

Design and Access Statement

Land off Waunscil Avenue, Brackla, Bridgend

Design and Access Statement

Land off Waunscil Avenue, Brackla, Bridgend

Mullberry Homes Ltd

December 2020

PORTAL REF: PP-09354903v1

OUR REF: M17/0713-04.RPT

TETLOW KING PLANNING
UNIT 2, ECLIPSE OFFICE PARK, HIGH STREET, STAPLE HILL, BRISTOL, BS16 5EL
Tel: 0117 956 1916 Email: all@tetlow-king.co.uk

www.tetlow-king.co.uk

Contents

Section 1	Introduction	1
Section 2	Site Location and Context	2
Section 3	Planning Policy Context	8
Section 4	Design and Access	15
Section 5	Summary and Conclusions	22

Introduction

Section 1

- 1.1 The Design Statement provides an analysis of the site and sets out the principles that have been established and which have guided and informed the design. It has been prepared on behalf of Mulberry Homes Ltd. The requirement to submit a Design and Access Statement (DAS) with a planning application applies to all planning applications for 'major' development.
- 1.2 This Design and Access Statement has been prepared in accordance with the Development Management Manual and the advice in Technical Advice Note 12 – Design.
- 1.3 Guidance in the Development Management Manual advises that a DAS accompanying a planning application must:
- explain the design principles and concepts that have been applied to the development;
 - demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - explain the policy or approach adopted as to access and how policies relating to access in the development plan have been taken into account; and
 - explain how specific issues which might affect access to the development have been addressed.
- 1.4 This D&A demonstrates how the proposed scheme takes the design principles and the policy and approach has been taken into account.

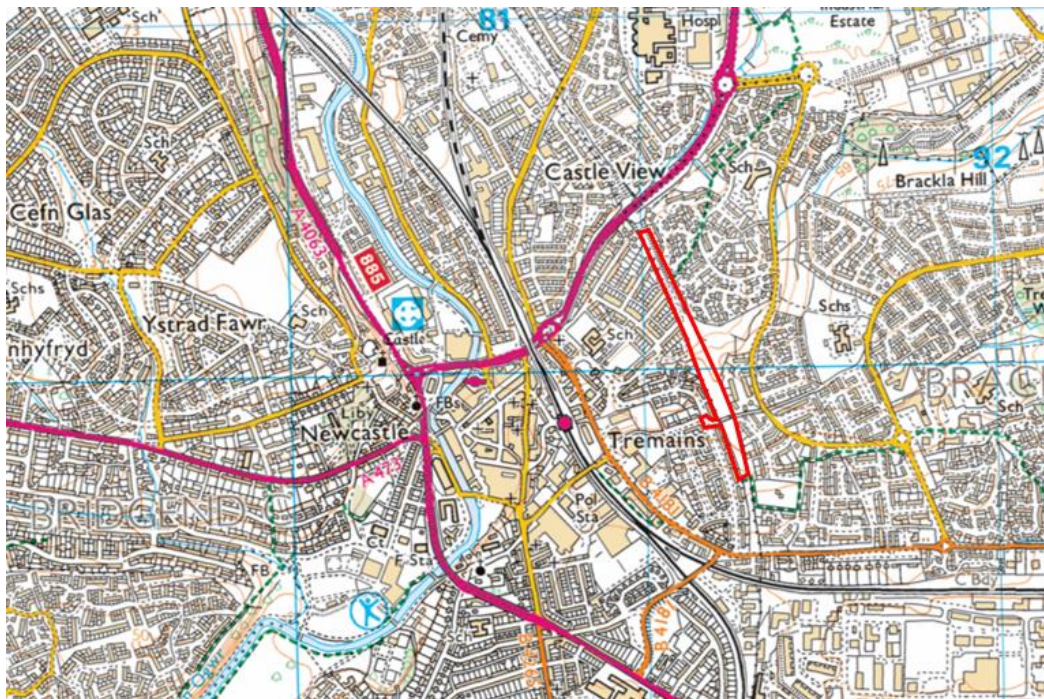
Site Location and Context

Section 2

Site Location and Context

- 2.1 The application site comprises of previously developed land and a former railway embankment, approximately 700 meters north east of Bridgend town centre. The site is a long, linear parcel of land situated between two areas of residential development.

