

Design Code Compliance Statement

Phase One, Easton



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INTRODUCTION

This Design Code Compliance Statement forms part of the Reserved Matters application for Phase 1 of the proposed residential development at Easton.

Outline Planning Permission was granted on 1 November 2016 for:

“The Erection of 890 dwellings; the creation of a village heart to feature an extended primary school, a new village hall, a retail store and areas of open space; the relocation and increased capacity of the allotments; and associated infrastructure including public open space and highway works.” (Planning Ref: 2014/2611).

Condition 33 of this Outline Planning Permission requires the preparation and approval of a Design Code in advance of the submission of any Reserved Matters applications. The wording of the Condition is as follows:

“Prior to the submission of any reserved matters application, a design code shall be submitted to and agreed in writing by the Local Planning Authority. This shall then be used to inform any subsequent reserved matters application.

Reason for condition

In order to ensure a satisfactory form of development that has appropriate regard for the locality. These details are required at this time as they are essential to guiding future reserved matters submissions.”

In accordance with the requirements of this Condition a Design Code for the whole development was prepared and submitted to South Norfolk Council for approval. The Design Code was approved on 16 December 2019.

This Reserved Matters application is for a total of 292 dwellings including 23% affordable housing, equating to 67 affordable units, and 2.16ha of open space (including LAPs and LEAP), all arranged around a central green spine road. This Design Code Compliance Statement has been prepared in full accordance with the approved Design Code and both documents should therefore be read in conjunction when assessing this Reserved Matters application.



DEVELOPMENT STRUCTURE

Land Use (Code 3.1)

The Phase 1 layout is in accordance with the approved Land Use Plan in Code 3.1, comprising a mix of 1-5 bedroom houses, green infrastructure including; SuDS features, natural green spaces, amenity green spaces and recreational and play spaces all linked via a pedestrian footpath network. A central spine road is set within a 19.5m wide corridor, comprising 6.5m wide carriageway, 2m verge, 2m footway, 6m swale and 3m foot/cycle way.

Block Structure (Code 3.2)

The layout for this Phase is in accordance with the approved Block Structure Plan in Code 3.2 with development blocks fronting public realms, as indicated, and utilising focal buildings in prominent locations/vistas throughout the development. The block structure creates a permeable development with ease of movement through connected streets and foot/cycle networks. Properties provide a continuous or semi continuous frontage onto streets and green spaces, with clear distinction between public and private realms.

Density (Code 3.3)

The Phase 1 layout is in general accordance with the approved Density Plan in Code 3.3, utilising a range of Low, Medium and High density areas throughout the development. The specific locations of the density parcels have been redistributed throughout the site through various layout changes born out of discussions with, and pre-application advice from, Easton Parish Council and South Norfolk District Council. The Lower density areas have been repositioned more towards the periphery of the development and the existing open countryside beyond, transitioning to Medium density and ultimately to Higher density closer to the 'core' of the development. The High density area is now located in the centre of the development, bounding the Pocket Park to the north and incorporating the mews areas adjacent to the existing residential boundaries (as originally proposed) as opposed to in smaller more distributed sectors. This amendment was designed to create more of a 'heart' to the development which is positioned centrally to not just the proposed development, but also when read in context with the existing village parcel east of Bawburgh Road (Parker's Close). Please refer to the revised Density Plan Ref EAS-PL05A.

DEVELOPMENT STRUCTURE

Building Heights (Code 3.4)

The Phase 1 layout is in accordance with the approved Building Heights Plan in Code 3.4, locating :

- Single storey dwellings adjacent to existing residential development;
- Maximum two storey dwellings fronting Dereham Road to maintain the existing village vernacular;
- Maximum two storey dwellings orientated towards the southern boundary to complement the existing rural setting;
- Predominantly two storey dwellings throughout the development with occasional use of two and a half storey dwellings as vistas and to provide variation in ridge heights along a street scene;
- Two and a half storey units as vistas around the Focal Square.

Movement (Code 3.5)

The Phase 1 layout is in accordance with the approved Movement Connections and Links Plan in Code 3.5, comprising a development that maintains a low speed environment of a

maximum of 20 mph, with permeable streets and foot/cycle networks that maintain foot/cycle movements as priority and green routes linking the network of green spaces. The spine road is designed to accommodate a new bus route.

