

# EASTON

## Conceptual Development Approach to Allocated Site



**FINAL REPORT**

September 2023



## Quality information

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Site 739 view

A landscape photograph showing a wide, green grassy field in the foreground. A wooden fence runs across the middle ground, with a gate visible. Behind the fence is a dense line of trees, including several tall, dark evergreens. A utility pole stands in the middle ground. In the background, there are rolling hills under a grey, overcast sky. Two small white signs are visible on the left side of the fence. The text "Introduction" is overlaid in white on the right side of the image.

**Introduction**

**01**

# 1. Introduction

This section provides context and general information to introduce the project and its location.

## 1.1. Introduction

Through the Department for Levelling Up, Housing and Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide masterplanning support to Easton Parish Council (Suffolk). The support is intended to provide masterplanning assistance to the group's work in producing the Easton Neighbourhood Plan (ENP).

## 1.2. Objective

The objectives of this report were agreed with Easton Parish Council at the outset of the project. This report provides masterplanning guidance for the site that is being allocated in the Neighbourhood Plan. For each, it examines different site layout options and gives strategic recommendations on how it might best accommodate new development.

## 1.3. Process

Following an inception meeting and an online site visit, AECOM and Easton 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 site visit;
- Desktop research;
- Analysis of the site and its surroundings;
- Preparation of masterplanning options for the site;
- Comments received from Local Authority on highways, conservation and design;
- Preparation of a draft report, subsequently revised in response to feedback provided by the Easton NP Steering Group members, East Suffolk DC and Suffolk CC; and
- Preparation of hand sketch of the preferred masterplanning option;
- Submission of a final report.

This work follows a Site Assessment (SA) and a Design Guide (DG) completed by AECOM<sup>1</sup> for Easton Parish Council respectively in October 2018 and April 2019. The detailed findings of the SA and DG are given in separate reports<sup>1</sup> and will not be the subject of this report.

## 1.4. Area of Study

### Location

Easton is a small village situated in the valley of the River Deben in Suffolk, within the East Suffolk District Council plan area. The village is located 8 km south of Framlingham and 4 km north

<sup>1</sup>Easton Neighbourhood Plan Site Assessment report, AECOM October 2018; Easton Neighbourhood Development Plan Design Guide, April 2019.

from Wickham Market, as shown in Figure 2. The total area of the Easton Neighbourhood Plan Area is approximately 600 ha and according to the most recent census the population was 331 in 2011.

The village is characterised by a mix of housing from different historic periods, from half-timbered to modern; and there are examples of heritage vernacular architecture, with many buildings being listed.

Easton has a primary school and preschool / nursery group which are run in Easton PlaySchool, sited at Easton Farm Park, while the White Horse Public House provides community activities.

Some of the most prominent listed buildings and landmarks include:

- Church of All Saints;
- White Horse pub;
- Cowshed Laundry and Dairy Range at Easton Farm Park;
- The Agents House
- The Gateway to Easton Park
- The Round Cottages - Pound Corner, The Street and Framlingham Road
- The Rectory
- Rose Cottage

