Design & Access Statement

Proposed development of 64 Houses
Land off Wyngates, Blofield
Norwich

For Norfolk Homes Limited

February 2013

Norfolk Homes
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Report Ref. 275 – Design & Access Statement

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1 Introduction

1.1 Background

This Design and Access Statement has been prepared by Wheatman Planning on behalf of Norfolk Homes Limited to support the application for outline planning permission for residential development on land off Wyngates, Blofield, Norwich. The description of development included on the application form is:

“Erection of 64 dwellings, garages and provision of public open space.”

This Design and Access aspect of this statement has been prepared in accordance with the Department for Communities and Local Government (DCLG) Circular 01/2006 which requires such an application to be accompanied by a Design and Access Statement. In preparing this statement, reference has also been made to the Commission for Architecture and the Built Environment (CABE) guidance on 'Design and Access Statements: How to write, read and use them' (CABE 2006).

The purpose of this statement is to explain:

"the design principles and concepts that have been applied to the proposed development and how issues relating to the access to the development have been dealt with.” (para. 80, DCLG Circular 01/2006).

This Statement should be read in conjunction with the planning application, supporting drawings and the accompanying documents including the following:

Table 1 – Application Documents

<table>
<thead>
<tr>
<th>Documents</th>
<th>Prepared by</th>
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<tr>
<td>Drawing 1174/GEN/004A Site Location Plan</td>
<td>ASD Architecture</td>
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<td>Drawing 6596/SLO1 Site Layout Plan</td>
<td>ASD Architecture</td>
</tr>
<tr>
<td>Drawings 6596/PL01 to PL26 House floor plans &amp; elevations</td>
<td>ASD Architecture</td>
</tr>
<tr>
<td>Drawings 6596/G01 to G03 Garage plans &amp; elevations</td>
<td>ASD Architecture</td>
</tr>
<tr>
<td>Site Survey Drawing incl. Arboricultural Survey (Drawing No. 1123/NHAM4/1/AO)</td>
<td>ASD Engineering/ A T Coombes Associates</td>
</tr>
<tr>
<td>Drawing 1174/HWY/001-2 Proposed works to Wyngates &amp; Yarmouth Road</td>
<td>ASD Engineering</td>
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<tr>
<td>Drawing 6595/PERS01 Sketch Perspectives</td>
<td>ASD Architecture</td>
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<tr>
<td>Drawing 6596/SS01 Site Sections</td>
<td>ASD Architecture</td>
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<td>Design &amp; Access Statement</td>
<td>Wheatman Planning Limited/ ASD Architecture</td>
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<tr>
<td>Planning Statement</td>
<td>Wheatman Planning Limited</td>
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<tr>
<td>Transport Statement</td>
<td>ASD Consultants</td>
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<tr>
<td>Flood Risk Assessment</td>
<td>ASD Consultants</td>
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This residential development is aimed at creating an attractive new environment to live, offering good links to the facilities and town centre. The aspiration is to develop a design based on advanced new designs of houses from Norfolk Homes. The Vision includes a commitment to high quality design and layout that will create a distinctive new area of housing which will be attractive to purchasers and local neighbourhood alike. The scheme will assist in meeting the identified housing need of the Blofield and this area of Broadland, with the emphasis being on family housing, including the provision of affordable homes in mixed tenures, for local people.

The vision is therefore to:
• Ensure this development does not become a simple replication of the past or a replication of existing development in Blofield unless there are good design reasons for doing so.
• Ensure the proposed development does not turn its back on the existing settlement but becomes part of it, being an attractive place for both new and existing population in which to live and enjoy.
• Provide community benefits on-site in consultation with the local community.

This Statement will assist an understanding of the design principles relevant to the development and in particular its context, the form of development, the layout, landscaping and design.

1.2 The Application

The application site (Appendix A) comprises 4.44ha. of land, of which the housing scheme has an area of 2.45ha. and 1.99ha. for Public Open Space. The scheme includes the play space and open area in accordance with normal planning policy requirements, plus the additional area over and above the standard.

The exact use of the open space, whether to be used for formal or informal recreation, part planted as community woodland etc is a decision which Norfolk Homes intend to facilitate between the local community and Broadland District Council.

Highway access will be from the Yarmouth Road via the existing access road, Wyngates.

The applicants are house builders and own part of the site and the remainder is under an option agreement with the land owner. The proposed residential development can be commenced on site within six months of the grant of planning permission and delivered over 2.5 years.
2 Planning Policy Context

The Planning and Compulsory Purchase Act 2004 requires that decisions on planning applications must be made in accordance with the adopted Development Plan unless material considerations indicate otherwise. The National Planning Policy Framework 2012 (NPPF) reiterates this advice in paragraphs 11 & 12. Paragraph 12 places particular emphasis on the need for up to date Local Plans and states it is highly desirable for every local planning authority to have an up to date local plan in place. Where an up to date Local Plan is in place development that accords with it should be approved and development that conflicts with it should be refused unless material considerations indicate otherwise.

This application has been prepared therefore with due consideration to the relevant policies contained in Development Plan for the area which comprises of the following documents:

- The Greater Norwich Development Partnership Joint Core Strategy (2008)
- The Broadland Local Plan (Replacement) 2006 (Saved Policies)

2.1 The National Planning Policy Framework

The National Planning Policy Framework (NPPF) was introduced in March 2012 and sets out the Government’s planning policies for England and how these are expected to be applied. The NPPF forms part of the development plan and must be taken into consideration in the determination of planning application. It must also form part of the preparation of local and neighbourhood plans.

The NPPF states very clearly the purpose of the planning system is to achieve sustainable development. Policies listed between paragraphs 18 - 219 identify the Government’s views of what sustainable development in England means in practice for the planning system. There are three dimensions to sustainable development economic, social and environmental which require the planning system to form a number of mutually dependent roles.

Paragraph 11 of the NPPF emphasises the need for an up to date local plan and development that is in accordance with an up to date local plan should be approved. Paragraph 14 states “... At the heart of the NPPF is the presumption in favour of sustainable development which should be seen as the golden thread running through both plan making and decision taking...” Local Planning Authorities should positively seek opportunities to meet the development needs of their area and they should also approve development proposals which accord with the development plan without delay. Where the development plan is absent silent or relevant policies are out of date planning permission should be granted.

2.2 Regional Policy

The East of England Plan along with saved policies of the structure plan was revoked on Jan 3rd 2013 and no longer forms part of the Development Plan for the purposes of preparing or determining planning applications. Purely for information purposes, and in order to provide a context for the housing figures for the Norwich area, it is worth noting Policy H1 identified Norwich as a “key centre for development and change a regional focus for housing, employment, and other activities”. 33,000 additional homes were to be provided in the Norwich Policy Area between 2001 – 2021 facilitated by Local Development Documents (now known as Local Plans) prepared jointly by the three councils, Broadland, Norwich and South Norfolk.
2.3 The Greater Norwich Development Partnership Joint Core Strategy (March 2011)

Broadland District Council together with Norwich City Council & South Norfolk District Council in conjunction with Norfolk County Council worked together to produce a Joint Core Strategy (JCS) in a co-ordinated effort to resolve the spatial planning challenges facing the area known as Greater Norwich. Following examination of the DPD the JCS document was found to be generally sound and was adopted at full council meetings by all three participating authorities on March 22nd 2011. Subsequent to being adopted however a legal challenge was made and as a result part of the text and some associated maps and diagrams were remitted. The remainder of the JCS remains adopted. A further examination of the remitted part of the Strategy has now been undertaken and it is likely to be adopted during 2013.

The JCS has to comply with national planning policies and demonstrate how growth can be delivered. Among the challenges faced by the JCS between the period 2008 – 2021 is the need to;

- Identify land to meet the requirements of providing 37,000 additional homes.
- Secure another 27,000 new jobs of all types and levels in all sectors of the economy and for all the workforce.

These objectives need to be achieved with minimal environmental impact while maximising the quality of life and making sure the right infrastructure is in place at the right time.

The JCS is not site specific and will have limited effect on the proposals map but it does form part of each Council’s LDF and will be used to assess all planning applications. The unremitted housing requirement for the Broadland policy area is 9000 dwellings which needs to be delivered during the plan period.

2.4 Broadland Local Plan (Replacement) 2006 (Saved Policies)

The Broadland District Local Plan (Replacement) 2006 (BDRLP) was adopted in May 2006. It covers the period up to June 30th 2011. During that time the LDF process was introduced and BDC are currently in the process of preparing a set of local planning policy documents. In the meantime until Broadland District Council (BDC) adopt their site allocations Development Plan Document (DPD) and a Development Management Document a number of existing “saved” policies contained within the BDRLP (2006) remain in place for the purpose of determining planning applications.