Street Hierarchy (Codes 3.6 – 3.9)

The proposed layout is in accordance with the approved Street Hierarchy Plan and details in Code 3.6-3.9, comprising a mix of Secondary Streets, Lanes and Shared Private Drives, all served by the Green Spine Road. Each street is designed with different characteristics to define a sense of place in terms of function and form, generally becoming more private in character towards the lower end of the hierarchy, with the Green Spine Road being very formal in character as the principle route through the development.

• Code 3.6 Green Spine Road

The Green Spine Road has a 6.5m wide carriageway with 2m verge, 2m footway, 6m swale and 3m foot/cycle way. The Road has been designed to be formal in character incorporating grass verges, street trees and a swale on the northern and western sides. The hedgerow has been retained to create a landscape-led traffic calming approach with bends and

DEVELOPMENT STRUCTURE

speed tables being added to keep vehicle speeds down. A series of Shared Private Drives have been created off the Spine Road adjacent to the swale, with dwellings pushed closer to the Green Spine Road and side parked on the opposite side of the road. The development frontage comprises a semi continuous building line with a mix of predominantly two storey terrace, semi-detached and detached dwellings.

- **Code 3.7 Secondary Streets**

The Secondary Streets have a 5.5m wide carriageway with 1.8m footpaths both sides, providing circular connections from and back onto the Green Spine Road.

These Streets have been designed to be less formal than the Green Spine Road. Focal buildings and trees planted within large front and side gardens have been used to create interest in the street scene.

A more informal building line has been created using a variety of predominantly two storey house types including terraced, semi-detached and occasional detached dwellings. Deeper setbacks have been used to accommodate a mix of frontage parking with landscape breaks, with other dwellings having on plot parking in garages and on driveways with larger front garden spaces. Some dwellings have been positioned with gable ends onto the Streets with detached dwellings located on the edge of the development parcels.

- **Code 3.8 Lanes**

Three proposed shared surface roads, which are called Lanes, have been included within the layout. They are 5.8m wide block paved shared surface roads and informal in character.

The Department for Transport defines shared space as “a street or place designed to improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space rather than follow the clearly defined rules implied by more conventional designs”.

Each of the three proposed Lanes will have a section that fronts onto a public open space including a LEAP or LAP and will link the proposed dwellings to open space and provide an opportunity to design a street scene in which vehicles are guests and their movement is not dominant or prioritised. This will be achieved through the design and approval process as the Lanes will be put forward for adoption by Norfolk County Council Highways.

The Lanes will serve between 12 – 32 dwellings. Safety for non-motorised users will be prioritised through the design of the geometry and the use of features to ensure compliance with a maximum design speed of 15mph. In the right location (subject to NCC Highway approval), highway trees could be placed within the carriageway to serve an aesthetic function and provide traffic calming through deflection.

DEVELOPMENT STRUCTURE

The frontage onto these Lanes comprises a more staggered building line with a mix of terrace, semi-detached and detached dwellings to suit the Character Area in which they are located. The dwellings have deeper private frontages and no formal boundary treatment. The parking is on plot with a mix of frontage and side parking. Trees have been positioned within the large front and side gardens.

- **Code 3.9 Shared Private Drives**

Shared Private Drives are a 4.1m wide shared surface road. Frontages here comprise a more varied building line and typically lower density with a larger proportion of detached and semi-detached dwellings.

The properties have deeper, private frontages. Parking is on plot in garages or on driveways.

Refuse Strategy

This Reserved Matters application is supported by detailed Refuse Strategy Plan Ref. EAS – PL04A .

All properties have sufficient space within their rear gardens to store the refuse bins within the curtilage of the property. The layout has been designed to provide each property with direct access from the rear gardens to either the adopted highway or to bin collection points (BCP).

All properties accessed by an adopted road have been provided with sufficient space within their frontage for bin storage on refuse collection days as all adopted roads will be served by the bin lorry.

Properties accessed off Private Drives have bin collection points (BCP) positioned where the Private Drives meet the adopted roads. The bin collection points will be identified as paved areas and will be designed for use on bin collection days only.

