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01. BACKGROUND

The overall vision for the site is to provide a distinctive and high quality place, which enhances the qualities and character of Haddenham.

The development will create up to 100 dwellings with associated public open space, which provides a choice of housing to meet the needs of the area, whilst respecting and enhancing the site’s environmental and cultural assets. It will also promote the use of sustainable transport.

Housing will be set within a robust green infrastructure, which will include existing mature trees and hedgerows. The scheme will provide a play area which will act as a community focus within the development.

Rather than attempt to imitate existing built development, the design is informed and inspired by the character and detail found within the historic elements of Haddenham, local villages and surrounding landscape.

The masterplan in this document is illustrative only and demonstrates what a potential scheme may look like and as such is not exactly what will be built.
### Design Objectives

The vision responds to current conditions and future needs, with the overall aim of providing a high quality environment. There are a number of key design objectives which inform the Illustrative Masterplan and which are explained in detail in the DAS:

- **To retain & enhance views** - A separate Landscape & Visual Analysis has been completed.
- **To deliver a high quality “place” which is sustainable, safe, and attractive**; The masterplan and DAS provide a high quality built and landscaped design that incorporates Best Practice principles. Using as a reference the core design texts of "Manual for Streets II", “Safer Places ”, and "By Design”.
- **To deliver a mix of housing** - up to 100 new dwellings, offering 2-5 bedroom properties, comprising a range of house types from linked townhouses to detached properties.
- **To provide an integrated network of public open spaces and new play facilities**.
- **To establish a legible environment**, with a choice of interconnected attractive streets and pedestrian routes which provide excellent connectivity across the site into Haddenham and the surrounding countryside.
- **To adopt inclusive design**, by making the place accessible for all.
- **To promote sustainability and reduce energy consumption**.

Identifying the distinctive components that define local character has been a fundamental starting point for the design of the site. Local character comprises of a variety of design elements, from the way in which streets interconnect, development blocks and buildings are arranged, the use of common building materials, visual containment and boundary treatments etc. The site specifically does not seek to recreate, or generate a pastiche of what has gone before, but instead to look forward to contemporary sustainable design solutions which effectively integrate into the existing fabric of Haddenham by way of referencing common building materials, layout and street hierarchy.
01. Background
01. Background

Introduction and Purpose

This Design & Access Statement (DAS) accompanies the Outline Planning Application made by Gladman Developments Ltd, for the development of land off Wilburton Road, south east of Haddenham. The development comprises residential development (up to 100 units) with a single vehicular access point off Wilburton Road and new Green Infrastructure. The location of the site is illustrated in Figure 01.

Design and Access Statements are required by the Planning and Compulsory Purchase Act 2004. The purpose of this document is firstly, to provide information concerning the design evolution of the development; secondly, to outline the broad design principles that have led to the form and type of development proposed and thirdly; to set the application site in context with its surroundings. This document should be read in conjunction with the Planning Statement (PS) and the Transport Assessment accompanying the planning application.

The structure of this document and the detail within follows guidance produced by DCLG Circular 03/2010; “Guidance on Changes to the Development Control System”. This statement also embraces two other essential supporting texts: CABE’s; “Design and access statements: how to write, read and use them” (2006) and the Urban Design Group’s ‘Design and Access Statements Explained’ (2008).

The following requisite elements are identified in Circular 01-2006 and are fully explained within this document:

- An assessment of the sites’ immediate and wider context;
- Evaluation of the assessment; and
- Design of the scheme.

A response to the contextual analysis in terms of a description of the proposed mix of uses in relation to:

- Their distribution across the site;
- The appropriateness of the accessibility to and between them; and
- Their inter-relationship to the surrounding area.

An explanation of the design principles and concepts in terms of:

- Amount;
- Layout;
- Scale;
- Landscaping – Green Infrastructure;
- Appearance; and
- Accessibility.

This statement includes a Framework Plan (page 39), which underpins the Illustrative Masterplan (page 41) which in turn encapsulates the disposition of land uses, development block structure, street layout, indicative plot arrangement and landscape structure or Green Infrastructure.
01. Background

**Building for Life 12**

The scheme has been developed embracing the twelve Building for Life 12 criteria developed by CABE and the Home Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for Life criteria are used to evaluate the quality of schemes against this vision.

This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained. The twelve Building for Life Questions are grouped under three headings, and are set out below:

<table>
<thead>
<tr>
<th>1)</th>
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<tbody>
<tr>
<td>Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?</td>
<td>Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?</td>
<td>Does the scheme have good access to public transport to help reduce car dependency?</td>
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<tr>
<td>Does the development have a mix of housing types and tenures that suit local requirements?</td>
<td>Does the scheme create a place with a locally inspired or otherwise distinctive character?</td>
<td>Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?</td>
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<td>7)</td>
<td>8)</td>
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<tr>
<td>Are buildings designed and positioned within the landscaping to define and enhance streets and spaces and are buildings designed to turn corners well?</td>
<td>Is the scheme designed to make it easy to find your way around?</td>
<td></td>
</tr>
</tbody>
</table>
01. Background

Street and Home

9) Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10) Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

12) Is there adequate external storage space for bins and recycling as well as vehicles and cycles?
2. RESPONSE TO CONTEXT
02. Response to Context

Strategic Location

The site is sustainably located with easy access to existing community amenities and the local public transport network. It is a logical housing site which would exist as an extension to existing residential development to the south east of Haddenham. The site can be safely accessed via Wilburton Road with pedestrian links to the surrounding area.

Housing Need

Throughout the UK there is currently an overwhelming need for affordable housing and this proposal will go towards East Cambridgeshire District Council’s effort in providing for such housing needs.

Planning Policy

There is a wealth of design documentation and core reading, which provides a rich source of best practice design guidance for new development. The National Planning Policy Framework (NPPF) and By Design are some of the principal documents, which have been embraced as part of the design strategy.

A detailed assessment of the planning policy framework is set out in the Planning Statement, which accompanies the planning application. This section focuses on the local planning policies most relevant to the design and access proposals for the development.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the government’s planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the priorities and needs of their communities. At the heart of the NPPF is a presumption in favour of sustainable development.