Figure 2.1 – the site (in red) in context of Brackla and Bridgend



- 2.2 To the west are older terraced properties in Charles Street, Vernon Street and Herbert Street, with former Local-Authority owned houses and flats in Waunscil Avenue, and semi-detached dwellings at Napier Close. To the east are more recent two-storey houses and bungalows at Clos-y-Waun, Heol Brynglas, Chorleywood Close and Gwaun Coed.
- 2.3 The site is approximately 730 metres in length stretching from the boundary with 39 Charles Street in the north to 66-68 Waunscil Avenue in the south. The width of the site varies from about 21 to 45 metres. It is overgrown and enclosed with some self-seeded trees and hedgerows along the boundaries.

The Application Site

- 2.4 The site has two distinctive characters, the northern section and the southern section.

Northern Section of the Site

- 2.5 The northern section is a former railway embankment, about four to five metres above the level of existing development at Charles Street, Vernon Street and Herbert Street. The views of the site from these roads are of the metal boundary fence and grassed embankment and overgrown vegetation. The sidewalls of existing neighbouring properties are situated close to the site boundary.
- 2.6 As the levels are of similar height, the northern part of the site is visible from rear first floor windows from the housing at the Brackla development. Here the site is bordered by 1.8 metres high close-boarded fencing and overgrown bushes/brambles.
- 2.7 The views of the site from the rear windows of these neighbouring properties are of an unkempt area of land and associated vegetation. From this part of the site it is possible to view the neighbouring streets and associated buildings to the west due to the height of the site above adjoining development.

Southern Section of the Site

- 2.8 The southern part of the site is where the railway went into cutting, but it has since been filled to the same level as the adjoining land. The views into it from neighbouring properties are largely screened by existing vegetation. From this higher ground there are far reaching views of the surrounding countryside and hills beyond.
- 2.9 Here there are existing bungalows in the Brackla development, which are situated close to the site boundary in contrast to the two storey properties in Waunscil Avenue, which have longer rear gardens of about 15 metres in length.
- 2.10 Although the site is privately owned it is currently used as an informal amenity area for dog walking and is crossed by two footpaths. There are also a number of informal footpaths across the site including one that runs the entire length of the site and another at Waunscil Avenue that crosses the former railway bridge.
- 2.11 The site has an unkempt appearance and is enclosed by existing vegetation particularly within the narrower northern section. The informal footpath that has been created is quite narrow in places particularly where the site changes in level. Elsewhere, the site comprises of a wider open area of grassland with some trees and bushes at the boundary. The site attracts tipping and dumping.

Topography

- 2.12 The land levels across the site vary considerably, and to the north the site is raised above the existing housing on Herbert, Vernon and Charles Street on an embankment (formerly used for the railway).
- 2.13 To the south of Herbert Street is a steep incline rising some 18m where the site in the past was originally a railway cutting that has been filled. As a consequence the railway bridge which carried the footpath from Waunscil Avenue to the east is now at ground level due to the cutting it used to span being filled.
- 2.14 There are two relatively flat areas of the site, a lower level north of Herbert Street and a higher level accessed off Waunscil Avenue.

Local Context and Character

- 2.15 There are a variety of building forms in the local area. These vary in their style and period. The development immediately surrounding the site is of a mixed quality with a range of different building heights, designs, scales and details, with no single, common distinctive feature.

Waunscil Avenue

- 2.16 The buildings along Waunscil Avenue area relatively modern development dating from the 1960s/1970s. The dwellings are largely terraced or semi-detached and set back from the road. Some are two-storey and others are virtually three storey.

Figure 2.2 – two- and three-storey development in Waunscil Avenue



Source: Google Streetview

- 2.17 The dwellings are typical of former Local Authority housing of the period. They are constructed of render or concrete cladding which has subsequently been tile hung at first floor. The window proportions and openings utilise casements and top hung lights of predominantly a horizontal proportion.

Chorleywood Close

- 2.18 Chorleywood Close to the east of the site is a low-density suburban development off a cul-de-sac, dating from the late 20th century. The dwellings are single storey in scale with low-pitched roofs and gables to the street. The dwellings are finished in a light grey/ brown render.
- 2.19 The houses date from the late 1980s and early 1990s and are constructed in a dark red / brown brick with low pitched roofs finished in concrete tiles.

