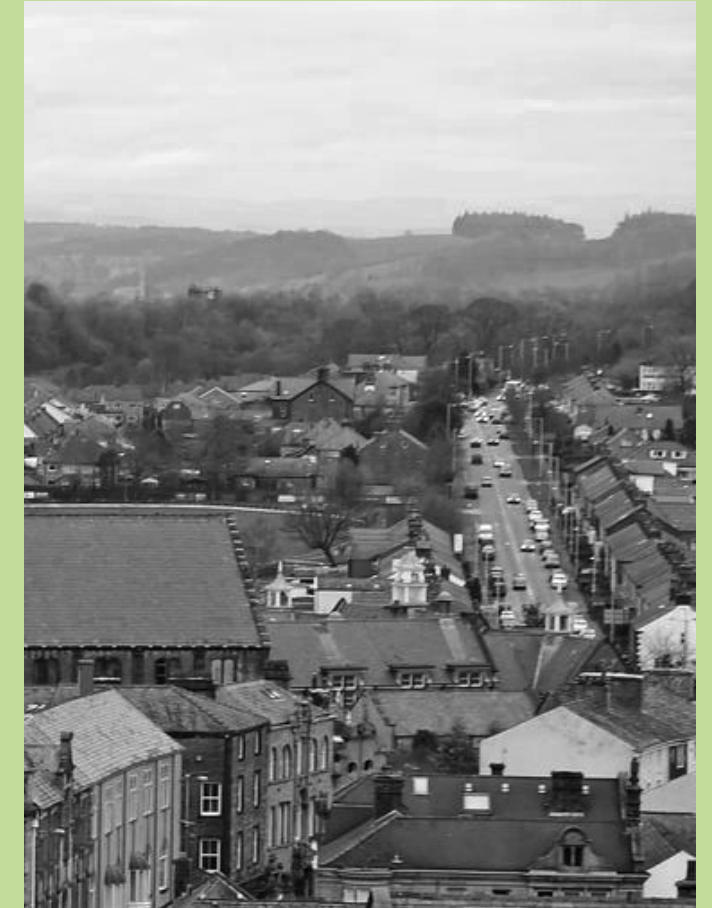
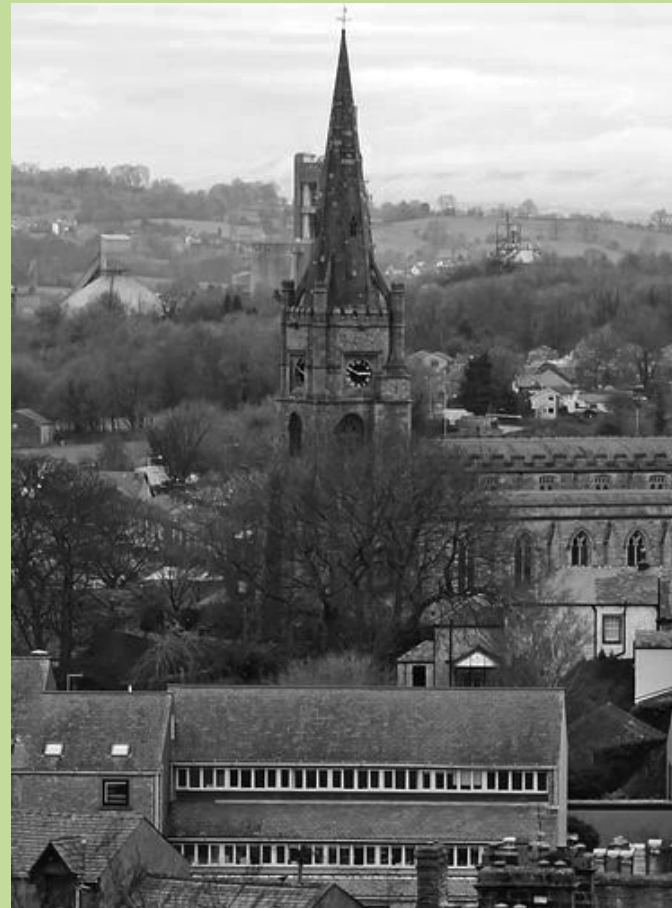


Design and Access Statement

# Higher Standen Road, Clitheroe, Phases 5 & 6

Created on behalf of Taylor Wimpey  
February 2022

Revision A



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SECTION  
**INTRODUCTION 01**



## 1.1 Foreword

This Design and Access Statement (DAS) has been prepared by Baldwin Design Consultancy Limited on behalf of Taylor Wimpey Manchester in support of their Reserved Matters Application for residential development comprising 300 dwellings in Phases 5 & 6 at the site located off Pendle Road, Clitheroe.

This application seeks planning permission for the development of the greenfield agricultural land for residential purposes. This Planning Application constitutes the third Reserved Matters Planning Application submitted pursuant to outline planning consent 3/2012/0942 and updated planning consent 3/2015/0895.

This document should be read in conjunction with the Supporting Planning Statement and technical reports.

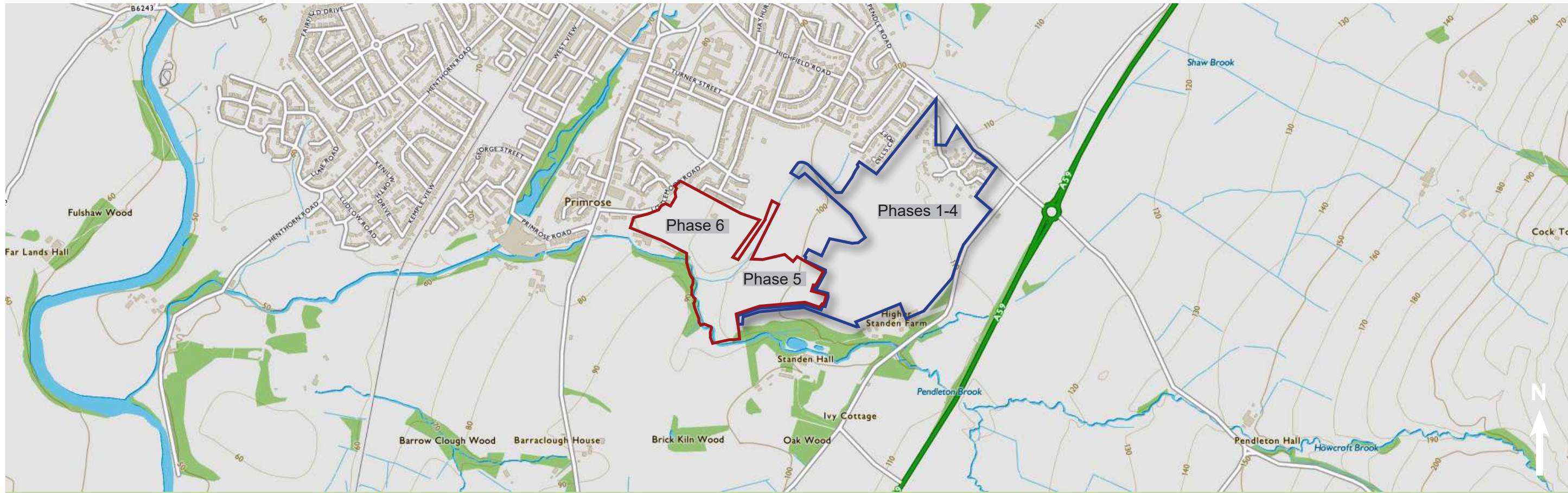
The purpose of this report is to describe the site, its context, relevant design guidance and the design concepts and principles which will inform the final design.

