

PRIMARY AVENUE EDGE

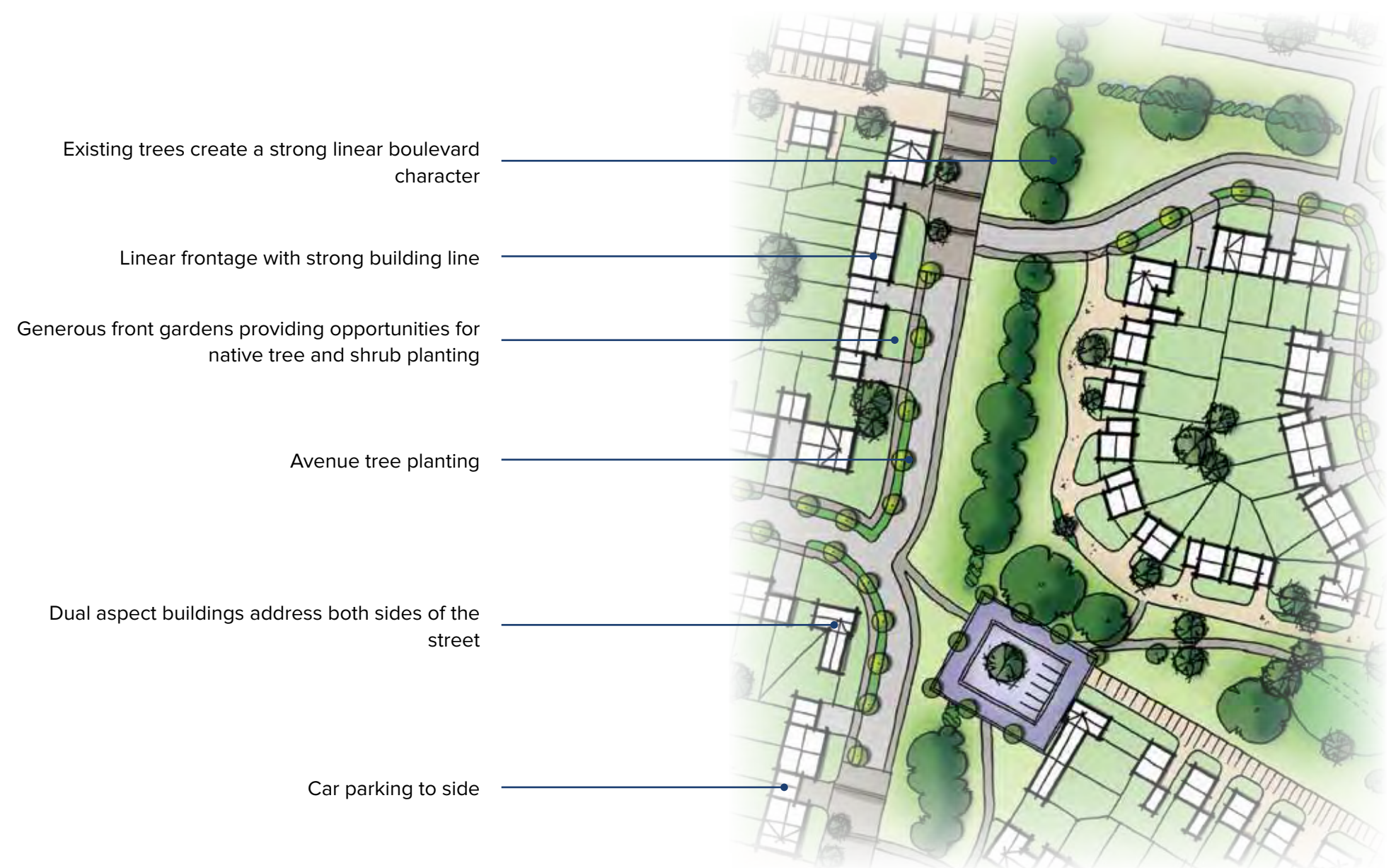
The Primary Avenue edge is characterised by a more formal development edge. Whilst building materials and architectural styles will continue on from the Fulford Hall Road Edge, the use of repeated semi-detached units and avenue trees will create a subtle change in character and a well defined primary street. Car parking will be located to the side of dwellings, reducing set back distances and allowing development to have more of a presence over the street. This edge typology is influenced by development to the south of Fulford Hall Road, Norton Road and Tile house Lane. The primary characteristics that have influenced this edge typology are as follows:

- Linear frontage
- Predominantly semi-detached dwellings
- 2 storeys in height
- Predominantly red brick
- Accent use of white/cream render
- Repeated unit types
- Bay windows and feature gables
- Arts and Crafts design influences
- Development set back up to 5m from the street
- Driveways to side
- Avenue trees within a grass verge
- Clipped hedges defining front gardens

TIDBURY GREEN INFLUENCES



ILLUSTRATIVE EXAMPLES (details may vary)



PARKLAND EDGE

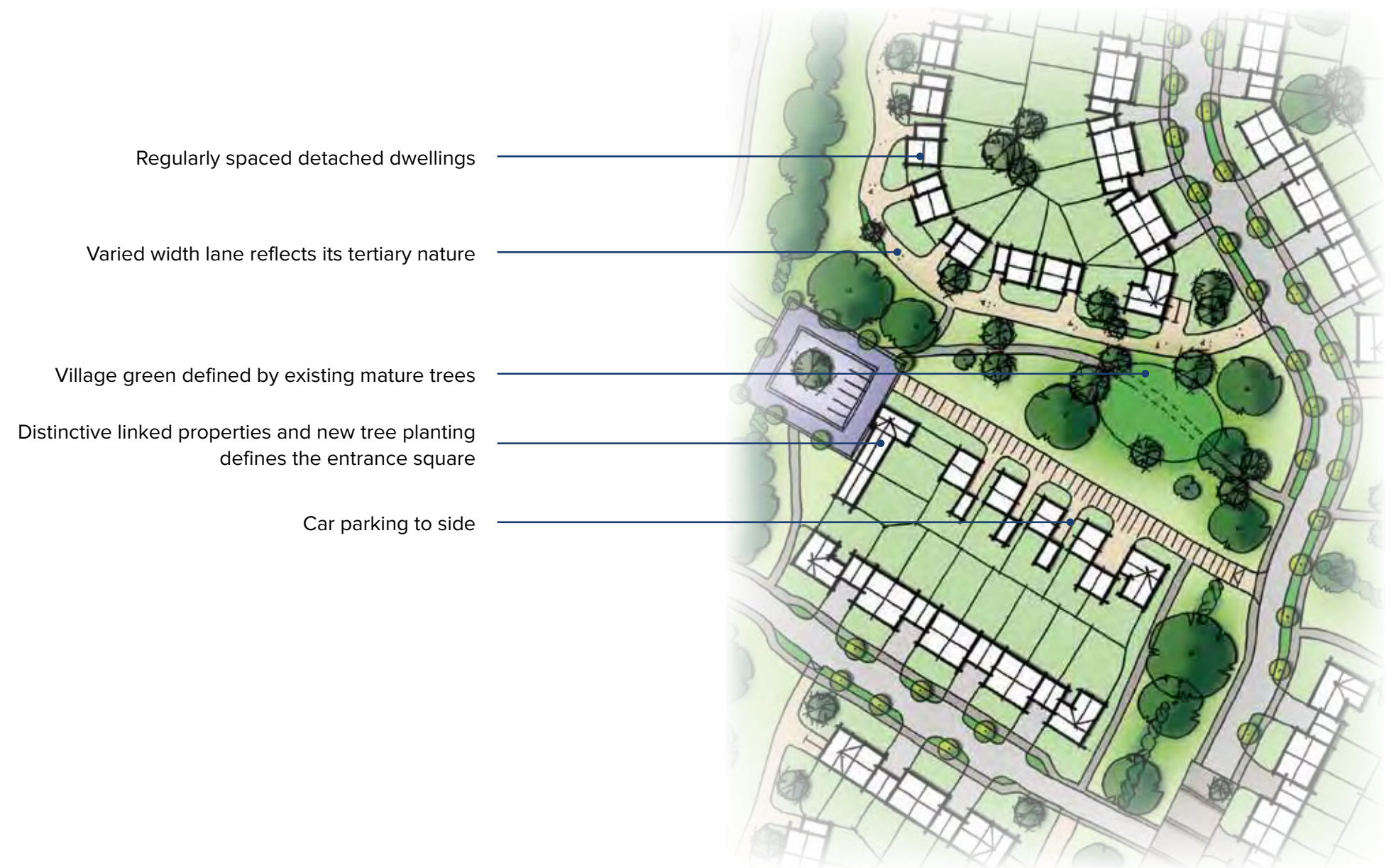
The Parkland Edge responds to its proximity to the central open space. It is envisaged that this edge typology will be designed to 'stand out', highlighting the importance of the central space, within the development and settlement as a whole. The primary characteristics that have influenced this edge typology are as follows:

- Linear frontage
- Predominantly detached dwellings
- 2 - 2.5 storeys in height
- More common use of white render
- Accent use of timber and/or coloured render
- Development set back up to 5m from the street
- Driveways to side / car ports
- Iron/estate railings defining front gardens

TIDBURY GREEN INFLUENCES



ILLUSTRATIVE EXAMPLES (details may vary)



Regularly spaced detached dwellings

Varied width lane reflects its tertiary nature

Village green defined by existing mature trees

Distinctive linked properties and new tree planting defines the entrance square

Car parking to side

RURAL EDGE

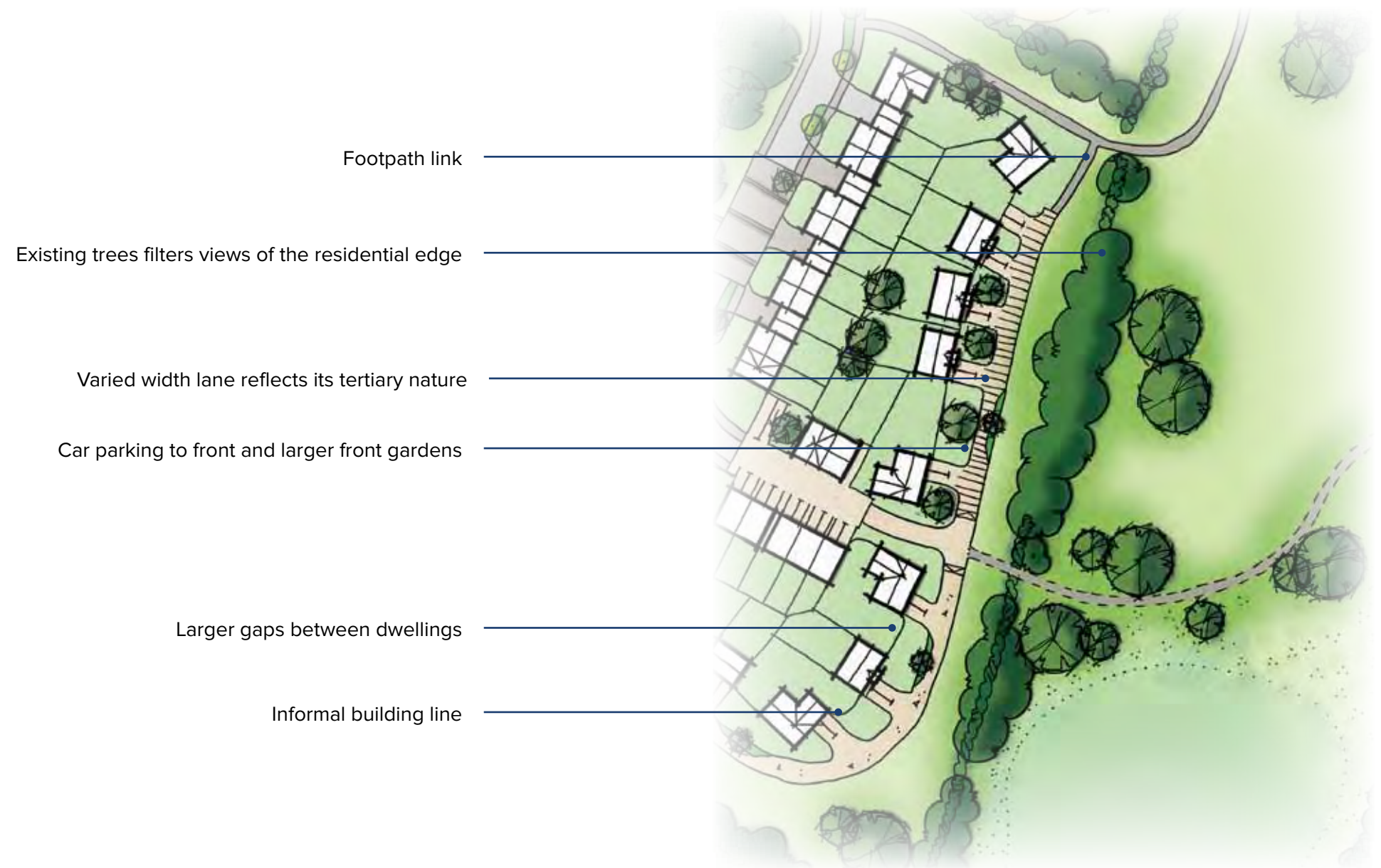
The Rural Edge responds to its outlook onto the more 'sensitive' boundaries to the south and east. Here, development will be more informally arranged with larger spacing between dwellings and a greater variety of unit typologies and orientation of gables to create a varied roofscape and lower density development boundary. The avoidance of white coloured features (window / door frames, porches) and the use of darker materials will be used to help reduce visual prominence and allow assimilation of the rural edge into the landscape. The rural Edge is influenced by the character of Lowbrook Lane, which is typified by varied unit typologies unified by a strong landscape character. The primary characteristics that have influenced this edge typology are as follows:

- Staggered frontage
- Predominantly detached dwellings
- Varied unit typologies and orientations
- 1.5 - 2 storeys in height
- Predominantly dark multi-toned red/brown brick
- Accent use of timber
- Varied front garden depths (minimum 5m)
- Driveways to side / front
- Iron/estate railings defining front gardens

TIDBURY GREEN INFLUENCES



ILLUSTRATIVE EXAMPLES (details may vary)



FARM EDGE

FARM EDGE

The Farm Edge directly responds to the character of Tidbury Green Farm. Architectural details and the use of materials should be sympathetic to those used on the existing buildings. Courtyards of terraces and distinctive detached dwellings reflect the layout arrangement of the farm. The primary characteristics that have influenced this edge typology are as follows:

- Linear frontage
- Courtyard arrangement of terraced units with a number of larger dwellings
- 1.5 - 2 storeys in height
- Red/orange brick
- 'Barn style' buildings
- Architectural details such as exposed rafters, vented brick work and large openings
- Little or no development set back to terraced 'barn style' buildings
- Larger dwellings set back up to 3m from the street
- Car parking within courtyard
- Threshold paving defining front gardens to linked dwellings
- Iron/estate railings defining front gardens to larger dwellings

TIDBURY GREEN INFLUENCES



ILLUSTRATIVE EXAMPLES (details may vary)



Occasional detached dwellings reflecting farmhouse character

Courtyard reflects arrangement of Tidbury Green Farm

Proposed trees reinforce the site boundary

Car parking and tree planting incorporated into the courtyards



MEWS EDGE

The Mews Edge also draws influence from the courtyard arrangement evident at Tidbury Green Farm, Yew Tree Farm and the 'backland' developments along Norton Lane. Smaller terraced dwellings characterise the mews edges. Dwellings are more simplistic in form than the other edge typologies to reflect their tertiary role within the development. The mews should be designed as narrow same surface streets that cut through the larger development parcels to ensure the continuity of the Fulford Hall Road and Primary Road Edges are maintained. The primary characteristics that have influenced this edge typology are as follows:

- Linear frontage
- Courtyard/mews arrangement of smaller units
- 1.5 - 2 storeys in height
- Red/brown brick
- Simplistic building forms reflect tertiary role
- Shallower roof pitches
- Little or no development set back
- Car parking within courtyard and/or to side
- Threshold paving defining private boundary

TIDBURY GREEN INFLUENCES



ILLUSTRATIVE EXAMPLES (details may vary)



- Simple terraced building forms
- Car parking integrated within the mews street
- Narrow mews streets create the impression of a larger perimeter block



5.8 LANDSCAPE CHARACTER

- 5.8.1 The landscape features of the site, notably the distinctive tree and hedgerow corridors, form an integral part of the masterplan. The development parcels and movement routes are shaped by the existing field pattern and the central focus within the site is orientated around a multi-functional central green corridor. The central green corridor links Fulford Hall Road with open space, providing a counterpoint to the retained trees and a central area for play. The establishing woodland to the south of Big Dickens’ Wood will also provide opportunities for informal recreation. Any new planting will be locally indigenous, as befits the landscape character of the area.
- 5.8.2 This will create a landscape led, high quality environment that responds not only to the settlement character but also to the site’s rural setting. Both the proposed development and landscape character facilitate the transition from village to countryside, with a more formal character to the west becoming increasing informal and naturalistic to the east.
- 5.8.3 The green infrastructure will be designed to be multi-functional incorporating the following:
- Ecological mitigation and enhancement;
 - Integrated SUDS;
 - Natural and equipped play opportunities;
 - Distinctive tree lined hedgerow corridors; and
 - Buffer planting incorporating native shrub, hedge and tree species along the more sensitive rural edges.