Figure 2.3 – properties in Chorleywood Close



Source: Google Streetview

Gwaun Coed

- 2.20 Similar to Chorleywood Close, Gwaun Coed (also to the east of the site) is a suburban development, dating from a similar period.
- 2.21 Again, the dwellings are single storey in scale with low-pitched roofs and gables to the street, although there are two storey dwellings further to the south and the land levels fall as shown below.

Figure 2.4 – properties in Gwaun Coed



Source: Google Streetview

Herbert Street and Charles Street

- 2.22 The properties off Herbert Street and Charles Street and its surrounding area are of the Victorian era. They are either 2 or 2.5 stories in height and are generally arranged in terraced forms. The dwellings are deep in plan with a relatively shallow pitched roofs, constructed of slate.

Figure 2.5 – properties in Charles Street looking east



Source: Google Streetview

- 2.23 There are therefore a range of different design cues that the proposed development can take from, to correspond with the local vernacular.

Planning Policy Context

Section 3

Development Framework

- 3.1 The Development Plan for the administrative area comprises the Bridgend Local Development Plan 2006 – 2021, adopted September 2013. Other material considerations include Planning Policy for Wales, Technical Advice Notes and Bridgend Borough Council Supplementary Planning Guidance.
- 3.2 Full details on the planning policy context and how the proposal complies with these are provided in the Planning Statement.

The Development Plan

Bridgend Local Development Plan (LDP) 2006 – 2021

- 3.3 The Bridgend Local Development Plan sets out the Council's objectives and policies for the development and use of land in Bridgend County Borough over the plan period to 2021.
- 3.4 The first objective of the Local Plan (OBJ1a) is to *"promote Bridgend as the key principal settlement of the County Borough where major residential development is focused."*
- 3.5 The following policies of the Local Development Plan are considered relevant to this application. Each Strategic policy (SP) are followed by more detailed policies (PLA):

Policy	Commentary
SP1 – Regeneration-Led Development Spatial distribution of Growth	Permits development in the County Borough where it provides the maximum benefits to regeneration at a scale that reflects the role and function of settlements as set out in the settlement hierarchy.
PLA1 – Settlement Hierarchy and Urban Management	<p>Sets out the Settlement Hierarchy, where development will be permitted within settlement boundaries as set out in the hierarchy.</p> <p>Bridgend is identified as the Primary Key Settlement within the County Borough. The supporting text advises that Bridgend is distinguished as the Primary Key Settlement on the basis that it accommodates the largest proportion of the</p>

Policy	Commentary
	population and is the focus of employment, retail and services serving the whole of the County Borough.
SP2 – Design and Sustainable Place Making	<p>Requires all development to contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment.</p> <p>These include:</p> <ul style="list-style-type: none"> • using land efficiently by being of a density which maximises the development potential of the land whilst respecting that of the surrounding development; • Providing for an appropriate mix of land uses; • Having good walking, cycling, public transport and road connections within and outside the site to ensure efficient access; • Minimising opportunities for crime to be generated or increased; • Avoiding or minimising noise, air, soil and water pollution; • Incorporating methods to ensure the site is free from contamination (including invasive species); • Safeguarding and enhancing biodiversity and green infrastructure; • Ensuring equality of access by all; • Ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected; • Incorporating appropriate arrangements for the disposal of foul sewage, waste and water. • Make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change; and • Appropriately contributing towards local, physical, social and community infrastructure
SP3 Strategic Transport Planning Principles	<p>Requires that all development proposals should promote safe, sustainable and healthy forms of transport through good design, enhanced walking and cycling provision, and improved public transport provision.</p> <p>This includes maximising the potential for sustainable transport infrastructure and services.</p>
PLA7 – Transportation Proposals	The policy safeguards transportation proposals (including walking and cycling proposals) from development that would prevent their implementation.

