</table>

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**Key Plan**

- Plot boundary
- Build zone
- Driveway/area for turning
- On-plot parking/garage zone
- Dual aspect frontage
- Green verge associated with Smee Lane
- Front/side garden as defensible space (private amenity space)
- Back/side garden (private amenity space)
- Smee Lane
- Vehicular access
- Pedestrian and cycle connection
- Existing trees & hedgerows to be retained where possible
- Natural surveillance
## Main Features

<table>
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<th>Feature</th>
<th>Detail</th>
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<td>Plot Nr</td>
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</tr>
<tr>
<td></td>
<td>- Car port (single or tandem parking)</td>
</tr>
<tr>
<td></td>
<td>- Garage (single or double)</td>
</tr>
<tr>
<td>Max Building Envelope Heights</td>
<td>up to 12m (2.5 storeys)</td>
</tr>
</tbody>
</table>

## Urban Design Principles

- A minimum 1.5m setback will be maintained from plot boundaries that face public footpaths/ public realm/ shared surfaces;
- A minimum 2m setback will be maintained from the eastern plot boundary to the eastern edge of the build zone to ensure the building is set back from the boundary of existing properties;
- A minimum 1m setback will be maintained between plot boundaries and build zone where it adjoins other self and custom-build plots;
- 2 or 2.5 storey elements must be designed to rely on glazing to habitable rooms facing only north and south, and not directly towards the side plot boundary, (except where obscure glazing is used) to ensure privacy is maintained between dwellings;
- On plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line;
- 2 or 2.5 storey elements will maintain a minimum 10m offset from the rear plot boundary;
- Main entrance should be located on southern elevation.

![Key Plan](image_url)

**Legend:**
- Plot boundary
- Build zone
- Driveway/ area for turning
- On-plot parking / garage zone
- Green verge associated with Smee Lane
- Back / side garden (private amenity space)
- Smee Lane
- Green verge associated with Smee Lane
- Front / side garden as defensible space (private amenity space)
- Vehicular access
- Existing trees & hedgerows to be retained where possible
Design Guidelines

Plot 3

Urban Design Principles

- A minimum 1m setback will be maintained between plot boundaries and build zone where it adjoins other self and custom-build plots;
- 2 or 2.5 storey elements must be designed to rely on glazing to habitable rooms facing only north and south, and not directly towards the side plot boundary, (except where obscure glazing is used) to ensure privacy is maintained between dwellings;
- On plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line;
- 2 or 2.5 storey elements will maintain a minimum 10m offset from the rear plot boundary;
- Main entrance should be located on southern elevation;
- A setback ranging from approximately 13m to 15m will be maintained from the front plot boundary to the southern edge of the build zone to ensure the building is set back from retained trees and their root protection areas;
- A minimum 6.5m setback will be maintained from the western plot boundary to the western edge of the build zone to ensure the building is set back from the boundary of existing properties.
- A maximum 6m offset will be maintained from the southern edge of the build zone to allow space for driveway/vehicle turning. No parking allowed in this zone.

Key Plan

- Front / side garden as defensible space (private amenity space)
- Back / side garden (private amenity space)
- Existing trees & hedgerows to be retained where possible
- Existing tree root protection area

Main Features

<table>
<thead>
<tr>
<th>Plot Nr</th>
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<tbody>
<tr>
<td>Unit Type</td>
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<tr>
<td>Plot Area</td>
<td>864 m²</td>
</tr>
<tr>
<td>Max GIA</td>
<td>475 m²</td>
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</table>
| Parking | Driveway (single or double)  
- Car port (single or tandem parking)  
- Garage (single or double) |
| Max Building Envelope Heights | up to 12m (2.5 storeys) |
Main Features