The accompanying Planning Statement includes a full assessment of the proposed development in the context of the current planning policy. A summary of relevant Development Plan policies relating to the design, layout and access is set out in Table 2 below.
<table>
<thead>
<tr>
<th>Joint Core Strategy Policies</th>
<th>Planning Policy Requirement</th>
<th>Commentary</th>
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<tbody>
<tr>
<td>Policy 1 – Addressing Climate Change and Protecting Environmental Assets</td>
<td>To address climate change and promote sustainability, all development will be located and designed to use resources efficiently, minimise greenhouse gas emissions and be adapted to a changing climate and more extreme weather.</td>
<td>The development is located to make full use of public transport on adjoining road and encourage cycling and walking to local facilities. The proposed houses will comply with the Code for Sustainable Homes level 3 (with potential to be adapted for CfSH4) and score highly with the Building For Life criteria. Land will be available for open space and provision of greater biodiversity than currently exists on the site.</td>
</tr>
<tr>
<td>Policy 2 – Promoting Good Design</td>
<td>All development will be designed to the highest possible standards, creating a strong sense of place.</td>
<td>The site is well contained with existing urban development on three sides. The design of the proposed development will take into account the local character. The proposed houses score highly with the Building For Life criteria. Open space with the opportunity for creation of vistas within the development and possibly from outside viewpoints will help to create a sense of place while respecting the character of the village.</td>
</tr>
<tr>
<td>Policy 3 – Energy and Water</td>
<td>Development in the area will, where possible, aim to minimise reliance on non-renewable high-carbon energy sources and maximise the use of decentralised and renewable or low carbon energy sources and sustainable construction technologies.</td>
<td>The scheme will achieve levels of air-tightness and thermal insulation in excess of the statutory minimum requirements, it will surpass current Building regulations and will meet Level 3 of the Code for Sustainable Homes and be readily adapted to achieve Level 4 (being far beyond current standards or requirements). The buildings are of traditional construction and form but incorporate many efficient modern components.</td>
</tr>
<tr>
<td>Saved Local Plan Policies</td>
<td>Planning Policy Requirement</td>
<td>Commentary</td>
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<tr>
<td>Policy GS1 – Settlement Boundaries</td>
<td>New development will only be permitted</td>
<td>Regard must be given to the more up to date policies set out</td>
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Policy 4 – Housing Delivery

Housing allocations will be made, within these:
- proposals for housing will be required to contribute to the mix of housing required to provide balanced communities and meet the needs of the area.
- a proportion of affordable housing, including an appropriate tenure mix.

The proposed development will include a mix of dwelling types. Affordable housing will be provided to the level of 33% with a tenure mix to include Affordable Rent, Shared Equity/Equity Loan, Shared Ownership; with a local people (first) cascade system.

Policy 6 – Access and Transport

Within this policy, of relevance to the proposed development is the requirement to concentrate development close to essential services and facilities to encourage walking and cycling as the primary means of travel with public transport for wider access.

The accompany Transport Statement demonstrates that the development is well related to the existing bus route along Yarmouth Road and within walking and cycling distance to many of the local facilities.

Policy 7 – Supporting Communities

Required to ensure that facilities and services are available as locally as possible, considering the potential for co-location, and are accessible on foot, by cycle and public transport.

Pre-submission enquiries have established the availability of services within Blofield. Where additional provision is required to accommodate the residents from the proposed houses, such as education and library services, financial contributions are proposed as part of the section 106 agreement or will be taken into account as part of the pending introduction of the Community Infrastructure Levy.

As mentioned above, the site is well located to take advantage of public transport and facilitate walking and cycling to local amenities and facilities.
<p>| Policy GS3 – General Requirements for Planning Applications | Development will not be permitted where there are unacceptable effects in terms of accessibility for all, sustainable travel, impact on natural and historic environment, the highway network, amenity, agricultural land, air quality, drainage or contamination. The accompanying assessments and reports demonstrate the accessibility to public transport and facilities within the village. The impact on ecology and trees and archeology are also considered and found not to have any significant detrimental impact, indeed enhancements to the biodiversity of the area would result from the proposals for the public open space. |
| Policy GS4 | New development will only be permitted where utilities, services and social infrastructure are or can be made adequate. All utilities and service providers have been consulted and adequate capacity exists to serve the proposed housing development. Provision of additional capacity at the local primary school has been discussed with the Local Education Authority and financial contributions are to be made to cater for the demands placed on the system by the proposed development. |
| Policy ENV2 – Design | Requires all development to have a high standard of layout and design. It is considered that the design has achieved a high standard, taking into account the style, composition and location of adjoining properties. |
| Policy ENV3 – Maintenance of landscaped areas | Developers will be expected to make adequate arrangements for future maintenance of landscaped areas. The public open space is proposed to be adopted with a commuted financial sum for future maintenance. |
| Policy ENV5 – Protection and Enhancement of the Natural Environment | Landscape features, including tree and hedgerows, will be retained and enhanced where appropriate. All features are located around the boundaries of the site and these will be retained. An arboricultural assessment accompanies the application. |
| Policy ENV20 – Archaeological Investigations | Where archaeological issues are raised the site will be subject to an evaluation. An Archaeological Assessment based on desktop studies and a geophysical scan of the site accompanies the application. No features of significant relevance have been identified. |
| Policy HOU1 – Location | Identifies the parishes. The policy refers to the Norwich |</p>
<table>
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<tr>
<th>Policy</th>
<th>Description</th>
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<td><strong>for Estate Scale Development</strong></td>
<td>where estate scale development sites not identified on the proposals map will be permitted.</td>
</tr>
<tr>
<td><strong>Policy HOU6 - Density</strong></td>
<td>Within the Norwich fringe parishes/settlements, estate scale development will be permitted where the minimum net density is at least 30 dwellings per hectare. The proposed development has a gross density (within the housing area) of 26 dwellings per hectare, allowing for the two areas of open space within the layout, this provides a net density of 26.8 per hectare.</td>
</tr>
<tr>
<td><strong>Policy TRA14 – Highway considerations</strong></td>
<td>Development will not be permitted where it would endanger highway safety or the satisfactory functioning of the local highway network. Traffic Statement is submitted with the application, together with proposals for alterations to Wyngates to provide a satisfactory vehicular and pedestrian access to the site.</td>
</tr>
<tr>
<td><strong>Policy RL5 - Open Space Provision</strong></td>
<td>The District Council will endeavour to ensure that adequate open space for outdoor play purposes is provided. Open space for play and recreation is proposed as part of this application, the amount provided is over and above the requirements of the planning policy, addressing the identified shortfall in the village.</td>
</tr>
<tr>
<td><strong>Policy RL7 Maintenance of formal and informal recreation space</strong></td>
<td>Developers to make provision for and provide for future maintenance of land used for formal and/or informal recreation. The section 106 will provide for a financial contribution for future maintenance, or arrangements for a similar period of time for private contractors to maintain the open spaces.</td>
</tr>
<tr>
<td><strong>Policy CS14 – Noise Levels</strong></td>
<td>Noise levels will be taken into account in determining planning applications. Assessment has shown that the majority of the site is satisfactory, mitigation measures required for the northern fringe of the housing area.</td>
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3 Consultations

In accordance with section 122 of the Localism Act 2011 (although not yet in force at the
time of writing) and Broadland District Council's Community Involvement Protocol, the
applicants have consulted with the local community, together with statutory and other
consultees, and the District Council.

3.1 Consultations with Technical Stakeholders & Service Providers

Throughout the process of preparing this application for planning permission, various
statutory consultees have been approached and informed of this proposed development.
Significant dialogue has occurred in association with the technical studies that have been
undertaken and now accompany this application. The organisations consulted as part of
the pre-application process and preparation of this detailed planning application include:

- Norfolk County Council – Highways
- Norfolk County Council – Planning Obligations
- Anglian Water
- Environment Agency
- Norfolk Historic Environment Service
- Broadland District Council – Planning Department
- Broadland District Council – Environmental Health Department
- Broadland District Council – Housing Department
- Utilities Providers

3.2 Consultation with the Local Community

Blofield Parish Council were the first point of local contact in November 2012 to outline
the public consultation process for the future planning application. Briefing information
was also supplied to the local ward members of Broadland District Council.

The following activities were undertaken:

- The site was introduced on the Norfolk Homes website during week of 5th
  December 2012.
- Advertisements were published on two occasions, 11 and 14 December 2012 in
  the Eastern Daily Press advising of the proposed development and the
  forthcoming public exhibition.
- Over 600 leaflets were delivered to homes in the village during the week of 5th
  December 2012. These gave details of the public exhibition and also the website
  address for viewing information on the proposed homes.
- Details were included on the Blofield Parish Council website for the public
  exhibition and the link to the Norfolk Homes website.
- Public exhibition held at Blofield Court House on Monday 17th December 2012
  between 4 - 8pm, attended by representative from Norfolk Homes, the architect
  and the planning consultant. The information available included a preliminary
  sketch layout and various other plans and visual aids. Approximately 60 residents
  attended this event.
• Presentation made to Blofield Parish Council meeting on Monday 14\textsuperscript{th} January 2013, again attended by representative from Norfolk Homes, the architect and planning consultant. This again was advertised on the Blofield Parish Council website.