Policy	Commentary
	<p>One such route is PLA7(12) between Bridgend Industrial Estate and Wildmill, which would pass through the application site.</p> <p>The supporting text (at paragraph 3.3.17) states that “<i>the provision of a high-quality network of dedicated walking and cycle routes is an essential element in realising the LDP Strategy and will promote sustainability, encourage healthier lifestyles and increased physical activity</i>”.</p>
PLA9 – Development affecting Public Rights of Way	<p>The policy states that development proposals that do not cater for public rights of way and/or do not protect the existing or proposed network for public use, will not be permitted.</p> <p>It continues that proposals for alternative routes for a public right of way should provide a route of similar or improved quality to that of the existing route.</p>
PLA10 – Safeguarding of Disused Railway Infrastructure	<p>Policy PLA10 seeks to resist development that would inhibit the re-opening of disused or redundant railway infrastructure or their re-use for alternative transport purposes.</p>
PLA11 – Parking Standards	<p>All development will be required to provide appropriate levels of parking, in accordance with adopted parking standards.</p>
SP4 – Conservation and Enhancement of the Natural Environment	<p>Strategic Policy SP4 favours the conservation and, where possible, enhancement of the natural environment.</p>
ENV5 – Green Infrastructure	<p>This policy makes clear that green infrastructure will be provided through the enhancement of existing natural assets and the creation of new multi-functional areas of green space.</p> <p>The supporting text identifies that green infrastructure includes amenity green space and green corridors including public rights of way.</p>
SP12 – Housing	<p>This policy sets out the requirement for dwellings in the County Borough. It requires the delivery of 9,690 dwellings from 2006 – 2021. This is broken-down into five-year tranches:</p> <p>2,085 dwellings for the period 2006 – 2011;</p> <p>2,888 dwellings 2011 – 2016 and</p> <p>4,717 dwellings 2016 – 2021.</p> <p>It also requires an appropriate mix of dwelling size, type and tenure, including 1,370 units of affordable housing, to meet the needs of the County Borough.</p>

Policy	Commentary
COM3 – Residential Re-Use of a Building or Land	Residential development within settlement boundaries defined in Policy PLA1 on 'windfall' sites or for the re-use of vacant or under-utilised land will be permitted where no other LDP policy protects the building for an alternative development.
COM4 – Residential Density	On sites exceeding 0.15 hectares in size policy COM4 requires new residential developments to be built at a density of at least 35 dwellings per hectare.
COM5 – Affordable Housing	<p>Where a local need is demonstrated, the Council will normally expect an appropriate element of 'affordable housing' to be provided on sites capable of accommodating 5 or more dwellings or exceeding 0.15 hectares in size at 20% in Bridgend.</p> <p>However, the supporting text acknowledges that the provision of affordable housing can affect the viability of residential development.</p>
COM11 – Provision of Outdoor Recreational Facilities	<p>All new housing developments will be required to make provision (or the equivalent value) of outdoor recreation space.</p> <p>This will be based on:</p> <ul style="list-style-type: none"> 1.6ha/1,000 population for outdoor sport 0.8ha/1,000 population for children's playing space 0.2ha/1,000 population for allotment provision <p>The range and type is subject to negotiation and may be provided on-and off-site, or the equivalent value in contributions.</p>
COM13 – Provision of Accessible Natural Greenspace (including public open space)	<p>The Council will promote the provision of accessible natural greenspace (including public open space) wherever suitable opportunities arise.</p> <p>Allocated sites include the application site as COM13(9) Land off Waunscil Avenue, Bridgend.</p> <p>The supporting text describes these areas as less formal in character, which provide the opportunity for a mixture of activities to be enjoyed by all ages of the community</p>
SP13 – Social and Community Facilities	Strategic Policy SP13 makes clear that, in order to maintain and improve the quality of life of residents, social and community uses (including outdoor recreation) will be retained or enhanced.
SP14 – Infrastructure	The policy requires that applications for development should include proposals which deal with the fair and reasonable infrastructural requirements of the development.

Other Material Considerations – National Guidance

Planning Policy Wales (Edition 10, December 2018)