The structure of this document and the detail within follows the guidance from CABI's 'Design and Access Statements: How to read and use them' (2006) and Part 2, Article 8 of the Town and Country Planning (Development Management Procedure)(England) Order 2010.

This Statement is set out as follows:

- Section 2: Context Analysis - an assessment of the site's wider context in terms of town structure, historic development, streets and landscape character.
- Section 3: Site Analysis - a more detailed focus of the site and immediate surroundings in terms of townscape and visual structure; movement and connections, environmental assets and residential amenity, concluding with key opportunities for development of the site.
- Section 4: Planning Context - review of key planning policies that will influence the detailed design process.
- Section 5: Design Responses - key design principles which will inform the indicative layout.

- Section 6: The Scheme - parameters for the site, supported by a final layout that demonstrates how the site can be developed in accordance with the parameters including key design principles which shows how the scheme ties into the surrounding vernacular, incorporating architectural details, materials, and scale of building, with reference to landscaping.
- Section 7: Summary and Conclusions



Ordnance Survey Plan of land comprising Phases 5 & 6 of Higher Standen Farm, Clitheroe

# CONTEXTUAL ANALYSIS

## SECTION 02



2.1 Local Context Setting

Clitheroe is a town and civil parish in the Borough of Ribbles Valley in Lancashire, England. It is near the Forest of Bowland and is often used as a base for tourists in the area. The most notable building in the town is Clitheroe Castle, suggested to be one of the smallest Norman keeps in the country. Clitheroe is approximately 55 miles (34 KM) North-North West of Manchester.

Clitheroe has several historic buildings of special interest such as the Grade I listed Clitheroe Castle which lies to the north west of the development and the Grade II\* listed St. Mary Magdalene’s Church, also located to the north west. There are also several Grade II listed buildings located throughout the Clitheroe area.

Train services - There are hourly trains to Blackburn and Manchester Victoria from the railway station that are operated by Northern Rail. Usually, services are operated by Class 150 trains, but sometimes Class 156 and Class 153 operate the service. The Ribbles Valley Rail group (community rail group) is campaigning for services from Clitheroe to be extended to Hellifield.

Bus services - There are frequent bus services from Clitheroe Interchange to the surrounding Lancashire and Yorkshire settlements. Transdev is the most prominent operator, mainly operating interurban services to other towns in Lancashire, Greater Manchester and Yorkshire. Other operators include Holmeswood Coaches, M&M Coaches, Little Red Bus & Tyrer Bus.



View of Clitheroe Castle



Aerial view of Clitheroe with site indicated by a red dot



## 2.2 Context Plan

The contextual analysis on the right shows the distribution of local amenities and services within reasonable walking distance of the development site. The site is situated in the town of Clitheroe. Local services and amenities are located nearby in Clitheroe and Preston. Natural open spaces and public places are plentiful.

The NPPF document highlights the importance of pursuing sustainable development, and the need for the planning system to support economic growth.

It is commonly accepted that walking has the greatest potential to replace short car journeys, particularly those under two kilometers. The plan opposite shows the 400m (approx. 5 minute walk), 800m (approx. 10 minute walk) and 1200m (approx. 15 minute walk) catchment ranges for the site. Walking represents an alternative to the car for short range educational 'school run' and 'top up' shopping trips as well as some local employment and leisure journeys to the surrounding area.

The site benefits from bus connections along the A671, providing regular and frequent bus services to the surrounding area. This gives the site accessibility to the local, regional and national networks, and thus provides opportunities for modes of transport other than the car.

As previously mentioned, rail services are limited, with the nearest station located 6 miles to the north of the site in nearby Clitheroe.

The nearby A-roads provide access to the rest of Cheshire and the North. The A59 to the east, provides access to the north and south. Ribblesdale High School is located within walking distance of the site.

Other community facilities such as eateries, pharmacies, shops and religious establishments are all located within 4 miles of the site. Due to the provision of a circular bus route, reliance on the private car will be reduced which will have a positive impact on the environment.

### KEY

- Education (i.e. pre-schools, primary schools, secondary schools, colleges and universities);
- Eateries (i.e. restaurants, pubs, cafés and diners);
- Leisure Facilities
- Retail provision (i.e. supermarkets, shops etc.);
- Places of worship
- Bus Stops



Contextual Analysis Plan



## 2.3 Local Context

The Ordnance Survey map on the right shows the Phase 5 & 6 development site edged in red and orange.

Clitheroe is built on the north west of the A59 which is the main route from Blackburn to Skipton. Off the A59 you can access the M65 where you can access the main towns of Preston to Burnley.

The existing buildings within Clitheroe are varied in styles, age and materials. The town hosts a number of historic buildings with architecturally attractive features including thatched roofs, stone window and door surrounds and chimney stacks etc. The dominant buildings materials are brick and render.

New housing estates have expanded the area and these have been predominately built with red and buff brick and render, with a varied mixture of built forms. Typically in detached and semi detached fronting the road with reasonably sized front gardens providing adequate space for off road car parking.