<table>
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<th>Specification</th>
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<tbody>
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<td>Unit Type</td>
<td>3-5 bed Detached</td>
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<tr>
<td>Plot Area</td>
<td>298 m²</td>
</tr>
<tr>
<td>Max GIA</td>
<td>310 m²</td>
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<tr>
<td>Parking</td>
<td>Driveway (single or double) At least two on-plot parking spaces - Car port (single or tandem parking) - Garage (single or double)</td>
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<tr>
<td>Max Building Envelope Heights</td>
<td>up to 12m (2.5 storeys)</td>
</tr>
</tbody>
</table>

Urban Design Principles

- A minimum 1m setback will be maintained between plot boundaries and build zone where it adjoins other self and custom-build plots;
- A minimum 1m setback will be maintained from plot boundaries that face public footpaths/public realm/roads/shared surfaces;
- 2 or 2.5 storey elements must be designed to rely on glazing to habitable rooms facing only north and south, and not directly towards the side plot boundary (except where obscure glazing is used) to ensure privacy is maintained between dwellings;
- On plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line;
- 2 or 2.5 storey elements will maintain a minimum 10m offset from the rear plot boundary;
- Main entrance should be located on southern elevation;
Design Guidelines

Plot 5

Urban Design Principles

- A minimum 1m setback will be maintained between plot boundaries and build zone where it adjoins other self and custom-build plots;
- A minimum 1m setback will be maintained from plot boundaries that face public footpaths/ public realm/ roads/ shared surfaces;
- 2 or 2.5 storey elements must be designed to rely on glazing to habitable rooms facing only north and south, and not directly towards the side plot boundary, (except where obscure glazing is used) to ensure privacy is maintained between dwellings;
- On plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line;
- 2 or 2.5 storey elements will maintain a minimum 10m offset from the rear plot boundary;
- Main entrance should be located on southern elevation;

Main Features

- Plot Nr: 5
- Unit Type: 3-5 bed Detached
- Plot Area: 298 m²
- Max GIA: 310 m²
- Parking: Driveway (single or double) At least two on-plot parking spaces - Car port (single or tandem parking) - Garage (single or double)
- Max Building Envelope Heights: up to 12m (2.5 storeys)
### Design Guidelines

**Plot 6**

#### Main Features

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<tr>
<td>Plot Area</td>
<td>298 m²</td>
</tr>
<tr>
<td>Max GIA</td>
<td>310 m²</td>
</tr>
<tr>
<td>Parking</td>
<td>Driveway (single or double)</td>
</tr>
<tr>
<td></td>
<td>At least two on-plot parking spaces</td>
</tr>
<tr>
<td></td>
<td>- Car port (single or tandem parking)</td>
</tr>
<tr>
<td></td>
<td>- Garage (single or double)</td>
</tr>
<tr>
<td>Max Building Envelope Heights</td>
<td>up to 12m (2.5 storeys)</td>
</tr>
</tbody>
</table>

**Urban Design Principles**

- A minimum 1m setback will be maintained from plot boundaries that face public footpaths/ public realm/ roads/ shared surfaces;
- A minimum 1m setback will be maintained between plot boundaries and build zone where it adjoins other self and custom-build plots;
- 2 or 2.5 storey elements must be designed to rely on glazing to habitable rooms facing only north and south, and not directly towards the side plot boundary, (except where obscure glazing is used) to ensure privacy is maintained between dwellings;
- Dwellings on corner plots, when facing pedestrian/ cycle paths/ roads must positively address those links through positioning of entrances, and generous windows to habitable rooms, to ensure natural surveillance is achieved;
- Building form must respond to define the corner through the tallest or largest element of the building massing being located directly on that corner;
- Simply introducing one or two windows on a flank elevation will not represent an acceptable solution to the flank elevation on a corner plot;
- On plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line;
- 2 or 2.5 storey elements will maintain a minimum 10m offset from the rear plot boundary;
- Main entrance should be located on southern elevation;
Design Guidelines