Subsequent to these we were invited by some residents on Yarmouth Road who adjoin the site to view it from their properties and gardens with particular reference to the difference in ground levels between the existing properties and those proposed on the site, plus a discussion on existing land drainage/flooding problems and how these would be alleviated by the proposed housing scheme.

A further meeting was held with some of the residents of Manor Ridge to discuss the emerging layout of the site in more detail, particularly how the housing area, especially Plot 43, related to their properties and also the options available for boundary treatment between the public open space and their rear gardens.

Residents in Wyngates have also remained in contact via the phone and email to keep up to-date on when a revised layout drawing would be available following the public meetings.

3.3 Liaison with Broadland District Council

A Screening Opinion request under the Environmental Impact Assessment Regulations was submitted to Broadland District Council on 4 December 2012, this contained a description of the proposed development and identification of the most likely issues to be encountered. The decision that an Environmental Impact Assessment was not necessary was received on 11 January 2013, following consultation with various consultees by the Council.

A pre-application meeting for informal discussion of the proposal was held with the Development Control officer from Broadland District Council on 13 February 2013.
4 Site Evaluation

This section provides a summary of the assessments undertaken of the site and its surroundings.

4.1 Physical Context

The physical and contextual appraisal of the site and the surrounding area, including the wider landscape, is the starting point for analysis of the site; identifying the physical characteristics, the surrounding land uses, building styles and the forms of development. This provides the basis for the appraisal of the other factors influencing the form of development that might evolve Appendix A (Site and Contextual Analysis) illustrates this process.

Figure 2, below, provides information of the site topography.

**Figure 2 - Topographical Survey of Site**
4.2 Landscape Context

The proposed development comprises a site of some 4.44ha. of arable land, located adjacent to the northern settlement boundary of Blofield.

The site is well contained within the built-up area of Blofield, with the part of the site for the proposed houses being surrounded on three sides by existing properties. To the north there is a small field before the A47 dual carriageway which immediately to the east of the site goes into a cutting (east to west).

To the east the site adjoins the existing Wyngates development.

To the west is an area of trees and beyond for part is an area being developed for a small group of houses.

To the south are existing properties on Yarmouth Road, a mixture of two storey houses, chalet bungalow and bungalows.

To the north of the proposed housing area is the proposed Public Open Space, which adjoins a field (forming part of a currently pending planning application for residential development and open space). To the north of this area is the A47 which separates the site from the wider countryside to the north.

The site generally has site levels around 25m AOD, with a gentle slope southwards decreasing by around 600mm until close to the southern boundary where the gradient increases to a local low point of 23.75m AOD.

4.3 Architectural/Historic Context

Blofield has many buildings of late Georgian and early Victorian styles. There are several examples of residential dwellings of these styles in the area of Yarmouth Road, Doctors Road and North Road which are all relatively close to the application site.

The Georgian period is typified by tall Georgian style terraces lining roads and squares. The introduction of the better refined and subdued styling of the Palladian style became more popular in the period. Door surrounds began to use exacting rules, Columns and Pilasters alike were proportioned. Front doors were always paneled, often in two vertical rows. Doors were commonly tall, filling the entire opening, but many were later cut down in size to incorporate a fanlight over which introduced light into the Hallway.

Many new fashionable houses were built with double hung Sash windows, the preferred pattern being six over six panels, with glazing bars which became more refined and elegant as the age progressed. The openings were created by the installation of self supporting Rubbed Brick Arches.

Features of the Victoria era found on houses include slate roofs, timber boarded gables, and attractive feature modillions to the frontage. Victorian houses tended to have narrow front entrance halls. Front doors were often made in painted softwood styles, these doors would be 4 or 6 panel doors, with some panels glazed. Although slate roofs were the main feature of the Victorian period, there are many examples of red and smut pantiles on Victorian style dwellings within Blofield.

Appendix B provides more details of the character analysis undertaken in assessing the architectural/historic context.

These historic/architectural references are important to, and characteristic of, Blofield,
such that their influence ought to carry forward into aspect of the design of new development. This will, it is intended, create a degree of continuity and interest in the new development.

4.4 Sustainability Context

Access to facilities within the existing settlement is a key objective to encourage both their use and also to encourage the use of other means of transport other than the private car. The Figure 3 below illustrates the position of the site in relation to the wider context of the village and the local facilities.

**Figure 3 - Local Amenities & Facilities**
The distance and route to these services and facilities can be seen from Figure 3 above, further information on distances and travel times by walking and cycling is given in Table 4, Section 7. It is an objective of good planning to dovetail a new development into the fabric of an existing settlement, particularly where permeability of movement is concerned from the existing to the new.

The site is well located to local roads, existing residential development and local facilities. Overall the site is considered to be well connected to the existing urban area.

4.5 Socio-Economic Context

The East of England Plan (now revoked) identified that between 2006 and 2021 an average of just under 27,000 dwellings per annum need to be built in the Eastern Region. In the Norwich Policy Area the Joint Core Strategy states that 33,000 dwellings must be built before 2026.

The Core Strategy acknowledges that Blofield is a reasonably sustainable settlement in which to allocate additional housing, consequently the Core Strategy identifies Blofield as being capable of accommodating a minimum of 50 dwellings.

In this context the proposed development will bring significant socio-economic benefits in meeting housing needs, both market and affordable.

The proposed development also has the ability to provide a range of economic benefits locally. The development will provide direct employment via:

- Employment of local contractors, haulage and plant hire for construction of the development;
- Materials, landscaping, fencing and security supplies;
- Ongoing operational needs to employ local tradesmen for electrical, plumbing, construction etc.

Indirect employment/service requirements during construction including:

- Local hospitality/accommodation;
- Catering and other facilities;
- Purchase and maintenance of local workforce vehicles;
- Taxi services.

Indirect expenditure/employment by the new local residents:

- Local catering, public houses and hospitality;
- Local Businesses and Shops;
- Use of local public services and public transport.
5 Design Evaluation & Considerations

5.1 Introduction

Evaluation has been an ongoing process in the overall assessment, consultation and community involvement, with development options evolving and adapting over time. Developing ideas identified by this process together with an opportunities and constraints assessment enabled the consultant team to include ideas about the site characteristics and the surrounding area in to the emerging design. The results of consultee responses were also included, on such issues as: transport, ecology, acoustics, trees, drainage strategy, and design. An overview of the broad opportunities and constraints presented by the site and surrounding area are as follows and illustrated in Figure 4:

Opportunities:

- Sustainable site/location
- Vehicular access via Wyngates with capacity for up to 84 additional dwellings
- Architectural references in Blofield's Georgian and Victoria properties
- Good public transport links
- Trees and hedgerows are mature and well defined around the periphery
- Biodiversity limited at present but opportunity for enhancement
- Suitability of the site to offer a range of house types and density
- Provision of open space on site

Constraints:

- Privacy considerations to adjoining residential properties
- Existing tree belt need to safeguard root protection zone and avoid overshadowing
- Difference in ground levels between the site and properties on Yarmouth Road
5.2 Development Principles

The process of assessment and evaluation has lead to the project team identifying broad principles for design and layout for the development. The site provides an opportunity for a high quality quality development in a sustainable location and attractive setting to meet the identified housing needs of Blofield and this part of Broadland District.

- Integration of the new development into the settlement by respecting the local landscape and landform and by creating high quality, convenient and safe walking and cycling links to local facilities and public transport;
- Provide high quality dwelling designs that produce attractive street scenes with design features which respond to the characteristics of the site and the surrounding area
- Provide a diverse and mix community, providing a variety of housing types, sizes and tenure to meet identified need
• The effective and efficient use of the site, whilst including a range of building types and sizes to add visual interest
• The provision of high quality public open space
• Enhancing the green infrastructure and biodiversity of the site through the retention of established trees/hedgerow planting around the boundaries, new planting within the public open spaces and private gardens
• Providing a clear definition between private and public space, ensuring that rear boundaries are secure and that houses are orientated to maximise the natural surveillance of streets, parking areas and public open spaces
• Creating a clear hierarchy of streets, which is easily understood and is pedestrian and cycle friendly
• Ensuring that street design provides adequate space for motor vehicles, but in a way that reduces vehicle speeds and does not allow parking to be dominant
• Creating attractive outdoor spaces – streets and open spaces in the development
• The design of houses to maximise the opportunities for sustainable construction and energy efficiency

The following sections explain how the proposed design and layout of the site has evolved from the results of the above assessments and consultation.