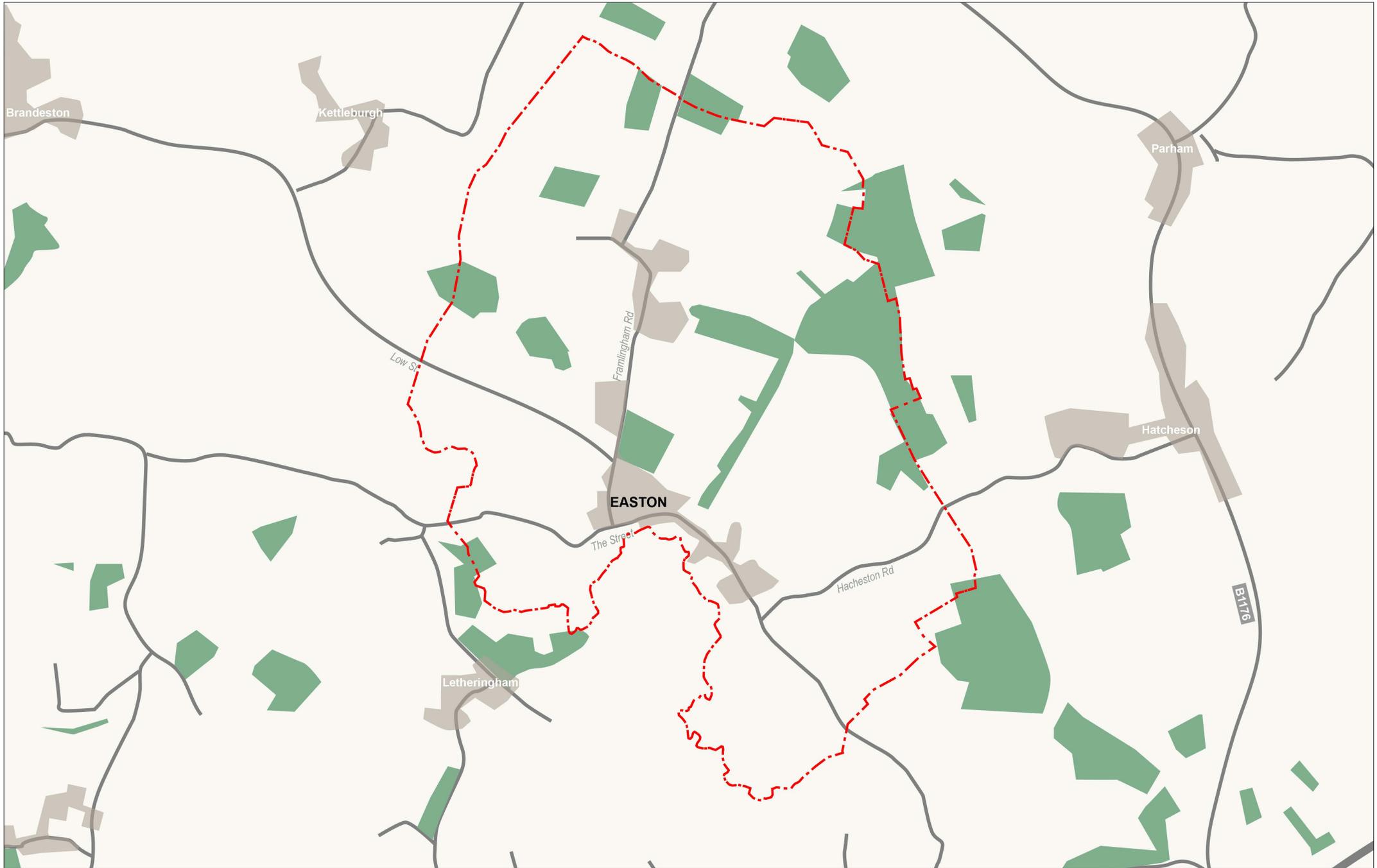


Figure 1: Easton Parish area, with parish boundary shown in red.



## Policy review

02

## 2. Policy review

This section explores the policy context and highlights the relevant policies to which the development should comply.

### 2.1. Introduction

The Neighbourhood Plan policies and allocations must be in accordance with the strategic policies of the Local Plan, both emerging and adopted. The Local Plan evidence base also provides a significant amount of information about potential developments in Easton.

The key documents within the Suffolk Coastal District Council planning framework include:

- Suffolk Coastal Local Plan 2020;
- Parking guidance January 2019;
- East Suffolk Local Plan (Main Modifications, 2020);

### 2.2. East Suffolk Council, Suffolk Coastal Local Plan, 2020

The document includes strategic policies related to sustainable development, housing, economic development and the environment. Many of these policies are relevant to the masterplanning options in Easton, including:

- Policy SCLP5.2: Housing Development in Small Villages
- Policy SCLP5.3: Housing Development in the Countryside
- Policy SCLP5.4: Housing in Clusters in the Countryside
- Policy SCLP5.8: Housing Mix.

- Policy SCLP5.10: Affordable Housing on Residential Developments
- Policy SCLP7.2: Parking Proposals and Standards
- Policy SCLP8.1: Community Facilities and Assets
- Policy SCLP8.2: Open Space
- Policy SCLP11.1: Design Quality
- Policy SCLP11.2: Residential Amenity
- Policy SCLP11.3: Historic Environment
- Policy SCLP11.4: Listed Buildings
- Policy SCLP11.5: Conservation Areas

### 2.3. Suffolk Coastal Local Plan (Main Modifications)

#### Relevant Housing Modifications

Paragraph 2.1: Through this Local Plan, the ambition for the area is to significantly boost economic growth, housing delivery and to attract investment, whilst delivering at least 542 homes a year. (To reflect updated housing needs figures. See ESC Matter 2A Hearing Statement (August 2019).

**Table 2.1 (Old figures have been struck through):**

	Standard method annual housing need	Standard method total housing need (2018 – 2036)
Babergh	420	7,560
Ipswich	<del>479</del> 445	<del>8,622</del> 8,010
Mid Suffolk	<del>590</del> 556	<del>10,620</del> 10,008
Suffolk Coastal	<del>582</del> 542	<del>10,476</del> 9,756
Total	<del>2,071</del> 1,963	<del>37,278</del> 35,334

#### Policy SCLP4.5: Economic Development in Rural Areas:

Proposals that grow and diversify the rural economy, particularly where this will secure employment locally, enable agricultural growth and diversification and other land based rural businesses, will be supported

#### Proposals will be supported where:

- a. They accord with the vision of any relevant Neighbourhood Plan in the area;
- b. The scale of the enterprises accords with the Settlement Hierarchy;
- c. The design and construction avoids, or adequately mitigates, any adverse impact on the character of the surrounding area and landscape, the AONB and its setting or the natural or historic environment;
- d. Small scale agricultural diversification schemes make good use of previously developed land;
- e. The proposed use is compatible with the surrounding employment uses in terms of car parking, access, noise, odour and other amenity concerns;

Proposals will be expected to provide additional community, cultural or tourism benefits where opportunities exist.