- 5.8.4 Six distinct landscape typologies/spaces are incorporated within the masterplan, providing a variety of ecological, recreational, accessible and functional open spaces within the development. They are as follows:
- Entrance square (located along the central green corridor)
 - Village green (located along the central green corridor)
 - Children’s play area (located along the central green corridor)
 - Green corridors
 - Parkland
 - Wildlife area
- 5.8.5 A description of each area is provided below. Two 3D sketches (central green corridor - including the entrance square, village green and children’s play area and primary avenue/green corridor) are also provided overleaf to illustrate the interrelationship between the build form and landscape, that together create a distinctive sense of place that reflects the existing village character and rural setting.

5.9 ECOLOGICAL MITIGATION

- 5.9.1 The masterplan will deliver a great number of opportunities for ecology and biodiversity enhancements as well as recreational enjoyment. A summary of suggested measures are provided below:
- The production of an appropriate Landscape and Habitat Management Plan including woodland, hedgerow and tree management plan;
 - Enhancement of the existing habitats on site;
 - The creation of new habitats on site including:
 - Wetland habitat (including reed-beds and wet/marshy grassland);
 - Wildflower meadows and bunds within areas of amenity grassland;
 - Rough grassland (linking to existing rough grassland habitats);
 - Hibernacula and woodpiles/basking sites for reptiles;
 - Floating islands for nesting waterfowl;
 - Erection of a variety of bat and bird boxes; and
 - Removal of silt deposition from the ponds on site, whilst creating variety of waterbodies in different stages of succession which should support a wide range of wildlife, especially invertebrates;
 - Limiting public access (including dog walking) in certain areas, particularly Big Dickens’ Wood; and
 - Creation of de-marked footpaths and boardwalks through woodland areas (where appropriate).

LEGEND

- Site boundary
- Residential
- Wildlife area
- Public open space
- Entrance square
- Village green
- Children's play area
- Kickabout area
- Attenuation pond
- Primary road
- Lane
(same surface / varied width)
- Shared private drive
(same surface)
- Courtyard / mews
(same surface)
- Feature square / crossing
- Primary pedestrian link
- Street trees
- Retained tree
- Removed tree (Cat U)
- Removed tree
- Proposed tree
- Root protection zone
- Retained hedge
- Drainage ditch
- Existing woodland

SCALE 1:2,500

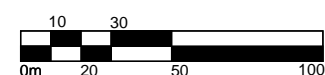


FIGURE 13: LANDSCAPE FRAMEWORK PLAN

ENTRANCE SQUARE

The entrance square creates a focal space as you enter the site, leading the eye along the central open space towards Big Dickens' Wood. It is a formal and predominately hard paved public open space, including areas to sit and congregate, providing opportunities for a local farmers/ craft market and public art within the heart of the village.

ILLUSTRATIVE EXAMPLES (details may vary)



Smaller ornamental trees allowing visual permeability along the green corridor & to the development frontage at the site entrance

Opportunity to integrate resident/visitor car parking



VILLAGE GREEN

The village green is influenced by the existing duck pond and front lawn of Tidbury Green Farm. It provides a tranquil and attractive setting for the proposed housing that fronts onto it, integrating existing trees to provide an enhanced sense of enclosure and intimacy.

ILLUSTRATIVE EXAMPLES (details may vary)



Footpath links

a variety of recreational facilities

Centrally located village green

Village green defined by mature trees



CHILDREN'S PLAY AREA

The children's play area will be designed for younger children, incorporating a local equipped area for play (LEAP). The space benefits from natural surveillance from onlooking properties and connectivity to the central open space and green corridors, making the play area easily accessible to both existing and proposed residents.

ILLUSTRATIVE EXAMPLES (details may vary)



Equipped play area

Dwellings provide natural surveillance

Hedgerows & trees provide enclosure



GREEN CORRIDORS

Green corridors are concentrated along existing tree lined hedgerows, providing ecological, movement and drainage opportunities throughout the development. They interconnect with the central open space, ensuring all homes have convenient and safe access to public open space and that the existing and proposed communities are well integrated. Existing vegetation and drainage ditches will be retained and enhanced, providing a mature landscape setting and sustainable drainage solutions.

ILLUSTRATIVE EXAMPLES (details may vary)



Linear frontage reflects character of green corridor

SUDS integrate within the green corridors

Linear tree belt creates a strong avenue character



PARKLAND (incorporating kickabout area)

The area of parkland will be more open and informal in character, largely consisting of mown grassland, facilitating informal recreation opportunities, and retained and enhance grassland. Groups of trees will be incorporated into the space to filter views of the proposed housing and create a parkland character. The parkland is located at the tail of the central open space, ensuring the space is easily accessible to both existing and proposed residents.

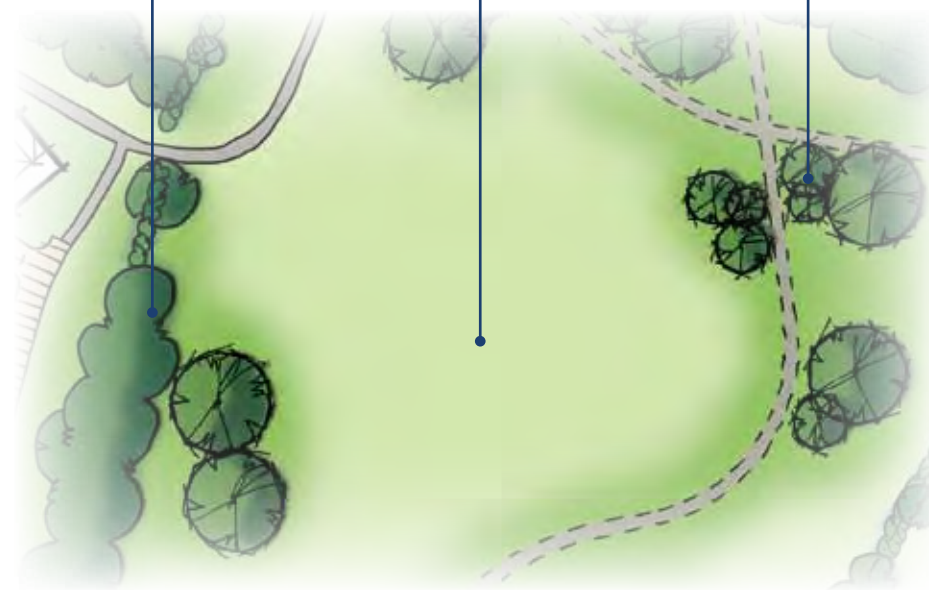
ILLUSTRATIVE EXAMPLES (details may vary)



Existing trees & hedgerows filter views of housing

Mown grassland facilitates informal kickabout spaces

Retained & enhanced grassland and small groups of tree planting



WILDLIFE AREA

The wildlife area will be designed to encourage wildlife through the use of wetlands, wildflower, scrubland and native tree and shrub planting. The area will be naturalistic in character, reflecting its rural location. Informal footpaths will be incorporated into the space, and more secluded areas will be designed to promote nesting and foraging for a variety of species.

ILLUSTRATIVE EXAMPLES (details may vary)



Existing trees & hedgerows filter views of housing

Multifunctional wetlands

Retained & enhanced grassland and small groups of tree planting

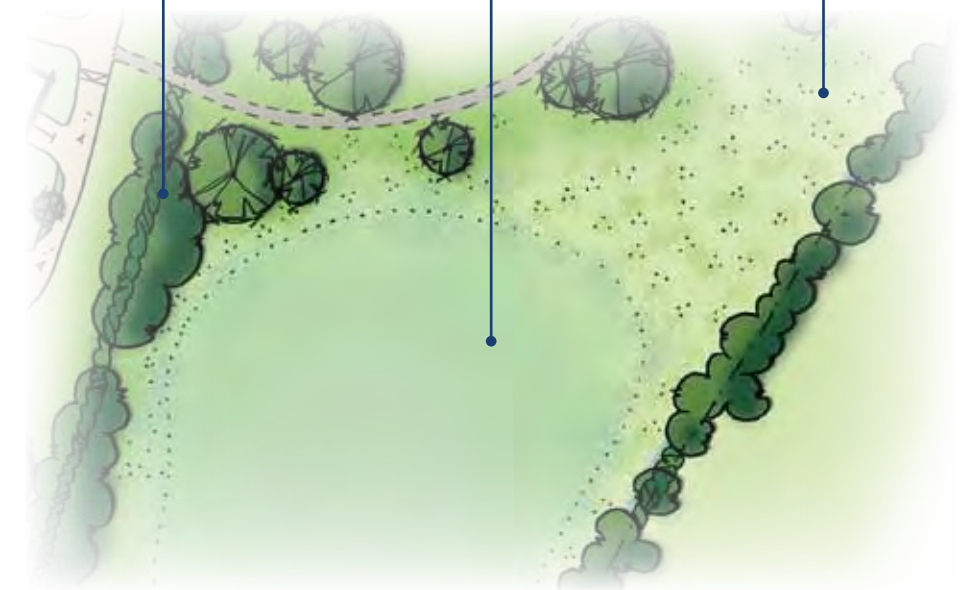




FIGURE 14: 3D SKETCH ILLUSTRATION 1 - CENTRAL GREEN CORRIDOR

(See Figure 16 for location)



FIGURE 15: 3D SKETCH ILLUSTRATION 2 - THE PRIMARY AVENUE

(See Figure 16 for location)

- ① High quality built form with a continuous building line creates a more formal development edge, providing natural surveillance and definition over the public realm.
- ② Existing trees form an integral part of the street scene.
- ③ Street trees/trees within front gardens are incorporated into the streetscape to compliment the existing green corridors and reinforce the linear character of the Primary Avenue.
- ④ Dual aspect units are used to turn corners.