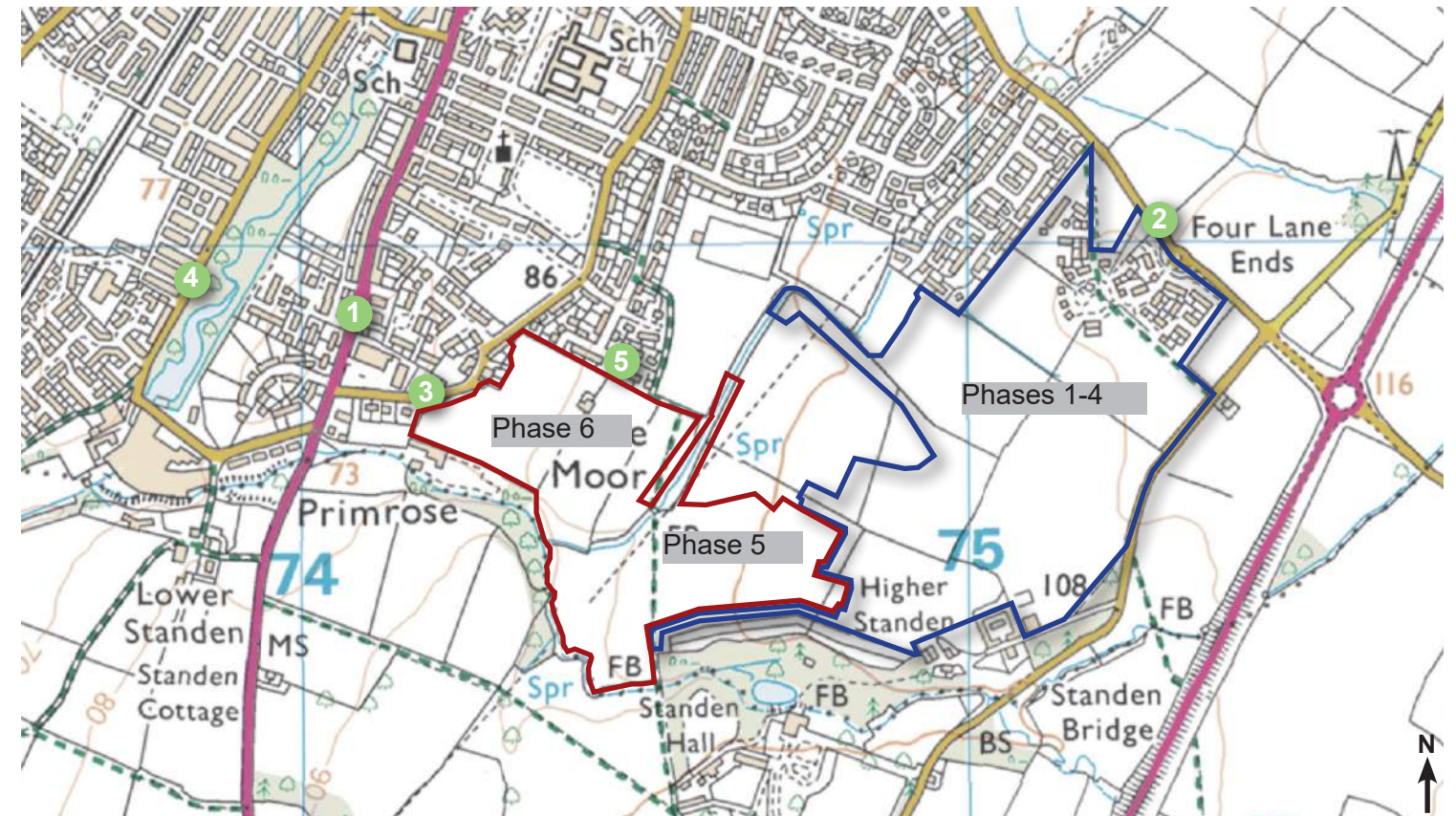
The surrounding housing stock to the development site are generally 1 and 2 storey brick and rendered buildings with pitched grey and red tiled roofs.

### Local Setting

Neighbouring residential developments off Pendle Road and Littlemore Road are characterised mainly by two storey red/brown brick and rendered residential properties, with a varied mixture of built forms, typically in mews, detached and semi detached fronting the road. Reasonably sized front gardens provide adequate space for road car parking where plot boundaries to the back of the existing footpath are delineated with a varied mix of boundary treatments in the form of hedge planting and low level walling/fence.

There are a number of local amenities within close proximity of the development in Clitheroe Town Centre, including food and drink establishments, shops, pharmacy and Post Office etc. The site also has links to existing open space surrounding the boundaries of the development.

The site benefits from good accessibility with a number of transport hubs in close proximity. This gives the site great accessibility to the local, regional and national road networks, including bus routes, and thus provides opportunities for modes of transport other than the car.



OS Plan with site edged in red (Phase 6) and Orange (Phase 5). Numbers correspond to the images.



2. Pendle Road



3. Littlemore Road



1. A671



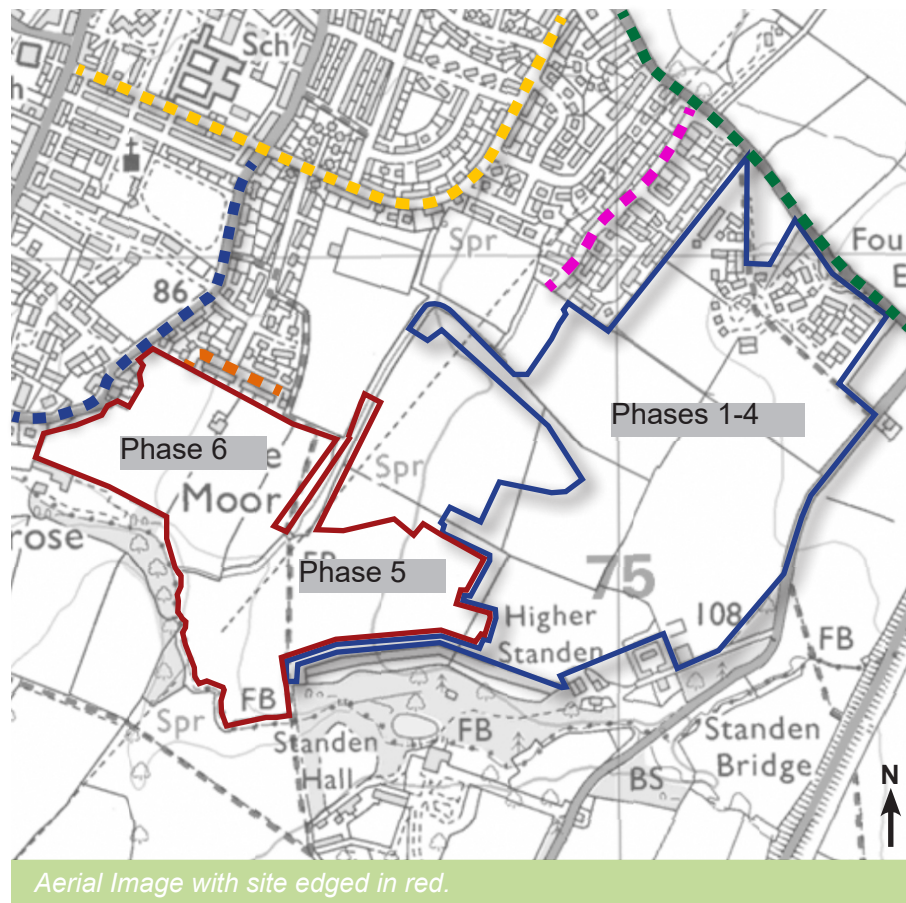
5. Woone Lane



5. Lingfield Avenue



## 2.4 Street Typologies



**Lingfield Avenue** ■■■■■■

Single storey dwellings with dormer first floor accommodation are typical to the north edge of Phase 6 with off-street parking and deep gardens. The street itself is a narrow cul-de-sac accessway served by Langshaw Drive. The houses are mixed in style and have no unifying materials or features.



**Littlemore Road** ■■■■■■

An isolated rural road to the west of Phase 6 site entrance with a number of traditional buildings converted for residential use interspersed along the road. Parking is largely off-street. The dwellings are generally arranged in a loose 'village' configuration. The road has an informal pedestrian track that is generally unpaved.



**Pendle Road** ■■■■■■

Providing access to the earlier phases of the development, Pendle Road is a semi-rural road with interspersed pockets of development comprising typically of two storey contemporary dwellings with off-street parking and landscaped verges.