5.3 Use

The proposal involves the erection 64 dwellings together with associated public open spaces/play and amenity areas. The exact use of the public open space has yet to be determined in consultation with the Parish and District Councils.

5.4 Amount of Development

The proposed application site comprises a total area of 4.44 hectares. of arable farmed land, The scheme for 64 dwellings occupies 2.45 hectares of the overall area, the remaining 1.99 hectares forming the area of public open space. On the context of the above assessments and site specific circumstances this is considered to be make the most efficient use of the land (in accordance with Government policy), whilst providing a good standard of private amenity space, good quality public open space, green infrastructure protection and bio-diversity enhancement. The net density proposed is 26.8 dwellings per hectare (dph), which while below the Council's policy target of 30 dph (saved Local Plan Policy HOU6) nevertheless it is considered to be an appropriate response to the form and character of the site.

5.5 Mix of Development

The proposed housing accommodation schedule, including the affordable housing (21 dwellings at 33% of the overall provision) is set out in Table 3 below.
Table 3 – Mix of Dwellings

<table>
<thead>
<tr>
<th>Type</th>
<th>Beds</th>
<th>No.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Private Housing</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swinburne</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td>Chesterton</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Defoe</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Cadbury</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Lawrence</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Cargreve</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Starley</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>4B</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>3B</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Chambers</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>Lister</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Lyons</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Chaucer</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Elgar</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Keats</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Shelley</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>64</td>
</tr>
</tbody>
</table>

| **Affordable Housing** |      |     |
| Kenyon           | 3    | 7   |
| Fleming          | 2    | 8   |
| Wilkins          | 2    | 2   |
| Babbage          | 1    | 2   |
| Elliot           | 1    | 2   |
| **Total**        |      | 64  |

5.6 Scale
The accommodation schedule, Table 3 above, details the range of dwelling sizes and variety of accommodation proposed to meet local needs. The majority of dwellings will be two storey with two first floor flats over garages.

5.7 Layout
The design process has involved assimilating the information received from the assessments, consultee responses, including feedback received from the public exhibition, public meeting and subsequent meetings with local residents.
The principal concerns to be taken into account in the design were the vehicular access point, the trees and hedgerows around the east, west and southern boundaries of the site, the relationship with neighbouring properties, the position of the open space and the proximity of the A47. The location of the open space and the access point were identified first. The latter being fixed in the south-east corner of the site. The open space being located to aid the transition into the built-up area and helping to mitigate against any unacceptable levels of noise to the proposed dwellings.

Once the broad outline of the site had been established a Masterplan was prepared which took into consideration all of these issues and opportunities/constrains identified earlier in this Statement. The initial Masterplan was prepared and established the following principles:

- Open space positioned on the northern part of the site, with dwellings overlooking it for natural surveillance and maximising their outlook
- Gateway design to differentiate the new scheme from the existing Wyngates development
- Low density housing positioned at the site entrance and around the perimeter of the site; medium density development in the centre of the site.

**Figure 5 – Concept Masterplan**

Further refinement of this Masterplan produced the first scheme which was used for the public exhibition, public meeting and discussions with the immediate neighbours who request further meetings with the project team.
The feedback received resulted in additional changes being made after further consideration was given to the relationship with existing properties, particularly those on Yarmouth Road where lower ground levels from the site would have to be addressed to ensure undue overlooking would not occur.

The interim Arboricultural Impact Assessment also led to changes to the positioning of properties along the western boundary to avoid root protection areas and excessive overshadowing by the existing off-site trees to the gardens of the proposed houses.
Further refinement to the northern boundary of the housing area was also made, changing the road access and positioning all the houses to directly overlook the public open space.

A revised Masterplan was prepared to incorporate these changes and guide the preparation of the detailed drawing.

**Figure 7 – Revised Concept Masterplan**

The two areas of open space within the development were retained, the southern area providing an attractive feature at the entrance to the site around which to position houses and creating an interesting vista into the site.

In addition to the changes to the layout, bespoke dwellings for three of the plots were introduced which do not have rear first floor windows, but roof lights to bathrooms and stair wells on this side of the properties. Cross sections between the proposed houses on plots 1 – 5 with the existing properties on Yarmouth Road were produced to demonstrate the relationship between the houses.
These principal changes began to progress to the final form of the layout, utilising the principles of creating spaces and character areas, designing and producing a layout that is not road dominated, provides interesting vistas of individual and groups of dwellings with distinctive local character.

In terms of the built form there are a number of character areas within the site. These can be described as follows:

- **The Green** – This is just inside the entrance to the site and comprises an area of open space with four detached houses located to the rear, providing a vista when approaching the site along the existing spur road of Wyngates.
- **Curved Terrace** – Plots 14 – 16 provide a building turning the corner and together with the open space opposite also provide notable features demarcating the end of the Type 3 road.
- **Public Open Space** – A row of 7 detached houses face onto the open space area, making the most of the outlook.

The final layout is shown below in Figure 9.
Figure 9 – Final Layout
5.8 Appearance

The design of the dwellings has been influenced by the following:

- Local characteristic
- Local housing mix developments
- Site levels and topography
- Modern day living requirements and standards
- The need to produce character areas to create a way-finding route through the site.

After undertaking a broad character assessment (see Architectural/Historic Context, above), it was felt that these design features and materials could be used in the design of the new dwellings. New house types were designed, together with the use of existing, successful floor plans to create a mix of one, two, three and four bedroom dwellings. The external elevations have produced a blend of Georgian and Victorian features derived from the architecture of the village.

When considering the styles of dwellings, a through examination of styles within the village was undertaken. The photographs included in Appendix B illustrate the style of features such as windows, chimneys, and gable details.

Consideration has also been given to the layout of the site, for example the larger detached properties have been located around the edge of the site where neighbouring properties of a similar nature adjoin. Detached houses have also been located around the areas of open space within the site. These areas provide a low density of development.

Two curved terraces have been designed for corners to offer character buildings at focal points.

Figures 10 - 12 below include some proposed, representative perspective drawings, illustrating how dwellings will appear in the streetscene.

**Figure 10 - View at entrance to site, looking north-west**
5.9 Open Space and Landscaping

The layout has been designed to ensure the few characteristic landscape features that exist are retained; the boundary trees and hedges. Within the site there are no features to be retained.

The proposed layout and design has positioned large dwellings around the north (providing surveillance to the main area of open space), east and southern edges where the site adjoins existing properties. The dwellings here are spaced apart by their own garages providing a lower density character around these areas.

The application includes two areas of open space within the housing area and the main area of public open space to the north of the housing. All will be offered for adoption to the District or Parish Council and retained in perpetuity.

The exact use of the main area of open space will be determined in consultation with the stakeholders, arriving at a use that is wanted by the local community to serve their needs. Possible uses and activities include:

- Equipped play space for the under 5s
- Equipped play space for 6-12 year olds
- Kick about area
• Grassed and landscaped meadow areas to provide wildflower/biodiversity value
• Tree planting around the periphery and/or within areas of the open space to provide a community woodland

The intention for the management and maintenance of the public open space will either undertaken by the District/Parish Council with a commuted payment to cover maintenance costs, or a contractor for the same time period as the commuted payment would cover.

The strategy towards the provision of the open space and landscaping will result in the development enhancing the biodiversity and wildlife value of the site, as mentioned in the accompanying Ecology report.

5.10 Sustainable Construction/Energy Efficiency

In line with the JCS Policy 1 (Addressing Climate Change and Protecting Environmental Assets) and Policy 3 (Energy and Water), the design of the proposed development has sought to take all viable and practical steps to maximise opportunities for sustainable construction and to reduce energy use. To meet these requirements, the following features are incorporated into the design:

Energy Efficiency

• High performance thermal elements, including one of the most energy efficient blocks available coupled with a 125mm cavity fully filled with insulation to minimise the heat loss through external elements
• Provision of a SEDBUK ‘A’ rated gas boiler and efficient hot water cylinder to each dwelling
• Low energy lighting throughout wherever possible. External lighting will be fitted with daylight and/or motion sensors
• Low flow and efficient sanitary ware will be specified to reduce household water consumption to 105 litres/person/day
• Provision of water butts to each dwelling to reduce potable water use externally;
• Air tight construction to minimise heat loss whilst maximising the performance of the mechanical ventilation system where applicable
• The heat recovery element of the mechanical ventilation system reduces the demand on the heating system and therefore significantly reduces running costs and energy consumption
• Further information on the efficient use of the home and appliances is provided within the Home User Guide.