The delivery of new buildings, structures and infrastructure that the agricultural industry requires to grow, modernise and functions efficiently will be supported.

Paragraph 5.38 and Table 5.1: The SHMA provides conclusions on the size of property needed in each tenure for the District as a whole, and this part of the SHMA has been updated in 2019 to

reflect the disaggregation of the housing need figure calculated using the national standard methodology. Evidence shows that this varies between tenure, but that overall there is a need for all sizes of property and that across all tenures there is a need for at least 40% to be 1 or 2 bedroom properties. Consultation feedback suggests a relatively high level of demand for smaller properties, particularly those to meet the needs of first time buyers or those looking to downsize. At present, around 30% of all properties in the District are 1 or 2 bedrooms, and therefore the need for 40% of new dwellings over the Plan period should not be underestimated. To ensure that smaller properties are delivered, and in particular recognising the issues around affordability and the potential demand for properties for downsizing due to the ageing population, a particular focus on smaller properties has been identified. It should be noted that the requirements in Table 5.1 below relate to District level need. It is acknowledged that, depending on the character of the surrounding area, some sites may present a greater opportunity to secure smaller properties and consideration will therefore be given to surrounding densities and character in this respect.

**Table 5.1 District-wide housing need by size, source (Old figures have been struck through): Strategic Housing Market Assessment Part 2 (Update 2019)**

Number of bedrooms	Percentage of District wide need <sup>38</sup>
1	12%
2	29%
3	<del>27%</del> <b>25%</b>
4+	33%

**Modification to paragraph 5.41:** The SHMA highlights that within the Ipswich Strategic Planning Area the population of those aged over 65 is projected to increase by 46.3% between 2018 and 2036.

**Addition of new paragraphs after paragraph 5.41:**

The Local Plan seeks to address the housing needs of older people in a number of ways. Whilst the unrestricted existing housing stock, in practice, forms part of the supply of future housing for older people the Plan recognises that due to the increasingly ageing population there is a need to ensure that new development provides for housing that will more specifically meet the needs for accommodation for older people. By 2036 it is projected that there will be 40,916 older person households (gross) in the Suffolk Coastal area. The types of accommodation needed for older person households, derived from the Long Term Balancing Housing Markets model and Strategic Housing for Older People tool as referenced in the SHMA, are set out in Table 5.2 below. It is evident that the majority of older people will require general housing.

In reflection of the extent of need for older persons accommodation, Policy SCLP5.8 references that housing development over the plan period will contribute to the significant need for accommodation for older people and that all housing development of ten or more dwellings should demonstrate how it will contribute to meeting the needs of older people. It is acknowledged that on smaller sites (below 50 dwellings) the provision of specialist accommodation (sheltered and extra care) is less likely to be feasible and the Council would therefore expect that the needs for older persons housing to be addressed through provision of M4(2) and M4(3) housing and other forms of housing as set out in

**Table 5.2: Type of accommodation required for older person only households in Suffolk Coastal in 2036 (gross).**

Size of home	Market			Affordable		
	General housing	Sheltered housing	Enhanced sheltered/ Extra care housing	General housing	Sheltered housing	Enhanced sheltered/ Extra care housing
1 bedroom	3,163	1,269	253	1,953	749	216
2 bedrooms	8,177	224	17	2,453	65	4
3 bedrooms	15,690	-	-	501	-	-
4+ bedrooms	3,817	-	-	0	-	-
Total in households	30,847	1,493	270	4,907	814	220
Residential care	1,618			747		

paragraph 5.44, as part of the housing mix. On larger sites (of 50 or more dwellings) the Council would expect that, in meeting this policy requirement, consideration is given to needs for specialist housing and that this is addressed where feasible.

Reflecting the opportunities provided by sites to deliver on the wider objectives set out in paragraph 5.45, a number of site allocations within the Local Plan contain a policy criteria specifying that the mix of housing provided should include housing to meet the needs of older people. It is expected that development coming forward on these allocations would, as an integral part of the development, include housing such as the types set out in paragraph 5.44 below and on larger allocations would consider and address needs for specialist

accommodation where feasible as part of meeting this requirement.

**Modifications to Paragraph 5.42 and insertion of new paragraph after paragraph 5.42:**

The SHMA includes an assessment of the needs for specialist accommodation for older people (sheltered housing, enhanced sheltered housing and extra care housing) and identifies a need for a total of 1,287 units by 2036. The SHMA also identifies a need for a further 1,118 spaces in Registered Care (nursing and residential care homes) over the plan period. These needs are set out in Table 5.3 below, and have been further disaggregated between market and affordable needs.

Table 5.3: Net need for specialist accommodation in Suffolk Coastal (2016 – 2036)

	Market			Affordable		
	Residential care	Sheltered housing	Enhanced sheltered/ Extra care housing	Residential care	Sheltered housing	Enhanced sheltered/ Extra care housing
<b>Number of units</b>	<b>694</b>	<b>891</b>	<b>247</b>	<b>424</b>	<b>95</b>	<b>53</b>

**Policy SCLP5.8: Housing Mix:**

Proposals for new housing development will be expected to deliver the housing needed for different groups in the community as identified in the Strategic Housing Market Assessment, or latest equivalent assessment.