5.10 DEVELOPMENT BOUNDARIES

5.10.1 The scheme has been designed to sensitively respond to the site conditions and context. The interrelationship between proposed development and the adjacent land uses has been carefully considered within the masterplan. Five illustrative sections are provided below to demonstrate the development response to each of the site boundaries.

FIGURE 16: SECTION & 3D SKETCH LOCATION PLAN



FIGURE 17: ILLUSTRATIVE SECTION A - FARM EDGE

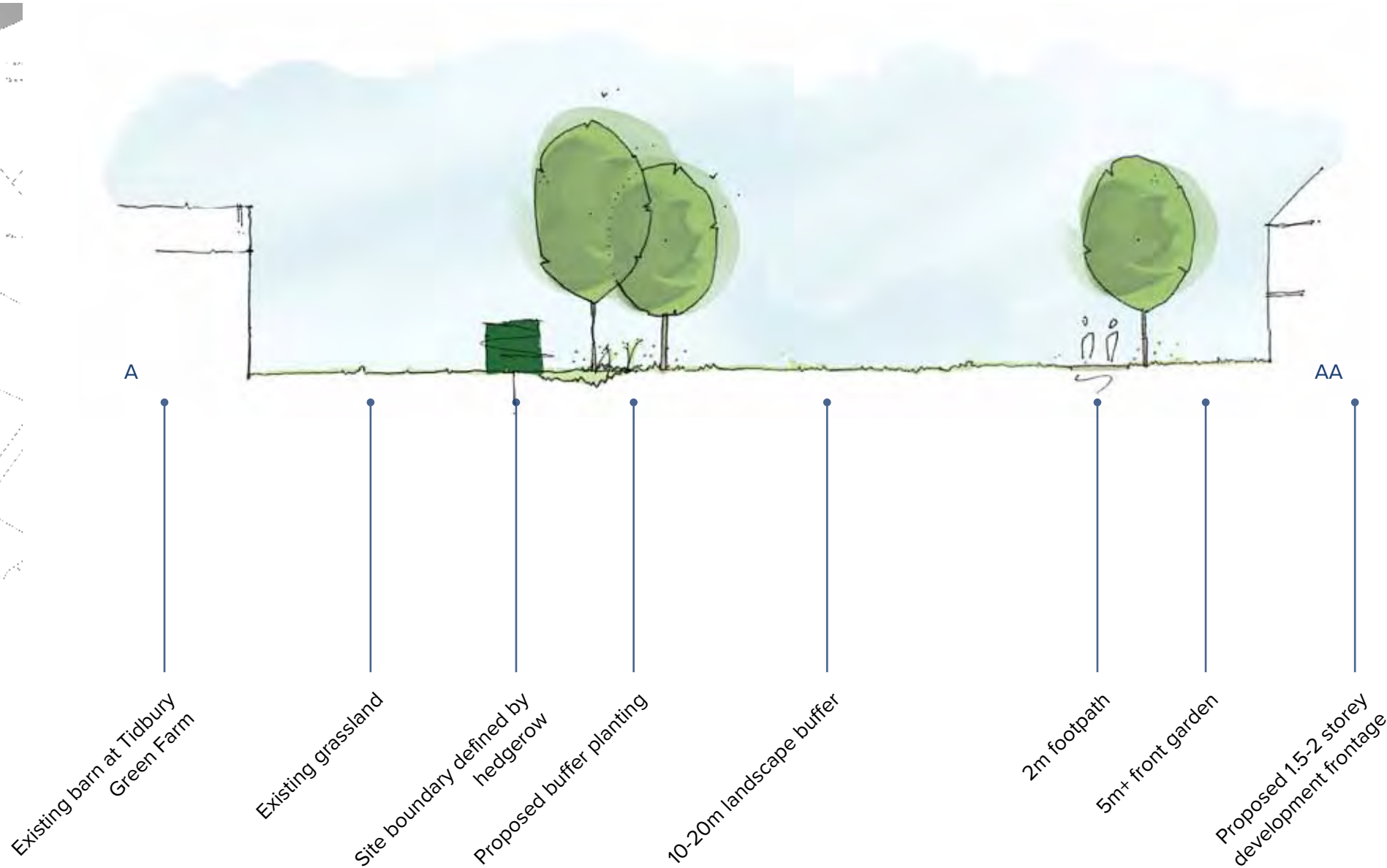


FIGURE 18: ILLUSTRATIVE SECTION B - SCHOOL EDGE

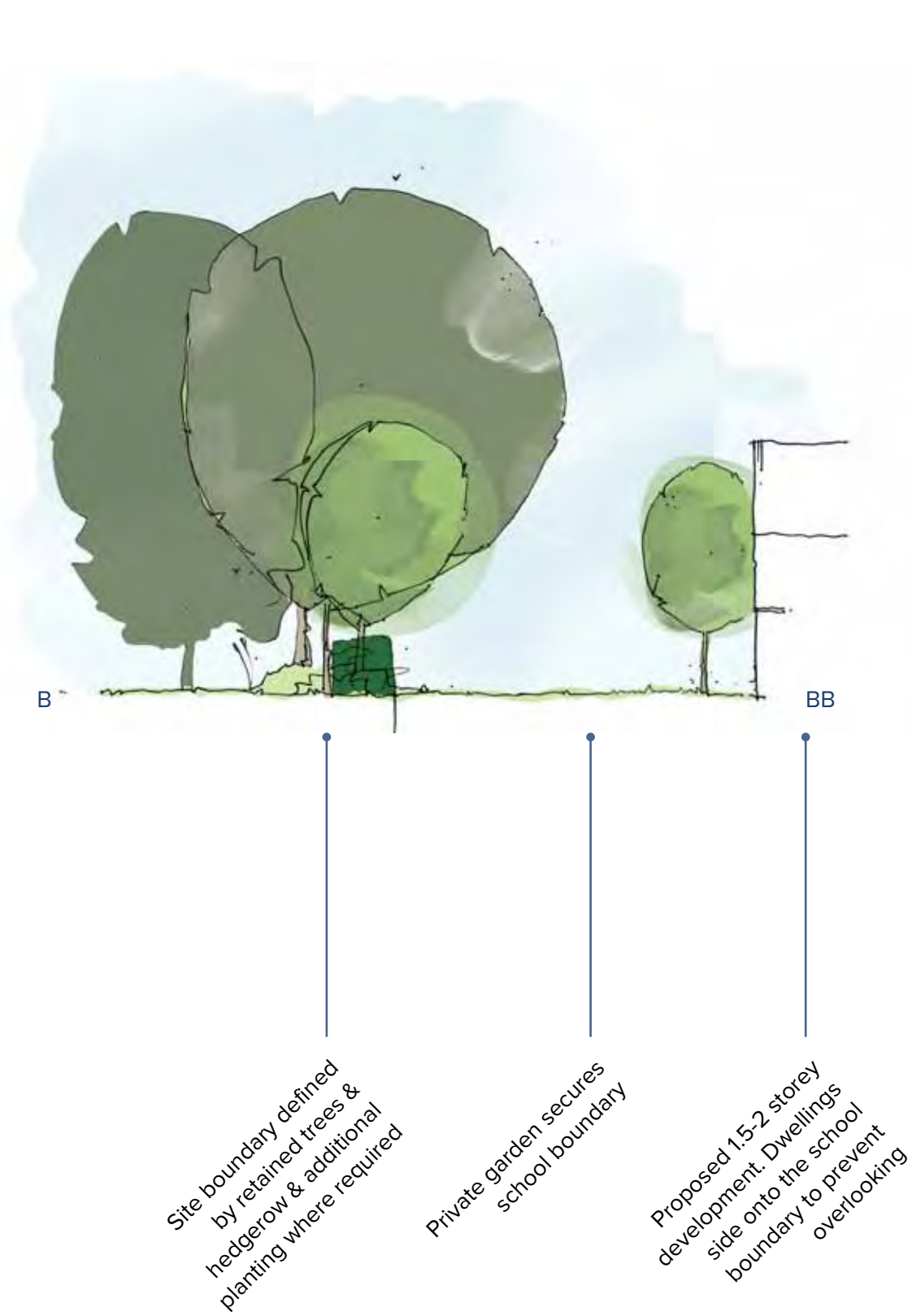


FIGURE 19: ILLUSTRATIVE SECTION C - FULFORD HALL ROAD EDGE

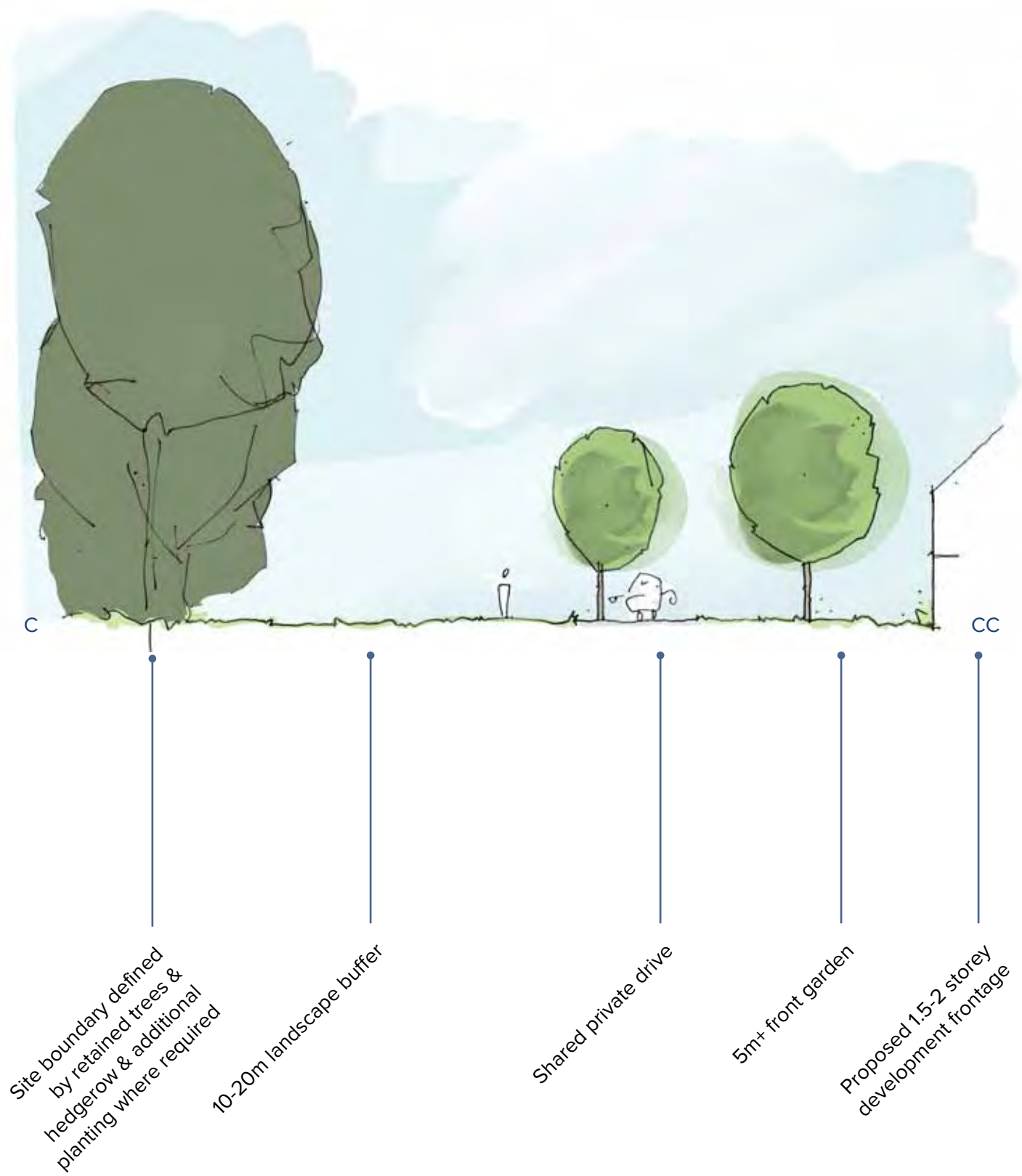


FIGURE 20: ILLUSTRATIVE SECTION D - WOODLAND EDGE

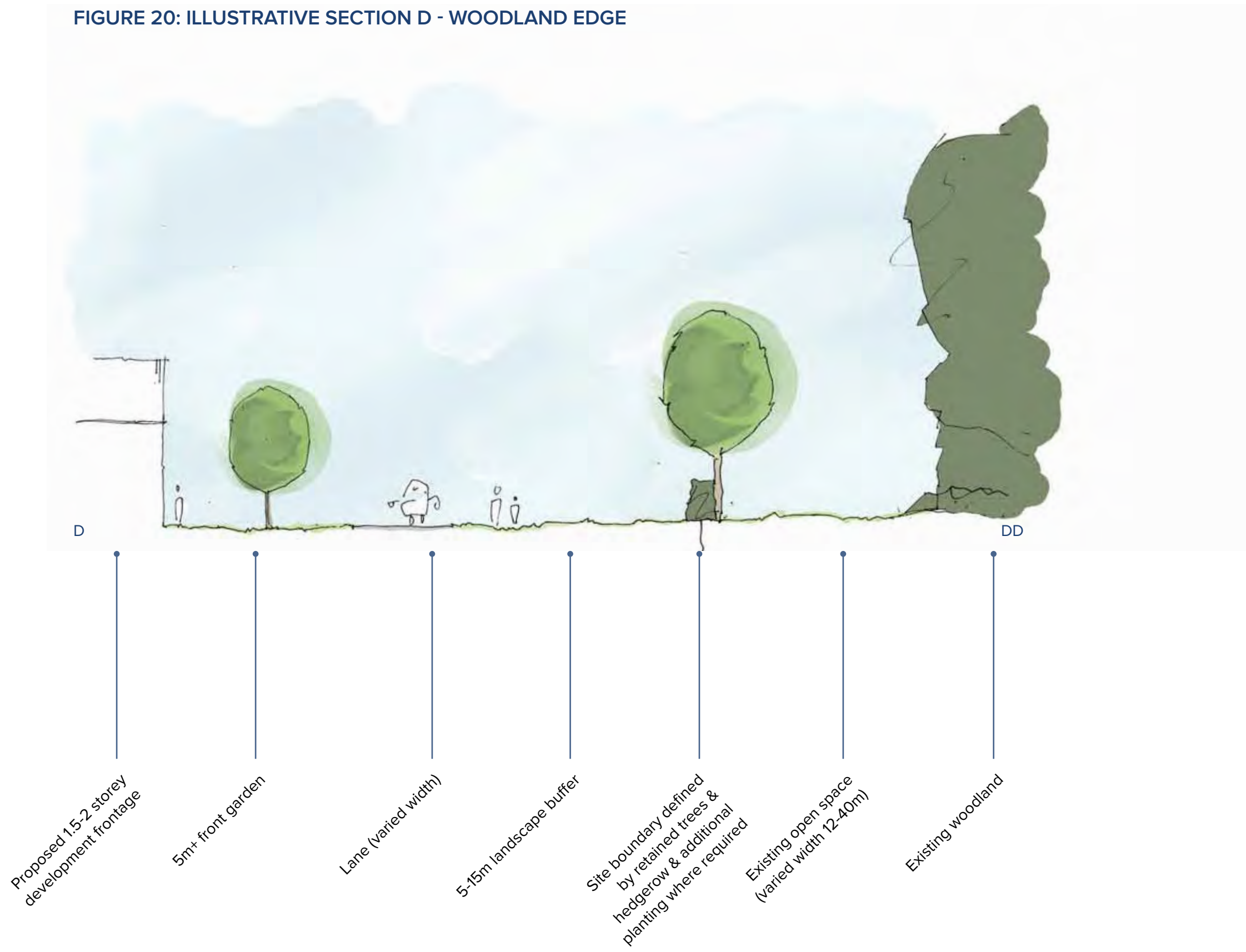


FIGURE 21: ILLUSTRATIVE SECTION E - RESIDENTIAL EDGE



5.11 ACCESS

Site Access

- 5.11.1 The development has been designed with a user hierarchy where the needs of pedestrians and cyclists are considered first and foremost, followed by the specialist service vehicles and then other motor vehicles.
- 5.11.2 The Transport Assessment (TA) prepared as part of this application has appropriately assessed the current transport infrastructure and existing conditions of the highway network surrounding the development site. This has enabled the design of the scheme to address any existing issues that have been observed, as well as provide appropriate measures to accommodate the impact of the proposed development.
- 5.11.3 Vehicular access to the site will be gained via a single priority T Junction off Fulford Hall Road with the site access forming the minor road arm incorporating the required visibility splay from the access of 2.4m x 90m. See Figure 23 for details.
- 5.11.4 A pedestrian/cycle link will be provided in the north west corner of the site. This will also function as a secondary access for emergency service vehicles.

