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The Design and Access Statement accompanies an outline planning application being submitted to Broadland District Council by Grand Vision Development Limited (the Applicant) for this exemplar infill development of a new housing scheme for a land in between Norwich Road and Station Road.

The proposed development comprises a minimum of 95 dwellings with access details included and all other matters reserved.

The scheme includes provision of open space and recreation space, an access from Norwich Road, and a pedestrian access from Wood Green. Also, the development includes the provision of a footpath/cyclepath connection along Norwich Road.

1. INTRODUCTION

1.1 PURPOSE OF THE DESIGN AND ACCESS STATEMENT

This Design and Access statement explains and seeks to justify the design principles and access arrangements proposed in the scheme design. As this is an outline planning application the detailed design will be dealt with through the submission of the reserved matters application.

1.2 STRUCTURE OF THE DESIGN AND ACCESS STATEMENT

PART 1 - SITE CONTEXT AND DESIGN PRINCIPLES

1. INTRODUCTION

Describes the purpose and structure of the Design and Access Statement and outlines in brief the development proposals.

2. CONTEXT

Examines the site context, existing forms of committed development on adjoining sites and explains the constraints and opportunities that exist which have shaped the emerging scheme design.

3. DESIGN PRINCIPLES

Explains the design principles adopted by Lanpro as scheme designers in this instance.

PART 2 - SCHEME DESIGN

4. RESIDENTIAL LAYOUT

Explains the scheme design and the design features incorporated in the proposals.

5. CONNECTIONS, ACCESS AND MOVEMENT

Explains the access arrangements, street hierarchy and design.

6. LANDSCAPE

Explains the position, extent and anticipated use of the open spaces proposed within the scheme and the ecological enhancement.
2.0 CONTEXT

2.1 SITE LOCATION AND EXISTING CONDITIONS

The application site comprises an area of approximately 11.3 hectares of agricultural land, located to the north of Norwich Road, Rackheath.

The site adjoins the built up boundary of Rackheath, to the south west, and Salhouse, to the north east, with much of the northern, eastern and southern boundaries of the site bordered by existing residential development. Open fields lie to the north west, and south east, with a rail line marking the eastern boundary of the site.

The site is not covered by any national or local landscape designations. The site is located within flood zone 1 as indicated on the Environment Agency’s flood risk mapping.

Rackheath and Salhouse lie approximately 5.1 miles to the northeast of Norwich. The population of Rackheath as per the 2011 census was 1,972 residents, living in 762 households; the population of Salhouse in 2011 was 1,486 residents living in 638 households.
2.1 SITE LOCATION AND EXISTING CONDITIONS (CONTINUED)

TOPOGRAPHY
- Site Boundary
- 0.5 m contour lines

LAND USE
- Site Boundary
- Arable Land
- Farmhouse
- Vaccant Land
- Woodland
- Main Road
- Industrial Use
- Residential Use

UTILITIES (GAS PIPELINE)
- Site Boundary
- Inner Zone
- Outer Zone
- High Voltage Electricity Cable

TREE SURVEY PLAN
2.2 KEY VIEWS

This section of the document contains a series of images of the site, road and footpath network and the surrounding landscape.
2.3 STRATEGIC CONTEXT

National planning policy is set out in the National Planning Policy Framework (NPPF) which was published in March 2012. This provides a framework within which regional and local policy is set. The publication of the Planning Practice Guidance (PPG) in March 2014 provides further guidance.

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Paragraph 14 of the NPPF further advises that Local Authorises should approve development proposals that accord with the development plan without delay. Of particular relevance to the future development of this site is the NPPF’s requirement to, “boost significantly the supply of housing,” and deliver a wide choice of high quality homes, with the achievement of good design expressed as a key aspect of sustainable development. Paragraph 47 of the NPPF sets out an obligation on local planning authorities to identify a five year supply of deliverable sites.

The latest Annual Monitoring Report for the authorities of Broadland, Norwich and South Norfolk published in December 2015 states that within the Norwich Policy Area there is a supply of only 4.39 years, whilst within the Broadland Norwich Policy Area there is only a supply of 3.11 years. There is, therefore, a requirement for Broadland District Council to work proactively with developers to boost their housing supply, particularly for development which is located within a sustainable location.

The proposed development, which lies within a sustainable location, would therefore deliver much needed new dwellings within the region.

Broadland District Council’s Development Plan currently consists of the following documents:
- The Joint Core Strategy (JCS);
- Development Management DPD;
- Site Allocations DPD; and
- Growth Triangle Area Action Plan.