New development should provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics

and location, reflecting where feasible the identified need, particularly focusing on smaller dwellings (1 and 2 bedrooms).

To contribute towards meeting the significant needs for housing for older people, proposals for ten or more dwellings should demonstrate how the development will contribute to meeting the needs of older people.

On proposals of 10 or more non-specialist dwellings at least 50% of the dwellings will need to meet the requirements for accessible and adaptable dwellings under Part M4(2) of the Building Regulations. All specialist dwellings will be expected to meet the requirements for accessible and adaptable dwellings under Part M4(2) of the Building Regulations. Only in exceptional circumstances would a lower percentage of M4(2) dwellings be permitted. In such circumstances applicants would need to demonstrate that provision is either unfeasible or unviable and that the development incorporates alternative measures to enhance accessibility and adaptability where possible.

Sheltered and extra-care housing will be supported where the scheme incorporates a mix of tenures and sizes to meet an identified need. Neighbourhood Plans may set out an approach to housing type and mix specific to the local area where this is supported by evidence

**Paragraph 5.60 now reads:**

The Strategic Housing Market Assessment update carried out in 2019 identifies that of the total housing need across the District 10.2% should be for social rent / affordable rent, 7.0% should be for shared ownership and 4.6% should be for Starter Homes (or first homes) / discounted home ownership. In recognition that market schemes below 10 dwellings will not need to provide affordable housing, it is appropriate that the proportion required on sites of ten or more dwellings makes

a greater contribution to the overall District wide need. The National Planning Policy Framework requirement for 10% of homes on major development to be for affordable home ownership will be considered alongside the conclusions of the Strategic Housing Market Assessment and other evidence of local need on a case by case basis.

**Paragraph 5.61 now reads:**

The Strategic Housing Market Assessment, included some analysis of Starter Homes and discounted market housing to identify their potential role in meeting housing needs. The Strategic Housing Market Assessment concluded that these tenures would most likely be suitable for those who currently reside in the private rental sector and concluded that there would be an indicative demand for 390 dwellings in these tenures. The provision of Starter Homes and discounted home ownership should not therefore be made at the expense of shared ownership and social / affordable rent. Further, as Starter Homes are not required to remain as such in perpetuity, policy needs to consider the longer term appropriateness of market housing in locations where Starter Homes are supported.

**Policy SCLP5.10: Affordable Housing on Residential Developments:**

Proposals for residential development with capacity for ten units or more or sites of 0.5ha or more will be expected to make provision for 1 in 3 units to be affordable dwellings, and to be made available to meet an identified local need, including needs for affordable housing for older people.

Proposals which provide a higher amount of affordable housing than that set out above will also be permitted.

Of these affordable dwellings, 50% should be for affordable rent / social rent, 25% should be for shared ownership and 25% should be for discounted home ownership.

Provision is expected to be made on-site, unless it can be demonstrated in exceptional circumstances that it is not feasible or practical to provide the units on site in which case it may be agreed that a commuted sum could be paid towards provision of affordable housing outside of the site.

In exceptional circumstances, where the Council is satisfied that the provision of affordable housing is not viable, as demonstrated through a viability assessment the Council may agree to vary the requirement for affordable housing. The requirement for affordable housing does not apply to developments which are solely brownfield flatted schemes. In schemes with a mix of housing types the affordable housing provision will be assessed as a whole.

Neighbourhood Plans may set requirements for a greater proportion of affordable housing where this is supported by evidence of need and viability assessment.

#### Paragraph 12.6:

Neighbourhood plans are expected to plan positively to deliver the housing requirements set out in Policy SCLP12.1.

#### Policy SCLP12.1: Neighbourhood Plan

Easton minimum number of dwellings target of 20 more has stayed the same.

#### Relevant Parking Modifications

##### Policy SCLP5.12: Houses in Multiple Occupation

Proposals for Houses in Multiple Occupation will be supported within Settlement Boundaries where:

- a) There is no adverse impact on the character of the dwelling or the surrounding area;
- b) Provision can be made for sufficient parking – and where the dwelling is, or can be made to be, accessible to public transport services and main employment and service centres on foot and by cycle; and,
- c) Any extensions necessary are in accordance with the Council's design policies.

#### Modification to paragraph 7.13:

The level of charging supplied should reflect the standards set out for electric vehicle charging in the 2015 Suffolk Guidance for Parking (or subsequent revisions). However, higher levels of charging power will be supported, if considered appropriate and desirable. Technological advances throughout the lifetime of the plan may require a flexible approach to be taken when considering low-emission vehicles and charging points in developments.