Sustainable Construction

• Promotion of sustainable transport use through the provision of cycle storage and information on public transport and local amenities within the Home User Guide
• Use of sustainable, responsibly sourced materials; assessed using Green Guide ratings and suppliers participating in responsible sourcing schemes equivalent to BRE BES 6001:2008 Responsible Sourcing Standard
• Protection of existing ecological features and biodiversity enhancement through native planting and habitat creation
• Responsible management of the impact of the development through adherence to the Considerate Constructor's Scheme to a score of at least 24, employment of a comprehensive Site Waste Management Plan and procedures to minimise construction site impacts during construction.
• All dwellings will be constructed to meet Code level 3 of the Code for Sustainable Homes and have been designed to meet Lifetime Homes standard where possible,
Building for Life

The applicants seek to evaluate its developments against the Building for Life criteria published by CABE. A new ‘Building for Life 12’ system was introduced in September 2012, with a traffic light scoring system. The applicants and their consultants have sought to specifically address the Building for Life criteria used to evaluate the quality of new development proposed. To influence and evaluate the proposed scheme, the applicants undertook their own assessment, which is appended to this statement (Appendix C). The assessment concludes that the proposed development achieves ‘green lights’ in all criteria under Building for Life 12.

5.11 Secure by Design

Secure by Design (SBD) is a police initiative which aims to encourage developers to adopt crime prevention measures in the design of their developments. A safe and secure environment is the prime objective of SBD recommendations. Government policy endorses this approach by encouraging local planning authorities to promote high-quality design in sustainable locations, where people would wish to live.

The layout and design of the proposed development as demonstrated on the site layout drawing has been carefully considered in terms of its contribution to the SBD agenda. Dwellings are positioned in order to overlook public realm areas and parking areas. Specific regard is given to the design of corner plots to allow opportunities of overlooking of the streetscene in all possible directions. Access ways to the rear of properties have been designed as dead-ends.

Individual properties will benefit from the provision of defensible space, which will act as a buffer zone between properties and the street. Windows at the ground floor level will be high-quality in terms of their specification and incorporate locks to reduce the risk of criminal behaviour. Doors and ground floor windows will comply with British Standards as advocated by the SBD recommendations.

The boundaries to existing properties adjoining the proposed public open space will be secured by planting and protective fence in accordance with the principles of SBD.
6 Other Considerations

The various technical investigations referred to in previous sections of this Statement are discussed below and their input to the design process highlighted.

6.1 Highways & Transport

The NPPF set out its policy requirements in relation to traffic and transport in paras 29 - 41, while JCS policy 6 "Access and Transportation" and BDC Replacement Local Plan (2006) Saved Policies GS2, TRA2, TRA4, TRA5 and TRA8 all set out the local requirements that new developments are expected to meet with regard to traffic and transportation. The primary policy objective is to promote more sustainable transport and to ensure development proposals are capable of being served by safe access to the highway network without detriment to the existing amenity or character of the surrounding area.

A Transport Statement (TRS) supporting the application has been prepared by ASD Engineering. The report has been prepared in accordance with the Department for Transport document Guidance on Transport Assessment (GTA) dated March 2007, which details that for a residential development of between 50 and 80 dwellings a Transport Statement should be produced to accompany a planning application.

The report looks at accessibility to the site by walking, cycling and public transport with an emphasis on ensuring that these non car modes can easily and safely be used to access local schools, amenities and community facilities.

Vehicular, cycle and pedestrian access into the site will be provided via the adjacent Wyngates residential development with access onto the surrounding road network then provided by the Wyngates/Yarmouth Road priority junction.

The Yarmouth Road carriageway will be narrowed within the vicinity of the Wyngates junction so as to provide a road that is in keeping with its current status. Junction visibility splays of 2.4m x 90m will be provided in accordance with the relevant design guide and as agreed with NCC.

A 4.8m wide Type 3 residential road will be provided within the development leading directly off the existing 5.5m wide access road, leading off the Yarmouth Road, with local carriageway narrowing and a gateway feature provided at the transition point (see TRS drawing 1174/HWY/001-2) As part of the site access works, give way markings will be provided at the junction with Yarmouth Road with visibility provided in accordance with Manual for Streets (see TRS drawing 1174/HWY/001-2) It is also proposed that the development roads and the existing Wyngates roads will be subject to a 20 mph speed limit, again as detailed on drawing 1174/HWY/001-2.

Access on to the surrounding road network is provided by the Wyngates/ Yarmouth Road priority junction. The Yarmouth Road measures 7.3m wide adjacent to to site and has street lighting and a 30mph speed limit.

NCC have highlighted the existing width of the Yarmouth Road is greater than that would generally be provided on such a local road and dates back to the time when it was a Principle Road prior to the construction of the A47 dual carriageway. As part of this development therefore it is proposed to narrow the road adjacent to the Wyngates junction (see TRS drawing 1174/HWY/001-2) to provide a route that is more in keeping with its current use and its surroundings.
Car parking and cycle parking on the site will be provided in accordance with NCC's guidance note “Parking Standards for Norfolk 2007”.

Following analysis of accident data for the highway network in Blofield over a five year period from July 1st 2007 to June 30th 2012 it is concluded there are no significant underlying accident issues on the highway network particularly that would affect pedestrian or cyclist safety. Full details of all the recorded road accidents are provided in the accompanying Transport Statement.

In terms of accessibility to local amenities from the site the study has established there is a good network of footways throughout Blofield with routes to local amenities being along roads with 30mph or 20 mph speed limits (TRS table 4.1). All the amenities are within 12 minutes walking time and three minutes cycling time of the site (TRS tables 4.2 & table 4.3).

The site is also well served by bus services with the closest bus stop being found on the Yarmouth Road some 250m distance from the centre of the development site approx three minutes walking distance time. Both bus services that operate to Norwich call at the business parks in Thorpe St Andrew, at Norwich Train Station and Norwich city centre with typical travel times of 15 minutes, 30 minutes and 35 minutes respectively. Details of the bus services available to Norwich and Great Yarmouth are provided in TS Tables 4.5 and 4.6. with full timetables attached as Appendix C to the TS.

The village of Brundall, which provides the nearest rail facility, is located 2.5km to the south of the site with low trafficked roads allowing safe cycle access. Covered stands and lockers to accommodate 12 cycles are provided at the station. Cycling therefore would provide a viable and sustainable means of transport to access local rail facilities. From Brundall direct rail access is provided to Norwich, Great Yarmouth and the surrounding rail networks that lead on from these stations. TRS table 4.4 illustrates average cycle times to Brundall and the local Business Parks at Thorpe St Andrew while TRS table 4.7 provides details of the train operating times from Brundall Station. A full timetable is included as Appendix D to the TRS.

The development site is within comfortable walking distance from the local primary school and falls well within the recommended maximum distance for children under 8. The direct walking route to the primary school from the site is detailed on drawing 1174/TRA/007.

In terms of secondary education, Blofield falls within the catchment area of Thorpe St Andrew school. This school is found some 9km from Blofield and therefore is outside acceptable walking distance. All of the bus services detailed above operate along the Yarmouth Road in Thorpe and stop close to the A1242 Yarmouth Road/A1042 Ring Road junction such that children would then have a 1km walk to school. Alternatively three school bus services to Thorpe St Andrew High School operate direct from Blofield. Overall the TRS concluded that the development site is well located to provide good pedestrian and cycle accessibility to local amenities and schools in Blofield, while also having good access to public transport services that provide accessibility to surrounding towns and cities.

The application therefore is felt to adequately satisfy all the relevant policy requirements as set out in the Local Plan policies and also the more recently published NPPF, with regard to the general accessibility of the site and the development will help to promote sustainable modes of transport.
6.2 Drainage & Flood Risk

As demonstrated in the policy section attached to the Planning Statement there are a range of policies concerned with the need to address the flood risk of new development and the protection of surface and ground water. Within the NPPF, Section 10 paras 93 to 108 deals with the issue of flood risk together with climate change and coastal change. Similarly JCS strategy Policies 1 and 3 and BDC Replacement Local Plan (2006) policies GS2 and CS2 sets out the requirements of the LPA with regard to new development and flood risk. One of the main requirements is for new development to be located in Flood Zone 1. A further requirement is the need for a site specific Flood Risk Assessment (FRA), which takes account of future climate change to be undertaken for development proposals of 1 hectare or more. It is also expected that appropriate surface water drainage arrangements for dealing with surface water run off from new development should be provided including, if possible the use of Sustainable Drainage Systems (SuDS).

The FRA accompanying the application assesses the level of flood risk of the proposed residential development and also the impact the site will have on the surrounding area.

It confirms the site lies in Flood Zone 1 and is not at risk from flooding. Anglian Water have also confirmed in a pre-application enquiry that the foul drainage from this development is in the catchment of Whittingham Sewage Treatment Works and that capacity is available for these flows. The sewage network, at present, also has available capacity for gravity flows from the proposed development site. The existing sewer within Wyngates will need to be relaid to a greater depth to facilitate a gravity connection to the sewer in the Yarmouth Road.

