



Taylor
Wimpey

Windermere Grange, Stourport

Design and Access Statement

December 2020

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1.0 Introduction

Purpose of the Document
Relevant Planning Policies
Site and Context Overview

1.1 Purpose of the Document

Purpose of the Document

This Design and Access Statement has been prepared on behalf of Taylor Wimpey West Midlands and Severn Academies Educational Trust to accompany a Full Planning Application for a residential development of 110 dwellings (gross) 109 (net), on the land formerly occupied by the Stourport Sixth Form Centre and caretakers house - to be demolished.

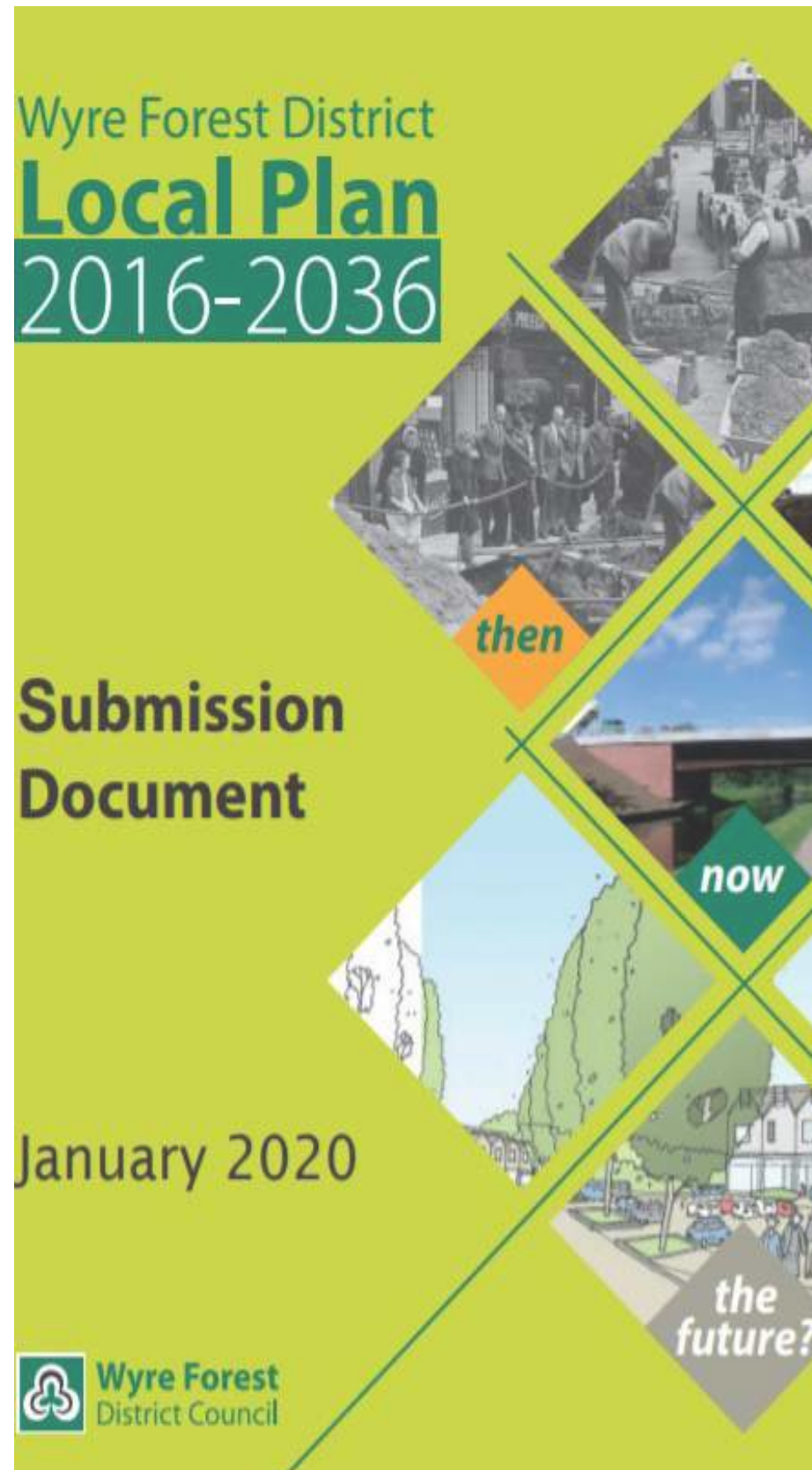
The site, which is located to the north of an existing urban area, is part greenfield and part brownfield. The site is currently in Green Belt, but it is proposed to be removed within the emerging Local Plan and is allocated for residential development. For full review of the relevant planning policies, see Supporting Planning Statement.