#### Modifications to paragraph 7.16:

As local highways authority, Suffolk County Council published 'Suffolk Guidance for Parking' in 2015 and subsequently reviewed this in 2019. The document provides details in respect of vehicle parking standards to be implemented across the county subject to local considerations. Residential standards in the County Council document are presented as minimums and the Local Plan will seek to ensure appropriate parking does

not proliferate the parking issues faced by many communities. The visual impact of parking will be considered against relevant policies of this Local Plan including SCLP10.4 and SCLP11.1. The parking standards contained in the Suffolk Guidance for Parking, and any subsequent revisions, should be considered as the principle starting point for development proposals involving parking. Development proposals involving parking that are unable to apply the guidance should provide evidence justifying why the guidance is not applicable to the proposal.

Policy SCLP7.2 Parking Proposals and Standards has not had any significant alterations.

#### Policy SCLP11.1 Design Quality

Permission will be granted where proposals: h) provide highway layouts with well integrated car parking and landscaping which create a high quality public realm, and avoid the perception of a car dominated environment. In doing so, proposals will be expected to prioritise safe and convenient pedestrian and cycle movement.



View across site 516



**Site specific options**

**03**

## 3. Site specific options

This section proposes masterplanning approaches for the allocated site, providing key points for each option.

### 3.1. Introduction

The first part of this chapter explores the main designations and design constraints identified within the village .

An analysis for each site is developed and used to inform the design approach. A number of options are provided alongside with related information and how many homes they would accommodate. The process undertaken to inform these studies was:

- Online site visits to understand the spatial context;
- Urban design analysis of opportunities and constraints;
- A review of the Neighbourhood Plan Site Assessment and Design Guide; and
- Preparation of indicative layout plans for the site, based on urban design best practice and local context, and adhering to the policies of the emerging Neighbourhood Plan.

The potential development site is a greenfield site and has the potential to allocate development as identified in the site assessment report as site 516. Different design options have been created for site 516. The following parameters agreed with the Neighbourhood Plan Working Group, acting on behalf of the Parish Council.

#### Potential site for development

At 1 hectare in size, the site is large enough to potentially accommodate development and open space. The Working Group consensus is to deliver development in small clusters of around 5 houses with a mix of typology and size in favour of smaller units.

### 3.2. Options assessment

Each option has been evaluated against a set of criteria including:

- **Heritage impact:** Consideration of the effects upon views, topography and natural features, protecting and enhancing significant views.
- **Transport accessibility:** Provision of a safe vehicular access connected to the existing grain and street pattern of the village.
- **Safe pedestrian accessibility:** Provision of walking and cycling routes, connecting to existing village paths and cycle lanes;
- **Landscape impact and assessment:** Protect and enhance natural and landscape features of the site, such as trees, woodlands, hedgerows etc.;
- **Housing delivery:** provide a wide range of housing and offers choice to ensure that households at different stages in their life cycle and with differing needs or living arrangements can find a home;
- **Community benefits:** Provision of safe and attractive public open spaces, play areas and street scenes that result in high quality public realm that fosters a sense of ownership and community;



Figure 2: Village base map showing site allocation.

### 3.3. Village designations map

This section outlines the planning designation and contextual characteristics of Easton parish with a focus on the village.

Topography rises from south to north creating prominent views, a characteristic of the village. The southern boundary of the neighbourhood plan area is framed by the River Deben, a narrow watercourse which strongly meanders through the local landscape including water meadows. These meadows flood periodically and as showed by the map opposite, flood risk zone 2-3 extend from the areas adjacent to the river right up to the settlement boundaries.

The village has grown on a linear pattern along its main road, the Street. The vast majority of the buildings, especially within the conservation area boundary, retain their traditional finishes and materials, with many of them being listed including All Saints Church and the White Horse Public House.

The most significant green space in Easton is the historic parkland of the now demolished Easton Park stately home. Indeed, many green spaces surrounding the estate cottages within the village were laid out in the 19th century as an extension of this parkland and are often as carefully designed as the cottages themselves. The village also presents a number of mature trees which have a strong contribution to its character and appearance.



Figure 3: Village Aerial view © Google Earth.



Figure 4: Village Designations Map and analysis

### 3.4. Site analysis

The site is located on the edge of the existing settlement, to the villages south-eastern approach. It is largely grassland, with some screening from the surrounding uses including the adjacent listed building.

It is in proximity of Easton Conservation Area and there are long distance views from the east, especially the village approach and from Hacheston Rd, that should be addressed by the design.

The site is set away from either a Flood Zone 2 and 3, though it presents natural constraints including hedgerows and important trees.

As a result of its peripheral location at the edge of the existing settlement, there is are little pedestrian routes linking the site to Easton's village core. This would need considerable upgrade to accommodate development.



Figure 6: Site 516 View looking south from Hacheston Rd © Easton Parish Council.



Figure 7: Site 516 Looking south-East from the site access © AECOM.



Figure 8: Entering village from Wickham Mkt, Site 516 on left behind hedge © Easton Parish Council.



Figure 5: Hopkins Development entrance-exit on right-OSIERS-Site 516 on left © Easton Parish Council.



Figure 9: Site Analysis and constraints (Site 516).

### 3.5. Site specific options

Following analysis of Site 516, a number of options were prepared in order to develop concepts for housing delivery and the provision of much needed public realm. The following options consider different approaches to delivery. From these emerged a preferred conceptual approach which should be considered as part of any proposals for development on this site.