Pedestrian and Cycle Links

- 5.11.5 The site layout has been designed to facilitate foot/cycle movements along highways (both separate footways and shared surface lanes/mews), desire lines and green corridors. These routes connect the site to the existing highways/footpath links, existing woodland and provide new pedestrian/cycle links to Rumbush Lane and Dickens Heath, enhancing the accessibility of the range of facilities on offer there. Dedicated pedestrian and cycle links include:
- A pedestrian/cycle link to the north west of the site onto Fulford Hall Road;
 - A pedestrian/cycle link to the east of the site onto Rumbush Lane;
 - A pedestrian link to the south west of the site onto Fulford Hall Road; and
 - Pedestrian access within the existing woodland to the north east of the site (excluding Big Dickens' Wood).
- 5.11.6 It is proposed that a new zebra crossing be provided on Fulford Hall Road in the vicinity of its junction with Tilehouse Lane to improve pedestrian movements in the area and provide safe and convenient access to the school and existing bus stops.

Inclusive access

- 5.11.7 The detailed design of the proposed development should enable everybody to move around freely without encountering unnecessary obstructions. This is particularly important for pedestrians and cyclists and those less able to move about, such as the elderly, visually impaired or those who need to use a wheelchair. The majority of the inclusive access principles will be applied at reserved matters stage.
- 5.11.8 The former Commission for Architecture and the Built Environment (CABE) set out the principles of inclusive design as:
- Inclusive - so everyone can use it safely, easily and with dignity.
 - Responsive - taking account of what people say they need and want.
 - Flexible - so different people can use them in different ways.
 - Convenient - so everyone can use them without too much effort or separation.
 - Accommodating - for all people, regardless of their age, gender, mobility, ethnicity or circumstances.
 - Welcoming - with no disabling barriers that might exclude some people.
 - Realistic - offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all.

LEGEND

- Site boundary
- Primary road
- Lane
(same surface / varied width)
- Shared private drive
(same surface)
- Courtyard / mews
(same surface)
- Feature square / crossing
- Primary pedestrian link
- Primary pedestrian / cycle link
- Primary pedestrian / cycle link / emergency access

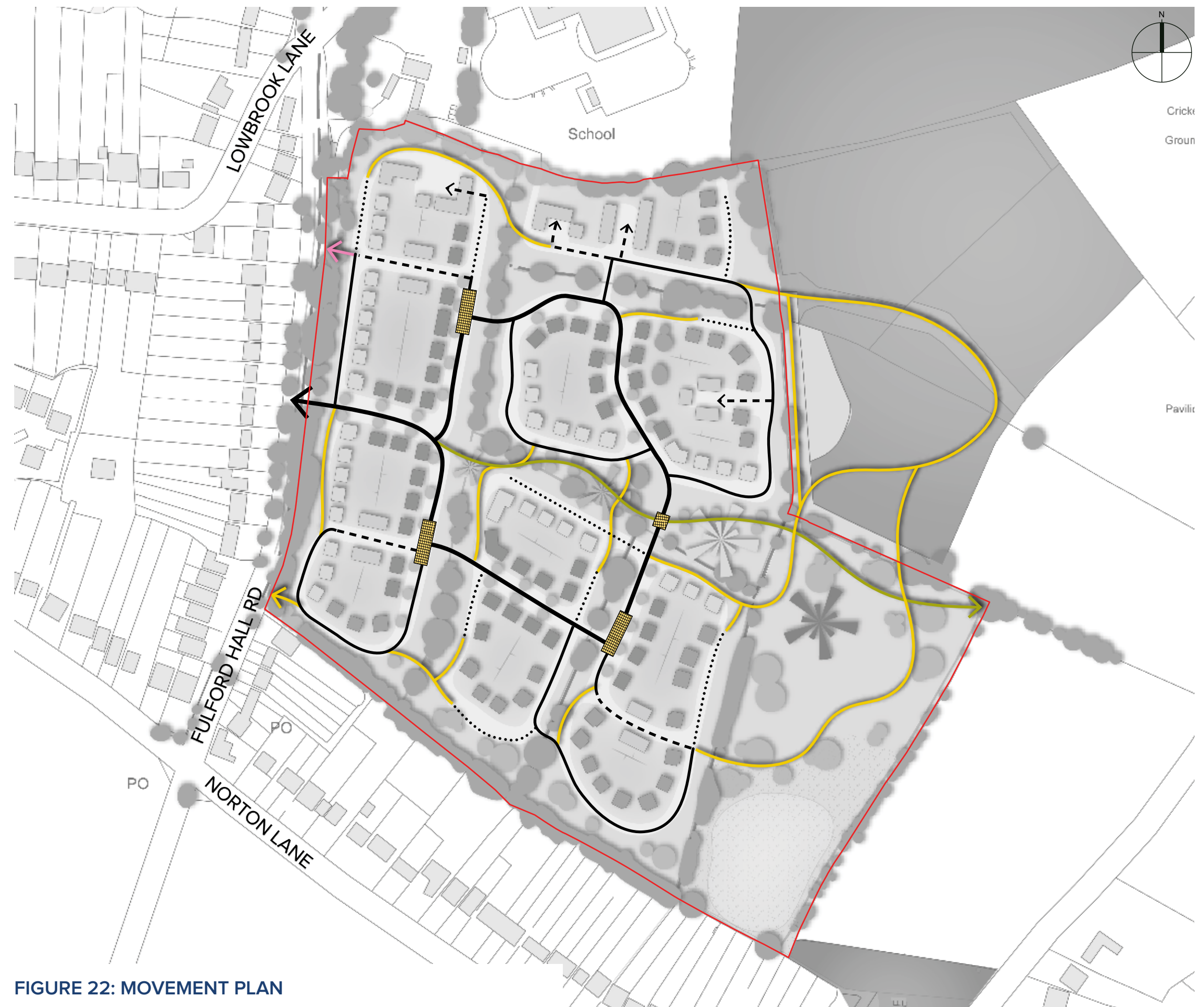
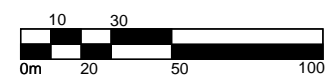
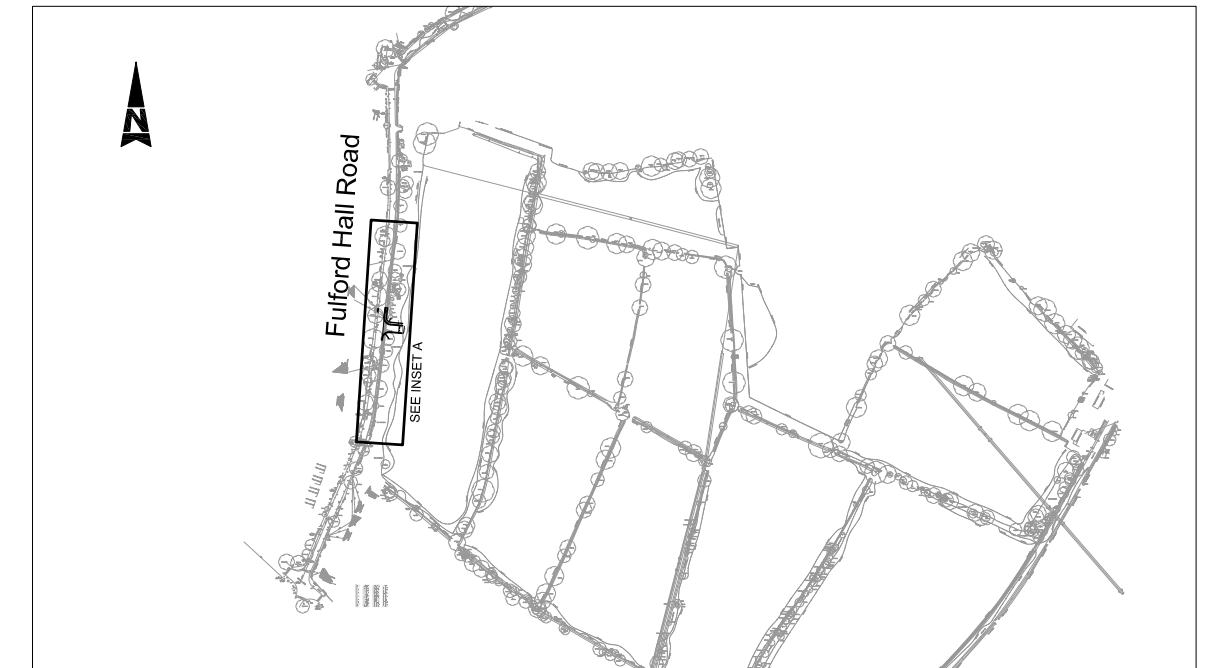
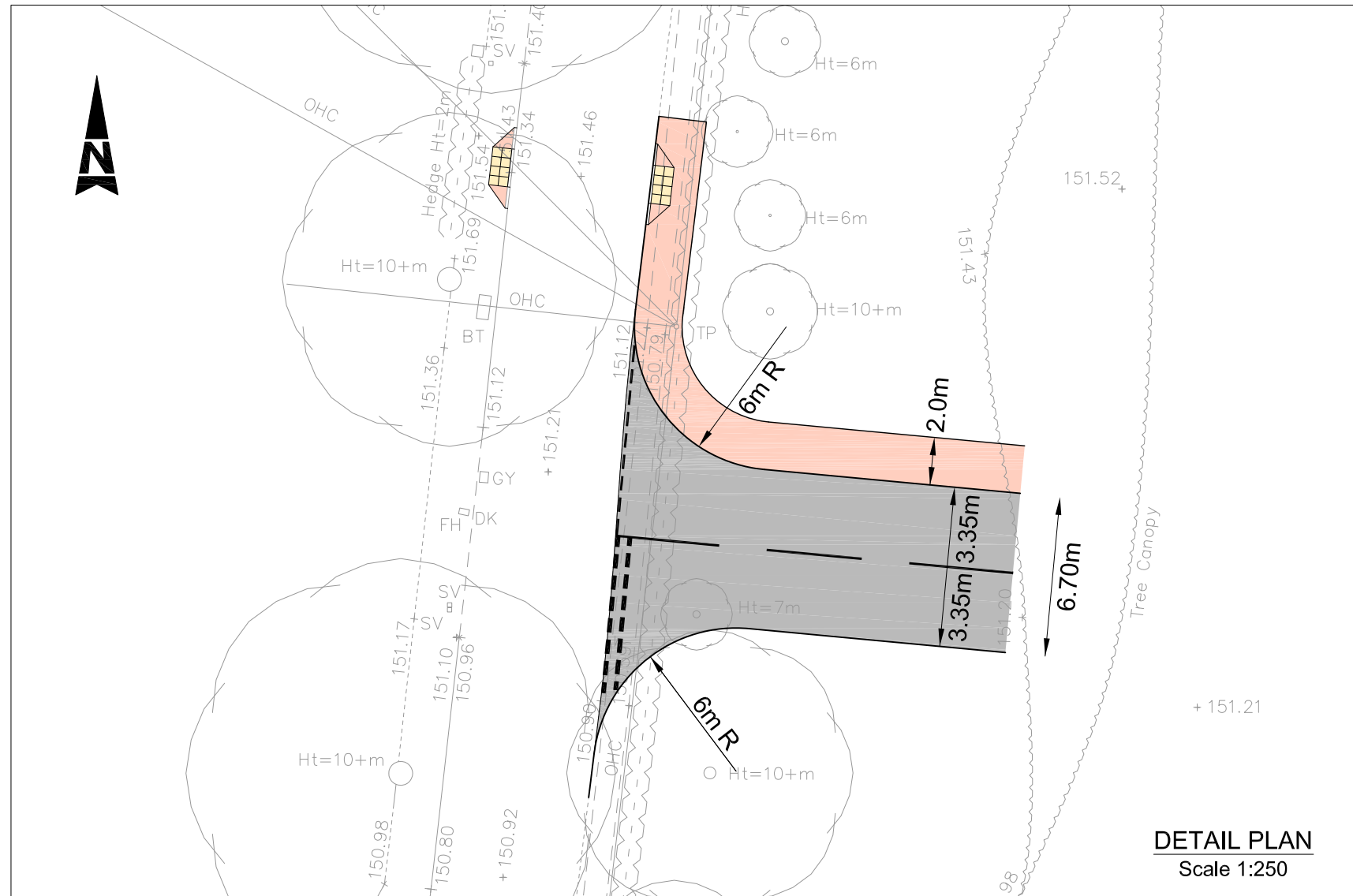