DEVELOPMENT STRUCTURE

Character Areas

The Phase 1 layout is in general accordance with the approved Character Areas Plan in the Design Code. Phase 1 consists of three main character areas: Village, Rural and Contemporary. The only departure from the approved Character Areas Plan is in the northeast corner of the development adjacent to the Pocket Park Area. To ensure the Character identity of the Pocket Park, the Character of the block to the north of the Secondary Street has been amended from Village to Contemporary. This assists in maintaining the Pocket Park identity and the Character of the Shared Private Drive mews area adjacent to the eastern boundary. Dwellings fronting the Green Spine Road remain as Village Character with a natural break in Character being formed by the differing orientation of the dwellings. The palette of materials used within each Character Area is in accordance with those detailed in Code 6.1.

DEVELOPMENT STRUCTURE

Rural Edge Streetscene – Plots 104 to 114



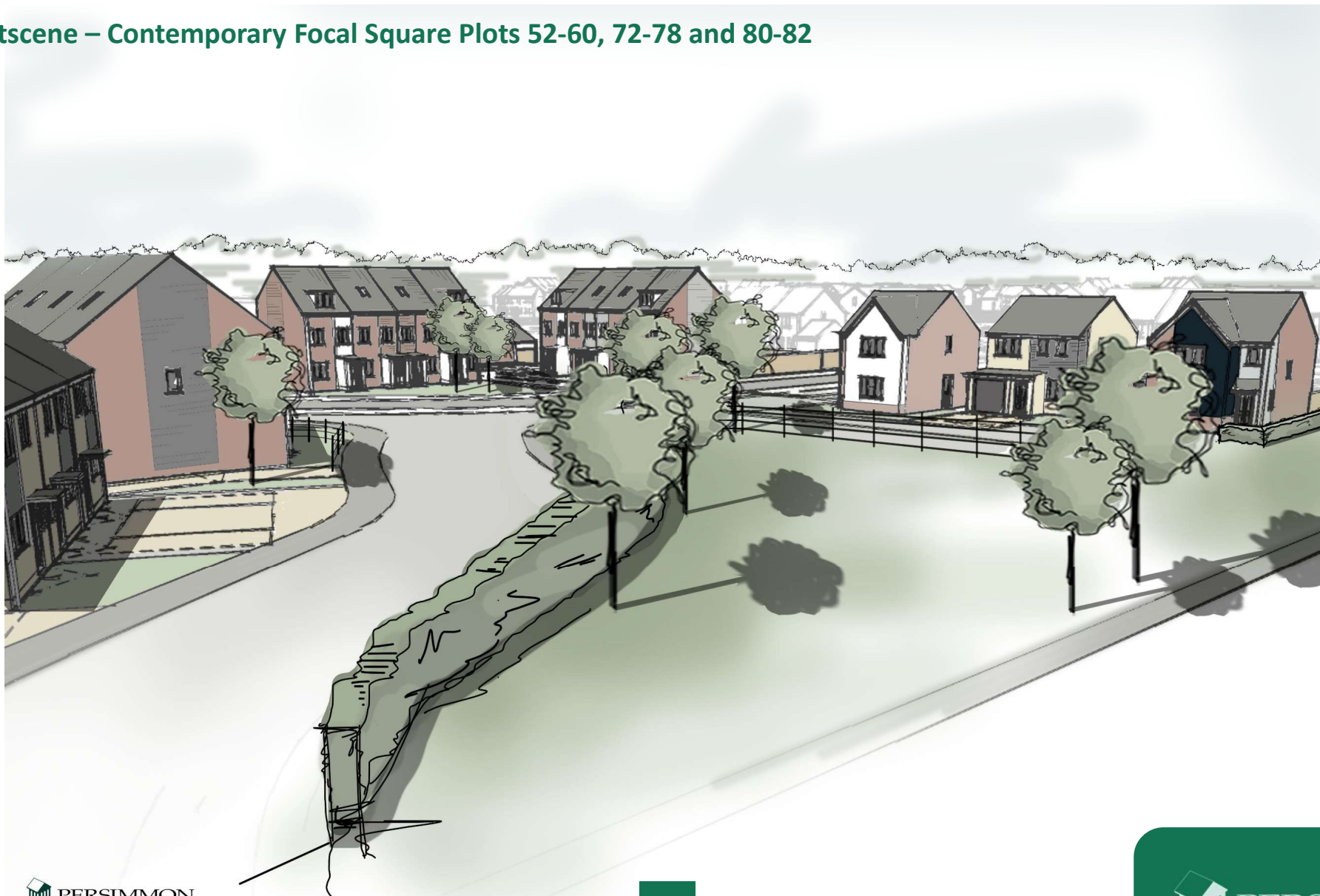
DEVELOPMENT STRUCTURE

Village Edge Streetscene – Plots 180 to 187



DEVELOPMENT STRUCTURE

Streetscene – Contemporary Focal Square Plots 52-60, 72-78 and 80-82



BLUE/GREEN INFRASTRUCTURE

Landscape (Codes 4.1 – 4.6)