Local Policies: East Cambridgeshire

The Core Strategy document was adopted by the East Cambridgeshire District Council in October 2009 and sets out a clear vision for the future of the district, and identifies how, where and when new development will take place in East Cambridgeshire. It also includes a range of policies which will be used for assessing planning applications.

Relevant extracts are as follows:

Policy CS1: Spatial Strategy

The majority of development will take place in the towns and most sustainable villages, dependent on:

- their role as employment, retail and service centres
- their level of accessibility, and particular environmental and infrastructure constraints.

Policy CS2: Housing

Approximately 1,250 dwellings, sites for the balance of 483 dwellings required up to year 10 of the housing trajectory will be identified in the site-specific Development Plan Documents. They will be distributed in accordance with the spatial strategy set out in Policy CS1. This may require allocation of additional housing land outside existing settlement boundaries.

Policy CS2: Environment

All new development should contribute to the delivery of sustainable development, by:

- being designed and located to minimise carbon emissions and the use of non-renewable resources,
- mitigate/adapt to future climate change,
- provide attractive and safe places for people, and;
- protect and enhance the quality of the natural and built environment.

New development proposals will be expected to incorporate open space and high quality landscaping to provide attractive environments for people and wildlife. The quality and distinctiveness of East Cambridgeshire’s towns and villages and landscapes will be conserved and enhanced.
Policy CS7: Infrastructure
There should be appropriate infrastructure and community services and facilities in place to serve the needs of new development schemes and to deliver the objectives of the Core Strategy.

Policy CS8: Access
Development and transport planning will:
• be co-ordinated to improve accessibility for the whole community,
• reduce the need to travel by car, and;
• increase public transport use, cycling and walking.

Policy H1: Housing Mix and Type
On schemes of 10 or more dwellings there should be a housing mix that contributes to local needs and helps deliver a balanced community. In order to meet identified local needs, a proportion of dwellings that are suitable or easily adaptable for occupation by the elderly or people with disabilities will be sought on schemes of five or more dwellings.

Policy H2: Density
New residential schemes will need to make efficient use of land and help to ensure that overall the district achieves at least an average density of 30 dwellings per hectare on new developments. The appropriate density will be judged on a site by site basis taking account of:
• The character of the site and its surroundings;
• The need to accommodate other uses and residential amenities such as open space and parking areas.

Policy H3: Affordable Housing
Housing schemes of 3 or more dwellings will be required to make appropriate provision for an element of affordable housing.

Policy S7: Parking Provision
Development proposals should provide adequate levels of car and cycle parking, and make provision for parking in accordance with the Council’s parking standards

Policy EN1: Landscape Settlement and Character
Proposals for development should be informed by, and be sympathetic to, the distinctive character areas defined in the Cambridgeshire Landscape Guidelines. Development proposals should demonstrate that their location, scale, design and materials will protect, conserve, and where possible enhance:
• The pattern of distinctive landscape features, such as watercourses, characteristic vegetation, woodland, trees, field patterns, hedges and walls, and their function as ecological corridors for wildlife dispersal
• The settlement edge, space between settlements, and their wider landscape setting
• Visually sensitive skylines, hillsides and geological features

East Cambridgeshire: The Emerging Local Plan

East Cambridgeshire are in the process of producing a new Local plan which is still currently under examination by the Planning Inspectorate. The emerging plan sets out new policy with regards to spatial strategy and design. Key points are outlined below:

Policy ENV2: Design
All development will be designed to a high quality, enhancing and complementing local distinctiveness and public amenity by relating well to existing features and introducing appropriate new designs. Design which fails to have regard to local context and does not take advantage of opportunities to preserve, enhance or enrich the character, appearance and quality of an area will not be acceptable and planning applications will be refused.

Below is a summary of principles the council expects good design to comply to:
• Make efficient use of land while respecting the density, urban and village character, public spaces, landscape and biodiversity of the surrounding area.
• Be developed in a comprehensive way, avoiding uncoordinated piecemeal development, to create a strong and attractive sense of place and local distinctiveness.
02. Response to Context

- Where appropriate, contain a variety and mix of, uses, heights and types of buildings, public spaces paths and routes, and landscaping, and provide variety and visual richness.
- Retain existing important landscaping and natural and historic features, and include landscape enhancement schemes.
- Ensure that the location, layout, scale, form, massing, materials and colour of buildings relate sympathetically to the surrounding area and each other, as well as creating quality new schemes in their own right.
- Protect important views into and out of settlements and key views of landmark buildings, especially ensuring that there is no detrimental effect on the appreciation of Ely as an historic cathedral city in the quality of the approaches and the quality of distant and close up views of the Cathedral.
- Ensure there is no significantly detrimental effect on the residential amenity of nearby occupiers, and that occupiers and users of new buildings, especially dwellings, enjoy high standards of amenity.
- Provide structure and legibility to navigate through developments by making use of existing views, vistas, landmarks and built and natural landscapes and creating new ones.
- Provide enclosure to streets and spaces through the grouping, positioning and height of buildings and landscape features, and road layouts.
- Make a clear distinction between public and private spaces, and enhance the public realm, including maximising opportunities to provide public art where appropriate.
- Incorporate the highway and access principles contained in Policy COM 7 into designs to ensure:
  a) The conflict between motor vehicles and pedestrians and cyclists is minimised, and where appropriate establishing home zones.
  b) Safe and convenient access is provided for people with disabilities.
  c) Good access to public transport services.
  d) That networks of pedestrian and cycle routes (linking to existing routes where opportunities exist) give easy access and permeability within developments and to adjacent areas; and
  f) Protection of rights of way.
- Ensure that places and buildings are accessible to all, including the elderly and those with impaired mobility, and consider the life time use of developments, especially housing.
- Integrate Sustainable Urban Drainage Schemes (SuDS) into developments so they provide wider green infrastructure benefits (in accordance with Policy ENV 8); and
- Have regard to the East Cambridgeshire Design Guide Supplementary Planning Document.
02. Response to Context

**Location**

Haddenham is a large village that is situated on a ridge within the Cambridgeshire fens. The village development is largely restricted to this high ground and its steep slopes. Continuing east along the ridge, an area of open countryside separates Haddenham from Wilburton situated approximately 1km in this direction.

