



BEESTON PARK.
DEVELOPMENT PHASING &
INFRASTRUCTURE IMPROVEMENTS
STRATEGY

V 3.1 JUNE 2021



CONTENTS

| | Page No. |
|---|-----------------|
| 1. Introduction | 3 |
| 2. The Vision for Beeston Park | 6 |
| 3. Phase One: Old Catton Neighbourhood | 7 |
| 4. Phase Two: Market Square Neighbourhood | 15 |
| 5. Phase Three: Wroxham Road Neighbourhood | 21 |
| 6. Delivery and Management | 24 |
| <p>Appendices</p> <p>One: Package of drawings related to development of Beeston Park including detailed designs for Phase One infrastructure</p> <p>Two: Schedule of development proposed by parcel, block and phase</p> <p>Three: Schedule of off-site highway improvements and bus service enhancements with trigger points</p> | 25 |

1. INTRODUCTION.

1.1 PURPOSE OF THIS DOCUMENT.

This document sets out the proposed phasing of development at Beeston Park, an urban extension to Norwich, in the NE of the City in the Parishes of Old Catton and Sprowston.

Planning application 20121516 was permitted by Broadland District Council on 17th February 2016, accompanied by a s.106 Agreement dated 15th February 2016. It grants outline permission for the following maximum parameters of development:

- 3,520 dwellings;
- 16,800 square metres of Employment Space (B1);
- 8,800 square metres of Space for Shops, Services, Cafes, Restaurants and Drinking Establishments (A1-A5);
- 1,000 square metres of hotel accommodation (C1);
- Two primary schools (up to 500 square metres);
- 2,000 square metres of community space including a health centre, library and community halls ;
- An energy centre (up to 1,500 square metres).

This Development, Phasing and Infrastructure Improvements Strategy (DPIIS) sets out the developer's proposals for bringing forward the development in the light of a number of commercial considerations impacting upon the development. It also sets out the proposed off-site highway improvements which have been agreed in respect of the development together with a package of bus service enhancements.

This Strategy was originally submitted to Broadland District Council for approval as part of an application made under Section 73 of the Town and Country Planning Act 1990 to vary a number of conditions under planning application 20121516. The s.73 application (number 20161058) was submitted to vary the phasing strategy approved as part of the outline planning permission. The rationale for varying the phasing strategy was set out in the planning statement submitted pursuant to the s.73 application but was also a response to commercial considerations, market sentiment and the infrastructure burden inherent in the main development area surrounding the Market Square.

Broadland District Council determined (reference 20152079 issued 19th January 2016) that the s.73 application constitutes EIA development and therefore an Environmental Statement together with supporting technical studies was submitted alongside that application¹. The s.73 application (reference 20161058) was permitted on 22nd December 2017, accompanied by a Deed of Variation to the original s.106 agreement and becomes the overarching planning permission under which Beeston Park will be developed. On 9th March 2018 a site-wide Design & Sustainability Code was submitted for the approval of Broadland District Council as LPA. The

¹ References to Environmental Statement in this Strategy document refer to the ES submitted alongside the s.73 application. Any reference to the earlier (2012) ES is clearly noted as such.

Design Code was the first submission to discharge conditions precedent on the s.73 permission. It was approved under reference 20180412 on 9th September 2019.

The strategy for the delivery of Phase One Beeston Park is to plan and deliver a package of strategic infrastructure² which will enable the disposal of serviced parcels to housing developers, together with the handover of the Phase One school site to the LPA. Version 3.0 of the Development Phasing & Infrastructure Strategy was submitted to accompany the first reserved matters application which provided details of the Phase One strategic infrastructure and the Phase One masterplan. That RM application was given reference 20180708.

This version of the DPIIS, v3.1, has been submitted to reflect the Phase One reserved matters approval and to reflect minor adjustments to the extent of the green infrastructure to be delivered as part of Phase Two. The commercial area originally proposed for Red Hall Farm is now not intended to be delivered and this is also addressed in this version of the DPIIS.

The next section of this document sets out the Vision for Beeston Park and the principles that will guide development brought forward under the outline permission. It also briefly explains the relationship with the approved site-wide Design and Sustainability Code that sets the detailed framework for quality and delivery.

The document then sets out the proposals for each Phase of the development in turn, in terms of the parcels and residential blocks within each phase, non-residential development and green infrastructure. The trigger points for provision of off-site highway infrastructure and bus services are given for each Phase – noting that some improvements may be triggered by development in either Phase One or Phase Two. The proposals for Phase One in particular were updated and amplified under this version 3.0 though many of them remain subject to discussion and agreement with the Highway Authority.

Appendices One and Two to this document contain the drawings of development and green infrastructure proposed for each Phase together with a table showing the indicative numbers of dwellings for each parcel within the blocks are set out. These are also totalled for each block and Phase. Again, it is important to note that the figures proposed for each parcel have not changed from the outline planning application. The figures are based upon the likely delivery rates for each transect type. Areas of non-residential development are not accounted for within these tables (as in the original Design & Access Statement). It is only at Reserved Matters stage that the final numbers of units proposed for each parcel and block and the detailed nature of the non-residential development will be fixed.

Under this V3.1, further details are given for Phase One including the proposed masterplan and parcelling plan. These are consistent with the transect approach and site-wide Design Code and whilst they do not represent confirmed layout plans for development they are intended to guide the developer of each sub-parcel and fix a number of parameters including location of strategic infrastructure³, the ratio of permeable: impermeable surfacing and so on.

Details are provided on the delivery of affordable housing in Phase One. These have been agreed following a process of viability assessment with the District Council and its independent adviser.

During 2019-20, a process of masterplanning for Phases Two and Three at Beeston Park was undertaken. This was jointly funded by Broadland District Council through the Business Rates Retention fund and was initially intended to support a bid to Homes England's Housing Infrastructure Fund. That bid was ultimately unsuccessful although other sources of funding to create a revolving infrastructure fund for Phases Two and Three are still being investigated. The

² the East West Link Road, the Sustainable Urban Drainage package that supports it and a number of the SUDS catchments, utilities network including foul drainage.

³ See note 2 above

completed masterplan for Phases Two and Three, as prepared by Urbed, is included as part of this DPIIS version 3.1. The masterplan will need to be revisited as part of a wider programme of delivery planning and programming once the funding environment and timescales for development are clearer.

2. THE VISION FOR BEESTON PARK.

The vision for Beeston Park is to make it easy for everyone who lives, works and plays there to enjoy a high quality of life with a small environmental footprint – through application of tried-and-tested urban planning and design principles together with good contemporary architecture (including a mixture of traditional and modern styles), technology and development processes.

The vision will be achieved by the consistent application of a few strong, clear design principles laid down in and embodied by the outline application scheme:

- **Walkable neighbourhoods.** Beeston Park is laid out to maximise the number of homes within a five-minute (circa 400m) walk of a mixed-use neighbourhood, local or district centre and onward public transport links to Norwich city centre and other destinations. This provides an essential precondition for sustainable movement habits to be adopted from the outset together with support for local facilities and services.
- **Streets, blocks and plots.** A connected grid of streets, each designed to suit its function, defining blocks of development which each comprise a multitude of individual development plots, forms the basic structure of Beeston Park. This makes for clear delineation of public and private realms, for safe, direct and overlooked routes for walkers and cyclists, and for an inherent legibility and unity of form across the development.
- **Focal places.** Successful places are more than just streets; Beeston Park incorporates a range of squares, public parks and other opportunities for the assembly and activity essential to the formation of community life and civic identity, and to the trade that is characteristic of lively towns rather than housing estates.
- **Abundant green infrastructure.** Formal parks, informal greens, gardens, green streets and playing fields – over 75ha of newly accessible green space in total – will contribute to a green infrastructure network supporting the health and wellbeing of Beeston Park residents as well as greatly enhanced ecological diversity.
- **A character ‘transect’.** Like most great places, Beeston Park will vary in character – tighter-knit and more urban feel of development closest to its centres, greener and more spacious at its edges, with a wide range of building types and styles and clear rules about what can be built where.
- **A town code.** An approved scheme-wide design and sustainability code sets more detailed principles and rules governing how the vision for Beeston Park is to be carried through into the more detailed design of streets, blocks, buildings and spaces.

This vision will be delivered by maintaining a clear view of these principles through the on-going involvement of the promoter (see section 6) and by aligning the principles with an implementation strategy that responds to local market circumstances and works closely with developers and builders to translate them into detailed design and delivery.

It is important to note that there will not be a strict sequential phasing of development between the blocks, parcels and phases at Beeston Park. Instead they are likely to overlap a little.

This more flexible approach will mean that the pace of delivery in one Phase can be ‘tuned’ up or down according to market demand, independently of delivery of another phase underway at the time. However, it is not envisaged that all three phases would be delivering development concurrently.

2 PHASE ONE: OLD CATTON NEIGHBOURHOOD.

2.1 INTRODUCTION.

The Beeston Park development in this area comprises residential Parcels A-C with supporting infrastructure, a primary school and green formal and informal green spaces including a significant number of playing fields. It is shown on drawing number NS&OC121 B – Proposed Phase One Development in Appendix One as now amplified by the proposed Phase One masterplan (1013-URB-Z0-DR-U-V12-Illustrative Masterplan), Area Schedule (1013-URB-Z0-M2-U-V12-Masterplan_Area Schedule) and development parcels plan (1013-URB-Z0-M2-U-V12-Masterplan_Development Parcels).

Bringing forward this development as the first Phase brings the opportunity to create a new neighbourhood with excellent walking and cycling links to the existing Old Catton Centre. For the first residents of Beeston Park there will therefore be established retail and other facilities in existence nearby as well as increased footfall for the centre with potential for attracting further investment as a result.

There is a total of 12 sub-parcels proposed for disposal to housing developers across the three parcels plus the primary school site. The only non-residential development (other than the school) within this phase is a pub of around 200sqm proposed within Parcel B-1. This is likely to come forward as part of the Reserved Matters submission for that Parcel.

Appendix Four sets out the detailed Area Schedule breakdown for each of the sub-parcels in the Phase.

The infrastructure RM submission provides details including the following:

- Engineering designs of East West Link Road including materials, lighting and landscaping proposals;
- SUDS catchment designs and landscaping proposals; and
- Foul drainage strategy.

As well as the development covered by the Beeston Park permission 20121516, there are two other significant schemes in the vicinity. Permission 20141725, land East of Spixworth Road was granted in Spring 2015 for a minimum of 225 homes. It includes a condition requiring adherence with the Beeston Park Design and Sustainability Code. Reserved Matters approval for this site was granted under reference 20180443 on 20th October 2020. A site at Repton Avenue provides for additional homes to the west of St Faith's Road.

Together with Phase One of Beeston Park there will be a total of over 1000 new homes permitted under the three applications; increased footfall for the Old Catton centre as well as patronage for bus services in the area.

2.2 SEQUENCE OF DEVELOPMENT IN THIS PHASE.

The sequence of development in the Old Catton neighbourhood is likely to be as follows:

- Parcel A, to the west of Spixworth Road will be the first to come forward;

- Parcel B1 up to a limit of 100 dwellings (the maximum allowed prior to a requirement to build the East West Link Road across the to the North Walsham Road)
- The remainder of Parcel B and Parcel C will follow on once the requirement to build the East West Link Road across the to the North Walsham Road has been addressed;
- The first primary school site is likely to be made available as a serviced site as Parcels B and C are opened up for development, as discussed below.
- Land for playing field SP01 will be made available once Parcel A servicing is completed.