FIGURE 22: MOVEMENT PLAN

SCALE 1:2,500





Key:

-  Proposed Carriageway
-  Proposed Footway
-  Proposed Tactile Paving
-  Proposed 4.5m x 90m Visibility Splay
-  Proposed Road Marking to Diag. 1003 ('Traffic Signs Regulations and General Directions 2011')
-  Proposed Road Marking to Diag. 1004 ('Traffic Signs Regulations and General Directions 2011')

FIGURE 23: PROPOSED VEHICULAR ACCESS

(Courtesy of Atkins - refer to Drawing 5117672/TP/GA/001 for details)

6.1 CAR PARKING

- 6.1.1 The car parking requirement will be delivered in accordance with policy. Allocated resident car parking will be provided in a variety of ways, including to front of property, side of property, garage to side, integral garage and/or on street within mews/ courtyards. Where car parking is provided to the front of dwellings, soft landscaping will be incorporated into the street and/or front garden to ensure the cars do not dominate the streetscape. Car parking will be provided in close proximity to all dwellings, where possible, to discourage ad-hoc parking in more obtrusive locations.
- 6.1.2 Visitor car parking will be provided on street and for larger units visitor spaces may also be incorporated on plot. Tree planting and landscaping will be used to help integrate the car into the streetscene.

6.2 BINS & STORAGE

- 6.2.1 The detail of external storage space will be developed further at the reserved matters stage, based on the housing mix and type applied for. Where possible, bins will be stored to the rear of properties with an external access for each property to allow bins to be brought out to the front for emptying. Within runs of terraces this could be a shared alleyway between properties.
- 6.2.2 The number of cul-de-sacs used within the scheme have been limited within the development to facilitate access for refuse and emergency vehicles. In some instances, the use of cul-de-sacs is unavoidable due to the number of green corridors and extent of single sided development. Where 'shared private driveways/lanes' create cul-de-sacs, the length of road will be limited, allowing bin collection within 55m of the property frontage. Where roads lengths extend beyond 55m, access to the primary avenue will be provided via a footpath from the property frontage to the kerbside.

6.3 SAFER PLACES

- 6.3.1 Safer Places: The Planning System and Crime Prevention (2004) identifies the attributes of safer places and gives guidance on how to achieve this. We set out below how the proposed development has considered these attributes:
- Access and Movement – routes have been well defined and reflect convenient and direct movement patterns;
 - Structure – the proposed buildings face outwards to the public realm;
 - Surveillance – the proposed building positions and active edges provides high degrees of surveillance of public space and movement routes;
 - Ownership – the proposed development has been designed to engender a sense of community through its layout, movement routes and open space;
 - Physical protection – shared surface routes are used to promote pedestrian priority;
 - Activity – we expect the site to have a heightened level of activity, with the associated surveillance benefits;
 - Management – the scheme requires very little management, structure planting and retained vegetation is located in areas that are easily accessed and maintained from publically accessible areas. Roads and public open space are to be adopted by the relevant authorities, where this is not achievable separate management companies will control the areas;

6.4 BUILDING FOR LIFE

- 6.4.1 Building for Life 12 sets out 12 questions designed to structure discussions between local communities, the local planning authority, the developer of a proposed scheme and other stakeholders. It also helps local planning authorities assess the quality of proposed and completed developments. It was launched in its current format in September 2012.
- 6.4.2 Based on a simple traffic light system the scheme is assessed against each of the questions and given either a green, amber or red score with the objective to score as many greens as possible, minimise the number of ambers and avoid reds.
- 6.4.3 The more “greens” a better a development will be. A red light gives warning that an aspect of a development needs to be reconsidered. Ambers are areas which need to be looked at to see if they can be improved or considered further at the detailed design stage. In some cases it may not be possible to achieve a green because of local circumstances.
- 6.4.4 An outline building for life assessment has been set out on the following pages with a brief description as to how the scheme will seek to achieve a green score for each question. Reference will also be made to the relevant supporting information within the Design and Access Statement (DAS).
- 6.4.5 As the application is at an outline stage, some of the questions will only be able to achieve an amber score at the most, as securing a green would be dependent on the detail provided at the reserved matters stage. However, it is considered that based on the principles set out in the Design and Access statement, no red light warnings would apply to the proposed outline scheme.

“Building for Life is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.”