The document provides information to explain and interpret the proposals; how the proposed development is appropriate to the site and its setting and demonstrates that it can be adequately accessed by prospective users.

There will be a thorough assessment of the site context and analysis of constraints and opportunities. The document aims to evolve a scheme which will establish key design principles.



1.2 Relevant Planning Policy



Planning Policies

Wyre Forest District Local Plan was submitted to the Secretary of State for Examination in April 2020. The Pre-Submission documentation was published for consultation which takes into account the previous consultations along with the body of evidence developed. It sets out the development requirements for the district and identifies the strategy to meet the needs up to 2036 along with related policies.

The Local Plan identifies where development sites for homes and business will be and the services and infrastructure needed to support them.

The following design related policies have been referred to wherever possible:

- Policy 6A - Development Needs 2016 - 2036 - During the Plan Period, Wyre Forest District Council will make provision for monitor and manage the delivery of housing, employment land, retail and offices at the levels of development contained. The delivery will be in accordance with the site allocations.
- Policy 7A - Strategic Green Belt Review - The most up-to-date Green Belt boundaries are identified on the Policies Map.
- Policy 8A - Housing Density and Mix - new housing development must be well designed and address local housing needs incorporating a range of different types, tenures and sizes of housing to create mixed communities.
- Policy 8B - Affordable Housing Provision - requirement of a minimum of 25% on sites of 10 or more homes, or sites of an area of 0.5 hectares or more will be required.
- Policy 11A / Policy 27A - Quality Design and Local Distinctiveness

- all development within Wyre Forest District will be expected to exhibit high quality design.

- Policy 11C - Landscape Character - new development must protect and where possible enhance the unique character of the landscape including individual settlements or hamlets located within it.
- Policy 13 - Transport and Accessibility - proposals must demonstrate the location and layout, offer viable sustainable transport choices, address road safety and are consistent with the delivery of the Worcestershire Local Transport Plan objectives.
- Policy 14 - Strategic Green Infrastructure - The existing green infrastructure network will be safeguarded from inappropriate development. Housing development proposals will be required to contribute towards the provision, maintenance, improvement and connectivity of Green Infrastructure.
- Policy 33.16 - school site Coniston Crescent MI/38 - the site has been removed from the Green Belt and allocated for residential development. Vehicular access to be taken from the Kingsway adjacent to allotments. Existing trees should be enhanced to develop a buffer between the existing dwellings on Coniston Crescent and new development. An ecological appraisal should be submitted as part of any future planning application.

Local Design Guidance

The below documents have been referred to wherever possible to develop high quality proposals:

- Adopted Core Strategy - 2010
- Affordable Housing SPD - 2014
- Design Quality - SPD 2004
- Site Allocations Plan

Windermere Grange

The site is situated off Coniston Crescent, in Stourport. The site is approximately 4.1 hectares, and formerly the site for Stourport Sixth Form Centre used by the neighbouring Stourport High School. The redundant buildings have since been demolished. The playing fields were part of the provision for the Middle School, which has been closed following the Wyre Forest schools' reorganisation in 2007. Urgent repair work to the High School is required and the sale of the site will help towards the funding.