As shown in Appendix Two a total of around 733 dwellings are proposed in this Phase of development, about 366 in Parcel A. Details of development in Parcel A will come forward in a series of Reserved Matters applications for sub-parcels – provisionally a maximum of six to reflect the proposed number of development parcels. The first applications will come forward in accordance with initial sales agreements following receipt of permission for the infrastructure RM.

Norfolk County Council (NCC), the Local Education Authority for Broadland District, will be able to take ownership of the primary school site as set out in the s.106 Agreement to the Beeston Park permission⁴ NCC will decide the timing of development of the school site and discussions are ongoing with the LEA. The school will be funded by CIL, and any other funding streams available to the LEA including its capital programme.

2.3 INFRASTRUCTURE INVESTMENT IN PHASE ONE.

2.3.1 HIGHWAY INFRASTRUCTURE.

A revised Traffic Assessment was submitted with the s.73 application in the light of other developments permitted in the area since the Outline Planning Application and in particular with progress on the Northern Distributor Road, which was fully opened to traffic in March 2018.

Following discussions with Norfolk County Council as Highway Authority, and the local Bus Operators a set of triggers for off-site highway infrastructure improvements was agreed in early 2017 during the period of determination of the s.73 application. Whilst some of these are directly related to specific Phases of development, some of the improvements are intended to alleviate the impacts of increased traffic from parts of more than one Phase – since development may be occurring in more than one Phase at a time (see section 2 Vision above). Therefore, some of the improvements can be triggered by events occurring in Phase One or Phase Two. For ease of reference, all of these are listed in the table below under Phase One.

The infrastructure RM application discharges some of the design triggers in relation to Phase One and comments are provided by way of update to the Table below.

These triggers are subject to ongoing discussion with the Highway Authority and Bus Operators. Further adjustments may be made as a result of future revisions to this Strategy but in the meantime the triggers remain in place.

As the first phase of development, there are a number of offsite transport interventions which fall upon this Phase to support. This has implications for infrastructure funding as set out in the section 5 below.

⁴ As revised by the Deed of Variation to be consistent with the revised phasing strategy.

Conditions on the planning permission will require the monitoring of traffic generated from Beeston Park and it could be that some of the triggers will require amendment as development proceeds. It is important to note that this Development Phasing & Infrastructure Improvements Strategy is a 'live' document that provides for adjustment throughout the life of the development.

Table 1: Highway Infrastructure Improvements, Phase One

| Improvement | Trigger |
|--|---|
| Spixworth Road Access Design and Construction: to serve development either to the east or west of Spixworth Road | Prior to occupation of any development in that part of Phase One (ie either to the east or west of Spixworth Road) as appropriate |
| Comment: Design submitted as part of infrastructure RM. Construction to take place as part of the first package of infrastructure works to open up Parcel A. | |
| St Faiths Road Access Design (Footway/cycleway only) | Prior to commencement of any development in that part of Phase One to the west of Spixworth Road |
| Comment: Design submitted as part of infrastructure RM. | |
| St Faiths Road Access Construction (Footway/cycleway only) | Prior to the occupation of the 150th dwelling of that part of Phase One to the west of Spixworth Road |
| Comment: Construction to take place in accordance with the trigger. | |
| Spixworth Road/White Woman Lane/Lodge Lane junction improvement Design | Prior to commencement of Phase One |
| Comment: Subject to ongoing discussions with NCC as Highway Authority. | |
| Spixworth Road/ White Woman Lane/ Lodge Lane junction improvement construction | Prior to occupation of 150 th dwelling of Phase One |
| Comment: Subject to ongoing discussions with NCC as Highway Authority. | |

| | |
|--|---|
| Design of link between Spixworth Road and B1150 | Prior to commencement of development in that part of Phase One to the east of Spixworth Road |
| Comment: Design submitted through to eastern extent of Parcel C. The 'missing link' through to the realigned B1150 will be progressed as part of a co-ordinated scheme to realign the B1150 and complete the EWLR to Spixworth Road. | |
| Construction of link between Spixworth Road and B1150 | Prior to the occupation of the 100th dwelling of that part of Phase One to the east of Spixworth Road |
| Comment: This trigger remains in place, subject to ongoing discussions with NCC as Highway Authority. | |
| Design of junction form at junction of link road and B1150 | Prior to commencement of development in that part of Phase One to the east of Spixworth Road |
| Comment: It is recommended that this trigger is removed and the design of this junction progressed as part of the wider B1150 realignment scheme. However, for the moment this trigger remains in place, subject to the ongoing discussions with NCC as Highway Authority. | |
| Construction of junction at link road/B1150 | Prior to the occupation of 100th dwelling in that part of Phase One to the east of Spixworth Road |
| Comment: This trigger remains in place, subject to ongoing discussions with NCC as Highway Authority. | |
| Design of footway/cycleway from junction of link road south along the B1150 to junction with White Woman Lane | Prior to commencement of development in that part of Phase One to the east of Spixworth Road |
| Comment: It is recommended that this trigger is removed and the design of this footway/cycleway progressed as part of the wider B1150 realignment scheme. However, for the moment this trigger remains in place, subject to the ongoing discussions with NCC as Highway Authority. | |
| Construction of footway/cycleway from junction of link road south along B1150 to junction of White Woman Lane | Prior to the occupation of the 100th dwelling in that part of Phase One to the east of Spixworth Road |
| Comment: This trigger remains in place, subject to ongoing discussions with NCC as Highway Authority. | |

| | |
|---|---|
| Design of B1150/White Woman Lane junction Improvements | Prior to the first of the following two events: 1. Occupation of the 100th dwelling in that part of Phase One to the east of Spixworth Road; or 2. Commencement of development of Phase Two. |
| Comment: This trigger remains in place, subject to ongoing discussions with NCC as Highway Authority. | |
| Construction of the B1150/White Woman Lane junction improvements | Prior to the first of the following two events: 1. Completion of development in that part of Phase One to the east of Spixworth Road; or 2. Occupation of the 200th dwelling in Phase Two. |
| Comment: This trigger remains in place, subject to ongoing discussions with NCC as Highway Authority. | |
| Design of B1150/George Hill junction improvements | Prior to the first of the following two events: 1. Occupation of the 100th dwelling in that part of Phase One to the east of Spixworth Road; or 2. Commencement of development of Phase Two |
| Comment: This trigger remains in place, subject to ongoing discussions with NCC as Highway Authority. | |
| Construction of the B1150/George Hill junction Improvements | Prior to the first of the following two events: 1. Completion of development in that part of Phase One to the east of Spixworth Road; or 2. Occupation of the 200th dwelling in Phase Two. |
| Comment: This trigger remains in place, subject to ongoing discussions with NCC as Highway Authority. | |
| Design of A1042/B1150 junction improvement | Prior to the first of the following two events: 1. Occupation of the 100th dwelling in that part of Phase One to the east of Spixworth Road; or 2. Commencement of development of Phase Two |
| Comment: This trigger remains in place, subject to ongoing discussions with NCC as Highway Authority. | |
| Construction of A1042/B1150 junction improvement | Prior to the first of the following two events: 1. Occupation of the 300th dwelling in that part of Phase One to the east of Spixworth Road; or 2. Occupation of the 200th dwelling in Phase Two. |

Comment: This trigger remains in place, subject to ongoing discussions with NCC as Highway Authority.

2.3.2 BUS SERVICES.

There are a number of existing bus services in the area and one which already directly serves the existing community which it is proposed to enhance as the development of Phase One proceeds. This will offer new residents a sustainable alternative to the private car from day one and minimise any traffic impacts from the new development on the adjacent highway network. The enhanced service will also benefit existing residents and help promote a reduction in background traffic levels.

Discussions are ongoing with the Bus Operators as regards the details of the services to support Phase One. Once confirmed, these will be set out in a further revision to this Strategy.

Table 2 sets out the bus service improvements which are currently required to serve Phase One:

Table 2: Bus Service Enhancements, Phase One

| Service | Trigger |
|---|--|
| Agreement with operator to provide 15 minute bus service to serve Phase One | Prior to commencement of Phase One |
| Comment: Detailed negotiations with bus operators are continuing and will be concluded in advance of commencement as required by the trigger. | |
| Delivery of 15 minute bus service to serve Phase One | Prior to occupation of the 50 th dwelling in Phase One |
| Comment: This trigger remains in place, details of the proposed bus service will be provided in due course. | |
| Agreement with operator to provide a 12 minute park and ride service | Prior to construction of 350 th dwelling in Phase One |
| Comment: This trigger remains in place, subject to ongoing discussions with NCC as Highway Authority and the bus operators. | |
| Delivery of 12 minute park and ride service | Prior to the occupation of the 400 th dwelling in Phase One |

Comment: This trigger remains in place, subject to ongoing discussions with NCC as Highway Authority and the bus operators.

For a breakdown of all the proposed offsite highway improvements and bus service enhancements, together with the triggers for implementation agreed with NCC as Highway Authority, see the schedule at Appendix Three to this Strategy document.

2.3.3 OTHER INFRASTRUCTURE ENHANCEMENTS

In accordance with the site-wide Sustainable Urban Drainage Strategy (SUDS), the SUDS infrastructure will roll-out as development proceeds and the Phase is self-sufficient; i.e. the SUDS infrastructure has been designed so that no additional land-take outside the Phase is required. There are ten SUDS catchments which have been designed to support Phase One. The parcels plan, Area Schedule (1013-URB-Z0-M2-U-V12-Masterplan_Development Parcels) has been designed to match the SUDS catchments so as to prevent one housing developer being dependent upon another for SUDS infrastructure. A number of the catchments will be delivered in whole or in part as part of the strategic infrastructure package. These are those which provide drainage for the EWLR through the Phase. The final package of SUDS drawings for Phase One is identified in Appendix One.

There will be significant areas of playing fields and more informal recreational spaces provided as part of Phase One as shown on drawing no NS&OC131 B – Proposed Green Infrastructure Plan. Some of these will provide a primary function for SUDS and the details of these (including landscaping) has been provided as part of the infrastructure RM application. The 'tertiary'. green space which falls within each block will be provided and granted public access as each block is developed.

Although the playing fields to the south and east of the school site are not exclusively for the use of the school, they will not be made available until the school building is completed. This will reduce construction impacts in the vicinity during the course of building the school (as the area will be available for site compounds, contractors' vehicles and suchlike).

A foul drainage strategy for Phase One has been provided as part of the Infrastructure RM application. This has been discussed with Anglian Water and it is currently proposed to provide two pumping stations as described in the Reserved Matters submission. Other utilities will be provided alongside the EWLR with connections to the development blocks as set out on the engineering details.

In common with other phases at Beeston Park, infrastructure investment in Phase One is 'lumpy' with a significant proportion of the overall phase spend required as part of parcel A. This reflects offsite requirements in the main but presents a challenge to infrastructure delivery. The current strategy to address the challenge is set out in section 5 below.

2.3.4 AFFORDABLE HOUSING.

The Section 106 agreement for Beeston Park provides for 33% affordable housing in any zone (i.e. phase, parcels or part thereof) unless a viability appraisal is accepted by the Council which justifies a lower proportion.

The level of infrastructure costs associated with Phase One mean that providing 33% affordable housing across the Phase is unlikely to be economically viable. Of the estimated

£13.5m in total Phase One infrastructure and enabling costs, around £10m will be incurred upfront – wholly or largely before any revenue is realised from serviced land or completed dwelling sales.

