

Design Code Compliance Statement

Phase Two, Easton



Contents

INTRODUCTION	2	<i>Soft Landscape (Code 4.3)</i>	11
PROPOSED SITE LAYOUT	3	<i>Play Spaces (Code 4.4)</i>	12
DEVELOPMENT STRUCTURE (Code 3)	4	<i>Sustainable Drainage Systems (Code 4.6)</i>	12
<i>Land Use (Code 3.1)</i>	4	KEY SPACES (Code 5)	14
<i>Block Structure (Code 3.2)</i>	4	<i>Green Spine (Code 5.2)</i>	14
<i>Density (Code 3.3)</i>	4	Easton Green (Code 5.3)	15
<i>Building Heights (Code 3.4)</i>	4	<i>Neighbourhood Green (Code 5.4)</i>	16
<i>Movement (Code 3.5)</i>	5	DETAILING THE PLACE (Code 6)	17
<i>Street Hierarchy (Code 3.6 -3.9)</i>	5	<i>Materials Palette (Code 6.1)</i>	17
<i>Character Areas</i>	7	<i>Contemporary House Types</i>	18
<i>Easton Green Edge Streetscene</i>	8	<i>Boundary Treatment (Code 6.2)</i>	19
<i>Deerpark Green Edge Streetscene</i>	9	<i>Parking (Code 6.3)</i>	19
<i>Green Spine Streetscene</i>	10	<i>Street Furniture (Code 6.4)</i>	20
BLUE/GREEN INFRASTRUCTURE (Code 4)	11	<i>Hard Landscaping (Code 6.5)</i>	20
<i>Green Infrastructure Principles (Code 4.1)</i>	11	<i>Refuse Strategy (Code 6.6)</i>	21
<i>Ecological Mitigation (Code 4.2)</i>	11	CONCLUSION	22

INTRODUCTION

This Design Code Compliance Statement forms part of the Reserved Matters application for Phase 2 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 114 dwellings including 23% affordable housing, equating to 27 affordable units, and 2.304ha of open space (including a LAP and NEAP), 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.



PROPOSED SITE LAYOUT



BIN COLLECTION POINT SCHEDULE

Plot	Bin
001	250, 251
002	294, 295
003	297, 299, 300, 301
004	302, 305, 307, 308, 309, 310, 311, 312, 313
005	316, 319, 346
006	341, 342, 343
007	343, 345, 349, 350, 352, 353, 354
008	359, 370
009	367, 368
010	384, 385, 386, 387, 388
011	379, 380, 381, 382, 383
012	389, 390, 391, 392, 393

HOUSETYPE KEY

- HA - Standard Plot
- HA - Intermediate Plot

For information regarding materials please refer to materials schedule.

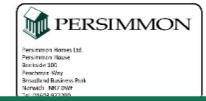
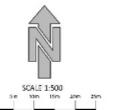
SOFT LANDSCAPING KEY

- Existing Tree & Hedge Planting
- Proposed Tree Planting
- Proposed Ornamental Tree Planting to Front Gardens
- Proposed Specimen Shrub Planting
- Proposed Shrub Planting
- Proposed Ground Cover Mix
- Proposed Hedge Planting

HARD LANDSCAPING KEY

- Asphalt - Adoptable Specification - Roads
- Asphalt - Adoptable Specification - Footpaths
- Macadam - Private Drives
- Block Paving - Surf
- Block Paving - Bricks*
- Block Paving - Charcoal
- Pre-Cast Concrete Paving Slabs - Grey (where not part of a garage door, driveway or other slip to take heavy access and loading)
- Gravel

*Where brick block paving is used for Slurry Bed Surface roads, this to be constructed to adoptable specification with block speed finish



DEVELOPMENT STRUCTURE

Land Use (Code 3.1)

The Phase 2 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. A central spine road is set within a 20.5m wide corridor, comprising 6.5m wide carriageway, 2m verge, 2m footway, 7m swale and 3m foot/cycle way.

The only departure from this code is where the swale and subsequently spine road corridor has been increased by a width of 1 metre to improve the useability of the swales following feedback from highways on a separate Persimmon project.

Block Structure (Code 3.2)

The Phase 2 layout 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 2 layout is in accordance with the approved Density Plan in Code 3.3, generally Medium density to the periphery and a High density core in the centre of the development.

Building Heights (Code 3.4)

The Phase 2 layout is in general accordance with the approved Building Heights Plan in Code 3.4, locating :

- 2.5 storey units as key focal plots to the ends of long vistas and to provide variation to the roof scape along key streets.
- Predominantly 2 storey dwellings throughout the development with occasional use of 2.5 storey dwellings as vistas and to provide variation in ridge heights along a street scene. Just 7% of units are 2.5 storey.

The only departure from the approved Building Heights Plan is the addition of 6no 2.5 storey units along the Southern edge of the development. These semi detached units have been positioned in the centre of linear streets to provide visual interest and a variation to the roof scape.