**Turner Street** ■■■■■■

A broad arterial route from Clitheroe, the housing stock is a mix of contemporary dwellings and traditional cottages, parking for the contemporary dwellings is typically off-street however, the cottages do not have the capacity for this and generally open onto the street.



**Shays Drive** ■■■■■■

The housing stock is a mix of large detached and semi-detached dwellings in postwar contemporary style, with large front gardens providing space for off-street parking. A grass verge adds width and visual amenity to the street scene.



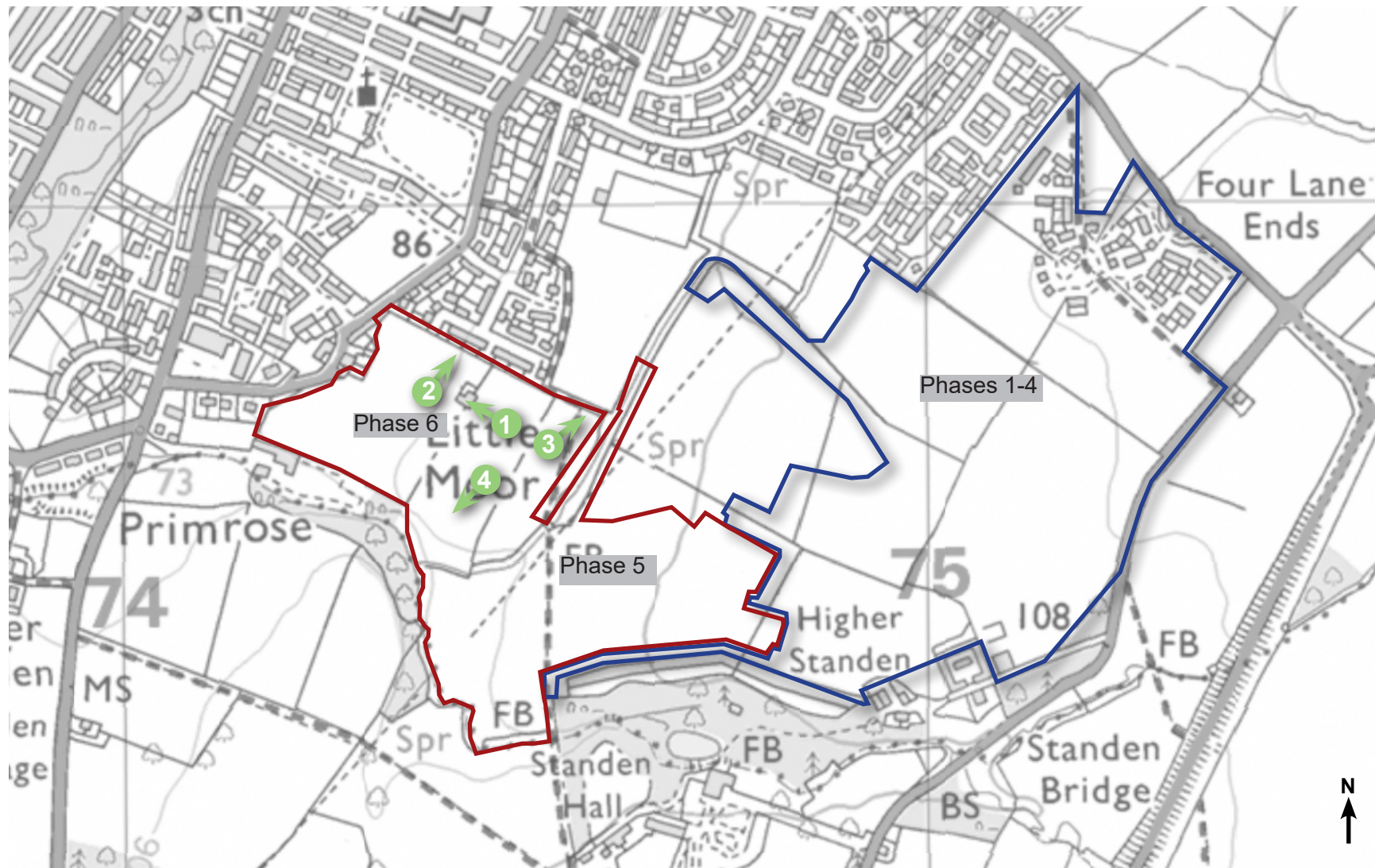
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SECTION  
**SITE ANALYSIS 03**



### 3.1 Photographic Analysis



OS plan with the site edged in red / orange. Arrow indicate where views are taken from.