- 3.6 Edition ten of Planning Policy Wales (PPW10) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs).
- 3.7 Chapter 3 deals with Strategic and Spatial choices. At paragraph 3.51, it makes clear that previously developed land (including sites that have previously been used for waste disposal) should wherever possible, be used in preference to greenfield sites where it is suitable for development.
- 3.8 In the same paragraph, it specifically advises that *“In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome”*.
- 3.9 This approach is also supported by paragraph 4.2.17 which encourages *“maximising the use of suitable previously developed and/or underutilised land for housing development”* which can *“assist regeneration and at the same time relieve pressure for development on greenfield sites”*.
- 3.10 Chapter 4 seeks to encourage active and social places. Page 44 makes clear that a Healthier Wales can be achieved through improving access to green spaces and recreation facilities to support people adopt healthy lifestyles, creating the right conditions for better health, well-being and greater physical activity.
- 3.11 Paragraph 4.1.30 encourages planning authorities to support active travel by ensuring new development is fully accessible by walking and cycling.
- 3.12 Section 4.2 of PPW10 deals specifically with housing. It makes clear (paragraph 4.2.2) that the planning system must *“...enable provision of a range of well-designed, energy efficient, good quality market and affordable housing that will contribute to the creation of sustainable places...”*
- 3.13 In respect of affordable housing, paragraph 4.2.21 advises that a viability assessment should be considered having regard to all the circumstances in the case, including whether the development plan and the viability evidence underpinning it are up-to-date, and any change in circumstances since the plan was adopted.

- 3.14 Such circumstances could also include where further information on infrastructure or site costs is required or where a recession or similar significant economic changes have occurred since the plan was adopted.

Technical Advice Notes

TAN16 – Sport, Recreation and Open Space (2008)

- 3.15 This TAN provides technical guidance to supplement policy set out in PPW. It advises on the role of the planning system in making provision for sport and recreational facilities and informal open spaces.
- 3.16 Paragraph 3.13 of TAN16 states that the Government’s aim is that “*everyone has easy local access, by means other than the car, to formal and informal recreational facilities and open space.*”
- 3.17 It goes on to say that “*this can include linear green spaces or waterways, which connect into a wider open space network. In considering provision, local planning authorities should be mindful of the needs of disabled people and of people in deprived communities, and the more limited ability of people in disadvantaged groups to travel far from their local areas*”.

Technical Advice Note 12 – Design

- 3.18 The purpose of the TAN is to equip all those involved in the design of development with advice on how ‘Promoting sustainability through good design’ and ‘Planning for sustainable building’ may be facilitated through the planning system.
- 3.19 Important concepts in respect of good design include appraising the site’s context, achieving design solutions, access, character, community safety, environmental sustainability and movement.

BCBC Supplementary Planning Guidance

SPG8 – Residential Development

- 3.20 The SPG provides guidance on the standard of design in residential development. Under the second objective it encourages the efficient use of land, with a density that reflects the site’s character and context.

SPG13 – Affordable Housing (October 2015)

- 3.21 SPG13 provides local guidance on affordable housing in Bridgend. At paragraph 5.1, The Council recognises that the expected provision of affordable housing can affect land values for residential development at any given location.
- 3.22 It also acknowledges that where there are significant abnormal costs associated with developing a site, the levels of affordable housing sought in policy may result in a development becoming unviable.

SPG17 – Parking Standards

- 3.23 The most up-to-date parking standards are those contained in SPG17 dated September 2011.
- 3.24 For the purposes of the parking standards, the application site lies within Zone 4 (orange), which is described as ‘Suburban’, being mainly residential but with some local facilities and access to public transport.

Design and Access

Section 4

Built Form and Local Character

- 4.1 The layout that has evolved from the site context is one based around a perimeter block structure which generally backs onto the site boundary. The perimeter blocks are arranged to create a variety of spaces which give both character and legibility.
- 4.2 The existing buildings in Bridgend and specifically Brackla provide cues for the new development. It is important to ensure that development is in keeping with the immediate environment, but the proposal is not intended to be prescriptive, or to restrict its design by slavishly copying existing development.

Layout

- 4.3 TAN 12 advises (5.11.3) that the design of housing layouts and built form should reflect local context and distinctiveness, including topography and building fabric. Response to context should not be confined to architectural finishes. The important contribution that can be made to local character by contemporary design, appropriate to context, should be acknowledged.
- 4.4 It continues that, to help integrate old and new development and reinforce hierarchy between spaces, consideration should be given to retaining existing landmarks, established routes, mature trees and hedgerows within housing areas as well as introducing new planting appropriate to the area.
- 4.5 The basic principles for the design of the built form have been identified as a simple built-form, designed in a similar manner to the pattern of development locally. It is not unusual for groups of identical buildings help to create an impression of unity, for instance in the Victorian terraces of Herbert Street and Charles Street and the regularly of dwelling forms in other streets locally.