Wilburton is one of several small villages that lies between Haddenham and Ely. Approximately 7km to the northeast Ely is a local Market Town acting as a significant service centre within the local area.

The site is clearly defined by the existing urban development to the north and north-west. The south boundary is open to the adjacent agricultural field whilst several hedgerows containing existing trees define the remaining boundaries.

**Existing Situation**

The proposed site predominantly comprises two sloping arable fields divided by a rough grass boundary. An existing small barn structure is situated on this boundary. There is an existing 2-storey residential dwelling and associated land within the application area to the north-west corner of the fields along Wilburton Road. The northern boundary is defined by a mature hedgerow with mature trees to the west varying in height up to approximately 15m. The eastern section of the hedgerow is maintained to a height of approximately 1.5-2m. The eastern boundary is also defined by a hedgerow of approximately 2m in height and separates the northern parcel of land from the neighbouring residential property. The southern and south eastern extents are open to the adjacent arable fields. The western extent of the site is contained by a Poplar tree hedgerow boundary. These trees are approximately 30 m in height.

Beyond the site to the north and north-west is the eastern extent of Haddenham village where a water tower dominates the surrounding context. To the east, south and south-west there are open fields with some residential development within.
02. Response to Context

Figure 04: Site Location Plan

Site Boundary

N.T.S

5913 Land off Wilburton Road, Haddenham February 2014
02. Response to Context

Topography

The site has a relatively steep gradient located on a south facing slope. The high point to the north lies at approximately 35m AOD. The slope continues to the south reaching a low point of approximately 15m AOD.

In the wider context, the site lies on a ridge within the context of the broadly low lying and flat Cambridgeshire Fens the majority of which lies below 10m AOD. Haddenham lies on a ridge that reaches approximately 35m AOD.

View north from south-west corner of site.
02. Response to Context

Figure 05: Topography Plan

Site Boundary

- 35
- 30
- 25
- 20
- 15
- 10
- 5
- 0 m AOD
02. Response to Context

Nature Conservation and Ecology

A full Ecological Assessment of the site was conducted in May 2013. The following section provides a summary of the ecological baseline and the assessment of effects relating to the proposed development.

Baseline
The application site predominantly comprises an arable field with boundary hedgerows of native species to the north and east and a row of mature hybrid black poplar trees partially along the western boundary. Two buildings are present; an outbuilding in the centre of the site and a residential property in the north-western corner. Extended Phase 1 habitat survey has established that the site supports only limited flora and fauna, although following internal and external inspection survey, the two buildings have been found to have low potential to support roosting bats. There are no statutory designated sites and there are three County Wildlife Sites in the vicinity of the site.

Assessment of Effects
Thoughtful design has permitted the retention of the principal features of ecological value within the application site, including the row of mature trees and the minimal boundary hedgerows. Appropriate timing and methods of site clearance and construction site management as well as incorporation of appropriate lighting will prevent adverse impacts on the site’s limited fauna, such as breeding birds and foraging bats. Avoidance measures will also be employed to prevent harm to badger and grass snake species that have not been recorded at the site, but may be present in the wider area. There should be no adverse impacts on County Wildlife Sites given their distance from and lack of connectivity to the site.

Overall the proposed development should not result in any significant adverse effects on local biodiversity and with the implementation of ecological enhancement measures, including retention and protection of existing hedgerows, planting of additional hedgerows and creation of a green corridor in an east to west orientation across the southern boundary of the site, the development will offer additional connectivity and habitat for wildlife.

Recommendations for ecological enhancement involve appropriate soft landscaping of the public open spaces using native and ecologically valuable species and wildflower meadow planting. Sustainable drainage features, if designed appropriately, will also provide additional habitat for wildlife and there is scope to install bat and bird boxes across the site to further enhance its value for wildlife.

Recommendations for this green link have been made including use of solely native species in landscaping, careful thinning of the existing scrub and overhanging trees, removal of litter from the channel and protection of banks to prevent erosion.
02. Response to Context

Figure 06: Phase 1 Habitat Plan

- Site Boundary
- Dense scrub
- Scattered Broadleaved Trees
- Species Poor Semi-Improved Grassland
- Amenity Grassland
- Tall Ruderal Vegetation
- Arable
- Fenceline
- Hedgerows (H2 & H2)
- Dry Ditch
- Building
- Hard Standing
- Target note

5913 Land off Wilburton Road, Haddenham February 2014
02. Response to Context

Arboriculture

A comprehensive tree survey has been undertaken by FPCR Environmental and Design Ltd. to assess the trees present on the site in accordance with British Standard 5837:2012 ‘Trees in Relation to Design, Demolition and Construction - Recommendations’ (hereafter referred to as BS5837).

The trees within the site were mostly in the form of linear strips of broadleaf specimens that situated on the east and western boundary. The most notable of these was TG5 a tree group comprising of mature hybrid black poplar, that contributed a landscape feature due to its mature proportions, and its prominent position within the site.

It appears that the development will through its design result in the retention of the vast majority of trees due to their location around the boundary of the site. Only two tree groups require removal in their entirety, which are TG4 and TG8. The only other removal required includes a small section of a hedgerow, H4.

The current proposals show T5 horse chestnut in close proximity to the principal access point. This is likely to necessitate the requirement to carry out a ‘crown-lift’ on the tree to raise its canopy and create the required visibility splay. A ‘crown reduction’ is also recommended on the tree due to the presence of a crack in the stem union, which was observed during the tree assessment.

The overall proposals are, from an arboricultural perspective, positive in that the development will retain most of the existing tree cover and introduce tree planting suited to the change of the site use thereby improving the local tree cover that already exists.
02. Response to Context

Figure 07: Tree Survey

Legend:
- Site Boundary
- Category B - Trees of Moderate Quality (BS 5837:2012)
- Category C - Trees of Low Quality (BS 5837:2012)
- Group hatching (Colour indicates BS Category)
- Root Protection Area
- Individual / Group Number and BS Category
- Indicative shade pattern

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02. Response to Context

Historic Development

The historic maps below show the proposed development site in the context of the growth of Haddenham since the early 20th century.