Plot 7

Urban Design Principles

• A minimum 1m setback will be maintained from plot boundaries that face public footpaths/ public realm/ roads/ shared surfaces;
• A minimum 1m setback will be maintained between plot boundaries and build zone where it adjoins other self and custom-build plots;
• 2 or 2.5 storey elements must be designed to rely on glazing to habitable rooms facing only north and south, and not directly towards the side plot boundary, (except where obscure glazing is used) to ensure privacy is maintained between dwellings;
• Dwellings on corner plots, when facing pedestrian/ cycle paths must positively address those links through positioning of entrances, and generous windows to habitable rooms, to ensure natural surveillance is achieved;
• Building form must respond to define the corner through the tallest or largest element of the building massing being located directly on that corner;
• Simply introducing one or two windows on a flank elevation will not represent an acceptable solution to the flank elevation on a corner plot;
• On plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line;
• 2 or 2.5 storey elements will maintain a minimum 10m offset from the rear plot boundary;
• Main entrance should be located on southern elevation;

Main Features

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<td>Max GIA</td>
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<td>Parking</td>
<td>Driveway (single or double) At least two on-plot parking spaces - Car port (single or tandem parking) - Garage (single or double)</td>
</tr>
<tr>
<td>Max Building Envelope Heights</td>
<td>up to 12m (2.5 storeys)</td>
</tr>
</tbody>
</table>

Key Plan

- Plot boundary
- Build zone
- Driveway/ area for turning
- On-plot parking / garage zone
- Dual aspect frontage
- Green verge
- Back / side garden (private amenity space)

- Front / side garden as defensible space (private amenity space)
- Smee Lane
- Vehicular access
- Access road
- Pedestrian and cycle connection

- Existing trees & hedgerows to be retained where possible
- Natural surveillance
**Main Features**

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<td>Max GIA</td>
<td>322.5 m²</td>
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<tr>
<td>Parking</td>
<td>Driveway (single or double)</td>
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<td></td>
<td>At least two on-plot parking spaces</td>
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<tr>
<td></td>
<td>- Car port (single or tandem parking)</td>
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<tr>
<td></td>
<td>- Garage (single or double)</td>
</tr>
<tr>
<td>Max Building Envelope Heights</td>
<td>up to 12m (2.5 storeys)</td>
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</tbody>
</table>

**Urban Design Principles**

- A minimum 1m setback will be maintained from plot boundaries that face public footpaths/ public realm/ roads/ shared surfaces;
- A minimum 1m setback will be maintained between plot boundaries and build zone where it adjoins other self and custom-build plots;
- 2 or 2.5 storey elements must be designed to rely on glazing to habitable rooms facing only north and south, and not directly towards the side plot boundary, (except where obscure glazing is used) to ensure privacy is maintained between dwellings;
- On plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line;
- 2 or 2.5 storey elements will maintain a minimum 10m offset from the rear plot boundary;
- Main entrance should be located on southern elevation;
Design Guidelines

Plot 9

Urban Design Principles

- A minimum 1m setback will be maintained from plot boundaries that face public footpaths/public realm/roads/shared surfaces;
- A minimum 1m setback will be maintained between plot boundaries and build zone where it adjoins other self and custom-build plots;
- 2 or 2.5 storey elements must be designed to rely on glazing to habitable rooms facing only north and south, and not directly towards the side plot boundary, (except where obscure glazing is used) to ensure privacy is maintained between dwellings;
- On plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line;
- 2 or 2.5 storey elements will maintain a minimum 10m offset from the rear plot boundary;
- Main entrance should be located on southern elevation;

Main Features

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<td>Plot Area</td>
<td>305 m²</td>
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<tr>
<td>Max GIA</td>
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<tr>
<td>Parking</td>
<td>Driveway (single or double) At least two on-plot parking spaces - Car port (single or tandem parking) - Garage (single or double)</td>
</tr>
<tr>
<td>Max Building Envelope Heights</td>
<td>up to 12m (2.5 storeys)</td>
</tr>
</tbody>
</table>