View 2 - Looking north over Lingfield Avenue



View 3- Looking north east out towards the adjacent playing field



View 1 - Looking west to phase 6 boundary and existing ruined farmhouse



View 4 - Looking out of the site to the south towards tree buffer



## 3.2 Constraints and Opportunities

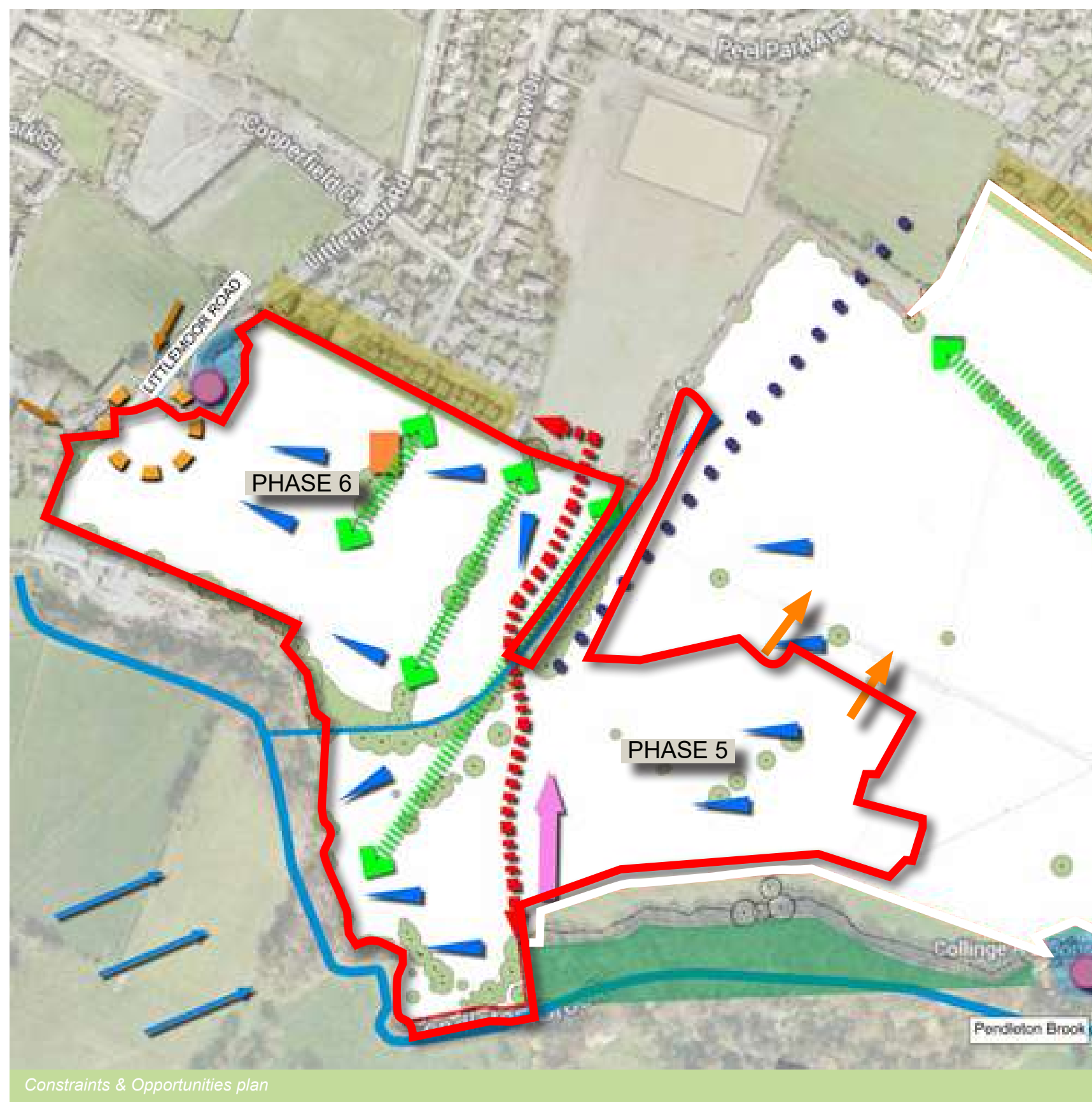
### Opportunities & Constraints

The site has a number of constraints and opportunities which have influenced the proposed design:

- Scale and materials of dwellings must be considered in order to be in keeping with the existing local vernacular;
- The nearby Clitheroe Castle is visible throughout the site.
- Pending a tree survey, the existing foliage will be cut back, and trees pruned as required;
- The vehicular and pedestrian access to phase 6 will be served from the existing access from Littlemoor Road;
- Consideration needs to be given to the interface with the adjacent properties along Lingfield Avenue;
- The existing landscaped boundaries to the west, and south will be retained;
- The existing vernacular established by the nearby school and church buildings should be considered during the design process;

### Strategy

- Development will be largely inward facing with the dwellings oriented to take advantage of vistas identified;
- Dwellings will be oriented to present an aesthetically pleasing frontage facing the site entrance;
- Housing layout to mitigate against overlooking onto the existing inn as well as new proposed properties;
- Connect existing pedestrian routes from adjacent phases throughout site;
- Take advantage of the site topography to provide vistas and viewpoints over the adjacent countryside;
- Landscape design to incorporate existing features to maximise the natural setting combining private and open areas to provide a comfortable living environment for residents;
- Existing Old Bothy house will be retained and used as a feature;
- The location of the site represents an opportunity to create a well-designed high-quality residential development that responds to the local context, positively addresses the existing landscape as well as infilling the space between existing residential developments and the adjacent open spaces.



### Key

Key opportunities and constraints for the development of the site have been identified following a detailed appraisal of the site and its context. The points are summarised on the adjacent plan.

- Application Site Boundary
- Existing low rise residential properties
- Primary vehicular entrance
- The Old Bothy to be partially retained (phase 6)
- Short range views into site
- Long range views into site
- Medium range views towards Clitheroe Castle
- Public Right of Way in Phase 6
- Opportunities for Green Corridors
- Site gradient
- Line of Roman Road
- Listed Building
- Existing trees
- Existing watercourse
- Existing woodland



### 3.3 Existing Bothy House



The existing ruined bothy house at the heart of Phase 6 has suffered considerable structural degradation



The existing ruined bothy house is seriously overgrown and has suffered considerable damage

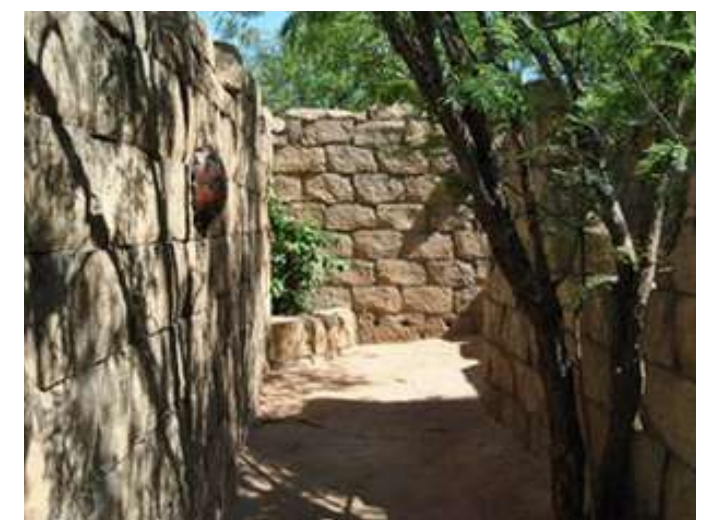
#### The Old Bothy / Play Space:

This dilapidated structure is being proposed as a 'Focal Point' for Phase 6. We propose to make this a functional part of the site by reducing it to a height of approximately 1m and allowing it's use as a play space, with the idea of it being used as a maze for younger children with the walls kept low to allow for visibility and oversight.

The associated grounds and mature trees will be incorporated into the Public Open Space / Green spaces strategy to provide a safe, well-overlooked greenspace with an established historical context.