Development in the area was minimal up until the middle of the century. Before this residential development was focused along the main streets (High Street, Station Road, Hop Row and The Green Road). From the 1950's the village development expanded to the east along New Road and Duck Lane towards Wilburton.

The Project site itself has historically had more field division than is currently present and was part of the large scale orchard culture that dominated the area.

There has been significant development in the last 3 decades to the east of the village to where the site is located.
02. Response to Context

1980/81 2006 2013
02. Response to Context

Local Character

A regional level of landscape character is provided in the Cambridgeshire Landscape Guidelines (1991). Haddenham lies within Landscape Character Area 8, ‘Fenland’. The Landscape characteristics of this area are summarised as the following:

- A landscape of contrasts and variety. Superimposed upon the regimented and highly organised drainage patterns is a much more haphazard pattern of settlement and tree cover.
- It is a large open landscape and although appearing monotonous, it is in fact characterised by continuous change as the visual characteristics of one fen merge into the next.
- The open landscape provides distant views where the scattering of clumps and individual trees merge together to produce a feeling of a more densely tree-covered horizon.
- There are many ‘islands’ which rise above the flat ocean of the fens. These range in size from the dominant Isle of Ely which rises over 20m above the adjacent peat fens, to much smaller features which are elevated an almost imperceptible metre or two.
- Islands are significant in the landscape: most are occupied by settlements or farmsteads which, with their associated tree cover, gives them special prominence. Heavier soils predominate on the larger islands, resulting in a landscape more typical of the Western Claylands with mature trees and thick hedgerows.
- In the expansive open landscape isolated agricultural buildings, farmsteads and loose-knit villages are often prominent against a background of a constantly changing sky where vast cloudscapes provide drama and visual delight.
- There is considerable variation within Fenland, each fen having its own characteristics. Journeying through Fenland these subtle changes in character become gradually apparent with the constant change in the balance of landscape components.

A detailed assessment of local landscape character has been carried out, providing a finer level of characterisation. The following character areas (refer Figure 03 & 04) have been defined and assessed as follows:

- Haddenham Residential: Haddenham Residential Character Area consists of a mixture of late 20th Century & early 21st Century buildings located to the east of Haddenham and directly to the west of the Project site. Buildings close to the proposed development site mainly consist of 2 storey buildings with some 2.5 and single storey dwellings.
- Ridgetop Orchard: This character area lies directly to the north-east of the site. The area contains agricultural land that is managed predominantly as orchards for fruit growing which are divided by large mature hedgerow boundaries. The area extends from the east of Haddenham to Wilburton further east and is bounded to the south by the A1123.
- Urban Fringe Agriculture: This Character Area includes the site itself and consists of agricultural fields and several small-scale residential areas situated on a relatively steep south facing slope. The fields are contained and affected by the existing settlement edges of Haddenham and Wilburton giving the area an urban fringe character. There are several mature hedgerows within this area that denote the field boundaries predominantly aligned north to south and prevent long distant views along an east to west line of sight.
- Fens Edge Agriculture: This area consists of several small farmsteads set within agricultural fields and is defined by its flat nature being located on a gradual south facing slope. The area is contained to the north by a series of hedgerows that contain some large screening species and to the south by the dense mature hedgerow that follows the line of the Fen Side Track.
- Fenlands: This character area is representative of the typical Fenland character being particularly flat in nature and managed as agricultural land. There are very few built structures within this Character Area and those that are present are of an agricultural use only with little if no residential dwellings within the area.
02. Response to Context

Figure 09: Character Areas Plan

- Site Boundary
- Haddenham Residential
- Ridgetop Orchard
- Urban Fringe Agriculture
- Fens Edge Agriculture
- Fenlands
- Approximate Zone of Visual Influence
02. Response to Context

Landscape and Visual Effects

A landscape and visual impact appraisal of the site was undertaken by FPCR Environment and Design Ltd. The report concludes that a residential scheme can be accommodated without any significant adverse effects whilst also resulting in a number of beneficial effects through sensitive design.

The Zone of Visual Influence is relatively small due to the containment by the hedgerows to the east and west, the existing urban form to the north and north-west and the tall and dense hedgerow and mature trees that line the Fen Side Track to the south of the site. This and the additional field boundaries within the adjacent fields limit any long distant views of the site.

No specific landscape policies or landscape designations apply to the site.

Residential views into the site are limited to dwellings backing onto the site directly to the north-west and north-east where there is currently limited screening vegetation.

Distant views are available towards the site from the south along a Public Right of Way; the Fen Side track. Although the site is more open to the south, being on a south facing slope, there are limited residential receptors within this area with limited development due to the low lying nature of the area.
02. Response to Context

View east from within the site.
02. Response to Context

PHOTO VIEWPOINT 1: View south from north-eastern corner of site

Site Boundary

Viewpoint Location

Existing property to north-east of site

Site

Boundary to west

Existing property within site boundary

Water tower/ landmark structure

Figure 10: Viewpoint Locations & Photoviewpoints
02. Response to Context

PHOTO VIEWPOINT 2: View south from western boundary of northern parcel within site.

PHOTO VIEWPOINT 3: View north-east from south-westerly corner of site.
02. Response to Context

Access, Movement and Facilities

The site is sustainably located with easy access to public transport links and the local footpath network. The proposed residential development would be ideally located for access to the nearby open space recreation areas and Haddenham village facilities. The local bus routes would provide access to Ely as a significant local service centre.
02. Response to Context

![Facilities Plan](image)

- Site Boundary
- 400m/800m Walking Distance From Site
- Footpaths/Rights of Way Surrounding the Site
- Local Convenience Store
- Doctors Surgery
- Place of Worship
- Post Office
- Pharmacy
- Public House
- Primary School
- Nursery
- *Bus Stop
- Library
- Open Space Recreation area

Figure 11: Facilities Plan
03. EVALUATION

Constraints and Opportunities

The evaluation of the site and its context has identified key on-site and off-site features which have helped to inform the decision making process and the continuing evolution of the development proposals. In summary the site has very few physical constraints to development of the type proposed. Those that do exert an influence are as follows:

Access Constraints

• The vehicular access will be off Wilburton Road close to the existing junction with New Road.