Key Plan

- Plot boundary
- Build zone
- Driveway/area for turning
- On-plot parking/garage zone
- Smee Lane
- Vehicular access
- Existing trees & hedgerows to be retained where possible
- Existing tree root protection area
- Front/side garden as defensible space (private amenity space)
- Back/side garden (private amenity space)
### Main Features

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<th>Specification</th>
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<tr>
<td>Max Building Envelope Heights</td>
<td>up to 12m (2.5 storeys)</td>
</tr>
</tbody>
</table>

### Design Guidelines

#### Plot 10

**Urban Design Principles**

- A minimum 1m setback will be maintained from plot boundaries that face public footpaths/ public realm/ roads/ shared surfaces;
- A minimum 1m setback will be maintained between plot boundaries and build zone where it adjoins other self and custom-build plots;
- 2 or 2.5 storey elements must be designed to rely on glazing to habitable rooms facing only north and south, and not directly towards the side plot boundary, (except where obscure glazing is used) to ensure privacy is maintained between dwellings;
- On plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line;
- 2 or 2.5 storey elements will maintain a minimum 10m offset from the rear plot boundary;
- Main entrance should be located on southern elevation;

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**Key Plan**

![Key Plan Diagram](image_url)
Design Guidelines

Plot 11

Urban Design Principles

- A minimum 1m setback will be maintained between plot boundaries and build zone where it adjoins other self and custom-build plots;
- A minimum 1m setback will be maintained from plot boundaries that face public footpaths/ public realm/ roads/ shared surfaces;
- 2 or 2.5 storey elements must be designed to rely on glazing to habitable rooms facing only north and south, and not directly towards the side plot boundary, (except where obscure glazing is used) to ensure privacy is maintained between dwellings;
- Dwellings on corner plots, when facing pedestrian/ cycle paths must positively address those links through positioning of entrances, and generous windows to habitable rooms, to ensure natural surveillance is achieved;
- Building form must respond to define the corner through the tallest or largest element of the building massing being located directly on that corner;
- Simply introducing one or two windows on a flank elevation will not represent an acceptable solution to the flank elevation on a corner plot;
- On plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line;
- 2 or 2.5 storey elements will maintain a minimum 10m offset from the rear plot boundary;
- Main entrance should be located on southern elevation;
- A maximum 6m offset will be maintained from the southern edge of the build zone to allow space for driveway/ vehicle turning. No parking allowed in this zone.

Main Features

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<tr>
<th>Plot Nr</th>
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<td>490 m²</td>
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<tr>
<td>Parking</td>
<td>Driveway (single or double) At least two on-plot parking spaces - Car port (single or tandem parking) - Garage (single or double)</td>
</tr>
<tr>
<td>Max Building Envelope Heights</td>
<td>up to 12m (2.5 storeys)</td>
</tr>
</tbody>
</table>

Key Plan

- Plot boundary
- Build zone
- Driveway/ area for turning
- On-plot parking / garage zone
- Green verge
- Front / side garden as defensible space (private amenity space)
- Back / side garden (private amenity space)
- Dual aspect frontage
- Smee Lane
- Vehicular access
- Pedestrian and cycle connection
- Existing trees & hedgerows to be retained where possible
- Existing tree root protection area
- Natural surveillance
The Green Lane Orchard masterplan has been designed to accommodate a series of clusters of self and custom-build plots with the recognition that those dwellings will display a variety of architectural characteristics across each cluster. Individuality of dwellings will be welcomed. Overall coherence (across the self and custom-build clusters and across the wider phases of residential development) will be achieved by adherence to the plot-specific guidelines covering setting out / positioning of dwellings, scale, massing and orientation. It is envisaged that a variety of external materials will be used including, but not necessarily limited to:

**Example of Wall Materials**
- Facing brick
- Render
- Stone
- Timber cladding
- Fibre cement cladding
- Tile hanging
- Rainscreen cladding (e.g. terracotta, metal)

**Example of Roof Materials**
- Clay tiles
- Slate / reconstituted slate
- Standing seam metal roofing
- Fibre cement tiles

The use of generous glazing to habitable rooms will be encouraged, with appropriate measures taken to ensure privacy and the provision of suitable solar shading where necessary.