The Joint Core Strategy confirms a requirement for the delivery of 36,200 dwellings between 2008 and 2026, the majority of which (33,000 dwellings) will be developed within the Norwich Policy Area.
2.3 STRATEGIC CONTEXT (CONTINUED)

Within these documents, Rackheath is defined as a ‘Service Village’ within the Norwich Policy Area, and confirms that part of the village lies within the Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle, which is allocated for 7,000 dwellings by 2026, rising to 10,000 dwellings thereafter. The Growth Triangle Area Action Plan was adopted in July 2026, and allocates 13 sites for housing and mixed use development, as well as providing more general policies relating to Green Infrastructure Network and policies to preserve the amenity and identity of existing communities.

The application site is located adjacent, to the east, of two allocations within the AAP:

• GT16 North Rackheath – an area of 293ha formerly the proposed former Rackheath Eco-Community, to include a 160ha mixed used development including 25ha of employment uses; and
• GT17 Land Adjacent Salhouse Road, Rackheath – a site of 3.5ha, which was granted outline planning permission for 80 dwellings in 2012.

The proposed site also lies adjacent to the primary green infrastructure corridor (Policy GT2).

The proposed development would help to address the Council’s shortfall in Green Infrastructure, as confirmed within the ‘Greater Norwich Infrastructure Needs and Funding Study’, published in 2009, which confirmed a need for new development within Broadland to deliver an additional 328.9ha of open space during the current plan period.

A full analysis of the Planning Policy Context is provided within the accompanying Planning Statement.
3.0 DESIGN PRINCIPLES
The proposal has been designed following three main principles:

- Respect to the existing urban gap between New Rackheath and Salhouse, meanwhile enhancing its connectivity.
- Enhancement of the local recreational and ecological conditions.
- An Integrated urban design that interrelates water management, landscape, and urban development.

3.1 RESPECT TO THE URBAN GAP
Main principle of Development concept is to preserve and enhance existing green space between New Rackheath and Salhouse. Existing development approached along Norwich Road and Wood Green in Salhouse towards New Rackheath and left an urban gap approximately 0.3 mile in length. To prevent coalescence of settlements the proposal includes open green space with woodlands, grasslands, windflower meadow and playing field enhancing exiting landscape and improve local habitats.

Along east site boundary from Salhouse settlements boundary till North of New Rackheath has been designed a linear green infrastructure zone linking the whole proposal with surrounded residential areas.

The linear park has an function of green buffer reducing noise and visual impact from the rail line along eastern boundary of the site.

3.2 ENHANCEMENT OF RECREATIONAL AND ECOLOGICAL CONDITIONS
The proposed development provides over 7 ha of green infrastructure, comprising woodland, grassland and meadows, footpaths and ponds, which will be available for the wider public to use and enjoy, addressing the open space deficiencies within the area.

3.3 INTEGRATED URBAN DESIGN
The vision for the management of the surface water has led to a design where the rainwater is managed using a SUDS system formed by swales and retention ponds. The swales are integrated inside the linear parks, emulating natural river catchments that end in the retention ponds and infiltration basins. The whole SUDS, including the retention ponds, do not only have a draining role, but they are a central part of the open spaces making the proposed landscape more dynamic and attractive. The retention ponds, integrated in the linear park, will provide variation to the park due to their changing seasonal character. They will become full of water after intense rains and partially full or dry in other periods. In a similar way to the swales, they will also allow a natural transition in the vegetation and will act as attractive spots from a recreational point of view.
4.0 RESIDENTIAL LAYOUT

The proposed development includes the erection of a minimum of 95 dwellings, to include 32 affordable dwellings, and the creation of a new public park, sustainable drainage systems, and associated infrastructure accessible from Norwich Road.

Although the entire site is 11.3 ha (29.9 acres) in area, only 2.61 ha (6.44 acres) is proposed to be developed for low density housing, enabling the generous provision of public open space, playing fields and new pedestrian, cycle and dog-walking routes.

Propose net density 36.4 dw/ha meets a feasible density range within 35-40 dw/ha for the developments in zero carbon standard with on-site renewable energy generation.

Although the housing layout shown is indicative at this stage, it is envisaged that the application proposals will deliver a mix of house types, the exact details of which will be dealt with via a reserved matters planning application.

Provisionally, there will be a mix of 95 dwelling, which are a mix of detached and semi detached properties formulated to meet local housing needs. This will be comprised of thirty 2-bedroom houses, thirty 3-bedroom houses, twenty six 4-bedroom houses and nine 5-bedroom houses with a mixture of garage and driveway parking.