DEVELOPMENT STRUCTURE

Movement (Code 3.5)

The Phase 2 layout is in accordance with the approved Movement Connections and Links Plan in Code 3.5, comprising of a development that maintains a low speed environment with permeable streets and foot/cycle networks that maintain foot/cycle movements as priority through green routes and linked green spaces. The spine road is designed to accommodate a new bus route.

Street Hierarchy (Codes 3.6 – 3.9)

The proposed layout is generally 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.

The only departure from the approved road hierarchy is the upgrade of three formerly defined private drive areas to shared

surface 'Lanes' and two previously defined 'Lanes' that provide loops from the Green Spine are now defined as 'Secondary Streets' which will comprise a 4.8m wide carriageway with 1.8m wide footway to one side. The addition of this road type is as a direct result of the removal of traditional shared surface roads along through routes within the Phase 1 development.

- **Code 3.6 Green Spine Road**

The Green Spine Road has a 6.5m wide carriageway with 2m verge, 2m footway, 7m 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 eastern sides.

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 terrace, semi-detached and detached dwellings.

DEVELOPMENT STRUCTURE

- **Code 3.7 Secondary Streets**

The Secondary Streets have a 4.8m wide carriageway with 1.8m footpath to one side, 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”.

Two of the three proposed Lanes will have a section that fronts onto a public open space including a NEAP or LAP and will link the proposed dwellings to open space. All will 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 8– 17 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.

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.

Character Areas

The Phase 2 layout is in accordance with the approved Character Areas Plan in the Design Code. Phase 2 consists of just one main character area, Contemporary. The palette of materials used are in accordance with those detailed in Code 6.1.

Three illustrations showing the development frontage to each of Easton Green, Deer Park Green and the Green Spine are presented on the following pages: -

DEVELOPMENT STRUCTURE

Easton Green Edge Streetscene Illustration – Plots 398 to 405



DEVELOPMENT STRUCTURE

Deer Park Green Streetscene Illustration – Plots 305 to 313



DEVELOPMENT STRUCTURE

Green Spine Streetscene Illustration – Plots 292 to 304



BLUE/GREEN INFRASTRUCTURE

Landscape (Codes 4.1 – 4.6)

The Phase 2 Landscape Plan (9033-L-200) 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 Phase 2 proposals present a series of connected green spaces and streets following the principles established by the Landscape Framework Plan. Trees, hedgerows and woodland planting utilises the species palette proposed for the scheme (see Code 4.2).

Retention of existing boundary vegetation departs slightly from the Landscape Framework Plan. The Plan shows the existing hedgerow and trees along Hall Road align approximately half of the southern boundary as removed, however, with some adjustments to the Green Spine alignment it has been possible to retain the hedgerow and the majority of the associated trees. A triangle of trees (G9a), at the north-eastern edges of the site is now proposed for removal.

- **Code 4.2 Ecological Mitigation**

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

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

- **Code 4.3 Soft Landscape**

The POS areas include a range of open spaces and green routes to be enjoyed by people of all ages and abilities. The majority of POS areas will be informal with some semi-formal features such as a tree avenue through the Easton Green space. Planting proposed reflects the nature of the recommended species listed within Code 4.3.

Formal spaces and streets include non-native plant specimens.

BLUE/GREEN INFRASTRUCTURE

- **Code 4.4 Play Spaces**

A LAP and NEAP are proposed within the POS areas with minimum distance buffer zones to the nearest dwellings compliant with Fields in Trust Guidance. The NEAP provides a minimum activity zone of 1000m² which includes a hard surfaced area of 465m² as defined within Code 4.4. It is proposed that the detail for the play spaces will be agreed by condition.

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

Sustainable drainage features that are proposed within Phase 2 include a swale along one side of the main spine road and one attenuation basin. The SuDS basin and swales are designed to a gentle profile with public safety in mind and to address concerns previously raised by Easton Parish Council for phase 1, with basin slopes at 1:3 gradient and 1m wide dry / wet benches provided at 0.5m height intervals. The basin and its banks 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, however most of the water they convey will be directed to the attenuation basin via sub surface carrier pipes. Where infiltration 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.

Attenuation Basin

The proposed Attenuation Basin will be a landscaped depression designed to store runoff from the surface water drainage system as the flow off site into the public sewer will be restricted to the greenfield run off rate. It will be dry except in periods of heavy rainfall. Aside from being effective at pollutant removal it will also provide biodiversity and amenity functions as it will be an aesthetically pleasing place for people and wildlife to use. Native species will be selected that provide character to the area and are tolerant to the specific ground and expected environmental conditions. The basin 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).

BLUE/GREEN INFRASTRUCTURE

Maintenance

Proposed highways adoptable swales and the basin 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.

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

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 7m 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 reflect the 'Contemporary' Character Area. 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.

Within Phase 2 the entire route of the Green Spine passes through the Contemporary Character Area. Adjacent to the areas of POS, formal rows of visually striking tree species within mown grass verges are proposed, with ultimately large growing trees within the adjoining POS areas. Swales are to be close mown grass.