Entrances should be clearly expressed through the use of porches or canopies and high quality materials. Glazing adjoining and/or above front doors will be encouraged.

However, in order that individual dwellings display a robust and coherent aesthetic; and that complex junctions between different materials are limited, the following design principles will be adhered to across all self and custom-build plots:

- Typically, no more than two wall materials will be used on any dwelling, with a maximum of three materials where a particular design objective is achieved via their usage;
- No more than two different colours of brickwork or cladding panels will be used on any given dwelling;
- No more than one colour of render will be used on any given dwelling;
- All dwellings will feature a brickwork plinth level rising a minimum of four courses above finished ground level;
- White upvc windows will be avoided; and
- White upvc rainwater goods and eaves treatments / fascias will be avoided.

Note: The images above are not prescriptive examples of potential external materials that may be used. A creative palette of materials is encouraged to demonstrate the individuality of homes on the self and custom-build plots.
Design Principles

Precedents

- Derwenthorpe, York
- Graylingwell Park, Chichester
- Edenbrook, Fleet
- Frickley, West Yorkshire
- Vauban, Freiburg
- Water Colour, Redhill
- Water Colour, Redhill
- Briery Meadows, East Lothian
- Box Grove Gardens, Guildford
- Wimbledon Hill Park, London
- Box Grove Gardens, Guildford
- Caterham Barracks, Surrey
Boundary typologies play an important role in setting a building into a street scene.

1. Front Boundaries

The following design criteria will be adhered to:

- It is expected that shallow depth defensible space of 1m/1.5m will be provided to the front of all dwellings, and that it will be predominantly planted to a specification to be provided at detailed design stages, along with details of suitable railings or low walls to be used to enclose this zone.

- The use of treated timber fences and high solid walls (more than 1.5m high), and high hedges (more than 1.5m high) as front boundaries will not be permitted.

- Close-boarded fencing should not be used on property boundaries that face public realm / highway / shared surface areas.

- Brick walls or close boarded fencing could be used as a linking element between 2 dwellings but must be set back from the face wall of the dwelling by a minimum of 1m.

- Gates for pedestrian or vehicular access must be co-ordinated with the suitable adjoining front boundary treatment.

1. Railing on low wall

- Height - 1.5m max
- Minimum 1.5m setback from build zone
- Up to 300mm high brick wall - Brick wall with brick piers and coping to match dwelling
- Powder coated black or grey metal railings
- Privacy zone - hard or soft landscape finish, to allow for shrub planting, maintained at a height of 1.5 m
- Raked or stepped
- Gates to match railings

2. Railing and hedge

- Height - 1.2m max
- Minimum 1.5m setback from build zone
- Powder coated black or grey metal railings
- Clipped hedge of continuous species
- Gates to match railings

3. Low wall and ornamental hedge

- Height - 1.2m max
- Minimum 1.5m setback from build zone
- 600mm brick wall with brick coping, clay tiles creasing, bricks to match dwelling
- Hedge to grow not more than 900mm high
- Raked or stepped

4. Ornamental hedge

- Height - 0.9 / 1.2 m max
- Minimum 2m setback from build zone
- Post and wire fence integral to the hedge while it establishes
Design Principles

Boundary Typologies

2. Side boundaries

- Brick walls must be used as side boundaries where they face the public realm, highway or shared surface areas, as a continuation of the built form. The wall must not be more than 2.1m high and should match the brick used for the adjoining dwelling, including bonding and mortar details. Coping stones or a ‘brick on edge’ detail is considered appropriate. Walls will be of a consistent height or stepped to respond to gradient.