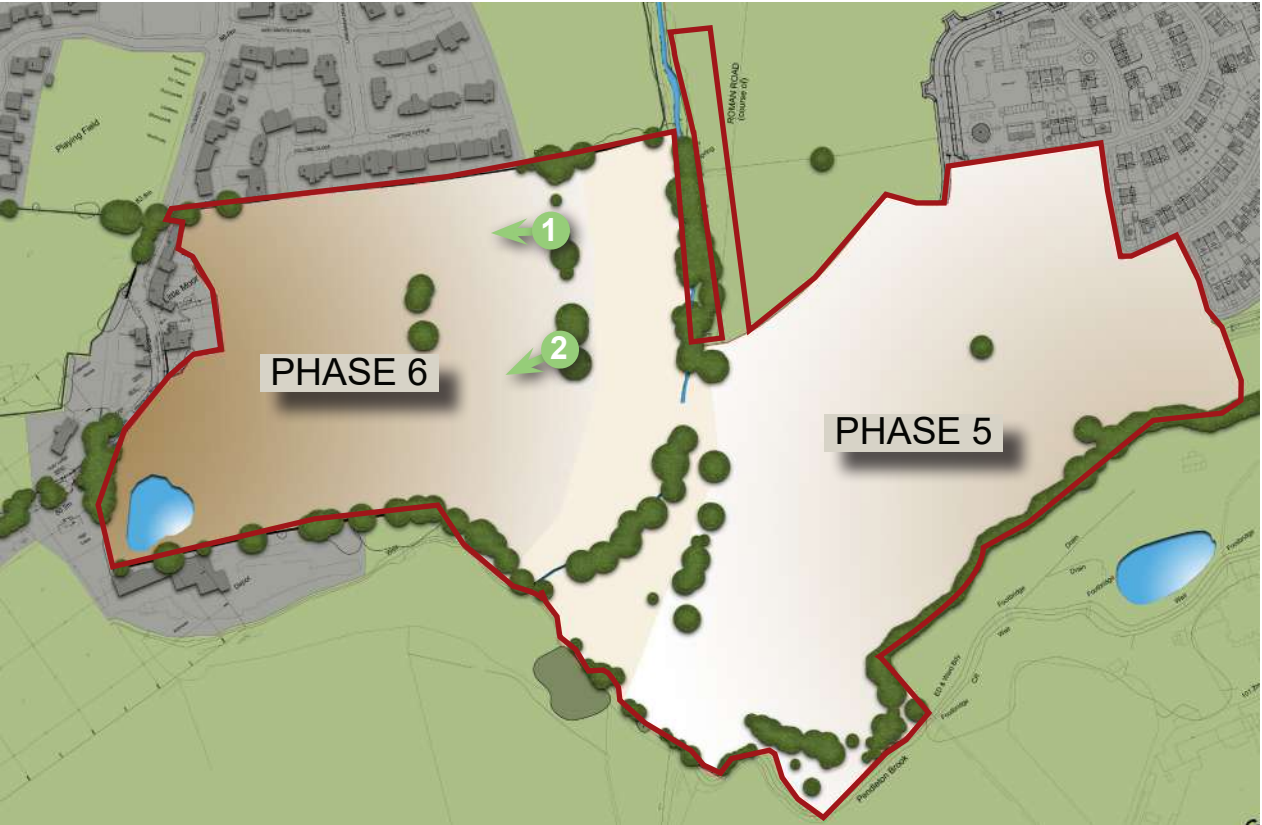
In it's current state, the existing bothy house is dilapidated and has suffered considerable structural damage with several areas of compromised stonework, roof structure and superstructure. There is also evidence of ongoing antisocial behaviour. It is believed that by incorporating the structure into the site in an improved form will alleviate these issues and allow the historic aspect of the site to play an ongoing role in the future of the wider Standen Farm area.

Presented below are some example images of how an existing structure can be adapted into a maze / play area that provides a safe, useable amenity for younger children that provides a positive contribution the open space / play amenity requirements.





3.4 Site Topography

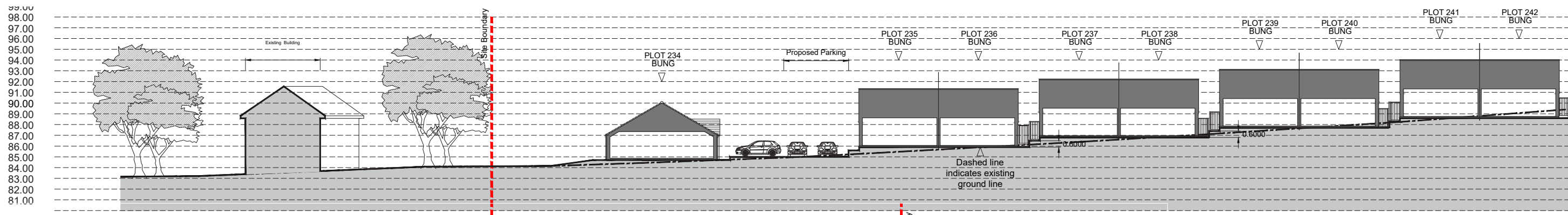


Site Layout showing the approximate on-site gradients

Existing Site Topography / Levels:

The existing levels and the relationship of the new development with the existing dwellings to the north and west of Phase 6 where the relationship is particularly close.

The gradient plan above and the adjacent photograph shows the extent to which the land drops east-west. The proposed site section below shows how the development, through the use of bungalows and adjusted finished floor levels, addresses this issue. A buffer zone has also been introduced across the northern boundary to further reduce the visual impact of the proposed development.



Site Section showing the drop in levels towards the western boundary



3.5 Existing Landscaping



Site Layout showing the approximate on-site gradients

Existing Green Assets

There are several high-category existing trees within the developable area which it has always been the intention to retain and integrate into the site layout as part of the wider green infrastructure strategy.

This integration strategy involves retaining the larger mature trees to create areas of visual interest within the Public Open Space network and to create areas of interest through the provision of 'pocket parks' throughout the development framework.

Existing landscaping will be bolstered by additional planting and the provision of a bund to the south of Phase 5 will further screen the nearby Standen Hall.

The existing retained green assets around the site perimeter will further enhance the sense of place and serve to reconnect the site with it's rural heritage