The Phase 1 Landscape Plan (9033-L-100-D) corresponds with the overarching Blue/Green Infrastructure Codes that relate to Green Infrastructure Principles (Code 4.1), Ecological Mitigation (Code 4.2), Soft Landscape (Code 4.3), Play Spaces (Code 4.4) and SuDS (Code 4.6) and to the Green Infrastructure Principles as established by the Landscape Framework Plan (9033-L-02D). The details of the Landscape Plan can be summarised as follows:

- **Code 4.1 Green Infrastructure Principles**

The 10m wide Landscape Buffer has been provided adjacent to the existing settlement edge. Existing vegetation is retained around the peripheries of the Phase 1 area and one of the internal hedges is retained as an integral element of the POS proposals. The section of Hedgerow H2 through the POS has previously been shown as retained. However this is a straggly, single species hedgerow and its retention would awkwardly divide the POS. It is therefore proposed to remove this hedgerow and to plant a more diverse, mixed species, native hedgerow along the eastern edge of the space as a replacement. In addition a native hedgerow is already proposed along the western edge of the space.

- **Code 4.2 Ecological Mitigation**

New planting within informal POS areas utilises native species (including flowering plants) as advised by the project ecologist.

A fruit tree will be planted in each of the gardens adjacent to the eastern site boundary to further the ecological potential along this boundary and provide fruit for residents.

- **Code 4.3 Soft Landscape**

A wildflower grass seed mix is specified throughout the informal POS areas, where higher intensity usage amenity grass is not required.

Formal spaces and streets include non-native plant specimens.

- **Code 4.4 Play Spaces**

A LEAP and LAPs are proposed within the POS areas with minimum distance buffer zones to the nearest dwellings compliant with Fields in Trust Guidance. It is proposed that the detail for the play spaces will be agreed by condition.

BLUE/GREEN INFRASTRUCTURE

- **Code 4.6 Sustainable Drainage Systems (SuDS)**

Sustainable drainage features that are proposed within Phase 1 include a swale along one side of the main spine road and four infiltration basins. The SuDS basins and swales are designed to a gentle profile with public safety in mind and to address concerns raised by Easton Parish Council, with basin slopes at 1:5 gradient to allow for POS use. Banks and basins include a range of grass and wildflower grass seed mixes to provide biodiversity value, with native planting around the basins.

Swales

Where the ground conditions permit, swales will be designed to allow surface water to infiltrate directly into the ground close to the source. Where this is not possible due to a poor rate of infiltration, it is likely that any connection between two swales would be made via a pipe and would convey excess surface water runoff to areas with sufficient infiltration to drain away.

Infiltration Basins

The proposed infiltration basins will be landscaped depressions designed to store runoff from the surface and infiltrate gradually into the ground. They will be dry except in periods of heavy rainfall. Aside from being effective at pollutant removal they will also provide biodiversity and amenity functions as they will be aesthetically pleasing places for people and wildlife to use. Native species will be selected that provide character to the

areas and are tolerant to the specific ground and expected environmental conditions. Basins will be designed and constructed to the relevant adoption authority standard which is likely to be in accordance with the SuDS Manual.

Adoption

All sustainable drainage features will be designed in accordance with local and national guidance to a standard required by the LLFA and the relevant adopting authority (NCC Highways / Anglian Water/ Management Company).

Maintenance

Proposed highways adoptable swales and basins will be maintained in accordance with policies, standards and practices of Norfolk County Council's Transport Asset Management Plan and The SuDS Manual (CIRIA, 2007) in order to maintain the efficiency of the SuDS elements of the proposed drainage design and retain design capacities and functionality.

Basins subject to adoption by Anglian Water would be maintained in accordance with Anglian Water Policy which is also in accordance with the SuDS Manual. If any drainage feature is considered for adoption by a local community group (such as the Parish Council) or a Management Company, this would need to be in accordance with the maintenance principles described above.