- 4.6 The proposed layout achieved this, albeit with variety in designs and materials, with different house types at either end of the layout.
- 4.7 The proposal would also retaining an established route by proposing to retain and enhance the existing spur while also creating a new community route through the entire site running north to south allowing for both pedestrian and cycle movement.
- 4.8 The proposed layout would seek to retain some of the existing mature trees within the site, as shown on the submitted Tree Protection Plan and the proposed layout.
- 4.9 The layout reflects to the site context, taking an essentially linear form through the site, with dwellings fronting the proposed road throughout the 'spine' of the site. This starts at the southern end, with smaller detached units and a lower density reflecting the narrowness of the site at this point (see figure 4.1 below).

Figure 4.1 – layout at the southern part of the site



- 4.10 The site widens as one travels north and this allows for variety in orientation and a greater density, with some units being turned at 90 degrees. This is found in local examples such as Napier Close.

Figure 4.2 – layout at the centre of the site



- 4.11 Meanwhile the proposed layout also provides terminating views at the northern end from the positioning of plots 65 to 69, as well as the semi-detached pair of dwellings immediately where the spine road turns, helping to frame the development.

Figure 4.3 – layout at the northern end of the site



- 4.12 This layout gives the principal route legibility through the development, while also responding to site constraints.

Building designs, heights and materials

- 4.13 In terms of context and distinctiveness, within the residential areas of Brackla there are examples of the use of 2, 2.5 and 3 storey built-form. The proposed buildings will be no more than three functional stories high, reflecting the range of building heights in the local area.
- 4.14 The selection of materials will be of a high quality and sympathetic to the local vernacular. The scheme will use a mixture of brick and render dwellings, some with both finishes, to provide variety while also referencing the brick and render found on nearby dwellings.

Access and Movement

- 4.15 The proposal will of course greatly enhance local movement by providing the linear community route together with public open space and an equipped play area. This will provide the opportunity for a mixture of activities to be enjoyed by all ages of the community.

- 4.16 Footways within the development would be designed such that there is a comprehensive link to all dwellings and to the existing footway/cycleway network outside of the site.
- 4.17 In respect of vehicular travel, the road geometry would be such that traffic speeds would be constrained to 20 mph or less.
- 4.18 The most up-to-date parking standards are those contained in SPG17 dated September 2011. For the purposes of the parking standards, the application site lies within Zone 4 (orange), which is described as 'Suburban', being mainly residential but with some local facilities and access to public transport.

Number of units	Plot number	House Type	Beds	Parking Provision	<u>Parking Maximum</u>
5	1, 2, 3, 4 and 5	JEN	3 bed house	2	3
18	Plots 6 - 23	KK3S	3 bed house	2	3
37	Plots 24 to 60	KK3S	3 bed house	1	3
2	61, 62	MR	4 bed house	2	3
2	63, 64	KTP	4 bed house	2	3
5	65, 66, 67, 68 and 69	D	3 bed house	2	3
1	70	FOG	2 bed coach house	2	2

- 4.19 Further detail can be found in the Transport Assessment that accompanies this application.
- 4.20 In respect of access to the dwellings, they have been designed to comply the building regulations, British Standards and the other legislation to ensure proper access for disabled or ambulant disabled.
- 4.21 The proposals will include consideration of a level access to the principal access for dwellings, properly designed sanitary facilities for building users, Stairs and ramp designed to suit disabled persons requirements, properly considered signage and

access doors. Where a level access is provided to residential units this should be wherever possible to the principal access usually to the front of the property.

Community Safety

- 4.22 The proposals will ensure visibility and overlooking from the proposed dwellings to provide a deterrent to crime. This includes direct views from the rear of the dwellings at plots 65 to 69 of the equipped play area to discourage crime within this area.
- 4.23 The development of the southern part of the site will also help to reduce the potential for crime on the site as it stands, which has been subject to flytipping, while the creation of a well-used, formalised community route will limit the risk of anti-social behaviour that can currently occur on the land.