Ground conditions at the surface precludes the use of normal shallow soakaways for surface water disposal, but the use of deep borehole soakaways would, if necessary, provide a satisfactory drainage solution, subject to approval from the Environment Agency. Alternatively there is an existing highway drain available within Wyngates providing a positive outlet for the site but with a limited discharge. With the use of oversized pipes and additional off-line storage, and utilising the appropriate SuDS techniques wherever practical, it is possible to deal with the surface water from all impermeable areas.

Is is also proposed to address an existing surface water drainage problem which affects the rear gardens of properties along Yarmouth Road by remodelling site levels in that area together with the construction of a French drain along the southern boundary of the site intercepting any residual flows.

The findings, analysis and conclusions of the FRA prove that it is possible to provide a foul and surface water drainage scheme that is fully in accordance with the latest policies on Sustainable Drainage. The proposed development therefore responds to and meets the objectives of the NPPF and specific policies of the Development Plan in relation to flood risk and drainage.

6.3 Ecology

Biodiversity and European Protected Species (EPS) surveys were conducted on 09 and 17 September 13 November 2012 and 17 February 2013.

The indications from examination of this site are that there is no evidence that protected species are resident here although a handful of bats feed around the edge of the field and near the site through gardens.

summer usage by bats can be gauged as “zero”, with evidence suggesting it is just a small-scale feeding area for one or two bats of two common species, and no maternity
roost is present, although one was identified some 500 metres to the south.

With regard to winter usage by bats there are no suitable trees with splits or holes on site, or immediately adjacent suitable for hibernating bats and neither are any of the adjacent occupied houses.

There is no evidence of use of the site by Barn Owls or any other Schedule 1 bird species.

There was also no evidence to suggest the presence of any other European Protected Species frequently found in the Norfolk countryside, such as Water Voles, Badgers or Great Crested Newts, so no Natural England licence will be necessary in order to proceed with any development, neither would any planning restrictions be expected to be applied by the LPA in relation to any wildlife species conditions.

The surveys and resultant report has subsequently shown that this site follows a path on the Natural England flow-chart, Box 2 (see Appendix 4) of (i)>(iii)>(iv)>(viii)>(xiii), with the LPA to decide if the survey is considered adequate, means the application can proceed.

Wildlife mitigation at this site should primarily take the form of an imaginative planting scheme containing native species and those known to be good to Biodiversity as most wildlife species in this area are associated with the gardens rather than the open arable area. While an array of artificial wildlife boxes should be added to the site as Biodiversity enhancement.

The report recommends that, as there is evidence of former use by some nesting birds in the hedge area near the southern entrance, any preparatory work here should be carried out before the spring and summer bird breeding period starts or, if the project has to start during the spring and summer, that a careful check is carried out prior to work commencing and any areas with active bird nests avoided until the baby birds have departed from the nest.

The surveys and report serve to fully informs the planning process that this is a low biodiversity site which can only be improved by the landscaping and open spaces proposed as part of the development.

6.4 Trees & Landscape Features

The proposed development has been designed to ensure characteristic landscape features are retained and where the removal of any trees is required replacement planting of appropriate species will be carried out on suitable locations within the site.

The policies concerned with the protection of the surrounding landscape include JCS Policy 1 and BDC Replacement Local Plan (2006) Saved Policies GS4, ENV2 and ENV3. In addition the NPPF in para 17 identifies among its 12 core principles the need for planning to conserve and enhance the natural environment. Paragraphs 105 -125 set out the ways in which planning could and should help to conserve the natural environment including;

• protecting and enhancing valued landscapes
• minimising impacts on biodiversity and providing net gains in biodiversity wherever possible

The Arboricultural Impact Assessment (AIA) accompanying the application involved a
A detailed survey of all the trees within the site and assesses the likely impact of the proposed development of 64 dwellings may have on them. The TIA also provides recommendations for the protection of trees during construction.

The site does not lie within a Conservation Area and none of the trees within the application site are covered by a Tree Preservation Order (TPO) although an area of woodland adjoining the western boundary is the subject of a Woodland Order.

The bulk of existing trees are found along the western boundary of the site which is an area of mixed woodland consisting largely of broadleaves such as Oak, Sycamore and Myrobalan Plum. Along the southern boundary of the site are residential properties with some small ornamental trees. On the eastern boundary with Wyngates there are a small number of mature boundary trees, predominantly Oak although one large Sycamore is also present. There are further three mature boundary Oak trees on the northern edge of the site. Surrounding the entrance to the site from Wyngates is a small area of scrub which includes several small self sown Sycamore.

A Tree Constraints Plan (TCP) is included within the AIA as a basis for the assessment of the constraints imposed by existing trees on the proposed design. The report categorises the trees in to three groups A and B being trees of high quality and amenity value and therefore must be retained as part of the development. Category C trees are of poorer quality and have lesser landscape/amenity value and can be removed if necessary. Replacement planting will be carried out within the site in more appropriate locations as part of the development. Where Category C trees are retained they will be afforded the same protection during construction as trees falling within category A & B.

Overall the AIA concludes that all category A & B trees can be retained and protected as part of the development. Recommendations are made with regard to pre-emptive root pruning where some of the garages along the western boundary encroach within the root protection area of woodland G1 and Oak T2. Some shading is likely to occur to proposed dwellings along the western edge of the site and this should be taken into account in terms of the detailed design and layout of the properties.

Only one category C tree is required to be removed as part of the development. This can be replaced with a mixture of trees that will quickly more than replace any lost biomass or visual amenity.

6.5 Noise Assessment

The site lies adjacent the A47 and is therefore affected by road traffic noise from this busy dual carriageway which acts as the main link road between Great Yarmouth and Norwich. National and Local Development Plan policies seek to minimise noise impacts on new development proposals. In keeping with the policy guidance contained within the NPPF section 11 and also Local Plan policy CS14 due regard has been given to the likely impact of noise from the A47 on the proposed dwellings. The issue of noise was looked at in the early stages of developing the proposal and has played a major part in determining the layout of the site. A full Noise Assessment has therefore been carried out for the development and accompanies this application.

The Noise Assessment identifies the northern part of the site as the critical area where the site lies closest to the A47. A section of this northern area particularly the north eastern corner will be exposed to noise levels slightly in excess of acceptable limits. It was therefore decided to allocate a large portion, just under 2 ha., of the northern part of the application site as open space. This will help to act as a noise buffer between the A47 and the proposed dwellings. As explained elsewhere in the report the layout of the open space will be the subject of further discussion between the applicants and BDC and
Blofield PC. There is however the possibility that some of this open space will have additional planting which will enhance its role as a noise buffer and help to further reduce the impact of traffic noise on the development.

As the site does not share a boundary directly with the A47 and a further area of land, also not in the applicants ownership, lies between the application site and the A47 it is not possible to provide a noise screen or buffer directly adjacent to the A47. The report recommends therefore, the only practical noise mitigation method to allow acceptable internal noise levels to be achieved within habitable rooms is the provision of adequate sound insulation of the building envelope. The sound insulation provided by standard thermal double glazing will allow these internal noise targets to be met when windows are closed. An alternative ventilation system will be required for those rooms which rely on closed windows to achieve the internal noise levels.

With regard to the most northern row of dwellings, plots 42-48, which front onto the open space these properties will require an alternative method of ventilation for the windows on the north facing facade at both ground and first floor level. Additionally the report recommends that at first floor level, an alternative method of ventilation will be required in those houses which have windows that would otherwise be exposed to noise levels above the acceptable noise limits in the night time. This will include plots 49-51 and 58-59. However, the houses will be constructed with have mechanical ventilation and heat exchangers, so vents are not required.

6.6 Archaeology

The NPPF, in paragraph 128, places a requirement on LPA’s to request applicants on sites on which development is proposed and includes or has the potential to include heritage assets with archaeological interest to submit an appropriate desk-based assessment and where necessary a field evaluation. On a more local scale JC1 requires new development to safeguard environmental and heritage assets including archaeological assets. Similarly Replacement Local Plan Policy ENV20 states that development proposals that appear to raise archaeological issues should be subject to evaluation of their archaeological significance. Any planning permission granted will be subject to appropriate conditions.

In keeping with these policy requirements a full Archaeological Desk Based Assessment was undertaken of the site in November 2012 by NPS Archaeology and their report accompanies the application. Their findings show that apart from some post-medieval pottery found within the boundary of the development site there is sparse evidence of remains of any period in the general vicinity. It is most likely that the pottery was introduced to the site during manuring or spreading nightsoil, rather than being evidence for activity or occupation here. The historic maps support this; little development is shown to have occurred here for many centuries and small fields have gradually been combined to form one large field.

These findings have been confirmed by NHES who state that the archaeological potential of the site is low and in view of this no further archaeological work is required.
7 Access

Relevant policies of the Development Plan seek to promote more sustainable travel and to ensure that proposed developments are capable of being served by safe access to the highway network, without detriment to the amenity or character of the local area.