Department for Communities and Local Government (2011) 'Laying the Foundations: A Housing Strategy for England'

	Integrating into the neighbourhood	DAS Reference	Applicants Score
01	<p>Connections - 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?</p> <p>There are currently no publically accessible links into the site. The scheme therefore, introduces several new connections to ensure the proposal are well integrated with the village. These include the new vehicular junction and two additional pedestrian/cycle links (north and south) onto Fulford Hall Road. New green corridors also permeate the scheme, providing convenient pedestrian/cycle links throughout the site that connect to the site access, ensuring the proposed recreational facilities are accessible to both existing and new residents. Access to the existing woodland, to the north east of the site (excluding Big Dickens' Wood), and a pedestrian/cycle link to Rumbush Lane are also incorporated into the masterplan, providing new links to Dickens Heath and enhancing the recreational offer of the village.</p>	<p>Section 2 sets out the existing site context.</p> <p>Section 5.5 sets out the development principles.</p>	Green
02	<p>Facilities and services - Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?</p> <p>Tidbury Green Primary School / Community Centre is also located directly north of the site. A wide variety of facilities are also situated within Dickens Heath, currently accessible via Fulford Hall Road / Dickens Heath Road. A new pedestrian/cycle link onto Rumbush Lane will also enhance connectivity between the village/site and Dickens Heath, improving access to existing facilities for both existing and proposed residents.</p>	<p>Figure 3 illustrates the existing land uses and facilities within close proximity of the site.</p> <p>Section 5.5 sets out the development principles.</p>	Green
03	<p>Public transport - Does the scheme have good access to public transport to help reduce car dependency?</p> <p>Bus stops on Dickens Heath Road are located within 400m / 5 minutes walking distance of the site centre and Wythall train station is located within 1200m / 15 minutes walking distance of the site centre, providing convenient access to the existing public transport network.</p>	<p>Figures 1 & 3 illustrates the existing public transport routes, bus stops and train stations within close proximity of the site.</p> <p>Figure 22 illustrates the proposed movement structure.</p>	Green
04	<p>Meeting local housing requirements - Does the development have a mix of housing types and tenures that suit local requirements?</p> <p>As the scheme is at outline stage, the precise housing and tenure mix is not yet determined. However, the masterplan has been designed to accommodate a variety of housing types. The flexibility of the masterplan ensures local requirements can be applied when reserved matters applications are submitted.</p>	<p>Section 5.5 sets out the development principles.</p>	Amber with the potential to achieve green at reserved matters stage

	Creating a Place	DAS Reference	Applicants Score
05	<p>Character - Does the scheme create a place with a locally inspired or otherwise distinctive character?</p> <p>The character of the scheme has evolved directly from an assessment of the site and its context. The retention of existing trees and hedgerow corridors creates a distinctive sense of place, exploiting the established landscape setting to help assimilate the proposed scheme with the leafy village character and rural settlement edge.</p> <p>Six distinct residential character areas are established within the masterplan, defining a clear movement hierarchy, aiding legibility and responding to the adjacent landscape typology. Building materials, architectural styles and layout arrangements will complement those found within the village and natural tones and/or materials will be used within the more visually / landscape sensitive areas.</p>	<p>Sections 2.12, 5.7 & 5.8 set out the key principles for the development character.</p>	Green
06	<p>Working with the site and its context - Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?</p> <p>The scheme maximises the landscape features of the site and surrounding area. Existing hedgerows and trees are integrated into the masterplan, defining areas of public open space, movement routes and shaping the development parcels. Existing drainage ditches are an integral part of the SUDS for the site, utilising the existing topography to gravitationally feed water into an attenuation pond to the south east. The area surrounding the pond will be designed to promote wildlife habitats and the pond itself will be designed to maximise both its ecological and drainage capacity.</p> <p>The character of the existing village has directly influenced the layout of the scheme which is evident within the proposed character areas.</p>	<p>Section 2 sets out the existing site context.</p> <p>Section 5.5 sets out the development principles.</p>	Green
07	<p>Creating well defined streets and spaces - Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?</p> <p>As the scheme is at outline stage, the precise design and positioning of housing is not yet determined. However, the masterplan promotes a legible street hierarchy and application of residential character areas; one of which is named 'Primary Avenue Edge'. Along the Primary Avenue, regularly spaced street trees are used to complement the more formal development edge and reinforce the existing linear tree lined corridors. The hierarchy of streets is also determined through a varied application of surface materials, set back distances/front garden depths and height to width ratios.</p> <p>The perimeter block structure, promotes frontage on to the street and encloses private gardens to the rear. Key open spaces and entrances will be well defined and overlooked by the arrangement of surrounding buildings. Tree planting will also be used to add character and enclosure to the public open spaces. The detailed position of buildings will be dealt with at the reserved matters stage but the illustrative layout anticipates that dual aspect units will be used to turn corners and that the amount of exposed boundary walls will be kept to a minimum. A heightened architectural status is also advocated where buildings define vista and/or entrances.</p>	<p>Section 5.5 sets out the development principles.</p> <p>Sections 2.12, 5.7 & 5.8 set out the key principles for the development character.</p>	Green
08	<p>Easy to find your way around - Is the scheme designed to make it easy to find your way around?</p> <p>A hierarchy of streets and spaces is integral to the masterplan, with nodal spaces and activity zones creating recognisable areas of interest along the movement routes and areas of public open space. The residential character areas, designed to complement the movement route and/or public open space that it addresses, will also aid legibility throughout the development. In addition, the central green corridor will act as a central meeting place and distinctive area within the proposed development and wider community.</p>	<p>Section 5.5 sets out the development principles.</p> <p>Sections 2.12, 5.7 & 5.8 set out the key principles for the development character.</p> <p>Figure 22 illustrates the proposed movement structure.</p>	Green

	Street and Home	DAS Reference	Applicants Score
09	<p>Streets for all - Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?</p> <p>The internal layout will be formalised during the reserved matters stage but it is expected that streets will be designed to meet required highway standards and low traffic speeds (of around 20mph). Houses will be arranged to front on to streets and promote activity and pinch points and variations within the building line will be used to deflect the carriageway and naturally reduce vehicle speeds.</p> <p>A number of same surface streets are incorporated into the masterplan, providing pedestrian friendly links along desire lines to and from the public open spaces. Designed as social places, these streets are augmented by feature squares and distinctive built form that defines them.</p>	<p>Section 5.5 sets out the development principles.</p> <p>Sections 2.12, 5.7 & 5.8 set out the key principles for the development character.</p> <p>Figure 22 illustrates the proposed movement structure.</p>	Amber with the potential to achieve green at reserved matters stage
10	<p>Car parking - Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?</p> <p>Car parking will be provided to meet requirements contained within the SMBC Vehicle Parking Standards & Green Travel Plans SPD based on the housing mix and type determined at reserved matters stage. Generally car parking will be on-plot, either to the front or side, or on-street. Tree planting and surface treatments will be used to help integrate car parking into the streetscene. Road widths will also allow some flexible visitor parking on-street and allow servicing. Appropriate levels of parking will be provided in close proximity to front doors to discourage ad-hoc parking in more obstructive locations.</p>	<p>Section 6 identifies additional design considerations.</p> <p>The illustrative layout (Figure 11) demonstrate a variety of car parking solutions.</p>	Amber with the potential to achieve green at reserved matters stage
11	<p>Public and Private Spaces - Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?</p> <p>The detailed definition and design of public and private spaces will be developed at the reserved matters stage. Front gardens will be well defined by either walls, hedges, railings or shrubs depending on the type of street on which they are located. Perimeter blocks will arrange frontage onto the surrounding streets and open spaces to promote overlooking and natural surveillance. Private gardens will be secured within the block and where these are exposed to the street they will be robustly defined by higher brick walls. Should rear parking courts be used, they will be secure and well overlooked by the surrounding buildings.</p> <p>It is anticipated that all areas of open space will be adopted and maintained by SMBC or TGPC. Where this is not possible an independent management company, arranged by the applicants, will be used.</p>	<p>Section 5.5 sets out the development principles.</p> <p>Sections 2.12, 5.7 & 5.8 set out the key principles for the development character.</p> <p>Section 6 identifies additional design considerations.</p>	Amber with the potential to achieve green at reserved matters stage
12	<p>External storage and amenity space - Is there adequate external storage space for bins and recycling as well as vehicles and cycles?</p> <p>The detail of external storage space will be developed further at the reserved matters stage based on the housing mix and type applied for. Where possible, bins will be stored to the rear of properties with an external access for each property to allow bins to be brought out to the front for emptying. Within runs of terraces this could be a shared alleyway between properties. Where garages are provided they will meet the requirements set out in SMBC Vehicle Parking Standards & Green Travel Plans SPD. Cycle parking and storage will also be design in accordance with local planning policy.</p>	<p>Section 6 identifies additional design considerations.</p>	Amber with the potential to achieve green at reserved matters stage