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

Easton Green (Code 5.3)

Easton Green is the central primary green space for the development. It adjoins land provided for a school extension and village hall, and for a shop just to the southwest. The space is linked visually to the Green Spine and recreational footpath connections are provided to adjoining areas of open space both to the existing residential area to the north and to Deer Park Green to the south of Green Spine.

The Green is to be typically overlooked by medium density block structure, comprising a mix of detached and semi-detached 2 storey dwellings set behind a Lane. Dwellings positioned to front over green space with a mix of frontage and side parking with garages set back behind the building line. All dwellings to be Contemporary character to complement the anticipated appearance of the proposed village hall and school extension buildings.

The Green will include a NEAP that will incorporate a ball court area and large equipped play space. Circular footpaths are proposed and the main route through will be planted with a formal avenue of large-growing trees. Native hedgerow planting is proposed along the boundary with the school and village hall, this will be supplemented with trees and tree groups, which are

planted throughout the Green for interest and wildlife value, along with areas of semi-formal planting and meadow grassland. The foot and mouth burial pit, whilst all necessary safety measures will be implemented, will also be seeded with meadow grassland which will discourage access.

The boundary of Easton Green is to be defined primarily by hedgerow planting and the retained hedgerow along Hall Road. Where the swale defines the boundary a knee rail is also proposed at the request of the Parish Council, along with bollards at the entrance paths to the Green to control access. Drop bollards will be necessary to provide for vehicle maintenance access.

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.

KEY SPACES

Neighbourhood Greens (Code 5.4)

Deer Park Green

Deer Park Green is a focal green space, linked to the Green Spine Road, containing a LAP. Deer Park Green is typically overlooked by a medium density block structure, comprising a mix of terrace, semi-detached and detached 2-2.5 storey dwellings set on Lanes and Shared Private Drives. Dwellings to have a mix of frontage and side parking with garages set back behind the building line where provided. Dwellings to be Contemporary in character.

The neighbourhood greens form part of the greenspace network and a footpath connection through the space loops round from the Green Spine connecting back to the Green Spine and Easton Green. Close to the residential edge planting is semi-formal and includes some non-native trees. Towards the rural edge planting becomes more informal and native.

A native hedgerow is proposed to border the Deer Park Green with gaps provided for recreational access. Trees are ultimately large-growing where space permits and trees of wetland character are provided within and around the SuDS basin. The

The boundary of Deer Park Green is to be defined primarily by native hedgerow planting with some areas of knee rail within limited locations.

basin will be predominantly dry and sown with a meadow grassland mix. The green will be sown with areas of amenity and meadow grass to provide visual interest, wildlife and recreational value. A small block of woodland planting is proposed in the south-east corner of the green.

DETAILING THE PLACE

Materials Palette (Code 6.1)

The materials used on the Phase 2 layout are in accordance with the approved materials detailed in Code 6.1 and comprise the following:

- **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.

Three examples of use of these materials on the contemporary house types are presented on the following page.

DETAILING THE PLACE



Loddon Contemporary

CONTEMPORARY
CHARACTER AREA



Clayton Contemporary



Hatfield Contemporary

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. Wherever possible hedging is proposed rather than fencing around the POS areas. In limited locations some knee rail is proposed, with bollards proposed at the Easton Green entrances and along the northern edge of Deer Park Green adjacent to the Green Spine.

Parking (Code 6.3)

Parking on the Phase 2 layout is in general accordance with approved Code 6.3.

Visitor parking is provided in small groups across the development.

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 or where larger integral house types have 3no spaces on its own. Where parking is provided at a higher density, these are typically offset by larger areas of soft landscaping

adjacent or close by and generally separated from other parking areas by landscaping breaks.

There is a single parking court utilised on the Phase 2 layout. This court area also has a number of sentry buildings located off it to provide surveillance over the other parking spaces.

Vehicles parked on pavements can cause particular problems for people in wheelchairs or with visual impairments or dementia and those with pushchairs. This Phase 2 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 BX14 4015 Willenhall Seat (galvanised frame and hardwood Iroko slats) – a contemporary seat for use in the more formal Contemporary Character and is proposed for Easton Green.

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 and is proposed for Deer Park Green.

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 2 layout are in accordance with the approved materials detailed in Code 6.5 and comprise the following:

Green Spine Road, Secondary Streets & Lanes (where through routes) to have black Asphalt carriageway and foot/cycle paths surface treatment, constructed to an approved adoptable standard.

Shared Surface Lanes 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 buff pre-cast concrete paving slabs, 900mm for front access and 600mm for rear access.

DETAILING THE PLACE

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

Refuse Strategy (Code 6.6)

This Reserved Matters application is supported by the detailed Refuse Strategy Plan Ref. EAS2 – PL03.

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.

CONCLUSION

This Reserved Matters application is submitted for Phase 2 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.