However, while not the preferred approaches to development for this site, the following options demonstrate how the site's opportunities and constraints were considered before arriving at a preferred option.



Figure 10: Site 516 Option 1: Open space on the river side.



Figure 11: Site 516 Option 2: Maximum units

#### Key

- Site Boundary
- Houses
  - 1bed / bungalow
  - 2bed
  - 3bed
  - 4+bed
- Houses Gardens
- Potential Open space
- Main Rd
- Footpath
- Parking (Garage)
- Parking on Plot/street

#### 3.5.1. Option 1: Open space on the riverside

- Provision of open space to the west, adjoining the riverside;
- Enhanced footpath along The Street and crossing in proximity of the school;
- Small village Green and housing set backs in order to enhance the village approach from the south;
- Potential effects on long distance views mitigated through trees/hedgerow screening;
- Continuous village settlement with required mix of housing typologies and size delivered;
- Retention of most of the existing trees and hedges; any loss to be offset by the planting of new vegetation.
- Potential access from the existing works road.

#### 3.5.2. Option 2: Maximum units

- Enhanced footpath along The Street and crossing in proximity of the school;
- Provision of a green link from "the Street";
- Small village Green and housing set backs in order to enhance village approach from the south;
- Potential effects on long distance views mitigated through trees/hedgerows screening;
- Continuous village settlement with required mix of housing typologies and size delivered;
- Retention of most existing trees and hedges; any loss to be offset by the planting of new vegetation.
- Potential alternative access, instead of the existing works road.

### 3.5.3. Preferred site specific option: Enhanced village approach

- Provision of open space to the east, adjoining The Street, in order to enhance village approach from the south and provide natural screening to the houses;
- Enhanced footpath along 'the Street' and crossing in proximity of the school;
- Provision of a small park. This area can also incorporate SuDS which are appropriately designed to accommodate public space, play space and amenity;
- Potential effects on long distance views mitigated through trees/hedgerows screening;
- Continuous village settlement with required mix of housing typologies and size delivered;
- Retention of most existing trees and hedges; any loss to be offset by the planting of new vegetation.
- Potential access from the existing works road (to be investigated).

#### Key

- Site Boundary
- Houses
  - 2bed
  - 3bed
- Houses Gardens
- Potential Open space
- Main Rd
- Footpath
- Parking (Garage)
- Parking on Plot/street
- ✳ Play area



Figure 24: Site 516 Masterplanning Option 3: Max Units.

### 3.6. Option assessment

The concept masterplan is high level and illustrative, prepared to demonstrate how the design principles that the Parish Council wishes to promote could be applied on the site. 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 a co-design exercise is undertaken by applicants on the site. This report is just a step in that direction, enabling stakeholders to progress from an informed position.

Of the three masterplan options which were considered, the preferred option has been identified as a result of its sensitive approach to landscape and heritage. Furthermore, it has also been chosen as a result of its open space provision and natural screening which seamlessly integrates development within the village, particularly when viewed from longer distances. A small play park is also a central feature of the masterplan which would help address Easton's acute shortage of public space.

It is intended that Section 106 contributions would be sought to provide the play park and enhanced pedestrian links to the village core and Easton Primary School. These would be provided on site and would ensure that development meets feasibility requirements, as well as providing much needed public realm interventions.

However, developers must carry out further detailed feasibility checks when considering development of the site. These will include a review of highway boundary information and a review of locally measured traffic speeds to ensure that interventions which enhance pedestrian links and crossings can further enable development on site.

#### 3.6.1. Key metrics

##### Option 1

Red Line boundary	10147sqm (1.00ha)
Open Space	3462sqm (0.34ha)
Total Proposed houses	10
House Occupation rate	2.5
Housing Mix	1Bed = 10% = 1 2Bed = 40% = 4 3Bed = 30% = 3 4+Bed = 20% = 2
Density	c. 10 DpH
Net Density	c. 15 DpH

##### Option 2

Red Line boundary	10147sqm (1.00ha)
Open Space	972sqm (0.097ha)
Total Proposed houses	16
House Occupation rate	2.5
Housing Mix	1Bed = 12% = 2 2Bed = 26% = 5 3Bed = 29% = 4 4+Bed = 33% = 5
Density	c. 16 DpH
Net Density	c. 23 DpH

##### Preferred option

Red Line boundary	10147sqm (1.00ha)
Open Space / Play area	3462sqm (0.34ha)
Total Proposed houses	12
House Occupation rate	2.5
Housing Mix	2Bed = 50% = 6 3Bed = 50% = 6
Density	c. 12 DpH
Net Density	c. 18 DpH

#### 3.6.2. Criteria met

		Site 516		
Criteria	Opt 1	Opt 2	Opt 3	
Transport accessibility	●	●	●	
Safe pedestrian accessibility	●	●	●	
Landscape impact and assessment;	●	●	●	
Housing delivery	●	●	●	
Community benefits (play areas, OS)	●	●	●	
Heritage impact	●	●	●	

Preferred Option

### 3.6.3. Site 516 access note

#### Existing Access

Based on indicative measurements and looking at the existing works access, the access is relatively wide at the point it joins The Street. This wide junction mouth, together with evidence of tyre over-run on the corners of the junction suggests that large vehicles/ HGVs currently access the welding site. The access road narrows in width a short distance into the site, to circa 5m and it appears that this currently is a gravel surfaced, unmade road.