The table below shows, based on the current expected profile of infrastructure costs, dwelling and serviced land values and infrastructure funding arrangements the amount and profile of affordable housing that is expected to be viable across Phase 1. Overall, 20% affordable housing is likely to be achievable, phased to deliver 10% in Parcel A (back-loaded within the parcel), 20% in Parcel B and a policy-compliant 33% in Parcel C.

| Parcel | Associated infrastructure cost | Proposed affordable housing % | Sub-parcels | | | |
|---------|--------------------------------|-------------------------------|-------------|--------------------------------|-------------------------------|----------------------------------|
| | | | Sub-parcel | Est. max. capacity (dwellings) | Proposed affordable housing % | Implied affordable housing (no.) |
| A | £10m | 10% | A1 | 72 | 0% | 0 |
| | | | A2 | 69 | 0% | 0 |
| | | | A3 | 67 | 0% | 0 |
| | | | A4 | 50 | 0% | 0 |
| | | | A5 | 38 | 33% | 13 |
| | | | A6 | 70 | 33% | 23 |
| B | £0.5m | 20% | B1 | 79 | 20% | 16 |
| | | | B2 | 39 | 20% | 8 |
| | | | B3 | 33 | 20% | 7 |
| C | £3m | 33% | C1 | 113 | 33% | 37 |
| | | | C2 | 83 | 33% | 27 |
| | | | C3 | 86 | 33% | 28 |
| Phase 1 | £13.5m | 20% | | 799 | 20% | 159 |

A viability assessment explaining and justifying the proposed provision has been submitted to the Local Planning Authority and has been subject to discussions with the Council and its appointed adviser. This approach has been agreed in principle.

3 PHASE TWO: MARKET SQUARE NEIGHBOURHOOD.

3.1 INTRODUCTION.

Phase Two comprises the central large area surrounding the Market Square including the commercial development. In essence it comprises a significant proportion of the development coming forward under the outline permission and is likely to be the area that most people identify as 'Beeston Park'. It also includes the substantial green space which will become Beeston Country Park as well as numerous smaller green and open spaces across the neighbourhood. In line with the remainder of the development, the Market Square neighbourhood has been designed to comply with the walkable neighbourhood philosophy.

The extent of Phases Two and Three, and the proposed parcels within each Phase are set out on the illustrative masterplan prepared by Urbed, drawing number *1094-URBED-Z0-M2-U-Rev G-Illustrative Masterplan*. It should be noted that this excludes the area at Red Hall Farm and surrounds. The commercial and visitor centre, originally envisaged under the outline permission, will no longer be brought forward. This is in part a recognition of the changed retail and wider market circumstances since the outline planning application was submitted in 2012. Instead, the barn complex at Red Hall Farm will be converted to six residential dwellings under a separate permission (20162127). Red Hall Farm and its curtilage will be removed from the provisions of the Beeston Park s.106 agreement (under 20161058) by way of Deed of Variation.

Red Hall Park, south of the Farm complex, will be included as part of the open space and green infrastructure for Beeston Park, as discussed in section 3.3.4 below.

An essential element of Phase Two is a requirement to reroute the North Walsham Road on its new alignment. This is necessary on both highway grounds and to provide additional passing trade for the commercial premises around the Beeston Main Square. It will also ensure that the new community responds to all three 'pillars' of sustainable development (economic, environmental and social).

However, given the design of the primary streets at Beeston Park as well as the materials to be used there is a requirement for significant infrastructure investment in advance of built development in this neighbourhood. Hence the rephrasing from the original proposals as set out in the OPA DAS.

It is likely that design and implementation of the infrastructure in advance of housing development will take place concurrently with the Phase One development, given that a timescale of around two years is likely for planning and delivering the rerouting of the North Walsham Road alone.

3.2 SEQUENCE OF DEVELOPMENT

The sequencing of development for Market Square will evolve during the developer partnering process which is ongoing. However, due to its size both in actual terms and relative to Phases One and Three, it is likely to be split into two sub-phases, 2A and 2B. Approximately 55% of the phase two residential units and all of the commercial heart will be delivered in Phase 2A. The delivery of Beeston Parkland will also fall across the two sub-phases to provide a significant uplift in open space as the community grows.

3.2.1 PHASE 2A

Phase 2A comprises parcels D-H, the 50-acre area at the heart of the Beeston Park development, with capacity for around 1500 dwellings, alongside the main new centre and focal public space and over 500sqm of commercial space. Centred on the new main road axis of the 'New North Walsham Road Corridor' which is the principal enabling infrastructure for the wider Phase Two, this area of the site will be the front door to the overall scheme and a new gateway to Norwich from North Norfolk.

Concentration of the Phase 2A development in and around the Market Square in its early stages will provide maximum footfall for the new commercial centre and a sense of cohesion for the emerging community. The timing of delivery of non-residential uses around the main square will be a careful balance of the desire to provide these facilities early on in the Phase together with the need to ensure that there is sufficient footfall to sustain the commercial uses. One method of tackling this issue may be the flexible usage of space over time, with options including live-work units that can switch easily between residential and Class E uses on the ground floor, for example.

Timing of the commercial uses will be responsive to market considerations and may hinge on the provision of the larger retail unit. Market interest in this is likely to be high but will very much depend upon the pattern of convenience retailing in the locality in the years running up to its development. It is worth noting again the significant structural changes that the sector has undergone since the development was masterplanned.

The second primary school site within Parcel G will be made available as services are provided to open up the parcel for development. The exact timing of this will be discussed and agreed in advance with the LEA in accordance with the s.106 Agreement.

This means that both of the primary school sites at Beeston Park are likely to be made available to the LEA well before half of the development is complete. This is one demonstration of the principle of providing infrastructure in advance of need. The LEA will therefore be able to exercise complete control over the timing of construction of the schools relative to the development of Beeston Park and other surrounding housing schemes.

3.2.2 PHASE 2B

Phase 2B comprises parcels I-J to the north including the secondary village square, cigar park and development frontages to these spaces as well as to the NNWR and the northern part of Beeston Parkland.

Finally, completion of Phase Two by delivering the eastern and southernmost development Parcels K-N.

3.3 INFRASTRUCTURE INVESTMENT IN PHASE TWO.

Phase Two requires significant upfront infrastructure investment. Approximately 60% of the estimated costs for the Phase have to be delivered prior to, or during delivery of, Parcels D-H. Various mechanisms are being investigated to smooth investment cashflow and enable the servicing of parcels for development. This is probably the single most significant challenge which has necessitated the rephasing of the overall development from the proposals in the Outline Planning Application.

Nevertheless, the promoters are confident that perhaps with the assistance of public sector investment in the shape of forward funding, the main Phase of Beeston Park can be delivered whilst the Vision and principles are adhered to.

3.3.1 HIGHWAY INFRASTRUCTURE.

Development of Phase Two will include the construction of the new High Street which will form the new alignment of the B1150, North Walsham Road. The other triggers specific to this Phase relate to the design and construction of the remaining section of the west-east link road through to the A1151 Wroxham Road.

The highway triggers relating to this Phase are set out in Table 3 below.

Table 3: Highway Infrastructure Improvements, Phase Two:

| Improvement | Trigger |
|--|--|
| Design of the realigned B1150 (North Walsham Road) including the link to the junction of the Phase 1 link road and the B1150 | Prior to commencement of any part of Phase Two |
| Construction of the realigned B1150 (North Walsham Road) including the link to the junction of the Phase 1 link road and the B1150 | Prior to the occupation of the 50th dwelling of any part of Phase Two |
| Design of the link road from the realigned B1150 (North Walsham Road) to the A1151 (Wroxham Road) | Prior to the occupation of the 500th dwelling of any part of Phase Two |
| Construction of the link road from the realigned B1150 to the boundary of Phase 3 | Prior to the occupation of the 1,250th dwelling of any part of Phase Two |

3.3.2 BUS SERVICES

A new bus service will be introduced as Phase Two proceeds to extend and continue the sustainable transport choices established in Phase One. This will create a route initially between the Main Square and Norwich via the North Walsham Road corridor. As development proceeds, the frequency of the service will increase with some services extended to serve Spixworth. The new bus service will be implemented as set out in Table 4 below.

Table 4: Bus Service Enhancements, Phase Two

| Service | Trigger |
|---|---|
| Agreement with operator to provide a 30 minute bus service to serve Phase Two. | Prior to commencement of any part of Phase Two |
| Delivery of 30 minute bus service to serve Phase Two. | Prior to the occupation of the 150th dwelling of Phase Two |
| Agreement with operator to provide a 15 minute service to serve Phase Two | Prior to the occupation of the 750th dwelling of Phase Two |
| Delivery of 15 minute service to serve Phase Two. | Prior to the occupation of the 1000th dwelling of Phase Two |
| Agreement with operator to provide a 10 minute service to serve Phases One and Two. | Prior to the occupation of the 1250th dwelling of Phase Two |
| Delivery of a 10 minute service to serve Phases One and Two | Prior to the occupation of the 1500th dwelling of Phase Two |

The schedule attached at Appendix Three sets out all of the proposed highway improvements and bus service enhancements together with the agreed trigger points.

3.3.3 OTHER INFRASTRUCTURE ENHANCEMENTS

The current Sustainable Urban Drainage System (SUDS) strategy delivers combined attenuation and infiltration within each Phase across the site.

The SUDS will therefore continue to be design and delivered within each Phase. Any variation in the SUDS strategy will aim to rationalise the drainage strategy on the development within the framework of the outline application.

The development will be serviced within the regional and local infrastructure provision and phased in line with development requirements.

All utility providers are currently being engaged to assess the phasing implications on their networks to ensure short term and long-term connections can be achieved.

The integration of low carbon and zero carbon energy technology will be managed within the Design Code in order to achieve required design standard and national regulations.

3.3.4 GREEN INFRASTRUCTURE & PUBLIC OPEN SPACE.

This phase of development will see the opening up of the substantial green space of Parkland at Beeston Park. It is envisaged that the southern part of the Parkland will be delivered first as part of Phase 2A, and access to it provided at the same time as the first parcels are opened up for

development on this Phase. As development proceeds closer to the northern part of the Phase, the remainder of Parkland, to the north of the House, will be delivered and public access provided to this area. The phasing proposals for the green space, including Parkland, are shown on the indicative masterplan drawing number *1094-URBED-Z0-M2-U-Rev G-Illustrative Masterplan*.

The phased provision of the Parkland will have a number of benefits. With such a large amenity it is unnecessary to provide public access to the whole of the Parkland in a single phase and lessons in visitor and habitat management can be learnt and introduced into the northern Phase (2B) once it too is opened up.

The outline planning application and subsequent s.73 application included within the application redline close to Beeston Hall areas which were never intended to be transferred for use as Parkland – principally homes and gardens.

As with the Red Hall Farm complex, it is now proposed to exclude these areas from the areas to be developed and to exclude these areas from the land to be bound by the s106, as explained in this version of the DPIIS which now covers a revised area for the Beeston Park development and associated Deed of Variation to the s.106 agreement.

To be clear, the formal boundary of the s.73 permission 20161058 will remain as shown on the suite of drawings approved under that permission (as set out in Appendix One to this DPIIS). However, the effective boundary of the development itself, including the Parkland, is now shown outlined in green on Brown & Co drawing *North East Norwich Ownership Plan 10 08 18 dated 25th March 2021*.

It should be noted that the area around Beeston Hall, entitled 'Future Beeston Hall Application Area' on the OPA and s.73 drawings is also excluded from the boundary of the Beeston Park development. This further confirms the long-held intention to remove the Hall and its curtilage from the provisions of the permission and s.106 agreement.

The concept of providing a country park as part of the Beeston Park development is set out in the Growth Triangle AAP, which states that the country park will play:

"...an important role in mitigating future recreational impact on the Broads resulting from increased population in the Growth Triangle."

The Habitats Regulation Assessment of the Growth Triangle AAP, published by Norfolk County Council in 2013, merely notes that the:

"The Country Park at Beeston Park (including the nearby Red Hall Farm Park)...is a substantial size, being more than 35ha."