Physical and Environmental Constraints

• Hedgerows and mature trees along site boundaries, most of which can be retained within the proposals.
• It is important that the new development responds to the existing built context of Haddenham.
• The proposals will involve the removal of the existing residential building within the site.

Social and Neighbourhood Constraints

• Views into the site from existing residential properties should be mitigated by the sensitive design and siting of buildings, open space and structural planting.
• Views into the site from the Public Right Of Way (Fen Side track) to the south must be mitigated through sensitive design, siting of buildings, open space and tree planting.
• The provision of new open space within the development should be made easy and readily available.
03. Evaluation

Figure 12: Constraints Plan

- Site boundary
- Contours
- Views from site to south
- Views into site from existing dwellings
- Long distance views towards site
- Water tower/ landmark structure
- Existing main vehicular routes
- Sewer easement
- Existing trees/ hedgerow
- Green links
- Existing buildings within site
- Potential vehicular access point

5913 Land off Wilburton Road, Haddenham February 2014
03. Evaluation

The site provides an excellent opportunity for a development which integrates well with the existing residential areas of Haddenham. The site has no overriding environmental or physical constraints and provides the opportunity to establish a sustainable development which is both physically and visually well contained. A number of opportunities are present within the site.

The following objectives are a direct result of the evaluation of baseline data, the site’s context, constraints and opportunities and as a result of consultation responses:

• To promote the highest quality sustainable design, creating a ‘place’ which is both safe and attractive and which enhances quality of life, health and social well-being, supporting ‘building for life’ and ‘lifetime homes’.

• To make the most effective and efficient use of land which is well related to Haddenham and its wider surroundings. Built development will respond to the morphology of the existing settlement and will be located in proximity to the existing village edge.

• To provide a choice of housing size and tenure in order to help create a mixed community, including provision of affordable housing. Affordable housing is not to be grouped or pushed to the site boundaries but appropriately pepper potted throughout the development.

• To preserve the character and appearance of Haddenham.

• To protect and extend the site’s existing environmental assets and use them as a framework for the creation of new Green Infrastructure, which respects the landscape and promotes bio-diversity. The site’s landscape and ecological assets, and the conservation of natural resources are important both in terms of minimising the impact of development within the site but also in setting the development within its wider context.

• To create an enduring high quality built form, public realm and landscape that sensitively responds to its setting by using best practice contemporary design that is rooted in local character whilst avoiding a clumsy pastiche of architectural styles etc. Using local townscape characteristics of block form and street layout; plot arrangement and materials will assist in creating a development that will positively respond to its immediate context, however the style of architecture and methods of construction should be current and in keeping with sustainable design objectives.
35

03. Evaluation

Consultation

Gladman Developments have engaged in a process of community engagement in advance of submitting this application including a leaflet drop and website consultation. Full details of this are set out in the Statement of Community Involvement submitted with this application and a brief summary is included below:

- Parish councillors and ward councillors were notified by email of the proposed consultation and application on 9th January 2014.
- A website set up and in order to inform the public through a set of Consultation Boards outlining the proposals and was live by 13th January 2014;
- 780 leaflets were sent out to local residents on 13th January 2014; and
- An advert was place in a local paper Ely Standard, published on 16th January 2014.
4. DESIGN PRINCIPLES
04. Design Principles

Design Evolution

Having gained a good understanding of the existing site and place, through the various environmental and technical studies, it is possible to formulate an appropriate masterplan response.

This section sets out the rationale which has informed the masterplan design. It considers the inherent and underlying characteristics of the site and how these should shape and structure the development. Overlying this, the process considers the location and extent of the built development and Green Infrastructure.

The creation of an integrated network of green corridors focussed around existing field boundaries to incorporate pedestrian and cycle access provides a further key layer in the process before the character and appearance of the future development is more closely analysed and the masterplan refined.
The outline planning application covers a total area of 4.12 hectares. In summary the amount of development proposed within the site is as follows:

**Quantum of development and mix of uses**

Residential Development (3.14 ha):

The development provides a total of 3.14 hectares for residential development, providing up to 100 dwellings. There will be a range of block densities at an average of approximately 30 dwellings per hectare (dph). The development will provide for a broad mix of dwellings and house types, ranging from 2-5 bedroom units, offering a mix of market housing from first time homes to larger family homes, providing approximately 30% affordable homes.

Green Infrastructure (1.22 ha):

- **Public Open Space (0.64 ha):**
  
  The open space will include formal footpaths, areas of amenity and meadow grassland to provide areas for recreational activities and to enhance biodiversity. The above area includes the following:

  - Equipped Play Space (0.5 ha)
  - Informal Recreational Open Space (0.59 ha)
  - Woodland planting areas providing visual buffers

Ponds (0.07 ha):

Ponds will be created with areas of permanent water and ephemeral areas with grassland planting.

*Retained Structural landscape (0.27 ha):*

Existing hedgerows and trees will be retained and enhanced as part of the landscape strategy.
Application boundary 4.12 ha

Potential residential
[approximately 100 dwellings] 3.14 ha

Retained structural landscape 0.27 ha

Proposed Informal Open Space 0.59 ha

Proposed balancing pond 0.07 ha

Proposed Equipped Play Area 0.05 ha

Proposed indicative main access route

Proposed main vehicular access point

Figure 13: Development Framework
N.T.S
04. Design Principles

Illustrative Masterplan

The Illustrative Masterplan along with supporting text and illustrations in this section of the Design and Access Statement indicate the principles of urban structure, (i.e. the framework and the layout of streets and pedestrian routes), and the urban grain, (i.e. the location, arrangement and design of the development blocks, plot arrangement, and green infrastructure).