If this access point is used for the residential scheme (with or without HGV traffic/ welding site traffic) AECOM would expect that SCC would want to see the junction redesigned with proper kerb radii added (given current vehicle overrunning) – the width of the junction mouth may need to be reduced from existing if regular large vehicles are not accessing the site (i.e. in the scenario the welding site is closed as part of the scheme) to reduce vehicle entry and exit speeds from the junction but whilst still suitable to allow some larger movements such as refuse vehicle access. Depending on the footway provision (see below) there may need to be an uncontrolled crossing point over the access also.

In terms of the access road further into the site the route will need to be properly surfaced (rather than as current unmade) although it appears that to make the most of the site footprint the route would need to be realigned from its current alignment in any case and hence a new road would be provided presumably. In terms of width of the access road this really depends on whether the welding site is retained and whether large vehicle access is still needed, both for maneuverability/ swept paths but also to accommodate both the residential and the welding site traffic as set out below:

- a. If the access is just for residential traffic (i.e. no welding site access), according to the Suffolk Design Streets Guide (2022) 15 and Manual for Streets, 5.5m is suitable for a residential road serving up to 25 dwellings and is wide enough to allow two cars to pass each other; in reality this is likely to be too narrow to allow for occasional deliveries/ removal van movements etc so we would suggest that a 4.8m minimum width is adopted for the main access route into the site, however any layout/ road width would need to consider localised swept path analysis for refuse/ fire vehicle use, adequate forward visibility at narrow sections near/ on bends and take account of whether on-street parking would occur on the road etc.
- b. If both the residential and the existing welding site will be served by the access then to some extent the provision will depend on the numbers of vehicle movements associated with the welding site, however the above documents suggest 4.8m is wide enough for a car to pass an HGV (and suitable for between 25-50 dwellings). A more conservative approach would be to assume an access road width of 5.5m, which will allow two larger vehicles to pass each other. Again this all depends on how many vehicle movements, and large vehicle movements also, are associated with the site.

#### Second/ New Access

There are a number of things that need to be considered in terms of providing a second/ new access further south along The Street.

- 1) The first of these is the spacing of the junction from others around it. General good practice, and as specified in Manual for Streets, is that an acceptable junction spacing distance is 60m (same side) and 30m (opposite side) so the location of any new junction would need to be located at least 60m from the existing (above) access and at least 30m from the Hacheston Rd junction to the south.

The distance between the two existing junctions appears to be approximately 125m, which allows adequate distance to provide this, although this spacing rule would restrict the location of the access to some extent, resulting in it needing to be located between 60-95m to the south of the existing access.

2) What complicates the above is that currently any new access will be within the area where the speed limit on The Street is derestricted (south of the 30mph village limit). SCC may therefore determine that Manual for Streets is not applicable here as a result and may defer to DMRB guidance (which is used for trunk roads and often higher speed roads by local authorities). DMRB CD 123 suggests a 50m (opposite side) junction stagger is needed; it doesn't specify a distance for same side spacing but AECOM would suggest that 60m (as MfS) would be appropriate. With respect to the 125m distance this would suggest that a suitable location would exist along the site frontage, albeit the location would be more restricted than above, specifically between 60-75m south of the existing access.

3) Visibility from the access, if in the derestricted speed zone (60mph), would need to be 215m in both directions. Although a reduced level may be acceptable back into the village 30mph zone AECOM would advise that 215m is sought given its location. Due to the horizontal alignment of 'the Street' and the vegetation on its western side these levels of visibility may be difficult to achieve.

4) One option may be to extend the 30mph speed limit further south to capture the new junction. This would mean the MfS (30m opposite and 60m same-side) distances would be easier to argue here. Also the visibility requirements (at least into the village) would be more appropriate for a 30mph section of road



Figure 12: View over to Suffolk Welding works and site 516 (©Easton Parish Council).



Artist's illustration of  
the preferred option

03

## 4. Artist's illustration of preferred option for site 516

This section presents a 3D hand sketch of the preferred option for site 516.

### The preferred option for site 516 (option 2):

To assist the Neighbourhood Plan Work Group in making its final decisions and recommendations on site allocations, it was agreed to prepare artist's illustration for option 2 site 516. The identified view point is from Hacheston Rd as indicated in figure 26.

The sketch shows how the development would nestle into the landscape, making it more acceptable to the community,



Figure 13: Viewpoint of artist's illustrations of site 516 - Option 2.