It is calculated that once the areas of land not to be transferred have been deducted the total amount of land to be transferred for use as a Country Park (including Red Hall Farm Park) will be in excess of 43ha, well above the anticipated original size of 35ha.

The changes proposed will have, therefore, no impact on the integrity of The Broads International Sites,

The promoters of Beeston Park will also take further measures to attract visitors to the parkland. These include the provision of interpretation boards and other signage; picnic benches; litter and dog bins; circular walks as well as investigating the feasibility of providing a car park and potentially routes off-site to link into longer-distance cycle and footpaths.

The rationale for these changes is covered in more detail in the covering submission.

3.3.5 OTHER GREEN SPACE

There are several other areas of strategic green and / or public open space which will be provided as development proceeds in this Phase. The Main Square will be provided as the commercial development is delivered around it and the detailed phasing of this will be determined closer to the time through Reserved Matters applications.

It may be that the commercial development around the square is delivered in Phases and it could therefore make good sense to deliver the square itself in Phases. Opportunities may be taken for temporary or 'meanwhile' uses of the area to be occupied by the square to introduce vitality and footfall during the construction Phase.

Red Hall Park will be provided in Phase 2A alongside parcel F to the east of the existing North Walsham Road.

The Cigar Park and secondary village square in Phase 2B, in the northern part of the Neighbourhood (GS01 and GS02 on drawing no. NS&OC131 B – Proposed Green Infrastructure Plan) together with the smaller parcel-specific green spaces (whether required as part of the SUDS infrastructure or otherwise) will all be developed in tandem with development of the adjacent blocks. The details and phasing of this will be provided at Reserved Matters stage.

4 PHASE THREE: WROXHAM ROAD NEIGHBOURHOOD.

4.1 SEQUENCE OF DEVELOPMENT.

It is currently envisaged that the three Parcels (O, P, Q) in this neighbourhood will be delivered in quick succession, more than likely towards the end of the development period, as shown on drawing number *1094-URBED-Z0-M2-U-Rev G-Illustrative Masterplan*. Certainly, it is not currently envisaged that development will take place at the same time in all three Phases.

Development is likely to proceed around the Wroxham Road Square which will be delivered concurrently with the built development. The exact timing and phasing of delivery, and relationship with the commercial development around the square -will be determined at Reserved Matters stage. It may well be that some of the potential 'jewels in the crown', the edge of development along the southern part of Beeston Park itself, are delivered right at the end of the development period.

The walkable neighbourhood philosophy is easily applied to this Phase of development. Whilst the neighbourhood centre will not provide all of the higher order services and facilities found in the Main Square to the west, it will function as a secondary centre and provider of day-to-day goods and services. Bus services will be easily accessed and enhanced as development proceeds and there is good access to the adjacent park and ride site should it be in the current location once development reaches this neighbourhood.

4.2 INFRASTRUCTURE INVESTMENT.

4.2.1 HIGHWAY INFRASTRUCTURE.

A connection to Wroxham Road will be constructed as part of Phase Three with the section of east/west link road completed between Wroxham Road and the main square. This will complete the east/west link between Wroxham Road and Spixworth Road, with a potential extension towards Norwich Airport subject to delivery by NCC as Highway Authority. It will be implemented as in the table below:

Table 5: Highway Infrastructure Improvements, Phase Three:

| Improvement | Trigger |
|---|---|
| Design of access from A1151 (Wroxham Road) including junction form of link road/A1151 | Prior to commencement of any part of Phase 3 |
| Construction of access from A1151 (Wroxham Road) including junction of link road/A1151 | Prior to first occupation of any part of Phase 3 |
| Construction of the link road from the Boundary of Phase 2 to the junction of the A1151 | Prior to the occupation of the 50th dwelling of any part of Phase 3 |

4.2.2 BUS SERVICES.

There is an existing frequent bus service along Wroxham Road which will serve Phase Three and will offer new residents a highly sustainable alternative to the private car from first occupation of this Phase and minimise any traffic impacts from the new development on the adjacent highway network. An additional service will be introduced which will penetrate the Phase Three development and offer the opportunity to combine with other routes serving the development as a whole to provide connections through the development and to employment areas to the west. The enhanced service will also benefit existing residents and help promote a reduction in background traffic levels. The new bus service will be implemented as in Table 6 below.

Table 6: Bus Service Enhancements, Phase Three:

| Service | Trigger |
|---|--|
| Agreement with operator to provide a 30 minute service to serve Phase Three. | Prior to the occupation of the 50th dwelling of Phase Three |
| Delivery of a 30 minute service to serve Phase Three. | Prior to the occupation of the 200th dwelling of Phase Three |
| Agreement with operator to provide a 15 minute service to serve neighbourhoods One, Two and Three | Prior to the occupation of the 200th dwelling of Phase Three |
| Delivery of a 15 minute service to serve neighbourhoods One, Two and Three | Prior to the occupation of 300th dwelling of Phase Three |

The schedule attached at Appendix Three sets out all of the proposed off-site highway improvements and bus service enhancements together with the trigger points agreed with NCC as Highway Authority.

4.2.3 OTHER INFRASTRUCTURE ENHANCEMENTS

The strategy for SUDS delivery and approaches on energy and utilities will be consistent with that for the larger Phase Two to the west. As with the other Phases, Phase Three will be self-sufficient in terms of sustainable urban drainage.

Lessons learnt during the delivery of the earlier Phases and best practice at the time will be of benefit in delivering the infrastructure during this last Phase.

Phase Three will benefit from the proximity to Beeston Park itself which will be maturing in its restored form as a Country Park. The other green spaces and informal recreation and play spaces will be delivered as the parcels are brought forward for development.

5 DELIVERY AND MANAGEMENT

Beeston Park has been promoted by Beyond Green Developments (Broadland) Ltd., a wholly owned subsidiary company of U+I plc), working with numerous landowners, mainly through a consortium. Following the achievement of outline planning permission, the promoter and landowners are working together to implement the development in accordance with the outline consent and this Development, Phasing and Infrastructure Improvements Strategy.

They will continue do this by:

- a. discharging planning conditions and meeting requirements to deliver enabling infrastructure, either directly or by passing such obligations onto the purchasers of development land;
- b. disposing of parcels of development land to residential, commercial and mixed-use developers for the construction of agreed schemes. Such parcels may be provided to the market 'serviced' with primary infrastructure capacity – main streets, utilities and drainage – unless it is optimal to do otherwise;
- c. giving parcel developers responsibility for detailed design and planning applications, in accordance the site-wide Design and Sustainability Code now approved, and such additional development briefs as the promoter and landowners may issue in connection with a parcel disposal;
- d. in some cases, the promoter may exercise an option to design and/or develop land parcels directly, depending to the complexity and wider importance of the parcel concerned and the level of market interest/capacity.

As set out earlier in this version of the Strategy, an infrastructure Reserved Matters application has been submitted for Phase One. Following its approval, the primary infrastructure for the phase will be delivered sequentially for parcel A followed by B&C. This will enable the sale of serviced parcels in accordance with delivery route b above. Tertiary infrastructure such as non-strategic open space and roads within parcels will be delivered by the developers of those parcels.

Although the infrastructure costs across Phase One as a whole are not exceptional, the 'lumpy' nature of them (over 80% of Phase One costs fall on Parcel A) the Promoters are hoping to establish a public-sector backed debt facility with forward-funding to be provided by a national public sector organisation and recycling of the funds upon disposal of land for residential development.

A scheme-wide approach to the provision, management and maintenance of green infrastructure will be pursued. The Promoters are in advanced discussion with a charitable organisation which operates nationwide and which would assume responsibility initially for management of the Phase One open space with a view to Phases Two and Three following on in due course. Full details including an adoption and management strategy will be provided to the LPA, pursuant to conditions on the s.73 permission.

Adoption of highways and other public open space will be sought where appropriate, in accordance with the requirements of Norfolk County Council and Broadland District Council.

6 APPENDICES

APPENDIX ONE: PACKAGE OF DRAWINGS RELATED TO DEVELOPMENT OF BEESTON PARK

NB The following scheme-wide drawings have been updated from those submitted with V1.0 of the Development Phasing & Infrastructure Improvements Strategy to this v3.1 to take account of the various parcels of land to which the permission and s106 agreement shall not apply.

Table of Site Wide Drawings

| Title | Previous Drawing No. | Revised Urbed Drawing No. |
|--|----------------------|---------------------------|
| Location Plan | NS&OC101 A | NS&OC_101_B |
| Proposed Development Blocks | NS&OC103 B | NS&OC_103_C |
| Proposed Key Areas Plan | NS&OC104 A | NS&OC_104_B |
| Proposed Transect Plan | NS&OC105 B | NS&OC_105_C |
| Proposed Maximum Building Heights Plan | NS&OC106 B | NS&OC_106_C |
| Proposed Street Hierarchy Plan | NS&OC110 B | NS&OC_110_C |
| Proposed Connection Plan | NS&OC111 B | NS&OC_111_C |
| Proposed Phasing Strategy Plans | NS&OC120 A | NS&OC_120_B A |
| Proposed Phase 1 Development | NS&OC121 B | NS&OC_121_C B |
| Proposed Phase 2 Development | NS&OC122 B | NS&OC_122_C B |
| Proposed Phase 3 Development | NS&OC123 B | NS&OC_123_C B |
| Proposed Phasing | NS&OC127 B | NS&OC_127_C B |
| Site Constraints | NS&OC130 A | NS&OC_130_B |
| Green Infrastructure | NS&OC131 B | NS&OC_131_C |
| Recreation & leisure plan | NS&OC132 B | NS&OC_132_C |
| SUDS Plan | NS&OC133 C | NS&OC_133_C |

Phase One drawings and Phases Two & Three illustrative masterplan

The following package of drawings in support of the Phase One infrastructure Reserved Matters application and this revision of this DPIIS:

| Theme or issue. | Submitted drawings. |
|--|---|
| This Development, Phasing & Infrastructure Improvements Strategy v.3.0, April 2018, includes Phase One | 1013-URB-Z0-DR-L-V12-Illustrative Masterplan 1013-URB-Z0-DR-L-V12-Masterplan_Area Schedule 1013-URB-Z0-DR-L-V12-Masterplan_Development Parcels 1013-URB-Z0-DR-L-V12-Masterplan_Red Line Plan |
| Phases Two & Three: | 1094-URBED-Z0-M2-U-Rev G-Illustrative Masterplan 1094-URBED-Z0-M2-U-Rev B-Street Hierarchy Plan Brown & Co drawing North East Norwich Ownership Plan 10 08 18 dated 25/03/21 |
| Surface Water Drainage Scheme (SUDS) | 955-01- CE-D-0101-P04 Surface Water Drainage Catchment Plan 955-01-CE-D-0101-P08 Surface Water Drainage Layout Catchment A 955-01-CE-D-0102-P07 Surface Water Drainage Layout Catchment B 955-01-CE-D-0103-P06 Surface Water Drainage Layout Catchment C 955-01-CE-D-0104-P06 Surface Water Drainage Layout Catchment D 955-01-CE-D-0105-P06 Surface Water Drainage Layout Catchment E 955-01-CE-D-0106-P06 Surface Water Drainage Layout Catchment F 955-01-CE-D-0107-P06 Surface Water Drainage Layout Catchment H 955-01-CE-D-0108-P06 Surface Water Drainage Layout Catchment J 955-01-CE-D-0109-P06 Surface Water Drainage Layout Catchment M 955-01-CE-D-0110-P06 Surface Water Drainage Layout Catchment N 955-01- CE-DE-0120-P02 Surface Water Drainage Details 955-01- CE-DE-0121-P03 Surface Water Drainage Details 955-01- CE-D-1102-P01 Overland Flow Routes 955-01- CE-D-1103-P01 Scope of Primary Infrastructure Works Package 955-01- CE-DE-1000-P03 Proposed Spine Road SuDS Details 955-01- CE-DE-1001-P02 Proposed Spine Road SuDS Details Peter Brett Associates Phase 1, Beeston Park, Norwich; Ground Investigation and Infiltration Drainage Assessment; March 2017. Ground Technology Services, Site Investigation Final Factual Report, North Sprowston East West Link Road, August 2017. |