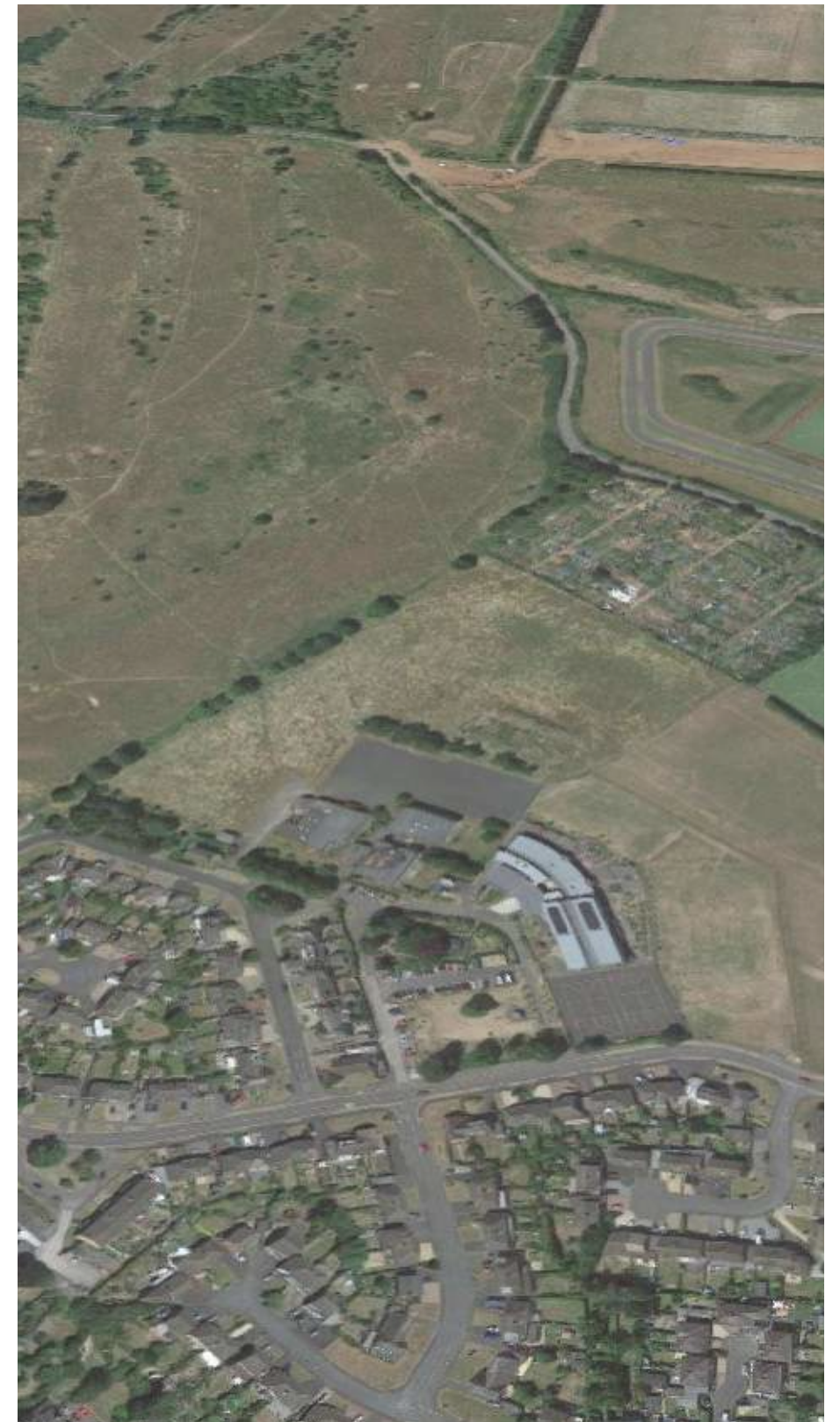
The north-eastern boundary of the site runs along existing allotments, whilst the south-eastern boundary is adjacent to Burlish Park Primary School and the High Schools playing fields. To the north-west of the site lies the former golf course, and the south-western boundary adjoins Coniston Crescent, providing a vehicular access point to the site. There is a permissive footpath running adjacent the western boundary.

The topography of the site has a gradual decline towards the northern boundary, and an incline towards the southern boundary, creating a dip towards the centre of the site. The site features existing vegetation; hedgerows and trees along the north-western and south-western boundaries, including a small woodland area which fronts onto Coniston Crescent, creating a barrier between the site and the residential dwellings opposite. This woodland area and 5 trees along the north-western boundary are subject to a Tree Preservation Order.