BLUE/GREEN INFRASTRUCTURE

Health and Safety

Best practice SuDS design considers health and safety throughout the design process and requires that risks are reduced to acceptable levels by designing out hazards. The SuDS designer has a responsibility to address Health and Safety under Construction Design and Management Regulations 2015 and must demonstrate this. The assessment is a continuous process which is under constant review. It is proposed that sustainable drainage features considered here will also be subject to a ROSPA assessment to enable the organisation approving or adopting drainage features to be satisfied with their design.

KEY SPACES

Easton Gateway and Dereham Road (Codes 5.1a and 5.1b)

Code 5.1a Easton Gateway

The Easton Gateway comprises large two storey detached dwellings located on a Shared Private Drive, set behind the POS/green space/SuDS feature. The dwellings are positioned to front the green space with dual aspect dwellings being used to address the green space and the street. There is a mix of frontage and side parking with garages set back behind the building line. All dwellings are in accordance with the Village Character Area to maintain the vernacular of the existing village and dwellings fronting Dereham Road.

Code 5.1b Dereham Road

The Dereham Road Key Space has been designed as an extension to the existing character of Dereham Road with medium sized two storey detached dwellings fronting onto Dereham Road. Shared Driveways accessed directly from the existing highway are proposed, serving side parked garages set behind the building line. Turning areas are located on plot to facilitate exiting onto Dereham Road in forward gear, as seen as existing along Dereham Road. The focal dwelling positioned adjacent to the new site access is to be a semi-detached corner turning unit to give the appearance of a large single dwelling and to wrap the development around the site frontage onto the Green Spine to create an entrance feature. All dwellings in this Key Space are to be Village Character.

A row of ultimately large-growing trees is proposed to border the Dereham Road, within the POS/green space/SuDS feature, which provides the gateway landscape to Easton and the development on the approach from the east.

The existing roadside hedgerow is retained, except where access is required.

Properties alongside Dereham Road address the street, set back behind the retained hedgerow which is supplemented with new tree planting (minimum 3 per 50m), to reflect the general Dereham Road character.

Estate railings alongside the Green Spine allow open views across the area of POS/green space/SuDs, which elsewhere will be bordered by low clipped native hedgerows.

The integral SUDs basin will be slightly deeper close to the Green Spine Road, becoming shallower to the east to form part of the POS. A balance of mown grass and longer grassland for amenity and wildlife is proposed along with blocks of native wetland character planting and trees.

KEY SPACES

Green Spine (Code 5.2)

A mix of terrace, semi-detached and detached dwellings, primarily two storey with occasional use of two and a half storey dwellings at focal points along the street scene and at vistas are proposed along the Green Spine Road. On the verge side of the carriageway, dwellings are typically detached and semi-detached with side parking accessed directly from the Green Spine Road. Where garages are provided, these are set back behind the building line. On the swale side of the carriageway, dwellings are typically terraced and semi-detached with occasional detached dwellings, set back on Shared Private Drives with a mix of frontage and side parking. Dwellings are proposed to be a mix of Village, Contemporary and Rural Characters Areas.

The Green Spine incorporates a 6m wide verge with swale and 2m wide verge.

Trees on the street scene are within the 2m wide verge or set back beyond the swale and are shown at an average of 6 trees per 50 metres.

The proposed tree species vary as the Green Spine passes through the defined Character Areas. Generally, along the route medium-sized, tree species with an ultimate height of 12-17m have been proposed and where space permits, trees with a broader canopy and an ultimate height of 17-20m+ have been proposed.

As the Green Spine passes through the Village Character Area, planting comprises single species native / semi-native hedgerow with grass verge and formal rows of large specimen trees. Swales will be sown and managed to have mown grass sides and meadow grass within the base.

The Rural Character Area is to have a mixed native hedgerow frontage and informal native tree arrangement to the front of properties, with open grass verges. Verges to be sown with meadow grass mix and managed accordingly.

The Contemporary Character Area is to have formal rows of visually striking tree species within mown grass verges, with ultimately large growing trees within the adjoining POS areas. Swales are to be close mown grass, with potential for pockets of herbaceous and grass plug planting within the base.

Private front (and side) gardens are shown with trees where space permits and ornamental or single species hedgerow planting as appropriate to the Masterplan layout and to assist in defining the Character Areas. This approach to on-plot planting is taken throughout.