| | |
|---|--|
| | <p>Stantec - Phase 1, Beeston Park, Norwich - 46656/3501 - Rev 03 - Sept 2020</p> <p>Ground Technology - Phase 1, Beeston Park, Norwich - GTS-19-260 - May 2020</p> <p>Deep Bore Soakaway Calculations - Catchments B to N - July 2020</p> <p>Volume Calculations - Catchments A to N - July 2020</p> <p>Deep Bore Soakaway Calculations - Catchment A - Oct 2020</p> <p>Deep Bore Soakaway Calculations - Catchment A - Example - Oct 2020</p> <p>955-01 Beeston Park, Phase 1 - Technical Note - Proposed SW Strategy - July 2020</p> <p>955-01 - Beeston Park Phase 1 - Response letter to LLFA - 06 Oct 2020</p> <p>955-01 Beeston Park, Phase 1 - Technical Note - Updated Proposed SW Strategy - 21 Oct 2020</p> <p>955-01 - Beeston Park Phase 1 - Response letter to LLFA - Dec 2020</p> <p>955-01 - Beeston Park Phase 1 - Letter to LPA - Jan 2021</p> |
| Foul Drainage Strategy & details. | <p>955-01- CE-D-1001-P03 Foul Water Drainage Strategy</p> <p>955-01- CE-DE-0200-P01 FW Pumping Station Details</p> <p>955-01- CE-DE-0201-P01 FW Pumping Station Details</p> <p>955-01- CE-DE-0202-P01 FW Pumping Station Details</p> |
| East West Link Road and connections to the existing highway network | <p>six:TEN Highways & Traffic Ltd, Beeston Park, Norwich S38 Highway Works, Stage 2 Road Safety Audit 610/S28/007/01 April 2018.</p> <p>Civic Engineers' Note on response to Safety Auditor's Report, dated 19th April 2018.</p> <p>Highway S38 Site Constraints Plan</p> <p>955-01-CE-DR-H-1001-P07 – GA SHEET 1</p> <p>955-01-CE-DR-H-1002-P08 – GA SHEET 2</p> <p>955-01-CE-DR-H-1003-P07 – GA SHEET 3</p> <p>955-01-CE-DR-H-1004-P07 – GA SHEET 4</p> <p>955-01-CE-DR-H-1005-P03 – VA LONGSECTION SHEET 1</p> <p>955-01-CE-DR-H-1006-P03 – VA LONGSECTION SHEET 2</p> <p>955-01-CE-DR-H-1007-P03 – VA LONGSECTION SHEET 3</p> <p>955-01-CE-DR-H-1008-P03 – VA LONGSECTION SHEET 4</p> <p>955-01-CE-DR-H-1009-P04 – LEVELS AND CONTOUR PLAN SHEET 1</p> <p>955-01-CE-DR-H-1010-P04 – LEVELS AND CONTOUR PLAN SHEET 2</p> <p>955-01-CE-DR-H-1011-P04 – LEVELS AND CONTOUR PLAN SHEET 3</p> <p>955-01-CE-DR-H-1012-P04 – LEVELS AND CONTOUR PLAN SHEET 4</p> <p>955-01-CE-DR-H-1013-P04 – KERBING KEY PLAN LAYOUT SHEET 1</p> <p>955-01-CE-DR-H-1014-P05 – KERBING KEY PLAN LAYOUT SHEET 2</p> <p>955-01-CE-DR-H-1015-P05 – KERBING KEY PLAN LAYOUT SHEET 3</p> |

| | |
|--|--|
| | 955-01-CE-DR-H-1016-P05 – KERBING KEY PLAN LAYOUT SHEET 4 |
| | 955-01-CE-DR-H-1017-P02 – FEATURE 1 SHARED SPACE GA |
| | 955-01-CE-DR-H-1018-P02 – FEATURE 2 SHARED SPACE GA |
| | 955-01-CE-DR-H-1019-P02 – FEATURE 3 SHARED SPACE GA |
| | 955-01-CE-DR-H-1020-P02 – FEATURE 4 SHARED SPACE GA |
| | 955-01-CE-DR-H-1021-P02 – FEATURE 5 SHARED SPACE GA |
| | 955-01-CE-DR-H-1022-P02 – FEATURE 6 SHARED SPACE GA |
| | 955-01-CE-DR-H-1023-P02 – VISIBILITY SPLAY ANALYSIS SHEET 1 |
| | 955-01-CE-DR-H-1024-P02 – VISIBILITY SPLAY ANALYSIS SHEET 2 |
| | 955-01-CE-DR-H-1025-P02 – VISIBILITY SPLAY ANALYSIS SHEET 3 |
| | 955-01-CE-DR-H-1026-P02 – VISIBILITY SPLAY ANALYSIS SHEET 4 |
| | 955-01-CE-DR-H-1027-P02 – VISIBILITY SPLAY ANALYSIS SHEET 5 |
| | 955-01-CE-DR-H-1028-P02 – VISIBILITY SPLAY ANALYSIS SHEET 6 |
| | 955-01-CE-DR-H-1029-P02 – VISIBILITY SPLAY ANALYSIS SHEET 7 |
| | 955-01-CE-DR-H-1030-P02 – VISIBILITY SPLAY ANALYSIS SHEET 8 |
| | 955-01-CE-DR-H-2001-P06 – STD CROSS SECTIONS |
| | 955-01-CE-DR-H-2002-P06 – TYPICAL ROAD CONSTRUCTION DETAIL SHEET 1 |
| | 955-01-CE-DR-H-2003-P05 – TYPICAL ROAD CONSTRUCTION DETAIL SHEET 2 |
| | 955-01-CE-DR-H-2004-P02 – STD DETAILS – FEATURE RAMPS |
| | 955-01-CE-DR-H-2005-P02 – PAVEMENT BUILDUP DETAILS |
| | 955-01-CE-DR-H-2006-P01 – TYPICAL ROAD CONSTRUCTION DETAIL SHEET 3 |
| | 955-01-CE-DR-H-3001-P03 – ST FAITHS ROAD CONSTRAINTS PLAN |
| | 955-01-CE-DR-H-3002-P06 – ST FAITHS ROAD GA |
| | 955-01-CE-DR-H-3005-P03 – BUXTON ROAD CONSTRAINTS PLAN |
| | 955-01-CE-DR-H-3006-P04 – BUXTON ROAD GA |
| | 955-01-CE-DR-H-3007-P04 – BUXTON ROAD LEVELS AND CONTOURS |
| | 955-01-CE-DR-H-4001-P04 – REFUSE VEHICLE TRACKING SHEET 1 |
| | 955-01-CE-DR-H-4002-P03 – REFUSE VEHICLE TRACKING SHEET 2 |
| | 955-01-CE-DR-H-4003-P03 – FIRE TENDER VEHICLE TRACKING SHEET 1 |
| | 955-01-CE-DR-H-4004-P03 – FIRE TENDER VEHICLE TRACKING SHEET 2 |

| | |
|--|---|
| | <p>955-01-CE-DR-H-4005-P04 – HG RIGID VEHICLE VEHICLE TRACKING SHEET 1</p> <p>955-01-CE-DR-H-4006-P03 – HG RIGID VEHICLE VEHICLE TRACKING SHEET 2</p> <p>955-01-CE-DR-H-4007-P04 – ARTICULATED VEHICLE VEHICLE TRACKING SHEET 1</p> <p>955-01-CE-DR-H-4008-P04 – BUS AND CAR VEHICLE TRACKING</p> <p>955-01-CE-DR-H-4009-P01 – ARTICULATED VEHICLE VEHICLE TRACKING SHEET 2</p> <p>955-01-CE-DR-H-5001-P05 – EXTERNAL KEY PLAN SHEET 1</p> <p>955-01-CE-DR-H-5002-P05 – EXTERNAL KEY PLAN SHEET 2</p> <p>955-01-CE-DR-H-5003-P05 – EXTERNAL KEY PLAN SHEET 3</p> <p>955-01-CE-DR-H-5004-P05 – EXTERNAL KEY PLAN SHEET 4</p> |
| Fire Hydrants | <p>955-01-CE-DR-U-1001-P03 – SERVICE CORRIDOR GA SHEET 1</p> <p>955-01-CE-DR-U-1002-P03 – SERVICE CORRIDOR GA SHEET 2</p> <p>955-01-CE-DR-U-1003-P03 – SERVICE CORRIDOR GA SHEET 3</p> <p>955-01-CE-DR-U-1004-P03 – SERVICE CORRIDOR GA SHEET 4</p> |
| EWLR lighting drawings. | <p>WECE-196-E-01-1 T3</p> <p>WECE-196-E-01-2 T3</p> |
| Landscaping schemes for EWLR and SUDS catchments | <p>1013-URB-Z0-DR-L-REVB-EWLR-Landscape Plan 1 of 4</p> <p>1013-URB-Z0-DR-L-REVB-EWLR-Landscape Plan 2 of 4</p> <p>1013-URB-Z0-DR-L-REVB-EWLR-Landscape Plan 3 of 4</p> <p>1013-URB-Z0-DR-L-REVB-EWLR-Landscape Plan 4 of 4</p> <p>1013-URB-Z0-DR-L-REVB-Sections 1 of 2</p> <p>1013-URB-Z0-DR-L-REVB-Sections 2 of 2</p> <p>1013-URB-Z0-DR-L-REVB-Catchment A</p> <p>1013-URB-Z0-DR-L-REVB-Catchment B</p> <p>1013-URB-Z0-DR-L-REVB-Catchment C</p> <p>1013-URB-Z0-DR-L-REVB-Catchment D & E</p> <p>1013-URB-Z0-DR-L-REVB-Catchment F</p> <p>1013-URB-Z0-DR-L-REVB-Catchment H</p> <p>1013-URB-Z0-DR-L-REVB-Catchment J & N</p> <p>1013-URB-Z0-DR-L-REVB-Catchment M</p> <p>Urbed, Beeston Park, Norwich, Landscape Maintenance Plan, March 2018 (1013-URB-Z0-RP-L-V04-Landscape Maintenance Plan)</p> |

| | |
|--|---|
| Tree Survey | <p>Lightwoods Green, Tree Survey and Preliminary Constraints Advice, Beeston Park Phase One, Norfolk, 2 March 2018 (27-1057)</p> <p>Lightwoods Green, Arboricultural Impact Assessment, Beeston Park Phase One, Norfolk, April 2018 (27-1057-AIA)</p> <p>Lightwoods Green, Tree Protection Plan, Beeston Park Phase One, Norfolk, April 2018 (27-1057.03)</p> |
| Hedgerow Replacement Plan | 1013-URB-Z0-DR-L-V12-Hedgerow Replacement Plan |
| Ecological Management Plan for Phase One infrastructure zone | Hopkins Ecology, Ecological Management Plan for discharge of condition 35 of permission 2061058, Beeston Park Phase One comprising the East West Link Road, Public Open Space and SUDS, 25 April 2018. |

APPENDIX TWO: SCHEDULE OF DEVELOPMENT PROPOSED FOR EACH BLOCK, PARCEL & PHASE

See following page

NB: The Deed of Variation to the s106 Agreement introduces the concept of a 'zone of development'. A zone is the area of the development covered by a reserved matters application, thus it could be any extent from a single block up to an entire phase.