The Illustrative Masterplan provides an indication of densities across the site and identifies the situations where taller buildings may be used to close a vista or turn a corner etc. In addition information is provided with regard to building scale and the appearance of the development both in terms of its architecture and landscaping.

The purpose of the Illustrative Masterplan is to provide a template for the detailed design stage of reserved matters applications. It sets out the key urban design principles that the development will seek to adopt.
Illustrative Masterplan

- Application boundary: 4.12 ha
- Potential residential: 3.14 ha
- Retained structural landscape: 0.27 ha
- Proposed Public Open Space: 0.59 ha
- Proposed balancing pond: 0.07 ha
- Proposed Equipped Play Area: 0.05 ha
- Proposed indicative main access route
- Proposed main vehicular access point
- Proposed footpath/cycle route

Figure 14: Illustrative Masterplan
N.T.S
In broad terms, the street network is based around an irregular pattern of development blocks. A regular block structure, such as the Victorian layout of terraced housing is often represented by long and narrow rectilinear blocks, with narrow plan dwellings, small frontages and on street parking. An irregular layout such as the one illustrated in the Illustrative Masterplan generally comprises of a variety of block sizes, being more organic in character.

It is vital that the development is easy to navigate, and for that reason a ‘distorted grid’ is adopted. The use of a ‘distorted grid’ will provide a choice of interconnecting routes identifiable through the use of landmark features and key spaces within the layout. Creating a more ‘regular’ form will help residents and visitors to easily navigate around the place and will ensure a high degree of legibility.

**Corner Plot Arrangements**

How blocks change direction, or move around corners, is an essential part of place making. The design will follow the best practice example of using, where appropriate a continuous built frontage ‘wrapping’ around corners, and thus enclosing and defining spaces. The benefit of this approach is that it maintains a positive definition to the street, and avoids ‘weak’ ill-defined edges. This will provide opportunities for locating landmark buildings on corners which in turn will help terminate, or frame views along the street.

**Landmark Features**

The use of landmarks such as a building projecting onto the street, or a gable end facing onto the street in an otherwise straight line of buildings will provide identity within the layout. Other distinctions will be achieved by the careful use of building height and mass. A taller 2.5 storey building, if well located, can add prominence within a street of 2 storey buildings. The subtle use of materials and colour will also achieve this affect. Streets that lead to landmark spaces will be a key design principle. These will be formed by the distorted grid and the intersection of blocks, as well building groups.
Figure 15: Indicative Layout
N.T.S
04. Design Principles

Vistas and Views

The detailed block and street layout will be arranged so that it composes a series of attractive views and vistas. This will add a certain character and charm to the development, and respond to traditional place making principles.

These will be defined by a sequence of connecting views (short or long), which lead or draw the eye from one feature to another. The use of the distorted grid, for example, with offset junctions will help to encourage views of landmark buildings, spaces or trees. More intimate, glimpsed, or framed views will also enrich the scheme. This will be achieved, for example, by including a street tree within the view that is framed by a building group, or a building line which deliberately restricts and then suddenly channels a view to a landmark building.

The detailed design will also include subtle variations in the building line, in terms of scale, height, and set back of buildings from the footway. This will be supplemented by quality materials and landscape treatment which will produce an attractive street.
Figure 16: Vistas & Views

- Site Boundary
- Focal Point / Potential Landmark Building
- Focal area
- View/Vista
- Long distance filtered views
To maintain good legibility of the site, appropriate to the scale of the proposed development, a simple street hierarchy is to be used. A single access point will be provided off Wilburton Road to the north of the site. Routes to these points will form the main street which will provide the main access through the development.

Several areas within the site will act as focal points which could be detailed with shared surfaces. The layout of streets would provide a safe and well overlooked network of public spaces as set out by Best Practice. These streets could be designed in detail to slow vehicular traffic and provide a safer environment for pedestrians and cyclists.

The hierarchy of streets and the size and arrangement of development blocks and open spaces is a connected design discipline addressing the need to meet the following standards:

- Maximise connectivity to the existing settlement and wider area.
- Design a street pattern which reflects local morphology and place making character, with a main street providing access to a hierarchy of descending routes. These follow a progression of street and carriageway widths, plot sizes, building types and relationship to the street.
- Promote ready accessibility for the whole community, bearing in mind the needs of parents with young children and those with impaired mobility.
- Encourage the control of vehicle speeds and movement by urban design, by exploring local examples such as restricted forward visibility, narrow street widths, frequent connections, changes in direction and tight junction radii.
Access and Layout / Street Hierarchy

- Application Site Boundary
- Proposed Main Street
- Proposed Secondary Street
- Proposed Lanes
- Proposed Courtyard / Mews
- Existing Key Roads
- Potential Vehicular Access Location
- Proposed Footpath and Cycleway
**04. Design Principles**

The Main Street will provide the principal access spine through the centre of the site, which will then link with the lanes, creating a permeable layout which is easier to navigate. This will support the logical progression of movement through the site providing a principal linear access route which will aid the legibility of the development.

- The Main Street will include focal dwellings which punctuate junctions and serve to aid visual progression through the site.
- Parking will generally be provided to the side or rear of the housing plots, with some on-street parking at the front of dwellings. This would be located in bays interspersed with tree planting, to provide active traffic calming measures.
- Buildings will be designed to either wrap around corners, be offset from the kerb line to create a deflected junction, or to frame a connecting street; continuous frontages within minimal setbacks will create a sense of definition and enclosure to the Main Street.
- Some shared surfaces will be used to provide a pedestrian friendly environment and reduce traffic speeds.

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**Figure 18: Aerial view of Main Street**

- Shared surface allows for pedestrian and cycle friendly movement
- Focal dwelling to punctuate junction / use of good design at corner plots
- Minimal frontage on to street
04. Design Principles

The secondary streets will provide a subsidiary link with the rest of the development joining with the Main Street. Properties accessed from the secondary streets will be of lower density and include the following key elements:

- Built form to be lower density, typically detached and link-detached dwellings with greater offset distances from the road, with some semi-private frontages.
- Larger landscape areas at key spaces and junctions to include some new street trees, ornamental shrub planting and grass verges.
- Car parking will be mainly situated on the driveways to the side, or within undercroft garages to make the most of level changes.
- Through-route access provided by linking the secondary streets with the Main Street to create a through street, reducing the need for u-turning and ‘dead ends’.