KEY SPACES

The detailed on-plot planting plans will use varying palettes of plant species for each character area, with a high proportion of flowering species to provide food for invertebrates, including bees and butterflies.

Neighbourhood Green (Code 5.4) and Greenways (Code 5.5)

Code 5.4 Neighbourhood Green

The Neighbourhood Green (Home Green) is the focal green space, linked visually to the Green Spine Road and containing a LEAP. The Greens are typically overlooked by a Low-Medium density block structure, comprising a mix of terraced, semi-detached and detached two and two and a half storey dwellings set on Secondary Streets, Lanes and Shared Private Drives. Dwellings have a mix of frontage and side parking with garages set back behind the building line, where provided. The dwellings are either Rural Character to the west or Contemporary Character to the east.

Code 5.5 Greenways

Medium to large two storey detached dwellings, typically located on Shared Private Drives, fronting green spaces and recreational walking routes typify the Greenways. These properties have a mix of frontage and side parking with garages set back behind building line, where provided. The dwellings are either Rural Character at the eastern end or Contemporary Character at the western end of the Greenways.

The boundary of Home Green is to be defined primarily by native hedgerow planting with some areas of knee rail alongside minor roads to the east.

The spaces will incorporate native tree planting, areas of meadow grassland and footpaths that connect to and strengthen the existing hedgerow and tree corridors around the site peripheries.

Footpaths form part of the recreational footpath network and are proposed to be surfaced with either asphalt or a durable Whin Dust finish (as used elsewhere within the district), depending on the anticipated intensity of use.

Pocket Parks (Code 5.6)

Pocket Parks are defined within the Design Code as internal, smaller formal green spaces enclosed and framed by dwellings, containing LAPs, SuDS features and amenity grassed areas. Pocket Parks are enclosed and overlooked by a Low-Medium density block structure, comprising a mix of terrace, semi-detached and detached one, two and two and a half storey dwellings set on Secondary Streets, Lanes and Shared Private Drives. A mix of frontage, side or rear parking is to be provided depending on the location of the dwellings. Dwellings to be either Village or Contemporary Character depending on their position within the development.

KEY SPACES

The Pocket Parks are to comprise amenity grass with trees lining the space and occasional focal areas of semi ornamental planting.

They are to be bordered by single species hedgerows and estate railings. Hedgerow to be low clipped.

Footpaths are asphalt.

Focal Square (Code 5.7)

The Focal Square is located along the Green Spine Road, enclosed and framed by a High density block structure comprising predominantly two and a half storey key focal terrace dwellings. The Square is to be defined with block paved surface treatment to define the change in character from the main Green Spine Road. The Square is to be Contemporary Character.

The Square is proposed as formal amenity grass with feature trees.

The space will be bordered by properties with ornamental shrub and hedgerow planting to front gardens, and the boundary between the gardens and square defined by estate railings.

Settlement Interface (Code 5.9)

This area includes the minimum 10m wide landscape buffer to be provided adjacent to the existing residential boundaries. The new dwellings are to be predominantly side onto new landscape buffer/existing boundaries and are to be set on Shared Private Drives to create mews/courtyard areas. The dwellings are to be predominantly two storey, with single storey dwellings positioned directly adjacent to the landscape buffer. The dwellings are to be predominantly frontage parked within parking court/mews areas. The dwellings are to be either Village or Contemporary Character depending where in the scheme they are situated.

A 10m wide area will be sown with meadow grass seed and a double native hedgerow will be planted to the rear of existing property boundaries to provide a buffer and wildlife corridor.

In general, one ultimately medium-sized tree will be planted within the corridor to the rear of each existing property. More than one tree is proposed for some properties that have extensive boundaries with the site.

The corridor will be enclosed by a 1.8m high open board fence that defines the proposed property garden boundaries. A minimum of two maintenance access points are indicated on the plan, these will be gated.

DETAILING THE PLACE

Materials Palette (Code 6.1)

The materials used on the Phase 1 layout are in accordance with the approved materials detailed in Code 6.1 and comprise the following:

- **Village Character Area**

Mixture of red, red multistock and buff multistock bricks.

Mixture of red and grey flat profile interlocking tiles.

Mixture of Arran, Cinnamon and White render to focal dwellings.

White UPVC windows with horizontal bars.

- **Contemporary Character Area**

Mixture of red and buff multistock bricks.

Grey flat profile interlocking tiles.