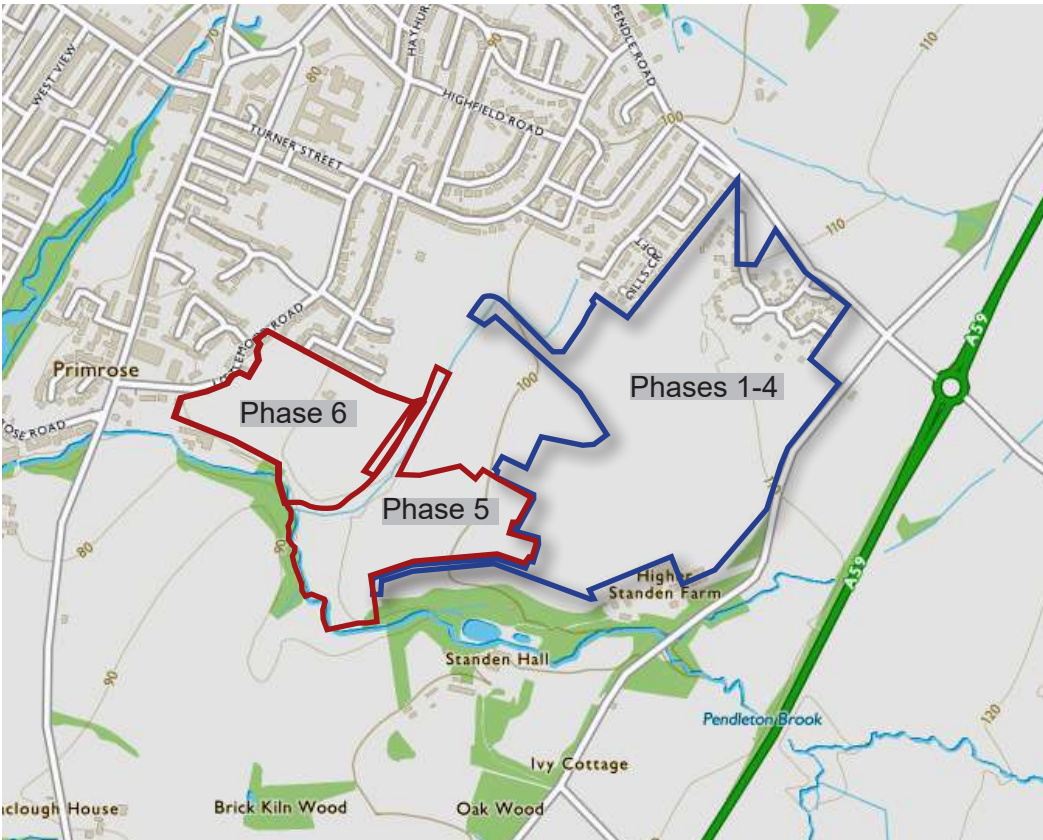
SECTION  
**PLANNING CONTEXT** **04**



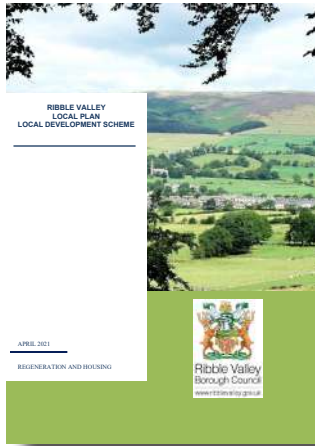
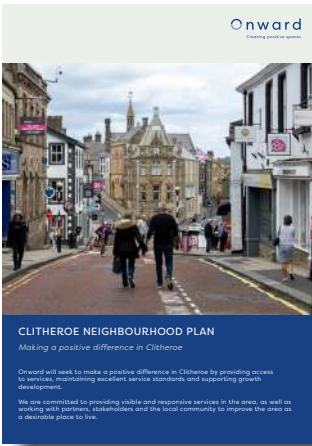
# 4.1 Summary of Ribble Valley Local Plan and Unitary Development Plan Policies

The application site is comprised of Phases 5 & 6 of the larger development site and is to accommodate 300 dwellings, making the development of an acceptable scale that would deliver considerable benefits in the form of increased and improved housing stock in the area.

As a response to the council’s policies regarding crime and community safety, the proposed development has been designed to ‘Secured by Design “Homes 2019”’ security specification in order to mitigate any risk of crime. Other relevant Planning Policies and Strategic Objectives are summarised to the right.



Location Plan



## Policy DS1

The majority of new housing development will be:

- concentrated within an identified strategic site located to the south of Clitheroe towards the A59; and the principal settlements of: Clitheroe; Longridge; and Whalley.

Strategic employment opportunities will be promoted through the development of:

- the Barrow Enterprise Site as a main location for employment; and
- the Samlesbury Enterprise Zone.

New retail and leisure development will be directed toward the centres of:

- Clitheroe;
- Longridge; and
- Whalley.

In addition to the strategic site at Standen and the borough’s principal settlements, development will be focused towards the Tier 1 Villages, which are more sustainable of the 32 defined settlements.

In the 23 remaining Tier 2 Village settlements, which are the less sustainable of the 32 defined settlements, development will need to meet proven local needs or deliver regeneration benefits.

In general the scale of planned housing growth will be managed to reflect existing population size, the availability of, or the opportunity to provide facilities to serve the development and the extent to which development can be accommodated within the local area. Specific allocations will be made through the preparation of a separate allocations DPD. In allocating development, the Council will have regard to the AONB, Green Belt and similar designations when establishing the scale, extent and form of development to be allocated under this strategy. The relevant constraints are set out as part of the strategic framework included in this plan.

Development that has recognised regeneration benefits, is for identified local needs or satisfies neighborhood planning legislation, will be considered in all the borough’s settlements, including small-scale development in the smaller settlements that are appropriate for consolidation and expansion or rounding-off of the built up area.

Through this strategy, development opportunities will be created for economic, social and environmental well-being and development for future developments.

## Policy DS2

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- specific policies in that Framework indicate that development should be restricted.

## Key Statement EN2

Landscape

The landscape and character of the Forest of Bowland Area of Outstanding Natural Beauty will be protected, conserved and enhanced. Any development will need to contribute to the conservation of the natural beauty of the area.

The landscape and character of those areas that contribute to the setting and character of the Forest of Bowland Areas of Outstanding Natural Beauty will be protected and conserved and wherever possible enhanced.

As a principle the Council will expect development to be in keeping with the character of the landscape, reflecting local distinctiveness, vernacular style, scale, style, features and building materials

## Key Statement H1

Housing Provision

Land for residential development will be made available to deliver 5,600 dwellings, estimated at an average annual completion target of at least 280 dwellings per year over the period 2008 to 2028 in accordance with baseline information. The Council will identify through the relevant “Strategic Housing Land Availability Study” (SHLAA), sites for residential development that are deliverable over a five-year period. By reference to the housing land monitoring report and where appropriate Strategic Housing Land Availability Assessments, the Council will endeavour to ensure housing land is identified for the full 15 year period and beyond. A ‘plan-monitor-manage’ approach will be adopted and a monitoring report will be the key tool in tracking the fiveyear rolling land supply. The overall housing requirement will be subject to a formal review within five years from the date of adoption of the Core Strategy to ensure it remains the appropriate strategic figure with which to plan.

## Key Statement H2

Housing Balance

Planning permission will only be granted for residential development providing it can be demonstrated that it delivers a suitable mix of housing that accords with the projected future household requirements and local need across the Ribble Valley as a whole as evidenced by the Strategic Housing Market Assessment.

Determination of planning applications for residential development will be informed by the most recent Housing Needs Surveys, Addressing Housing Needs statement and the most recently adopted SHMA, to identify the type, tenure and size of residential dwellings, required at different locations throughout the borough as well as reference to relevant housing market information as appropriate.

## Key Statement H3

Affordable Housing

Affordable housing is broadly defined as that which is accessible to people whose income does not enable them to afford to buy or rent property suitable for their needs in the open housing market.

Within the settlement boundaries of Clitheroe and Longridge, on housing developments of 10 units or more dwellings (or sites of 0.5 hectares or more, irrespective of the number of dwellings) an element of affordable, local needs housing will be required on all schemes. The Council will seek affordable housing provision at 30% of units on the site.

The Council will use open book viability assessments, provided at the developer’s cost, within its consideration of affordable housing provision particularly where thresholds are not being met.

In all other locations in the borough, on developments of 5 or more dwellings (or sites of 0.2 hectares or more irrespective of the number of dwellings) the council will require 30% affordable units on the site.

The Council will only consider a reduction in this level of provision, to a minimum of 20% only where supporting evidence, including a viability appraisal fully justifies a lower level of provision to the council’s satisfaction.

Providing housing for older people is a priority for the Council within the Housing Strategy. Within the negotiations for housing developments, 15% of the units will be sought to provide for older people on sites of 10 units or more. Within this 15% figure a minimum of 50% would be affordable and be included within the overall affordable housing threshold of 30%. The remaining 50% (ie the remaining 50% of the 15% older people’s element) will be for market housing for older people.

All affordable housing provided must be made available to those in housing need and will remain affordable in perpetuity.