Figure 19: Aerial view of Secondary Street
04. Design Principles

The lanes will provide a subsidiary link with the rest of the development joining with the Main Street. Properties accessed from the lanes will be of lower density and include the following key elements:

- Built form to be lower density, typically detached and link-detached dwellings with greater offset distances from the road, with some semi-private frontages.
- Pavements and some shared surfaces to provide a pedestrian friendly environment and reduce traffic speeds.
- Larger landscape areas at key spaces and junctions to include some new street trees, ornamental shrub planting and grass verges.
- Car parking will be mainly situated on the driveways to the side or rear of the dwellings, or within undercroft garages to make the most of level changes.
- Dwellings fronting onto the lanes to provide informal surveillance of the street, by positioning some houses in neighbourly clusters.
- Through-route access provided by linking the lanes with the Main Street to create a loop road, reducing the need for u-turning and ‘dead ends’.

Figure 20: Aerial view of Lanes
04. Design Principles

Scale of Development

Within Haddenham, the vast majority of dwellings comprise of 2-2.5 storeys and as such the development will seek to broadly reflect this range.

The majority of buildings within the site would not exceed 2.5 storeys – reaching a maximum of 10.5m in height, with the vast majority of buildings being no more than 2 storeys in height, between 7.5 to 8.5m.

Attention will be given to the impact of height and massing of development on neighbouring streets. Higher buildings will be positioned adjacent to the main street, facing onto internal public open spaces and at key points such as corner plots to provide focal points.

Buildings will be designed to have a variation in their height from ground to ridge or eaves, and the arrangement of buildings within a plot will seek to ensure subtle changes in height to create a varied roof line across the development.

A high percentage of buildings will include chimney pots whether functional or decorative which will increase building heights marginally, but will also add significantly to ensuring a varied roofline across the development. There will also be a variation in the step of roof lines to reflect the local building style.

Buildings range in floor plan considerably between 2 and 5 bed units, therefore this Design and Access Statement seeks to establish the upper and lower limits which are 6-15m in width and 5-12m front to back.

Best practice advocates that a mix of both wide and narrow plan forms are to be used.

Wide frontage buildings allow for greater opportunity of facade variation along the street, whilst a narrow frontage approach will establish a run of linked dwellings and continuous frontages. The design uses both forms to create a varied street scene.
04. Design Principles

Street Frontage

To define the boundaries between private and public space, all dwellings will have some form of private frontage. These will tend to be small in higher density areas, appropriately 0.5 to 2 metres in depth, whilst in lower density areas there will be the opportunity for increased frontages. However, it is important that frontages are not excessive and that buildings still relate and interact with the public realm. In general, the use of smaller private frontages with larger rear gardens should be the predominant theme along the main routes and around public spaces, with larger front gardens used to define corners or vistas, along the Lanes and towards the edges. Frontages will be defined by the use of consistent boundary treatments, which reflect the local vernacular.

Design and Safety: Creating Safer Places

A desirable place to live, work and play, which is safe and secure, is fundamental. This will be achieved by the way the development is laid out and by the street, block and plot design.

Buildings will be located to actively face streets and public areas in order to promote 24 hour surveillance, and to encourage safer places. Public areas such as the streets and play areas will be designed so that they are safe, easily accessible and attractive to use. All users will be considered as part of an inclusive design approach. It is important that there is good surveillance of public spaces by a number of properties and buildings, and that barriers, blank walls and ‘dead ends’ are avoided. Locating windows and doors on corners, or gable ends is a key principle, and occurs within the local context. Across the whole development careful attention will be paid to designing out crime through the layout, and promoting privacy and security.

This will be achieved by:

- High quality active streets.
- The position of buildings to the front of the plot.
- Well located windows and doors that survey the public realm clearly defining public and private spaces.

Figure 22: Plot Frontage Diagram
04. Design Principles

Appearance of Development

Although much of the local context around the site has been developed during the latter half of the twentieth century, the historic core of the village is distinctive. The growth of the historic core, like many other settlements, is quite varied in terms of its form and building style but there are some traditional design clues in terms of plan form and materials. Further clues can also be taken from nearby villages where the historic architecture reflects the local vernacular.

Whilst the development does not advocate pastiche or historic solutions, it is important that the new development has some connection with local character and place making. This is achieved through an analysis of street character, built form and materials. One of the most obvious ways of achieving a response will be by using traditional building materials, especially the use of colour and boundary details. This will be the guiding rationale for the development.

At this design stage, these photographic examples give an indication of the type of design treatments that are anticipated and the general appearance of the built form. The materials selected for the development would provide a modern interpretation of the traditional materials shown here. The emphasis will be upon well detailed buildings which are built on a human scale.
04. Design Principles

**Green Infrastructure**

The Green Infrastructure has evolved as a result of analysis of the site and its setting, and by responding to the best practice design guidance.

The landscape features of merit within the site include hedgerows and occasional trees of which the majority can be retained and enhanced within the development.

The following key landscape features are proposed;

- Creation of an open space adjacent to Wilburton Road creating a strong entrance to the development and softening the housing frontage, there is potential for a community allotment within this space to be incorporated as part of the detailed design.
- A green filtered edge to the site to screen and long distant views into the site from the Fen Side track to the south.
- Creation of an equipped play area for the proposed housing within an area of open space central to the site.
- The creation of an open space adjacent to the southern boundary where there is also an excellent location for SuDS ponds. These will be designed to reflect local landscape character and contribute to local biodiversity and the visual amenity of adjacent properties, roads and footpaths.