For this version 3.1 of the DPIIS the figures have been updated to account for the removal of the various parcels of land which are not proposed for development or green space pursuant to 20161058.

| Phase | Parcel | Block | Development | | | | | | | | | | Total per parcel (expected) | | Total per Phase (expected) | |
|---------|--------|-------|---------------|-----|-----|-----------------------|-----|-----|-----------------|-----|-----|----------|-----------------------------|----------------|----------------------------|----------------|
| | | | Height | | | Housing density (dph) | | | Housing numbers | | | | | | | |
| | | | Storeys (no.) | Max | Min | Max | Max | Min | Expected | Max | Min | Expected | Dwellings | Commercial use | Dwellings | Commercial use |
| | | | | | | | | | | | | | | | | |
| Phase 1 | A | OC01 | 3 | 1 | 13 | 50 | 15 | 25 | 59 | 18 | 30 | 367 | 500 | 734 | 500 | |
| | | | OC02 | 3 | 2 | 16 | 50 | 15 | 25 | 46 | 12 | | | | | 22 |
| | | | OC03 | 3 | 1 | 13 | 48 | 30 | 38 | 60 | 38 | | | | | 48 |
| | | | OC04 | 3 | 2 | 13 | 55 | 35 | 43 | 39 | 25 | | | | | 30 |
| | | | OC05 | 3 | 1 | 13 | 58 | 37 | 46 | 94 | 60 | | | | | 74 |
| | | | OC06 | 3 | 2 | 13 | 58 | 37 | 46 | 55 | 35 | | | | | 43 |
| | | | OC07 | 3 | 1 | 13 | 51 | 32 | 41 | 149 | 93 | | | | | 119 |
| | B | OC08 | 3 | 2 | 13 | 58 | 37 | 46 | 45 | 29 | 35 | 188 | 0 | | | |
| | | | OC09 | 3 | 2 | 13 | 58 | 37 | 46 | 90 | 57 | | | 71 | | |
| | | | OC10 | 3 | 2 | 13 | 40 | 25 | 33 | 16 | 10 | | | 14 | | |
| | | | OC11 | 3 | 2 | 13 | 46 | 29 | 38 | 84 | 53 | | | 69 | | |
| | | | OC12 | 3 | 2 | 13 | 46 | 29 | 38 | 42 | 27 | | | 34 | | |
| | C | OC13 | 3 | 2 | 13 | 54 | 34 | 43 | 71 | 45 | 56 | 179 | 0 | | | |
| | | | OC14 | 3 | 2 | 13 | 54 | 34 | 43 | 82 | 52 | | | 66 | | |
| | | | OC15 | 3 | 2 | 13 | 50 | 15 | 25 | 45 | 13 | | | 22 | | |
| Phase 2 | D | MS09 | 5 | 3 | 19 | 70 | 45 | 56 | 66 | 37 | 50 | 214 | 1,500 | 2,248 | 17,500 | |
| | | | CLS02 | 3 | 2 | 13 | 70 | 45 | 56 | 71 | 46 | | | | | 57 |
| | | | CLS03 | 3 | 2 | 13 | 52 | 33 | 41 | 63 | 40 | | | | | 50 |
| | | | CLS09 | 3 | 2 | 13 | 61 | 39 | 48 | 73 | 47 | | | | | 58 |
| | E | MS10 | 4 | 3 | 16 | 70 | 45 | 56 | 81 | 45 | 61 | 160 | 3,000 | | | |
| | | | MS11 | 4 | 3 | 16 | 70 | 45 | 56 | 71 | 42 | | | | | 55 |
| | | | CLS01 | 3 | 2 | 13 | 58 | 37 | 46 | 57 | 36 | | | | | 44 |
| | F | MS12 | 4 | 2 | 16 | 55 | 35 | 43 | 106 | 68 | 83 | 340 | 2,000 | | | |
| | | | MS13 | 4 | 3 | 16 | 70 | 45 | 56 | 104 | 59 | | | | | 79 |
| | | | BP01 | 4 | 2 | 16 | 46 | 29 | 37 | 77 | 48 | | | | | 62 |
| | | | BP02 | 3 | 2 | 13 | 66 | 42 | 52 | 99 | 63 | | | | | 78 |
| | G | BP12 | 4 | 2 | 16 | 58 | 37 | 47 | 47 | 30 | 38 | 132 | 4,500 | | | |
| | | | MS02 | 5 | 3 | 19 | 70 | 45 | 56 | 59 | 31 | | | | | 43 |
| | | | MS03 | 5 | 3 | 19 | 70 | 45 | 56 | 24 | 6 | | | | | 14 |
| | | | BP03 | 3 | 2 | 13 | 45 | 28 | 36 | 46 | 29 | | | | | 37 |
| | H | BP04 | 3 | 2 | 13 | 40 | 25 | 33 | 45 | 28 | 37 | 191 | 1,500 | | | |
| | | | MS08 | 5 | 3 | 19 | 70 | 45 | 56 | 79 | 45 | | | | | 60 |
| | | | CLS10 | 3 | 2 | 13 | 60 | 38 | 47 | 97 | 62 | | | | | 77 |
| | | | CLS17 | 3 | 2 | 13 | 58 | 37 | 46 | 69 | 44 | | | | | 54 |
| | I | BP06 | 4 | 2 | 16 | 54 | 21 | 31 | 53 | 21 | 31 | 232 | 0 | | | |
| BP07 | | | 4 | 2 | 16 | 51 | 29 | 37 | 46 | 26 | 34 | | | | | |
| BP08 | | | 4 | 2 | 16 | 52 | 23 | 32 | 35 | 16 | 22 | | | | | |
| BP10 | | | 3 | 2 | 13 | 55 | 35 | 44 | 81 | 52 | 64 | | | | | |
| BP11 | | | 4 | 2 | 16 | 58 | 37 | 46 | 103 | 65 | 82 | | | | | |
| J | BP13 | 3 | 1 | 13 | 63 | 40 | 50 | 62 | 40 | 50 | 108 | 1,500 | | | | |
| | | BP14 | 3 | 2 | 13 | 58 | 37 | 46 | 51 | 33 | | | 40 | | | |
| | | BP15 | 3 | 2 | 13 | 42 | 23 | 31 | 24 | 13 | | | 18 | | | |
| | | RH01 | 3 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | | | 0 | | | |
| K | MS04 | 5 | 3 | 19 | 70 | 45 | 56 | 65 | 30 | 46 | 122 | 3,000 | | | | |
| | | MS05 | 4 | 2 | 16 | 55 | 35 | 43 | 43 | 27 | | | 34 | | | |
| | | BP05 | 4 | 2 | 16 | 46 | 29 | 38 | 52 | 33 | | | 42 | | | |
| | | MS06 | 3 | 2 | 13 | 70 | 45 | 56 | 94 | 61 | | | 75 | | | |
| L | MS07 | 4 | 3 | 16 | 70 | 45 | 56 | 87 | 56 | 69 | 272 | 0 | | | | |
| | | CLS18 | 3 | 2 | 13 | 55 | 35 | 43 | 33 | 21 | | | 26 | | | |
| | | CLS19 | 3 | 2 | 13 | 49 | 31 | 39 | 69 | 43 | | | 55 | | | |
| | | CLS20 | 3 | 2 | 13 | 51 | 32 | 40 | 58 | 37 | | | 46 | | | |
| | | CLS11 | 3 | 2 | 13 | 51 | 32 | 40 | 81 | 51 | | | 64 | | | |
| M | CLS12 | 3 | 1 | 13 | 46 | 29 | 37 | 87 | 55 | 70 | 287 | 0 | | | | |
| | | CLS13 | 3 | 1 | 13 | 44 | 21 | 30 | 56 | 27 | | | 38 | | | |
| | | CLS14 | 3 | 1 | 13 | 45 | 20 | 29 | 65 | 29 | | | 42 | | | |
| | | CLS15 | 3 | 2 | 13 | 45 | 20 | 29 | 47 | 21 | | | 30 | | | |
| | | CLS16 | 3 | 2 | 13 | 46 | 29 | 38 | 52 | 33 | | | 43 | | | |
| | | N | CLS04 | 3 | 2 | 13 | 50 | 15 | 25 | 21 | | | 6 | 11 | 191 | 500 |
| CLS05 | 3 | | | 1 | 13 | 46 | 29 | 37 | 67 | 42 | 54 | | | | | |
| CLS06 | 3 | | | 1 | 13 | 45 | 20 | 29 | 49 | 22 | 32 | | | | | |
| CLS07 | 3 | | | 2 | 13 | 46 | 29 | 37 | 51 | 30 | 40 | | | | | |
| O | CLS08 | 3 | 2 | 13 | 48 | 30 | 38 | 69 | 43 | 55 | 152 | 2,000 | | | | |
| | | WRS11 | 5 | 3 | 19 | 61 | 39 | 49 | 30 | 11 | | | 20 | | | |
| | | WRS12 | 3 | 2 | 13 | 55 | 35 | 44 | 64 | 41 | | | 52 | | | |
| Phase 3 | P | WRS13 | 3 | 2 | 13 | 40 | 25 | 33 | 21 | 13 | 17 | 215 | 5,500 | | | |
| | | | WRS14 | 3 | 2 | 13 | 40 | 25 | 33 | 40 | 25 | | | 33 | | |
| | | | WRS15 | 4 | 2 | 16 | 50 | 15 | 25 | 30 | 9 | | | 15 | | |
| | | | WRS16 | 4 | 2 | 16 | 50 | 15 | 25 | 31 | 9 | | | 15 | | |
| | | | WRS02 | 3 | 2 | 13 | 55 | 35 | 43 | 86 | 55 | | | 67 | | |
| | | | WRS03 | 3 | 2 | 13 | 55 | 35 | 43 | 33 | 21 | | | 26 | | |
| | Q | WRS04 | 3 | 2 | 13 | 70 | 45 | 56 | 51 | 33 | 40 | 170 | 1,500 | | | |
| | | | WRS05 | 5 | 3 | 19 | 70 | 45 | 56 | 44 | 17 | | | 29 | | |
| | | | WRS06 | 5 | 3 | 19 | 63 | 40 | 50 | 26 | 7 | | | 15 | | |
| | | | WRS07 | 3 | 2 | 13 | 55 | 35 | 43 | 48 | 31 | | | 38 | | |
| R | WRS01 | 4 | 2 | 16 | 55 | 35 | 43 | 49 | 31 | 38 | 170 | 1,500 | | | | |
| | | WRS08 | 4 | 2 | 16 | 55 | 35 | 43 | 32 | 20 | | | 25 | | | |
| | | WRS09 | 4 | 2 | 16 | 55 | 35 | 43 | 71 | 45 | | | 56 | | | |
| | | WRS10 | 5 | 3 | 19 | 70 | 45 | 56 | 69 | 38 | | | 52 | | | |