- Timber fencing or brick walls will be used alongside boundaries between gardens or side access of dwellings. These will not be more than 1.8m in height. Timber should be stained using a suitable and sustainable treatment.

3. Rear boundaries

- 1.8m high timber close or featherboard fencing may be used along rear boundaries between gardens. Timber should be stained using a suitable and sustainable treatment.

- Brick walls must be used along rear boundaries which back onto open areas (Plot 4). The wall will be between 1.8 - 2.1m high and stepped to match the slope profile.
To ensure quality, consistency and coherence across the wider context of the development at Green Lane Orchard, the following design details are deemed unacceptable within all self and custom-build clusters.

Each self and custom-build plot should seek well resolved solutions to details relating to pitch angles; rainwater goods; eaves / verge treatments; glass to window frame proportion; and provide consideration for features such as gas and electricity meters.

**Variation in pitch angle is not acceptable**

**Rainwater goods will not diagonally cross the building elevation on any given street or edge**

**In order to reduce unnecessary clutter of rainwater pipes, excessive number of dormer windows in closed proximity which break the eaves line are not permitted**

**Bay windows and dormers with poorly designed GRP details will not be acceptable**

**Timber close board and timber fencing with trellis addressing public realm will not be acceptable**

**Timber log wall retaining wall to the public realm will not be acceptable**

**No unnecessary change of materials**

**Unacceptable Design Details**
Design Principles
Refuse Collection Strategy

It is a requirement of Building Regulations that all properties have access to a municipal waste collection bin within 30 metres of a home’s entrance and that refuse bins should be within 25 metres of a waste collection point. The standard response to this regulatory requirement is to provide each home with its own set of waste bins.

The following principles have been considered as part of the masterplan, and will be set out in greater detail as the next stage of planning (Reserved Matters Applications), for waste storage and collection:

- The storage areas should not be conspicuous;
- Collection points should be within close proximity of refuse collection vehicle stopping points;
- A bin storage area of a sufficient size to accommodate anticipated refuse bins and recycling boxes should be provided for each dwelling;
- Storage areas should be within close proximity of the external door of dwellings;
- Storage areas should be within close proximity of collection points and easily accessible – via an external hard surfaced, smooth and level or gently sloping route without steps.

Illustrative sketches of residential refuse collection options

- Residents route to collection points
- Storage points
- Refuse collectors walking route (no more than 15m)
- Refuse collection vehicle route
Green Lane Orchard seeks outline planning consent for up to 283 dwellings, including 11 self and custom-build plots, in a mix of different house types, sizes and layouts, together with a range of apartments, community uses, public open space and a 2-form entry primary school.

The outline planning application sets out the land use, access provisions and overall spatial parameters of the plots within the self and custom-build phase. Each individual housing plot will require Plot Purchasers to make their own application for RMA. The purpose of the Design Code is to help streamline the RMA process for both the applicant and Broadland District Council.

Plot Purchasers will instruct their chosen architect, or custom-build contractor, to prepare a design in accordance with the Design Code. Once the design is at a sufficiently detailed stage there is an opportunity to receive formal pre-application advice from the Council for a small fee. This pre-app meeting will allow the Plot Purchaser to understand whether their proposals are considered to be consistent with the Design Code, to receive guidance and to make any necessary amendments.

Once the design has been fixed, the proposals can be submitted to the Council as part of a RMA. The standard determination period for a RMA is 8 weeks. During this time the Planning Officer will assess the merits of the design and make a recommendation to the Head of Planning before a decision notice is issued.

Assuming that the design is assessed as being in compliance with the Design Code then approval can be granted by Officers under their Delegated Powers without the need to go before the Planning Committee.

In the event that a design is submitted that is not consistent with the Design Code, but that the Plot Purchaser wishes nonetheless to pursue, then it will be required to go before the Planning Committee for approval where it will be judged on its merits.
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