The future maintenance and management of the development’s formal public landscape areas would be offered for adoption by East Cambridgeshire District Council.
04. Design Principles

Figure 23: Site Sections

ILLUSTRATIVE SECTION AA'

ILLUSTRATIVE SECTION BB'

ILLUSTRATIVE SECTION BB'

1. Proposed Public Open Space
2. Proposed Play Area
3. Enhanced Hedgerow
4. Proposed residential
5. Open Countryside
6. Existing Development
7. Proposed Balancing Pond
8. Proposed Woodland Buffer

Figure 23: Site Sections
**04. Design Principles**

- **Green Infrastructure**

  - **Figure 24: Aerial View south**

    - Buffer planting screens development from southern views.
    - Street trees punctuate views through development.
    - Play area activates the open space and becomes focal point within development.
    - Balancing ponds provide sustainable drainage solution whilst also providing amenity.
04. Design Principles

Trees

Avenue tree planting will be located along the main street and at the entrance gateways to the development. Elsewhere, a comprehensive use of street trees will be adopted as a key design principle, and this will establish a distinct character for the development. Within the open space planting, larger growing tree species will be used including a larger proportion of native species.

Trees will be located to enhance visual interest and to provide identity as well as being used as landmark features, which, for example, may provide a centre piece to a square. Trees will help to soften the built form, provide shade and create ecological habitats.

For all new street trees attention will be given to siting and selection of species. The long term growth and spread will be well considered, as well as their relationship with buildings, streets and public areas. It is essential that suitable trees grown for urban locations are specified, with a narrow compact form, and a medium height.
04. Design Principles

**Sustainability**

Sustainable construction methods and energy efficiency will be incorporated in the detailed design stage. This will promote a high standard of build and construction for the development.

The development proposals will follow the aspirations as set out within “Code For Sustainable Homes (2006)” in order to provide a high quality environment. The nine design elements of; energy; water, materials, surface water run off and waste, pollution, health and well being; and ecology will be thoroughly evaluated through the detailed design.

Best practice sustainability will be embraced, which will fully explore issues such as sustainable drainage techniques, and buildings that are resource and energy efficient.

It is expected that the design will explore the following in order to promote reduction in carbon emissions;

- Flexible building and house design, allowing for the expansion of living areas and storage needs, and where practicable making better use of roof spaces.
- Ensuring that buildings can be easily adapted to suit different occupiers needs, through the use of non-structural internal walling and easily extended services;
- The use of locally sourced or recycled construction, building materials and aggregates;
- The preference for using environmentally friendly and more sustainable materials and products, such as recycled timber;
- The use of porous/concrete block permeable paving and surfaces for some streets, driveways and spaces;
- Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use;
- Low carbon lighting, energy controls and management;
- Double and triple glazing, and improved insulation;
- Wherever possible using an optimum plot orientation for solar gain with south facing windows; and the use of solar thermal panels to collect solar energy to heat water and to reduce carbon emissions;
- Conservation of natural resource such as the site’s hedgerow and trees;
- Ground level ‘urban greening’ with the use of street trees, open space, private spaces and gardens;
- The planting and setting out of grassland, native trees, shrub and hedgerow species that will encourage wildlife, and sustainable drainage;
- Plots to provide suitable facilities and storage for recycling and waste.
04. Design Principles

Figure 25: Aerial View of Central Green

Proposed housing with frontage onto open space provides natural surveillance

Play area activates open space
5. BUILDING FOR LIFE

Building for Life 12 Summary

The following section provides a summary of the evaluation against the 12 Building For Life Questions, and links to the evidence that supports the evaluation. If the standard is met for each question then a green light will apply.
05. Building For Life

Integrating into the Neighbourhood

1) Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Evaluation: The pedestrian / cycle links would provide access to the surrounding development. The built form will have a lower density edge to the south providing a more filtered edge whilst form to the north-west will relate to the existing buildings.

Score:  

2) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Evaluation: The development will provide a new public open space featuring an area for play. The development has good links to public transport and local facilities within the village. Haddenham itself has a number of facilities including post office, doctors, pharmacy and primary school.

Score:  

3) Does the scheme have good access to public transport to help reduce car dependency?

Evaluation: The development has easy access to public transport with close links to existing bus routes. Clear and easy to use pedestrian routes would be available from within the development to the bus stops.

Score:  

4) Does the development have a mix of housing types and tenures that suit local requirements?

Evaluation: The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the local community, and would provide a balanced and robust mix of tenures.

Score:  

Good Design
Rethink for Improvement
Warning
5) Does the scheme create a place with a locally inspired or otherwise distinctive character?

Evaluation: The layout and green infrastructure for the scheme would respond to its context and provide a distinctive character. At a detailed level, features would be included in the design, to develop local distinctiveness. This could include selected use of traditional materials in key locations such as the historic elements of the village and surrounding settlements.

Score: 🔴

6) Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

Evaluation: The scheme does exploit the existing landscape and topography, there are no existing buildings on site. The design approach follows the retained trees and hedgerows and topography.

Score: 🔴

7) Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Evaluation: The scheme is based on a series of development blocks, which interlock with the landscape. There would be a clear definition of the private and public realm, and properties would overlook the public space.

Score: 🔴

8) Is the scheme designed to make it easy to find your way around?

Evaluation: The layout for the scheme follows a simple approach with a distinct ‘main street’, secondary street and ‘green lanes’ to allow residents and visitors to easily find their way around. The relationship with the green infrastructure would allow easy orientation.

Score: 🔴
05. Building For Life

Street and Home

9) Are streets designed in a way that encourages low vehicle speeds and allows them to function as social spaces?

**Evaluation:** The building layout has defined the street network, so that highways and car parking do not dominate. Where main pedestrian routes cross the streets levels would be raised to give pedestrians priority, and to assist in calming traffic.

**Score: ⚫**

10) Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

**Evaluation:** Car parking would be integrated into the overall layout and design. Car parking would be within curtilage, to the side and rear of dwellings in small rear parking courts.

**Score: ⚫**

11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

**Evaluation:** The streets and the public spaces would all be overlooked by adjacent dwellings, allowing informal surveillance and safe routes.

**Score: ⚫**

12) Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

**Evaluation:** The building layout will allow for bins and recycling stores to be stored out of sight and minimise their impact on the streetscene.

**Score: ⚫**

Good Design  
Rethink for Improvement  
Warning