General mix of White, Powder Blue and Pewter Grey render and/or Grey Brown, Light Grey, Blue Grey, Steel Blue and Dark Grey horizontal cladding boards.

Anthracite UPVC plain casement windows.

- **Rural Character Area**

Mixture of red multistock and mottled red bricks.

Mixture of red and grey interlocking pan tiles.

Mixture of Arran and Fintry Stone render or Jet Black horizontal cladding boards to focal dwellings.

White UPVC windows with horizontal bars.

DETAILING THE PLACE



Chedworth ES3A

VILLAGE CHARACTER AREA



Marlborough ES2 (Charles Church)

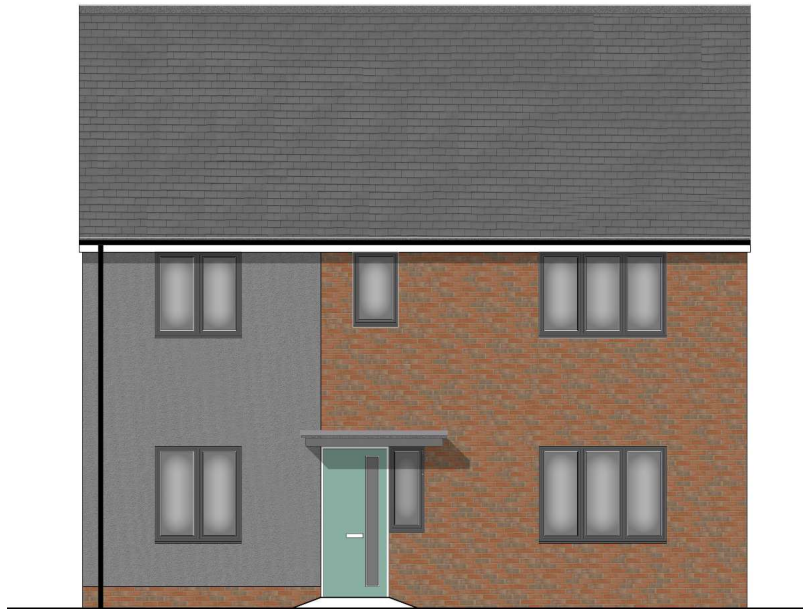
Moseley ES3A

DETAILING THE PLACE



Chedworth Contemporary V1

CONTEMPORARY CHARACTER AREA



Marlborough Contemporary V1 (Charles Church)



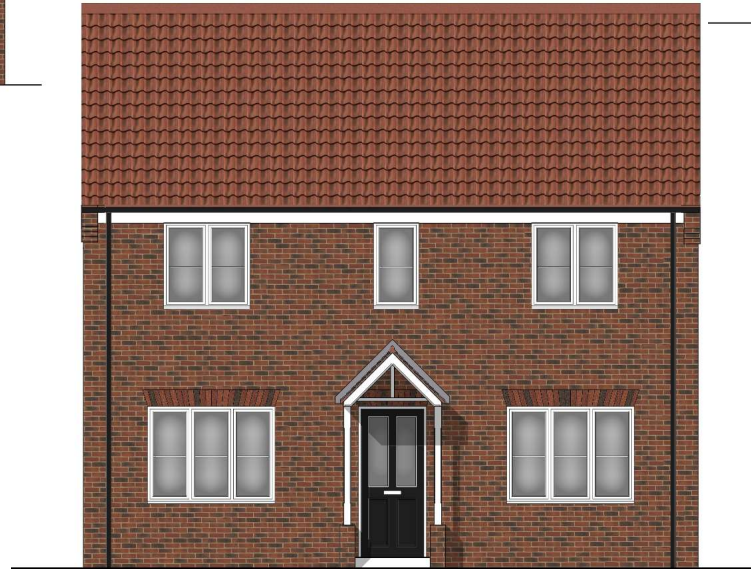
Hatfield Contemporary V1

DETAILING THE PLACE



Winster ES4B

RURAL CHARACTER AREA



Moseley ES3B

Chedworth ES2B

DETAILING THE PLACE

Boundary Treatment (Code 6.2)

The Landscape Plan utilises the open space boundary treatments stipulated within Code 6.2 and should therefore be referred to, to establish compliance with the Design Code.

Parking (Code 6.3)

Parking on the Phase 1 layout is in general accordance with approved Code 6.3.