| Green space | | | |
|-------------------------------|-----------|--------------|-------------|
| Delivered in parcel | | Parcel total | Phase total |
| Space | Area (m2) | | |
| SP01 - Old Catton | 52,480 | 60,858 | 112,160 |
| GS29 | 2,260 | | |
| GS30 | 470 | | |
| GS31 | 4,007 | | |
| GS32 | 1,641 | | |
| SP02 - Morley Field | 41,701 | 42,783 | |
| GS27 | 603 | | |
| GS28 | 479 | | |
| GS26 | 8,519 | 8,519 | |
| Red Hall Park | 70,841 | | |
| GS16 | 6,006 | 76,847 | |
| Beeston Park (South) | 283,562 | | |
| GS20 | 924 | 285,274 | |
| GS21 | 788 | | |
| GS22 | 527 | | |
| GS23 | 194 | | |
| GS04 | 812 | 812 | |
| GS15 | 853 | | |
| GS01 (South) | 10,668 | 25,576 | |
| GS02 | 4,127 | | |
| GS03 (West) | 10,781 | | |
| GS01 (North) | 7,112 | 11,493 | |
| GS33 | 4,381 | | |
| Beeston Park (North) | 76,158 | 76,158 | |
| GS05 | 293 | | |
| GS11 | 12,883 | 21,805 | |
| GS12 | 404 | | |
| GS13 | 2,832 | | |
| GS37 | 5,393 | | |
| SP03 - Church Lane South | 27,382 | 42,380 | |
| Sproston Allotments Extension | 12,000 | | |
| GS14 | 2,998 | | |
| GS17 | 5,706 | 17,140 | |
| GS18 | 8,473 | | |
| GS19 | 2,961 | | |
| GS08 | 734 | 21,788 | |
| GS09 | 4,187 | | |
| GS36 | 695 | | |
| GS03 (South) | 16,172 | | |
| GS07 | 2,592 | 18,002 | |
| GS10 | 13,285 | | |
| GS34 | 2,125 | | |
| GS06 | 1,866 | 2,581 | |
| GS35 | 715 | | |

| Cumulative development | | | | | |
|------------------------|------------|------------|------------|-------------|------------|
| Housing | | Commercial | | Green space | |
| Dwellings | % of total | m2 | % of total | m2 | % of total |
| 367 | 10% | 500 | 2% | 60,858 | 9% |
| 555 | 16% | 500 | 2% | 103,641 | 15% |
| 734 | 21% | 500 | 2% | 112,160 | 16% |
| 947 | 27% | 2,000 | 7% | 189,007 | 26% |
| 1,107 | 31% | 5,000 | 19% | 474,281 | 66% |
| 1,447 | 41% | 7,000 | 26% | 475,002 | 67% |
| 1,579 | 45% | 11,500 | 43% | 475,814 | 67% |
| 1,770 | 50% | 13,000 | 48% | 476,667 | 67% |
| 2,002 | 57% | 13,000 | 48% | 502,243 | 70% |
| 2,111 | 60% | 14,500 | 54% | 513,736 | 72% |
| 2,232 | 63% | 17,500 | 65% | 589,894 | 83% |
| 2,504 | 71% | 17,500 | 65% | 611,699 | 86% |
| 2,791 | 79% | 17,500 | 65% | 654,079 | 92% |
| 2,982 | 85% | 18,000 | 67% | 671,219 | 94% |
| 3,134 | 89% | 20,000 | 74% | 693,007 | 97% |
| 3,349 | 95% | 25,500 | 94% | 711,009 | 100% |
| 3,519 | 100% | 27,000 | 100% | 713,590 | 100% |

TOTAL 39.20 4,636 2,712 3,519 3,519 27,000 3,519 27,000 713,590 713,590 713,590

Further amplification has been provided and submitted for Phase One which is within the parameters of the table set out above. This is reproduced in the table below:

**Beeston, Norwich
Area Schedule**

Project Number:1013
Updated: 16/03/18

HOUSING BLOCKS

| Parcel | Block | Total Area (sqm) | Building No. | Building Footprint (sqm) | Parking No. | Carpark (sqm) | Street Surface (sqm) | Green (sqm) | Impermeable Surface Area (sqm) | % | Permeable Surface Area (sqm) | % | |
|--------|-------|------------------|--------------|--------------------------|-------------|---------------|----------------------|-------------|--------------------------------|-------|------------------------------|-------|-------|
| A1 | A1-1 | 13,109 | 856 | 4 | 254 | 4 | 50 | 552 | 304 | 35.5% | 552 | 64.5% | |
| | A1-2 | | 4,953 | 28 | 1,691 | 25 | 313 | 2,516 | 2,370 | 47.8% | 2,584 | 52.2% | |
| | A1-3 | | 7,300 | 42 | 2,481 | 37 | 463 | 1,113 | 3,244 | 3,962 | 54.2% | 3,319 | 45.2% |
| A2 | A2-1 | 15,206 | 4,434 | 18 | 1,140 | 17 | 213 | 3,082 | 1,353 | 30.5% | 3,082 | 69.5% | |
| | A2-2 | | 4,408 | 28 | 1,750 | 21 | 263 | 404 | 1,992 | 53.1% | 2,067 | 46.9% | |
| | A2-3 | | 6,364 | 35 | 2,137 | 22 | 275 | 606 | 3,346 | 2,993 | 47.0% | 3,371 | 53.0% |
| A3 | A3-1 | 15,641 | 2,208 | 7 | 472 | 8 | 100 | 1,420 | 788 | 35.7% | 1,420 | 64.3% | |
| | A3-2 | | 7,724 | 36 | 2,196 | 36 | 450 | 1,081 | 3,549 | 46.0% | 4,175 | 54.0% | |
| | A3-3 | | 5,709 | 24 | 1,448 | 31 | 388 | 1,441 | 2,433 | 3,102 | 54.3% | 2,608 | 45.7% |
| A4 | A4-1 | 12,973 | 3,861 | 18 | 1,065 | 23 | 288 | 936 | 2,164 | 56.0% | 1,698 | 44.0% | |
| | A4-2 | | 2,502 | 10 | 640 | 9 | 113 | 1,750 | 753 | 30.1% | 1,750 | 69.9% | |
| | A4-3 | | 4,080 | 18 | 1,077 | 23 | 288 | 1,056 | 1,660 | 2,296 | 56.3% | 1,785 | 43.7% |
| A5 | A4-4 | 8,447 | 2,530 | 9 | 575 | 7 | 88 | 1,868 | 663 | 26.2% | 1,868 | 73.8% | |
| | A5-1 | | 4,883 | 20 | 1,278 | 22 | 275 | 468 | 2,862 | 2,021 | 41.4% | 2,862 | 58.6% |
| | A5-2 | | 3,564 | 18 | 1,044 | 17 | 213 | 271 | 2,037 | 1,463 | 41.0% | 2,102 | 59.0% |
| A6 | A6-1 | 13,119 | 5,805 | 32 | 1,918 | 25 | 313 | 926 | 3,019 | 52.0% | 2,786 | 48.0% | |
| | A6-2 | | 4,844 | 23 | 1,513 | 22 | 275 | 523 | 2,533 | 2,250 | 46.4% | 2,594 | 53.6% |
| | A6-3 | | 2,470 | 15 | 911 | 4 | 50 | 50 | 1,509 | 961 | 38.9% | 1,509 | 61.1% |
| B1 | B1-1 | 16,399 | 4,223 | 21 | 1,313 | 25 | 313 | 544 | 2,054 | 49.6% | 2,129 | 50.4% | |
| | B1-2 | | 3,697 | 20 | 1,233 | 11 | 138 | 734 | 2,105 | 56.9% | 1,593 | 43.1% | |
| | B1-3 | | 5,187 | 22 | 1,432 | 22 | 275 | 82 | 3,398 | 1,789 | 34.5% | 3,398 | 65.5% |
| B2 | B1-4 | 6,673 | 3,252 | 16 | 1,001 | 17 | 213 | 44 | 1,258 | 38.2% | 2,035 | 61.8% | |
| | B2-1 | | 6,673 | 39 | 2,430 | 35 | 438 | 764 | 3,042 | 54.4% | 3,042 | 45.6% | |
| | B3-1 | | 3,391 | 20 | 1,243 | 19 | 238 | 439 | 1,472 | 1,920 | 56.6% | 1,472 | 43.4% |
| B3 | B3-2 | 5,764 | 2,373 | 13 | 780 | 13 | 163 | 1,431 | 943 | 39.7% | 1,431 | 60.3% | |
| | C1-1 | | 5,135 | 32 | 1,778 | 32 | 400 | 645 | 2,312 | 2,823 | 55.0% | 2,312 | 45.0% |
| | C1-2 | | 1,043 | 21 | 462 | 12 | 150 | 456 | 125 | 918 | 88.0% | 125 | 12.0% |
| C1 | C1-3 | 18,511 | 3,587 | 18 | 1,107 | 16 | 200 | 43 | 2,237 | 1,350 | 37.6% | 2,237 | 62.4% |
| | C1-4 | | 6,227 | 32 | 1,922 | 30 | 375 | 598 | 3,332 | 2,895 | 46.5% | 3,332 | 53.5% |
| | C1-5 | | 2,519 | 9 | 573 | 9 | 113 | 1,834 | 686 | 27.2% | 1,834 | 72.8% | |
| C2 | C2-1 | 16,029 | 5,699 | 30 | 1,818 | 28 | 350 | 698 | 2,866 | 50.3% | 2,833 | 49.7% | |
| | C2-2 | | 3,405 | 19 | 1,200 | 17 | 213 | 241 | 1,752 | 1,552 | 45.6% | 1,853 | 54.4% |
| | C2-3 | | 2,084 | 13 | 794 | 11 | 138 | 316 | 837 | 1,223 | 58.7% | 862 | 41.3% |
| C3 | C2-4 | 17,271 | 4,841 | 21 | 1,309 | 22 | 275 | 349 | 2,908 | 34.9% | 2,946 | 60.8% | |
| | C3-1 | | 5,990 | 36 | 2,157 | 26 | 325 | 892 | 2,616 | 3,271 | 54.6% | 2,719 | 45.4% |
| | C3-2 | | 3,569 | 17 | 1,056 | 19 | 238 | 414 | 1,862 | 1,708 | 47.8% | 1,862 | 52.2% |
| | C3-3 | 7,712 | 33 | 2,017 | 36 | 450 | 1,054 | 4,191 | 3,484 | 45.2% | 4,229 | 54.8% | |

NON RESIDENTIAL

| Parcel | Block | Total Area (sqm) | Building No. | Building Footprint (sqm) | Parking No. | Carpark (sqm) | Street Surface (sqm) | Green (sqm) | Impermeable Surface Area (sqm) | % | Permeable Surface Area (sqm) | % |
|--------|--------------|------------------|--------------|--------------------------|-------------|---------------|----------------------|-------------|--------------------------------|-------|------------------------------|-------|
| N/A | Sc. (School) | 3,305 | 1 | 2,152 | 14 | 175 | | 978 | 2,327 | 70.4% | 978 | 29.6% |
| B1 | Pu. (Pub) | 195 | 1 | 148 | 0 | 0 | | 47 | 148 | 75.9% | 47 | 24.1% |

GREEN AREAS

| Parcel | Block | Total Area (sqm) | Building No. | Building Footprint (sqm) | Parking No. | Carpark (sqm) | Street Surface (sqm) | Green (sqm) | Impermeable Surface Area (sqm) | % | Permeable Surface Area (sqm) | % |
|--------|------------|------------------|--------------|--------------------------|-------------|---------------|----------------------|-------------|--------------------------------|-------|------------------------------|--------|
| N/A | A | 48,313 | 2 | 120 | 24 | 300 | 266 | 47,627 | 686 | 1.4% | 47,627 | 98.6% |
| N/A | B | 2,019 | | | 14 | 175 | | 1,844 | 175 | 8.7% | 1,844 | 91.3% |
| N/A | C | 4,029 | | | 16 | 200 | | 3,829 | 200 | 5.0% | 3,829 | 95.0% |
| A2 | D | 1,255 | | | 12 | 150 | | 1,105 | 150 | 12.0% | 1,105 | 88.0% |
| A1 | E | 875 | | | 8 | 100 | | 775 | 100 | 11.4% | 775 | 88.6% |
| B2 | F | 3,063 | | | 27 | 338 | | 2,726 | 338 | 11.0% | 2,726 | 89.0% |
| C1 | G | 460 | | | 0 | 0 | | 460 | 0 | 0.0% | 460 | 100.0% |
| C1 | H | 2,303 | | | 8 | 100 | | 2,203 | 100 | 4.3% | 2,203 | 95.7% |
| C1 | I | 605 | | | 0 | 0 | | 605 | 0 | 0.0% | 605 | 100.0% |
| N/A | J (School) | 7,353 | | | 14 | 175 | | 7,178 | 175 | 2.4% | 7,178 | 97.6% |
| N/A | K (School) | 20,976 | | | 0 | 0 | | 20,976 | 0 | 0.0% | 20,976 | 100.0% |
| N/A | L (School) | 21,718 | | | 0 | 0 | | 21,718 | 0 | 0.0% | 21,718 | 100.0% |
| N/A | M | 3,757 | | | 6 | 75 | | 3,682 | 75 | 2.0% | 3,682 | 98.0% |
| C2 | N | 994 | | | 11 | 138 | | 857 | 138 | 13.8% | 857 | 86.2% |