The site is well located to provide good accessibility to the bus services through the village, local amenities, services and primary school. Table 4 lists the walking and cycling times from the site to local facilities.

Table 4 Travel Times to Local Facilities

<table>
<thead>
<tr>
<th>Facility</th>
<th>Walking Time (Mins)</th>
<th>Cycling Time (Mins)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blofield Day Nursery</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Football Club/ Public Hall</td>
<td>6</td>
<td>1.5</td>
</tr>
<tr>
<td>Willow Farm Clinic</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>Kings Head Pub</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>Newsagent/Supermarket/ Post Office</td>
<td>9</td>
<td>2</td>
</tr>
<tr>
<td>Library</td>
<td>9</td>
<td>2</td>
</tr>
<tr>
<td>Primary School</td>
<td>11</td>
<td>3</td>
</tr>
<tr>
<td>St Andrew &amp; St Peter Church</td>
<td>11</td>
<td>3</td>
</tr>
<tr>
<td>Doctors Surgery</td>
<td>12</td>
<td>3</td>
</tr>
</tbody>
</table>

In promoting more sustainable transport, and providing safe and sensitive access together with appropriate levels of car parking, the proposals accord with national and local planning and highway policies.

Roads and private drives have been designed to Norfolk County Council specifications. Accesses to dwellings have been designed in accordance with Approved Document M of the Building Regulations with a 1:12 ramp to entrance and a 1200x1200mm level platform, making them wheelchair accessible. Front doors, internal doors and corridors are of sufficient width for wheelchair users. Electric sockets and switches are at a height accessible to wheelchair users.

All the dwelling layouts have been designed to be complaint with Lifetime Homes’ 16 point criteria. These are design criteria that set out principles of enabling dwellings to be adapted to meet the changing needs of diverse households. Housing that is designed to Lifetime Homes standard will be convenient for most occupants, including some (but not all) wheelchair users and disabled visitors, without the necessity for substantial alterations.
8 Conclusions

This Design and Access Statement demonstrates the process of assessment, involvement, evaluation and design for the proposed erection of 64 dwellings, vehicular accesses, open space and associated works on land off Wyngates, Blofield. From this process has emerged what the applicant considers to be a contextually appropriate, sympathetic and sustainable development, having regard to the constraints, characteristics and opportunities presented by this site and its surroundings. In particular it has sought to address the issues raised during extensive pre-application and community consultation, together with the relevant policy requirements of the Development Plan and the National Planning Policy Framework.

The latter makes it clear that there is a presumption in favour of sustainable development, and that such proposals should be approved, where they accord with the Development Plan, without delay. It is our contention that such circumstances are applicable here.
Appendix B - Architectural Context Analysis

Prepared by ASD Architecture

The scheme has been informed by preparing a detailed site analysis, an opportunities and constraints plan and a contextual study of Blofield.

This site has many constraints such as the position of access, a number of trees beyond the site boundaries which cast shadows across part of the site, the relatively flat site levels, which will influence the road designs, the treatment of drainage, and the relationship of buildings with each other and existing views of landscaping through the site and beyond which need to be maintained.

Our vision is to produce an asset to the local area which offers a development of valuable architectural merit which creates a sense of place. Provide a development of high quality which responds well to the context of the site following a detailed analysis of the area.

Achieve the maximum possible score under C.A.B.E. Building for Life 12.

Design out the possibility of crime within the development.

Provide a mix and tenure of housing to meet the needs of the area.

Provide high quality dwelling designs that produce attractive streetscenes with design features which are characteristic of the Blofield area whilst responding to the characteristics of the site and its topography.

Produce character and landscaped areas within the site to provide visual interest and aid navigation through the site.

The Site in Context

Blofield has many buildings of late Georgian and early Victorian styles. There are several examples of residential dwellings of these styles in the area of Yarmouth Road, Doctors Road and North Road which are all relatively close to the application site.

Several styles of dwellings have been considered for this site including Georgian and Victorian, although we have preferred a more predominately Victorian style.

We have carried out a photographic character analysis of Blofield. And certain detailing in the locality has been incorporated into the design of the proposed development. Although slate roofs were the main feature of the Victorian period, there are many examples of red and smut pantiles on Victorian style dwellings within Blofield. This has been incorporated in our scheme.

Georgian – 1714 to 1765 (Early Georgian) and 1765 to 1811 (Late Georgian)

The majority of people still lived and worked on the land in the 18th Century. Improvements in agriculture and industry began to benefit society resulting in the growth of a new ‘middle class’ and tall Georgian style terraces lining roads and squares began to appear in the wealthier districts.

Large symmetrical fronted houses were built which evolved to incorporate the series of
new Building Acts which had their origins formulated after the Great fire of London in 1666.

An act in 1709 required that Sash windows should be set back at least the thickness of 1 brick to reduce the fire risk. Although these Building Acts were only enforced within the City of London, the wishes of the local provincial builders to supply the country with the fashionable Architectural styles created a demand which began to spread across the country.

The better refined and subdued styling of the Palladian style became more popular in the period. Named after the 16th Century Italian Architect Palladio who reintroduced the sizing, proportion and arrangement orders of the Roman era.

Door surrounds began to use these exacting rules, Columns and Pilasters alike were proportioned as outlined within the Palladian Style. Front doors were always panelled, often in two vertical rows. Doors were commonly tall, filling the entire opening, but many were later cut down in size to incorporate a fanlight over which introduced light into the Hallway.

Many new fashionable houses were built with double hung Sash windows, the preferred pattern being six over six panels, with glazing bars which became more refined and elegant as the age progressed. The openings were created by the installation of self supporting Rubbed Brick Arches.

**Victorian – 1837 to 1901**

One third of the dwellings in Britain were built before the First World War (1914). The majority of which are Victorian. The earlier Georgian styles were updated and improved by the advance in industrialisation and technology offered in this era.

Sash windows with large pane glazing became more common in this time. The improving glassmaking techniques in this era produced larger and stronger single panes of glass which needed fewer glazing bars as often seen on earlier Georgian style buildings. The majority of Victorian sash windows have horns at each end of the bottom rail of the top sash to help strengthen the frame and support the heavier panes of glass.

Four pane sash windows with a central glazing bar were common items. Larger two pane sash windows began to appear later in this period in the finest buildings.

Bay windows became a characteristic feature following the abolition of the window tax in 1851, the advent of cheaper glazing meant that larger window options could be installed. Bay windows were usually only single storey at this date.

Slate roofs, timber boarded gables, and attractive feature modillions to the frontage. Victorian houses tended to have narrow front entrance halls. Front doors were often made in painted softwood styles, these doors would be 4 or 6 panel doors, with some panels glazed.

Ornate Railings were used to enclose squares, parks and even modest front garden walls were capped with ornate balustrades. Many of the original examples of these railings were removed during WW2 to ‘help the war effort’.

After consideration of the styles, which involved the preparation of 3 dimensional sketches of individual house designs and groupings, we decided that the styling which includes features of the Victorian era and some of the Georgian era would be the most suitable and attractive when considered in its setting.
When considering the styles of dwellings, a thorough examination of styles within the locality was undertaken. The photographs on the following pages indicate the style of features such as windows, chimneys, and general dwelling proportions.
Georgian Style in Yarmouth Road.

North Road

Georgian Style, Yarmouth Road
Early Victorian Style. Yarmouth Road

Victorian Style, Yarmouth Road

The Kings Head P.H. Georgian Style, Yarmouth Road
Georgian Style, Yarmouth Road

Victorian Style, Yarmouth Road
The choice of materials such as red brick or cream render for external walls and dark grey slate, smut pantiles and red pantiles, give these dwellings a distinct style.

Although some of the smaller dwellings floor plans have been used elsewhere, they have been elevated to suit the style we require.

The larger dwellings such as the Swinbourne, Chaucer and the 3B and 4B have been designed especially for this development.

The need to avoid overlooking of properties to the south of the site has necessitated the bespoke design of the dwellings to plots 1 – 5 inclusive. Plots 2, 3 and 4 have been designed to have low eaves to the rear which give a small spanning roof at first floor level, which is typical of dwellings of this era.
Layout

The layout has been produced from the site analysis and opportunities and constraints plan and has evolved through the design process including feedback from discussions with the Local Planning Authority and comments received from the public exhibition and subsequent meeting with the Parish Council.

The main considerations when designing the layout were the access, trees along the eastern boundary, the tree belt to the western boundary, existing dwellings to the south and west and their relative site levels, the proposed position of the open space, site contours, views into the site and beyond the site.

The location of the open space was identified at an early stage as being toward the north of the site and of an area just below 2.0 hectares.

As previously mentioned, the levels of the site and the proposed adjustment of site levels establish that the dwellings are elevated from the large open space to the North which they front on to. We have positioned large dwellings here which are spaced apart by their own garages, providing a low density character around this area.