<table>
<thead>
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<th>Housing Mix</th>
<th>Affordable 33.7%</th>
<th>Private 66.3%</th>
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<tbody>
<tr>
<td>Housing Type</td>
<td>2BD (B) 31.6%</td>
<td>2BD (A) 9.4%</td>
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<tr>
<td></td>
<td>3BD (C) 31.6%</td>
<td>3BD (B) 27.4%</td>
</tr>
<tr>
<td></td>
<td>4BD (D) 27.4%</td>
<td>4BD (C) 31.6%</td>
</tr>
<tr>
<td></td>
<td>5BD (E) 9.4%</td>
<td>5BD (D) 9.4%</td>
</tr>
<tr>
<td>Total</td>
<td>95 Houses</td>
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Housing Mix Schedule

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<tr>
<td>2BD (B) 30</td>
<td>2BD (A) 2</td>
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<tr>
<td>3BD (C) 32</td>
<td>3BD (B) 3</td>
</tr>
<tr>
<td>4BD (D) 26</td>
<td>4BD (C) 9</td>
</tr>
<tr>
<td>5BD (E) 63</td>
<td>5BD (D) 9</td>
</tr>
<tr>
<td>Total 95</td>
<td>Houses</td>
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Norwich Rd
4. RESIDENTIAL LAYOUT

[Diagram of a residential layout with labeled areas such as "Masterplan" and "Nechet Rd."]
4. RESIDENTIAL LAYOUT

Street Elevation A-A' | Part 1

Street Elevation A-A' | Part 2

Street Elevation A-A'

1. Surrounding Context
2. Railway
3. Proposed Woodland
4. Proposed Biowaste
5. Proposed Footpath
6. Proposed Grassland
7. Proposed Playing Field
8. Proposed Slides
9. Proposed Residential Street
10. Existing Link Road
11. Proposed Development
12. Proposed Footway
13. Proposed Public Car Parking
14. Proposed Infiltration Basin
15. Proposed Deck
5.0 CONNECTIONS, ACCESS AND MOVEMENT

There will be five spine roads running through the site; four northwest to southeast roads and northeast to southwest road with the new access point being from Norwich Road.

5.1 CAR PARKING
The scheme includes a public car park, on-street parking along the main spine road and garage parking on each private residential plot.

The public car park is located at the entrance zone of public park with access from a main vehicular road. Public park will cover parking needs of local residents visiting park and play areas. Proposed parking provision includes 25 cars spaces, 5 disability spaces and 26 cycle spaces.

5.2 PRIMARY ROAD
Main vehicular route running linking all development and is designed as 4.8m carriageway width 2 x 1.5m wide footways, on-street parking, street trees and planting. The road is designed so that it discourages vehicles to achieve high speeds, enhancing the security of residents and visitors of the green areas.

5.3 SECONDARY ROAD
Residential roads within the proposed development create access to properties to the east of the site. With this design approach the dominance of vehicles over pedestrians will be reduced. Each secondary road is ended with a turning bay and continues as pedestrian footpath linked into the park area.
5.4 PEDESTRIAN AND CYCLIST PROVISION

The proposed development has been designed to encourage non-vehicular journeys. The development is linked to Norwich Road by pedestrian paths, creating a ‘walkable’ neighbourhood.

The scheme includes a footpath/cyclepath connection along Norwich Road from Salhouse Road to the junction of Norwich Road with Station Road.

Provision of a cycle path not only services the current proposal, but also creates the potential to link the development to any future proposed cyclepaths along the main route of Norwich Road.

Together, the shared surface roads, footpaths and cyclepaths form a well-connected network of routes that encourage nonvehicular movements for short and medium distance trips.
6.0 LANDSCAPE AND ECOLOGY

As part of the proposed development there is a provision of 7 hectares of Green Infrastructure that include:

- 2.65 ha of woodland;
- 2.20 ha of grassland and wet meadow;
- 0.93 ha of footpaths and decking; and
- 1.23 ha of infiltration basins with wet meadow;

A sustainable urban drainage system is integrated into the proposal, as shown in the design principles chapter.

Additionally, the proposal is part of a complementary GI Strategy developed by Lanpro for Norwich Policy Area.
6. LANDSCAPE AND ECOLOGY

NORWICH ROAD SITE INTO THE GREEN INFRASTRUCTURE NETWORK PLAN OF GNA AND AS PART OF THE COMPLEMENTARY PROPOSAL DEVELOPED BY LANPRO
7.0 CONCLUSIONS

Given that the council cannot demonstrate a five year housing land supply, and given that the site lies within a sustainable location, close to shops, services and public transport nodes, it is considered that the proposed development should be granted planning permission. The proposed development will provide a minimum of 95 dwellings, which will significantly boost the Council’s housing supply, as well as provided significant levels of Green Infrastructure to meet a known shortfall within the area.

The proposed development has been carefully designed to provide an exceptional design and Green Infrastructure- led housing scheme, providing not only much needed housing but also significant new areas of high quality Green Infrastructure which benefit existing residents of Rackheath and Salhouse.

Overall, it has been demonstrated that the application accords with both national and local planning policy and that no material considerations have been identified which preclude the development of this site. It is respectfully considered that the application should be granted permission at the earliest opportunity.