ROADS

| Parcel | Block | Total Area (sqm) | Building No. | Building Footprint (sqm) | Parking No. | Carpark (sqm) | Street Surface (sqm) | Green (sqm) | Impermeable Surface Area (sqm) | % | Permeable Surface Area (sqm) | % |
|--------|---------------|------------------|--------------|--------------------------|-------------|---------------|----------------------|-------------|--------------------------------|--------|------------------------------|-------|
| N/A | EWLR | 19,989 | | | 143 | 1,788 | 17,516 | 2,473 | 17,516 | 87.6% | 2,473 | 12.4% |
| N/A | Spixworth Rd. | 8,400 | | | 2 | 25 | 5,948 | 2,452 | 5,948 | 70.8% | 2,452 | 29.2% |
| A1 | Tertiary | 3,848 | | | 42 | 525 | 3,848 | 0 | 3,848 | 100.0% | 0 | 0.0% |
| A2 | Tertiary | 1,150 | | | 44 | 550 | 1,150 | 0 | 1,150 | 100.0% | 0 | 0.0% |
| A3 | Tertiary | 2,223 | | | 25 | 313 | 2,223 | 0 | 2,223 | 100.0% | 0 | 0.0% |
| A4 | Tertiary | 2,852 | | | 23 | 288 | 2,852 | 0 | 2,852 | 100.0% | 0 | 0.0% |
| A5 | Tertiary | 3,783 | | | 26 | 325 | 3,783 | 0 | 3,783 | 100.0% | 0 | 0.0% |
| A6 | Tertiary | 5,194 | | | 38 | 475 | 5,194 | 0 | 5,194 | 100.0% | 0 | 0.0% |
| B1 | Tertiary | 8,152 | | | 46 | 575 | 8,152 | 0 | 8,152 | 100.0% | 0 | 0.0% |
| B2 | Tertiary | 884 | | | 0 | 0 | 884 | 0 | 884 | 100.0% | 0 | 0.0% |
| B3 | Tertiary | 2,237 | | | 19 | 238 | 2,237 | 0 | 2,237 | 100.0% | 0 | 0.0% |
| C1 | Tertiary | 7,487 | | | 52 | 650 | 7,487 | 0 | 7,487 | 100.0% | 0 | 0.0% |
| C2 | Tertiary | 9,281 | | | 46 | 575 | 9,281 | 0 | 9,281 | 100.0% | 0 | 0.0% |
| C3 | Tertiary | 6,869 | | | 51 | 638 | 6,869 | 0 | 6,869 | 100.0% | 0 | 0.0% |

| TOTAL | Total Area (sqm) | Building No. | Building Footprint (sqm) | Parking No. | Carpark (sqm) | Street Surface (sqm) | Green (sqm) | Impermeable Surface Area (sqm) | % | Permeable Surface Area (sqm) | % |
|-------|------------------|--------------|--------------------------|-------------|---------------|----------------------|-------------|--------------------------------|--------|------------------------------|--------|
| | 362,711 | 821 | 51,635 | 1,464 | 18,300 | 95,478 | 203,346 | 156,812 | 49.18% | 205,899 | 50.82% |

ROADS OUTSIDE BOUNDARY

| Parcel | Block | Total Area (sqm) | Building No. | Building Footprint (sqm) | Parking No. | Carpark (sqm) | Street Surface (sqm) | Green (sqm) | Impermeable Surface Area (sqm) | % | Permeable Surface Area (sqm) | % |
|--------|-------|------------------|--------------|--------------------------|-------------|---------------|----------------------|-------------|--------------------------------|-------|------------------------------|------|
| | EWLR | 7844 | | | 67 | 838 | 7696 | 148 | 7,696 | 98.1% | 148 | 1.9% |

APPENDIX THREE: SCHEDULE OF APPROVED HIGHWAY IMPROVEMENTS AND BUS SERVICE ENHANCEMENTS WITH TRIGGER POINTS

HIGHWAY IMPROVEMENTS

| Improvement | Trigger |
|--|---|
| Spixworth Road Access Design and Construction: to serve development either to the east or west of Spixworth Road | Prior to occupation of any development in that part of Phase One (ie either to the east or west of Spixworth Road) as appropriate |
| St Faiths Road Access Design (Footway/cycleway only) | Prior to commencement of any development in that part of Phase One to the west of Spixworth Road |
| St Faiths Road Access Construction (Footway/cycleway only) | Prior to the occupation of the 150th dwelling of that part of Phase One to the west of Spixworth Road |
| Spixworth Road/White Woman Lane/Lodge Lane junction improvement Design | Prior to commencement of Phase One |
| Spixworth Road/ White Woman Lane/ Lodge Lane junction improvement construction | Prior to occupation of 150th dwelling of Phase One |
| Design of link between Spixworth Road and B1150 | Prior to commencement of development in that part of Phase One to the east of Spixworth Road |
| Construction of link between Spixworth Road and B1150 | Prior to the occupation of the 100th dwelling of that part of Phase One to the east of Spixworth Road |
| Design of junction form at junction of link road and B1150 | Prior to commencement of development in that part of Phase One to the east of Spixworth Road |
| Construction of junction at link road/B1150 | Prior to the occupation of 100th dwelling in that part of Phase One to the east of Spixworth Road |

| | |
|--|--|
| <p>Design of footway/cycleway from junction of link road south along the B1150 to junction with White Woman Lane</p> | <p>Prior to commencement of development in that part of Phase One to the east of Spixworth Road</p> |
| <p>Construction of footway/cycleway from junction of link road south along B1150 to junction of White Woman Lane</p> | <p>Prior to the occupation of the 100th dwelling in that part of Phase One to the east of Spixworth Road</p> |
| <p>Design of B1150/White Woman Lane junction Improvements</p> | <p>Prior to the first of the following two events:</p> <ol style="list-style-type: none"> 1. Occupation of the 100th dwelling in that part of Phase One to the east of Spixworth Road; or 2. Commencement of development of Phase Two. |
| <p>Construction of the B1150/White Woman Lane junction improvements</p> | <p>Prior to the first of the following two events:</p> <ol style="list-style-type: none"> 1. Completion of development in that part of Phase One to the east of Spixworth Road; or 2. Occupation of the 200th dwelling in Phase Two. |
| <p>Design of B1150/George Hill junction improvements</p> | <p>Prior to the first of the following two events:</p> <ol style="list-style-type: none"> 1. Occupation of the 100th dwelling in that part of Phase One to the east of Spixworth Road; or 2. Commencement of development of Phase Two |
| <p>Construction of the B1150/George Hill junction Improvements</p> | <p>Prior to the first of the following two events:</p> <ol style="list-style-type: none"> 1. Completion of development in that part of Phase One to the east of Spixworth Road; or 2. Occupation of the 200th dwelling in Phase Two. |
| <p>Design of A1042/B1150 junction improvement</p> | <p>Prior to the first of the following two events:</p> <ol style="list-style-type: none"> 1. Occupation of the 100th dwelling in that part of Phase One to the east of Spixworth Road; or 2. Commencement of development of Phase Two |

| | |
|---|---|
| Construction of A1042/B1150 junction improvement | <p>Prior to the first of the following two events:</p> <ol style="list-style-type: none"> 1. Occupation of the 300th dwelling in that part of Phase One to the east of Spixworth Road; or 2. Occupation of the 200th dwelling in Phase Two. |
| Design of the realigned B1150 (North Walsham Road) including the link to the junction of the Phase 1 link road and the B1150 | Prior to commencement of any part of Phase Two |
| Construction of the realigned B1150 (NorthWalsham Road) including the link to the junction of the Phase 1 link road and the B1150 | Prior to the occupation of the 50th dwelling of any part of Phase Two |
| Design of the link road from the realigned B1150 (North Walsham Road) to the A1151 (Wroxham Road) | Prior to the occupation of the 500th dwelling of any part of Phase Two |
| Construction of the link road from the realigned B1150 to the boundary of Phase 3 | Prior to the occupation of the 1,250th dwelling of any part of Phase Two |
| Design of access from A1151 (Wroxham Road) including junction form of link road/A1151 | Prior to commencement of any part of Phase 3 |
| Construction of access from A1151 (Wroxham Road) including junction of link road/A1151 | Prior to first occupation of any part of Phase 3 |
| Construction of the link road from the Boundary of Phase 2 to the junction of the A1151 | Prior to the occupation of the 50th dwelling of any part of Phase 3 |
| Design of access from A1151 (Wroxham Road) including junction form of link road/A1151 | Prior to commencement of any part of Phase 3 |
| Construction of access from A1151 (Wroxham Road) including junction of link road/A1151 | Prior to first occupation of any part of Phase 3 |

| | |
|---|---|
| Construction of the link road from the Boundary of Phase 2 to the junction of the A1151 | Prior to the occupation of the 50th dwelling of any part of Phase 3 |
|---|---|

BUS SERVICE ENHANCEMENTS

| Service | Trigger |
|---|---|
| Agreement with operator to provide 15 minute bus service to serve Phase One | Prior to commencement of Phase One |
| Delivery of 15 minute bus service to serve Phase One | Prior to occupation of the 50 th dwelling in Phase One |
| Agreement with operator to provide a 12 minute park and ride service | Prior to construction of 350th dwelling in Phase One |
| Delivery of 12 minute park and ride service | Prior to the occupation of the 400th dwelling in Phase One |
| Agreement with operator to provide a 30 minute bus service to serve Phase Two. | Prior to commencement of any part of Phase Two |
| Delivery of 30 minute bus service to serve Phase Two. | Prior to the occupation of the 150th dwelling of Phase Two |
| Agreement with operator to provide a 15 minute service to serve Phase Two | Prior to the occupation of the 750th dwelling of Phase Two |
| Delivery of 15 minute service to serve Phase Two. | Prior to the occupation of the 1000th dwelling of Phase Two |
| Agreement with operator to provide a 10 minute service to serve Phases One and Two. | Prior to the occupation of the 1250th dwelling of Phase Two |
| Delivery of a 10 minute service to serve Phases One and Two | Prior to the occupation of the 1500th dwelling of Phase Two |
| Agreement with operator to provide a 30 minute service to serve Phase Three. | Prior to the occupation of the 50th dwelling of Phase Three |

| | |
|---|--|
| Delivery of a 30 minute service to serve Phase Three. | Prior to the occupation of the 200th dwelling of Phase Three |
| Agreement with operator to provide a 15 minute service to serve neighbourhoods One, Two and Three | Prior to the occupation of the 200th dwelling of Phase Three |
| Delivery of a 15 minute service to serve neighbourhoods One, Two and Three | Prior to the occupation of 300th dwelling of Phase Three |