With the need to provide surface water attenuation on site, another two small areas of open space have been provided to enhance the overall potential landscaping of the site and to give the site a semi rural character.

These two areas create attractive frontage greens which are overlooked by plots 10 to 13 and 49 to 53 and form defined focal points within the scheme.

A parking square area has been located to the frontage of plots 19 to 21 and 33 to 35.

The general principles of the layout is to provide:- Good quality character areas, a road layout that is dictated by the building layout. A road hierarchy that enables the use of as many Type 6 roads and private drives as possible to create informal layouts and decrease road dominance.
The Site and the Surrounding Area has been Surveyed in detail to determine the Influences and Opportunities present in this location. The site topography, neighbouring boundaries and local Architectural Styles are shown below. Enabling the design of the development to be sensitively advanced.
PROPOSED RESIDENTIAL DEVELOPMENT, WYNGATES, BLOFIELD.

BUILDING FOR LIFE 12 ASSESSMENT
Prepared by ASD Architecture

Introduction
The scheme has been assessed against the 12 criteria under BfL 12 based on the National Planning Policy Framework.

Bfl12 comprises of 12 questions, with up to four questions in each chapter. Based upon a simple traffic light system (red, amber and green) new developments should secure, as many “greens” as possible, minimise the number of “ambers” and avoid “reds”.

<table>
<thead>
<tr>
<th><strong>1. Connections</strong></th>
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<tr>
<td>1a. Where should vehicles come in and out of the development?</td>
<td>Green</td>
</tr>
<tr>
<td><strong>Vehicles are to enter and leave the site from an existing access road stopping short of the site boundary. This road has the capacity for the additional 64 proposed dwellings and the junction with the 'Wyngates cul-de-sac and Yarmouth Road has been realigned to give junction visibility to the current highway standards.</strong></td>
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<tr>
<td>1b. Should there be pedestrian and cycle only routes into and through the development? If so where should they go?</td>
<td>Green</td>
</tr>
<tr>
<td><strong>There are limited opportunities for pedestrian and cycle only routes into the site. However private drives and shared surface roads have been utilised as much as possible.</strong></td>
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</tr>
<tr>
<td>1c. Where should new streets be placed and could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood?</td>
<td>Green</td>
</tr>
<tr>
<td><strong>The streets within the development provide access to the proposed public open space to the north. This is to be for the local neighbourhood’s use as well as for the development site itself.</strong></td>
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<tr>
<td>1d. How should the new development relate to existing development? What should happen at the edges of the development site?</td>
<td>Green</td>
</tr>
<tr>
<td><strong>The proposed development is of low density adjoining the existing development toward the east and south boundaries, hence complementing the surroundings. The street pattern is of a similar nature to the existing development at Wyngates.</strong></td>
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<th><strong>2. Facilities and Services</strong></th>
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<td>2a. Are there enough facilities and services in the area to support the development? If not what is needed.</td>
<td>Green</td>
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</table>
The full range of facilities available in Blofield is within walking distance of the site including schools, employment, retail and leisure. The site is also close a bus route, has good foot/cycle routes, close to railway stations in Brundall and has generally good vehicular links being just south of the A47.

Where new facilities are proposed:

2b. Are these facilities what the area needs?

The open space and equipped play areas address the Council’s requirements for this facility in not just needs arising but existing shortfall. Furthermore, much green/biodiverse infrastructure is proposed together with notable foot/cycle network enhancements.

2c. Are these facilities in the right place? If not, where should they go?

The open space is well overlooked by proposed dwellings. The parking lay-by adjacent to the open space creates a buffer thus creating distance between play areas and homes.

Public Transport

3

3a. What can the development do to encourage more people (both existing and new residents) to use public transport more often?

Yarmouth Road is on a main bus route to the south of the site. The proposals include a Transport Statement that identifies that the facilities are in place and they do not require upgrading in terms of safety.

3b. Where should new public transport stops be located?

Existing bus stops are ideally positioned reasonably conveniently for this site.

4. Meeting Local Housing Requirements

4a. What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?

The scheme provides a full mix of dwellings ranging from 1 bedroomed flats to 4 bedroomed houses. Tenures will include not just market sales but affordable housing for sale and rent at levels below the market to enable all groups to obtain housing here.

4b. Is there a need for different types of house ownership (such as part buy or part rent) or rented properties to help people on lower incomes?
<table>
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<th>5. Character</th>
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<tr>
<td>5a. How can the development be designed to have a local or distinctive identity?</td>
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<tr>
<td>The Architects have carried out a contextual analysis of the surroundings and incorporated Victorian and Georgian styles within the development. Differing street styles and junctions such as the “parking square” to plots 19 – 21 and 33 - 35 and the two small “greens” give the development a local character.</td>
</tr>
<tr>
<td>5b. Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of the streets and spaces that the development should draw inspiration from?</td>
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<tr>
<td>See 5a above.</td>
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<tr>
<th>6. Working with the site and its context. Does the scheme take advantage of existing topography, landscape features (including water courses, trees and plants, wildlife habitats, existing buildings, site orientation and microclimate)?</th>
</tr>
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<tbody>
<tr>
<td>6a. Are there any views into or from the site that need to be carefully considered?</td>
</tr>
<tr>
<td>The development maximises the views into the site from the proposed public open space and the site access by positioning buildings to address them. The buildings themselves also benefit from those views.</td>
</tr>
<tr>
<td>6b. Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?</td>
</tr>
<tr>
<td>All existing trees are to retained. The tree/woodland to the west is used to create a backdrop/view to the development in that area.</td>
</tr>
<tr>
<td>6c. Should the development keep any existing building(s) on the site? If so, how could they be used?</td>
</tr>
<tr>
<td>There are no existing buildings on the site.</td>
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<tr>
<th>7. Creating well defined streets and spaces. Are buildings designed and positioned within landscaping to define and enhance streets and spaces and are the buildings designed to turn street corners well?</th>
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<tbody>
<tr>
<td>7a. Good streets and spaces are created by enclosing them with buildings and a strong landscaping scheme. Are buildings used to create enclosed streets and spaces?</td>
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The dwellings are designed to turn corners well so both elevations can be seen within the street scene. The road hierarchy used, maximises the use of shared surface roads and private drives.

7b. Good buildings turn corners. Do buildings turn corners well?
    All house types in a corner location are specifically designed to turn corners well.

7c. Do all fronts of buildings, including front doors, face the street.
    All fronts of buildings face the street and are positioned at ends of streets to act as vista stops.

8. Easy to find your way around. Is the development designed to make it easy to find your way around?

8a. Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?
    Character areas such as the “parking square”, the two “greens”, and the “main open space” gives each area its own distinct character area and landmarks making it easy to navigate.

9. Streets for All

9a. Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?
    The streets are designed with bends and pinch points that are designed not to exceed 20 m.p.h. Shared surface roads and private drives are used as much as possible to discourage faster speeds.

9b. Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?
    The “greens” and the areas of private drives are good meeting places and whilst it would be possible for children to play there, the close by open space areas provide a far better and safer environment.

10. Car parking. Is resident and visitor parking sufficient and well integrated?

10a. Is there enough parking for residents and visitors?
    There is more car park spaces than NCC Highway Authority require also there are some additional on-street parking adjacent to the open space.

10b. Is parking positioned close to people’s homes?
    All parking is close to the properties they serve.

10c. Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well
<table>
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<th>Parking courtyard serve up to four properties and are well overlooked by neighbours and from the street.</th>
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<tr>
<td>10d.</td>
<td>Are garages well positioned so they do not dominate the street scene?</td>
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<td></td>
<td>All garages are set back from the fronts of adjacent dwellings to ensure they do not dominate the street scene including integral garages to plots 2 &amp; 3.</td>
</tr>
<tr>
<td>11.</td>
<td>Public and Private Spaces. Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?</td>
</tr>
<tr>
<td>11a.</td>
<td>What types of open space should be provided within this development?</td>
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<tr>
<td></td>
<td>The open space provides for all types of play areas including for children up to 5 years old, 6 – 12 years old. We are seeking views from the Parish Council on how they wish this open space to be set out.</td>
</tr>
<tr>
<td>11b.</td>
<td>Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?</td>
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<tr>
<td></td>
<td>A need has been identified on the site and the play spaces for children up to 5 years, 6 – 12 and teenagers have been separated to prevent younger children feeling intimidated by older children.</td>
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<tr>
<td>12.</td>
<td>External Storage and Amenity Space. Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?</td>
</tr>
<tr>
<td>12a.</td>
<td>Is there enough storage space for bins and recycling, as well as vehicles and cycles?</td>
</tr>
<tr>
<td></td>
<td>Each property has its own defined area for bins as close to the properties rear doors as possible. Bin collection points at the entrances to private drives are positioned so as not to make it easy for residents to keep their bins in the street. Garages are sized so that they can be used as a parking space and also store cycles in making cycle storage secure.</td>
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