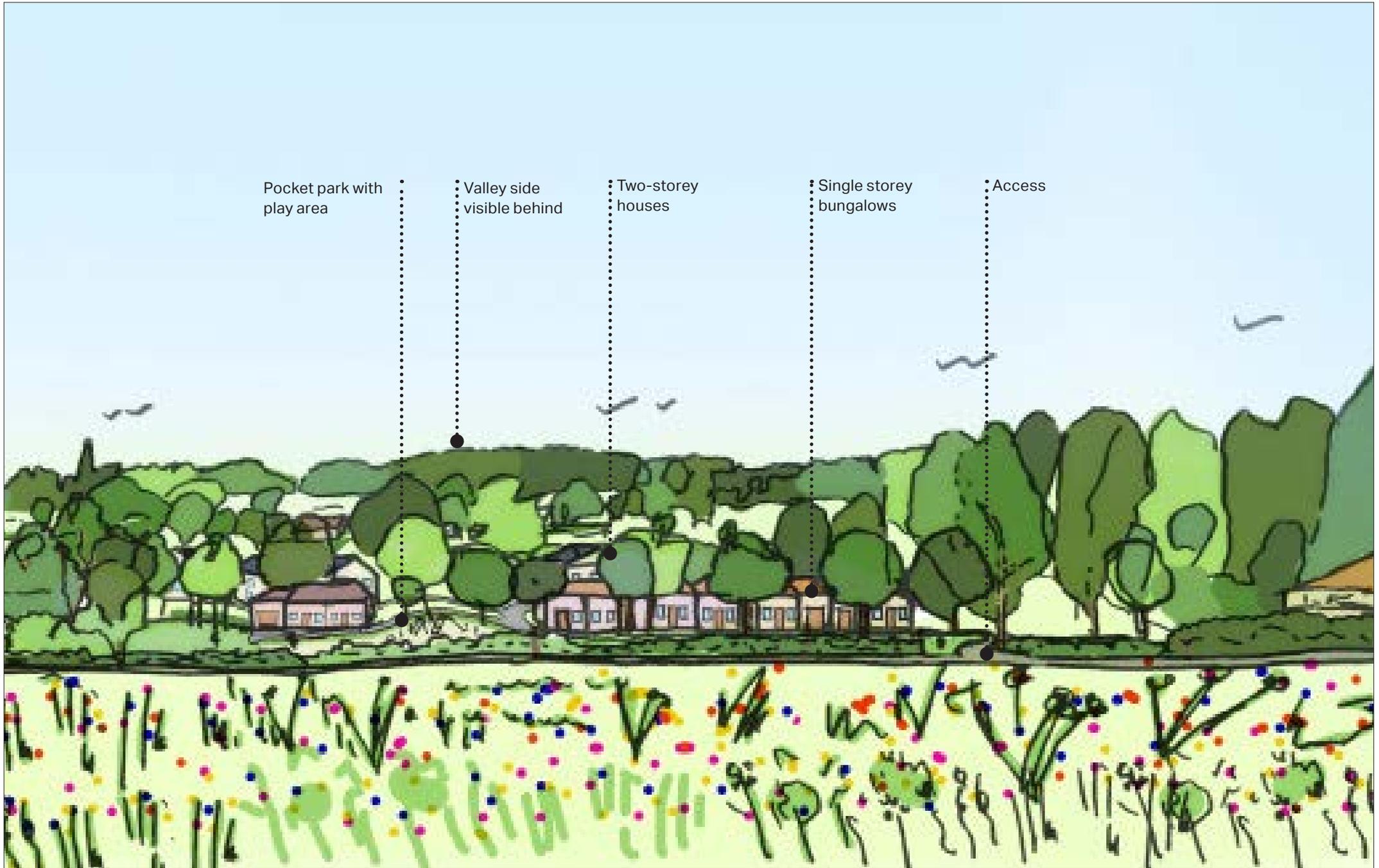


Figure 14: Illustration Sketch – Site 516 - Looking south from viewpoint 1 (Masterplanning Option 2).



Easton Village Green



Conclusion

04

# 5. Conclusion

This section summarises the work that was undertaken for each site and outlines how different actors can use this report in the delivery process.

## 5.1. Allocated site

Masterplanning studies have been completed for site selected to accommodate development by the Easton Neighbourhood Plan group.

Overall design principles have been established and a number of options studied. Indicative site plans have been presented for each option.

The options studied for site 516 explore different site layouts that are able to deliver between 10 to 16 houses and related open space and landscape buffers.

The consensus of the Neighbourhood Plan Work Group, based also on comments received by Suffolk CC Highways and East Suffolk Council was that option 2 was the preferred option for development, delivering c. 12 units of largely 2 and 3 bedroom houses.

## 5.2. Delivery

The Masterplanning Report will be a valuable tool in securing context-driven, high-quality development in Easton. It will be used in different ways by different parties in the planning and development process, as summarised in the table opposite.

Actors	How They Will Use the Report
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on layout, allowing a degree of certainty – in conjunction with all relevant policies of the Neighbourhood Plan, they will be expected to follow the masterplanning principles and be guided by the indicative layout drawings as planning consent is sought.
Local Planning Authority	As a reference point, supporting policy, against which to assess planning applications.  The masterplanning principles should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the masterplanning principles are complied with.
Statutory and non-statutory consultees	As a reference point when commenting on planning applications.

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