Developers will be expected to provide affordable housing on site as part of the proposed development unless Ribble Valley Borough Council and the developer both agree that it is preferable to make a financial or other contribution towards the delivery of affordable housing on another site. Older people’s housing should meet the Lifetime Homes standard as a minimum

## Policy DMG1

General Considerations

In determining planning applications, all development must:

Design

1. Be of a high standard of building design which considers the 8 building in context principles (from the cable/english heritage building on context toolkit.
2. Be sympathetic to existing and proposed land uses in terms of its size, intensity and nature as well as scale, massing, style, features and building materials.
3. Consider the density, layout and relationship between buildings, which is of major importance. Particular emphasis will be placed on visual appearance and the relationship to surroundings, including impact on landscape character, as well as the effects of development on existing amenities.
4. Use sustainable construction techniques where possible and provide evidence that energy efficiency, as described within policy DME5, has been incorporated into schemes where possible.
5. The code for sustainable homes and lifetime homes, or any subsequent nationally recognised equivalent standards, should be incorporated into schemes.

Access

1. Consider the potential traffic and car parking implications.
2. Ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated.
3. Consider the protection and enhancement of public rights of way and access.

Amenity

1. Not adversely affect the amenities of the surrounding area.
2. Provide adequate day lighting and privacy distances.
3. Have regard to public safety and secured by design principles.
4. Consider air quality and mitigate adverse impacts where possible.

Environment

1. Consider the environmental implications such as ssis, county heritage sites, local nature reserves, biodiversity action plan (bap) habitats and species, special areas of conservation and special protected areas, protected species, green corridors and other sites of nature conservation.
2. With regards to possible effects upon the natural environment, the council propose that the principles of the mitigation hierarchy be followed. This gives sequential preference to the following: 1) enhance the environment 2) avoid the impact 3) minimise the impact 4) restore the damage 5) compensate for the damage 6) offset the damage.
3. All development must protect and enhance heritage assets and their settings.
4. All new development proposals will be required to take into account the risks arising from former coal mining and, where necessary, incorporate suitable mitigation measures to address them.

## 4.2 Building For a Healthy Life



A 'Building for a Healthy Life' assessment has been produced by Baldwin Design Consultancy Ltd in accordance with the 'Building for a Healthy Life' headings.

Response Grade.



Green = go ahead



Amber = try & turn to green



Red = stop & rethink

## Natural Connections



Primary vehicular, pedestrian and cycle routes have been extended to the site boundary with entrance points from the adjacent phases and from Littlemoor Road. The access road hierarchy has been designed to promote a pleasant, low traffic environment and to design out 'rat runs', the housing layout has also been designed to enhance natural observation and minimise the creation of 'negative spaces'.

Existing trees and green assets have been retained and integrated into the scheme wherever possible and enhanced through additional planting. Existing mature trees have been retained and incorporated into areas of public open space.

## Walking, Cycling & Public Transport



Cycle and pedestrian routes have been provided throughout the site, with priority being given to pedestrians and cyclists as they move through the site. Shared surfaces and pedestrian footpaths run alongside vehicular routes providing safe, coherent routes through the site. The road layout, rumble strips and raised platforms will help regulate traffic speed throughout.

Public transport facilities are available off-site, with bus stops near to the site on the nearby A523. The wider rail network can be accessed from Clitheroe Station, located 0.9 miles away. A bus gate will be provided, allowing for bus routes to be extended throughout the site. An ANPR system will regulate vehicular access through the bus gate.

## Facilities and Services



Community facilities such as health centres, retail provision, schools, places of worship and eateries all have adequate provision off-site, accessible via short-journey public transport. Large areas of woodland, greenspaces and managed leisure facilities are located off site, easily accessible from within and outside the site.

## Home for Everyone



Every dwelling will be provided with off-street parking. The housing provision comprises a diverse mix of sizes and tenure, this mixture of house types allows for changing circumstances and promotes social mobility.

All dwelling houses are all provided with their own private outdoor space

## Making the Most of What's There



There is currently a large dilapidated farmhouse between phases 5 & 6 that will be retained, made safe and converted into a feature. Phases 5 & 6 occupy the south western parcel of a larger development site. The south of the site is bounded by countryside with vista views over the nearby Standen Hall and Standen Hey Woodlands. To the north and west of the site there are existing residential developments. The adjacent phases of the development are located to the east.

There are listed buildings located on the adjacent Littlemoor Road and the adjacent farm track to the south east.

## A Memorable Character



The house types have been designed with a style that compliments and takes influences from surrounding urban grain. A cohesive visual style will run through the development and will be tied back to the surrounding area though sympathetic landscaping and pedestrian, cyclist and vehicular connections.

The landscaping treatment and inclusion of the existing trees and boundary treatment into the green infrastructure provide character and aid way-finding throughout the site.



## Well Defined Street and Spaces



The development has been designed to provide active frontages and complete parcels wherever possible, with distinct feature plots and dual aspect units at the site entrance to avoid blank elevations facing onto public spaces.

Access to all plots is simple and direct, each plot is provided with off-street parking and private outdoor spaces.

Street planting has been provided to augment the existing green infrastructure with standoff provided for the provision of in-plot landscaping.

## Easy to Find Your Way Around



The development has a legible layout that promotes way finding through variation in surface treatment and the provision of vista plots at key locations to help people find their way around the development. The house typologies and orientations are matched to the road layout to create a positive relationship with their surroundings.

The entrance to the site is obvious and utilises the existing vehicular access from the adjacent phases. The bus gate ANPR system restricts vehicular access from Littlemoor Road. The on-site infrastructure follows a simple, logical progression from the spine road that extends throughout the sites adjacent phases.

## Healthy Streets



The road layout has been designed to incorporate measures to ensure a healthy, secure environment for residents and visitors, such measures include the provision of rumble strips and a decreasing road hierarchy to reduce vehicular speeds through primarily residential areas. The landscaped areas create positive spaces that will provide people with areas to gather, chat and play in a secure, observed environment, it also allows the development to step back from the road, allowing for a degree of 'decompression space' while reducing the visual mass of the development.

Street-side landscaping has been provided to further enhance the public spaces. The existing landscaped boundary treatments have been retained to improve resident's amenity.

## Cycle and Car Parking



As the development comprises of detached, semi-detached and mews houses, off-street car parking has been provided to all plots, the parking has been designed to remove the car from the street scene wherever possible. The parking spaces will be fully compliant with LCC parking standards.

Secure cycle storage facilities can be provided within the dwellings or within the dwelling curtilage.

## Green and Blue Infrastructure



As mentioned above, the existing mature feature trees have been retained on the western boundary enhanced with additional planting throughout.

Mature feature trees have been retained throughout the site and incorporated into the Public Open Space provision.

The housing layout has been designed and oriented to provide the green spaces with natural surveillance. The additional planting will spread the green infrastructure network throughout the site.

## Back of Pavement, Front of Home



The housing layout has been designed to create a unified space, reinforcing the divide between public and private spaces. Strong boundary treatments will further reinforce these boundaries and continue the distinctive local characteristic.

Space has been allocated for front garden spaces that will create opportunities for social interaction.

The layout has been designed to minimise negative spaces that serve no public or private uses.

The layout has been developed to ensure that waste is stored and disposal is easy.