Visitor parking is provided at a ratio of 1 per 4 dwellings and located throughout the development in groups no larger than 4 spaces.

Frontage parking is in general accordance with the details of Code 6.3. The maximum number of spaces only ever exceeds the threshold of 4 in a row where they are plotted in higher density and mews areas. In Higher density areas, these are typically offset by larger areas of soft landscaping adjacent or close by. Where the maximum number is exceeded within mews areas, it is this number of spaces that is used to define the courtyard character of the mews.

There is minimal use of parking courts on the Phase 1 layout. Where they are used, they are carefully designed to maximise usability and are overlooked and surveyed by neighbouring properties.

Vehicles parked on pavements can cause particular problems for people in wheelchairs or with visual impairments or dementia and those with pushchairs. This Phase 1 layout has been developed with one aim being to prevent or design-out inappropriate parking (also known as 'parking blight'). All residential dwellings are provided with off-street parking to accord with the Easton Neighbourhood Plan standard. Early consultation has been undertaken with NCC Highways and pre-application advice sought. Specifically, this layout ensures parking is designed in alignment with the Design Code in that it is close to the dwellings it serves, is accessed from front doors where possible and is overlooked. It is sometimes not possible to achieve continuous frontage parking, as this would dominate the streetscene and, where carefully considered (safety and overlooking), parking will be located to the side or rear of properties.

DETAILING THE PLACE

Street Furniture (Code 6.4)

In accordance with Design Code 6.4, the landscape plan proposes a range of seats with arm and backrests that will complement the design character of each of the Character Areas as follows:

Broxap BX2020-BP Eastgate Seat (black cast iron frame with treated timber slats) – a traditional seat for use in the more formal Village Character Areas e.g. Pocket Parks.

Broxap BX14 4015 Willenhall Seat (galvanised frame and hardwood Iroko slats) – a contemporary seat for use in the more formal Contemporary Character Areas e.g. Pocket Parks and Focal Squares.

Broxap BX17 4001T Roslin Steel Framed Timber Seat (black powder coated galvanised frame with hardwood Iroko slats, version with armrests, to be root fixed) – a simple seat for use in Rural Character Areas and areas of semi-natural greenspace e.g. Neighbourhood Greens and Greenways.

One style of bin is proposed throughout the development, for continuity and so that bins are easily identifiable. A Woodscape LBS112 Square lockable litter bin is proposed. Separate dog waste bins are not proposed as it is anticipated that this bin (which is sealed with a lid) would be dual purpose. However should separate dog waste bins be requested the JRB 50L 'Hercules' dog bin in green would be specified.

Hard Landscaping (Code 6.5)

The hard landscaping surfacing materials used on the Phase 1 layout are in accordance with the approved materials detailed in Code 6.5 and comprise the following:

Green Spine Road and Secondary Streets to have black Asphalt carriageway and foot/cycle paths surface treatment, constructed to an approved adoptable standard.

Shared Surfaces to have brindle block paved surface treatment, constructed to an approved adoptable standard.

Shared Private Drives to have a mix of black Macadam and brindle/buff/charcoal block paving surface treatment.

Individual private plot driveways to have a mix of brindle/buff/charcoal block paving surface treatment.

Front and Rear access pathways to be grey pre-cast concrete paving slabs, 900mm for front access and 600mm for rear access.

Informal footpath routes to have a mix of Asphalt (up to play spaces) and semi bound/crushed stone surface treatment.

CONCLUSION

This Reserved Matters application is submitted for Phase 1 of the proposed residential development at Easton following the previous approval of Outline Planning Permission 2014/2611.

The design and layout of the scheme are based on the approved Masterplan and Parameter Plans and are in full accordance with the approved site-wide Design Code. The layout has been finalised following consultation with both South Norfolk Council and Easton Parish Council and technical input from various technical consultants.

The development proposals will:

- Create a natural extension to the existing settlement of Easton and create a sense of place;
- Provide a wide choice of high quality homes, including a mix of house types, sizes and tenures that respond to local need, as well as much needed affordable housing;
- Establish a safe and enduring landscape that will provide a rich and diverse setting for the development, encourage healthy living activities including play, provide a distinct identity to the development, deliver greenspace enhancements for Easton as a whole, maximise biodiversity opportunities and deliver other sustainability benefits such as Sustainable Drainage features.