Environmental Sustainability

- 4.24 TAN12 seeks to encourage environmental sustainability by incorporating sustainability measures to reduce the environmental impact associated with buildings and minimising the demand for energy (low and zero carbon sources), water, and materials and creation of waste.
- 4.25 Proposals should also incorporate approaches to development which create new opportunities to enhance biodiversity and be adaptable and flexible development that can respond to social, technological, economic and environmental conditions/changes (e.g. the current and future effects of climate change) over time to minimise the need to demolish and rebuild.
- 4.26 The Sustainability Development Strategy for the development identifies criteria that have been considered when designing buildings to be constructed on the site. Material specification, energy management and orientation demonstrate responsible environmental design principles.
- 4.27 These include in respect of energy conservation, water conservation and the selection of new materials. In respect of the selection of materials, these wherever possible favour those with the lowest ecological impact over their projected lifetime. Timber is to be sourced from well-managed and licensed European sources to reduce transportation and energy requirements.

- 4.28 High levels of insulation, draught proofing and double-glazing together will improve energy efficiency will be used. When appropriate main living rooms are to make maximum use of passive solar gains for heating.
- 4.29 Window areas to be designed to provide high levels of day lighting to reduce the energy demand for lighting. This should also be considered in conjunction with efficient thermal insulation especially on north facing elevations.
- 4.30 Residents of homes are to be provided with bin stores, which will include provision for dedicated recycling bins. Dwellings will be provided with composting facilities to allow the recycling of vegetable matter for use as compost within gardens.
- 4.31 In respect of water conservation, the objective is to reduce water demand, storm water run-off and the amount of waste water requiring treatment which results in reducing energy requirements for pumping and investment in new water supply infrastructure, thereby protecting natural watercourses.
- 4.32 To reduce water consumption all homes are to be equipped with dual flush WC's with a maximum 6 litre flush and lower 3 litre flush. New homes are to be fitted with spray/aerator taps on hand basins. Water meters to be installed in all homes to encourage occupants to make further savings in water.
- 4.33 Houses are to be provided with water butts for the collection of rain water run off for garden irrigation. Taps are to be fitted with spray inserts, flow restrictors or aerators to reduce water flow rates.
- 4.34 Where white goods are installed only those with an A or B rating under the European Commission ECO label will be offered. Low energy lamps are to be used in the majority of principal rooms within new houses and apartments. Where external lighting is provided compact fluorescent lamps are to be specified.
- 4.35 Whilst addressing sustainability in the design of buildings, measures must also be taken to reduce the impact of construction operations. Where waste is generated contractors will be encouraged to provide separate segregated skips to assist with recycling.

- 4.36 The use of renewable energy will be considered as part of a sustainability strategy for the development. This may include measures such as solar thermal panels, air source heat pumps and/or combined heat and power.
- 4.37 In respect of ecology, the habitats at the northern end of the site will be retained and will provide areas which can be enhanced for additional biodiversity through additional planting and management. These can include native species planting, bat and bird nesting boxes in suitable trees and a management plan to guide the long-term management of semi-natural habitats.

Summary and Conclusions

Section 5

- 5.1 The proposals have been designed to take into account the pattern of development in the surrounding area. The layout reflects to the site context, taking an essentially linear form through the site, with dwellings fronting the proposed road throughout the 'spine' of the site.
- 5.2 This starts at the southern end, with smaller detached units and a lower density. The site widens as one travels north and this allows for variety in orientation and a greater density, with some units being turned at 90 degrees. At the northern end, the layout provides for terminating views, helping the legibility of the site
- 5.3 Building heights reflect the variety of those in the local area. Footways within the development would be designed such that there is a comprehensive link to all dwellings and to the existing footway/cycleway network outside of the site.
- 5.4 In respect of vehicular travel, the road geometry would be such that traffic speeds would be constrained to 20 mph or less and the Council's parking standards would be complied with. The Sustainability Development Strategy for the development identifies criteria that have been considered when designing buildings to be constructed on the site.
- 5.5 The proposals will result in significant benefits to the local area, including providing a high-quality dedicated walking and cycle route described in the Local Plan as part of an essential element in promoting sustainability, encouraging healthier lifestyles and increased physical activity.
- 5.6 They will replace an unkept and overgrown area with a valuable community resource and Accessible Natural Greenspace encouraged by policy COM13(9), deliver a much-needed additional 70 dwellings in a sustainable location and on brownfield land where the Council's policy and PPW states that land should be used efficiently to a density which maximises its development potential.