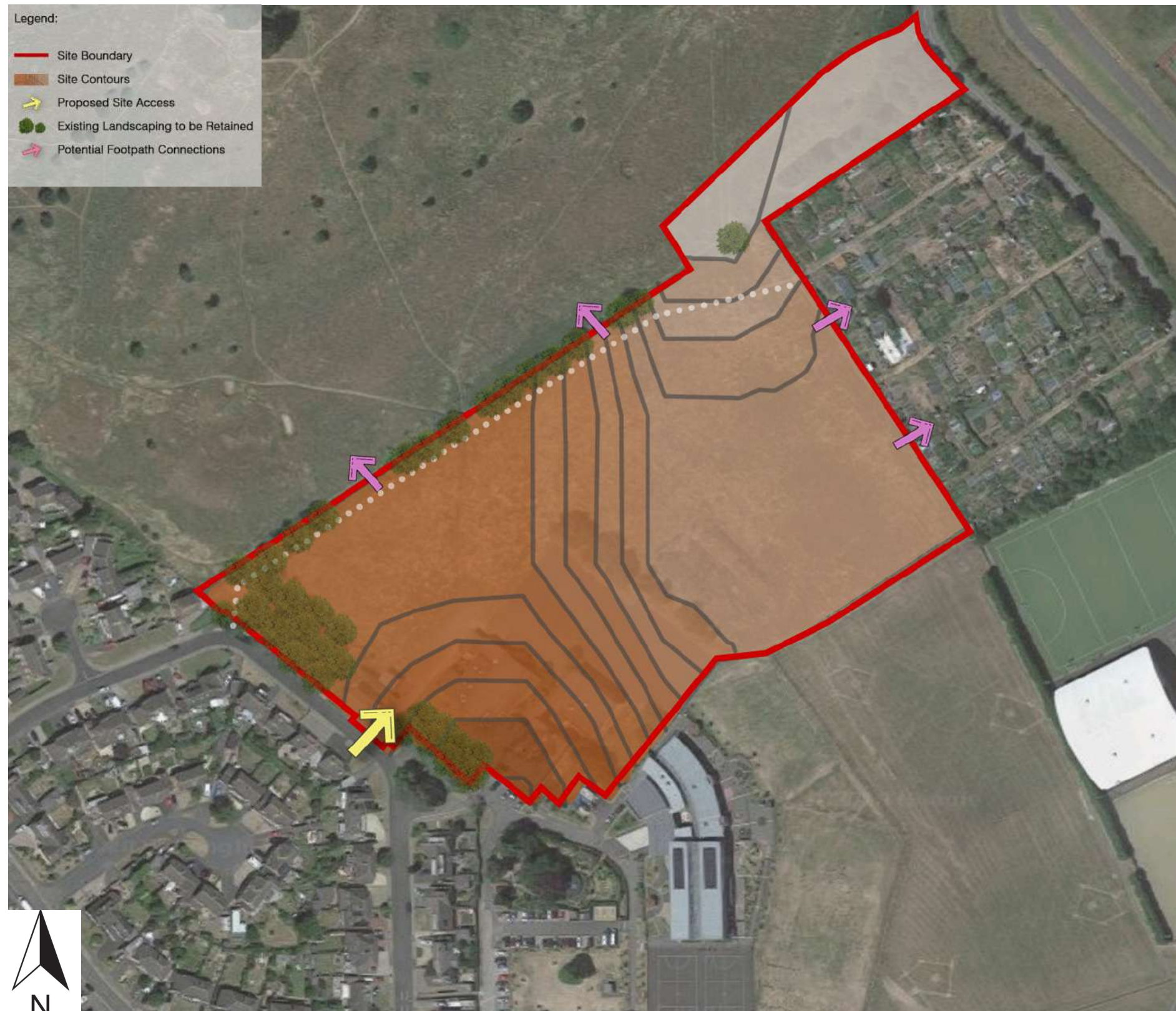
Description of Development

The site is in Green Belt land, but is proposed to be removed from it within the emerging Local Plan. Existing trees should be enhanced and develop a buffer between the existing dwellings on Coniston Crescent and the new development.

The boundary includes land to allow for an access road to be constructed to the Kingsway, this is located along the north-western boundary. At the present time, nothing is proposed to be developed in this area. If an agreement is reached with the Council the application will be amended so that an access road is shown in this location as opposed to Coniston Crescent.



1.3 Site and Context Overview: Constraints and Opportunities



Constraints and Opportunities

The plan to the left indicates the constraints and opportunities of the site and are outlined below.

Constraints:

- Retaining existing trees along the north-western boundary and towards the south-western boundary where possible.
- Existing permissive footpath running along north-western boundary to be retained.

Opportunities:

- To provide a wide mix of high quality new housing within an established residential area in a sustainable location with good amenities and connections.
- To provide an active frontage onto Coniston Crescent, and improve natural surveillance.
- To extend and enhance the existing woodland and boundary trees to create a high quality and mature landscape setting, and provide an attractive frontage on to Coniston Crescent.
- To provide safe footpath links, that are well overlooked, to the allotments, former golf course and to the adjacent Primary School.
- To demolish the dilapidated caretakers house which has become an eyesore and has led to anti-social activities.
- To have outward facing properties to the north-western boundary, providing views over the former golf course land.
- To use dual aspect feature buildings to main junction points within the site to create a sense of arrival and to aid legibility.
- To provide a central feature landscaped area, creating a focal point and a sense of place.

2.0 Review and Analysis

Local Facilities
Movement and Access Network
Character Studies
Views Within and Around Site

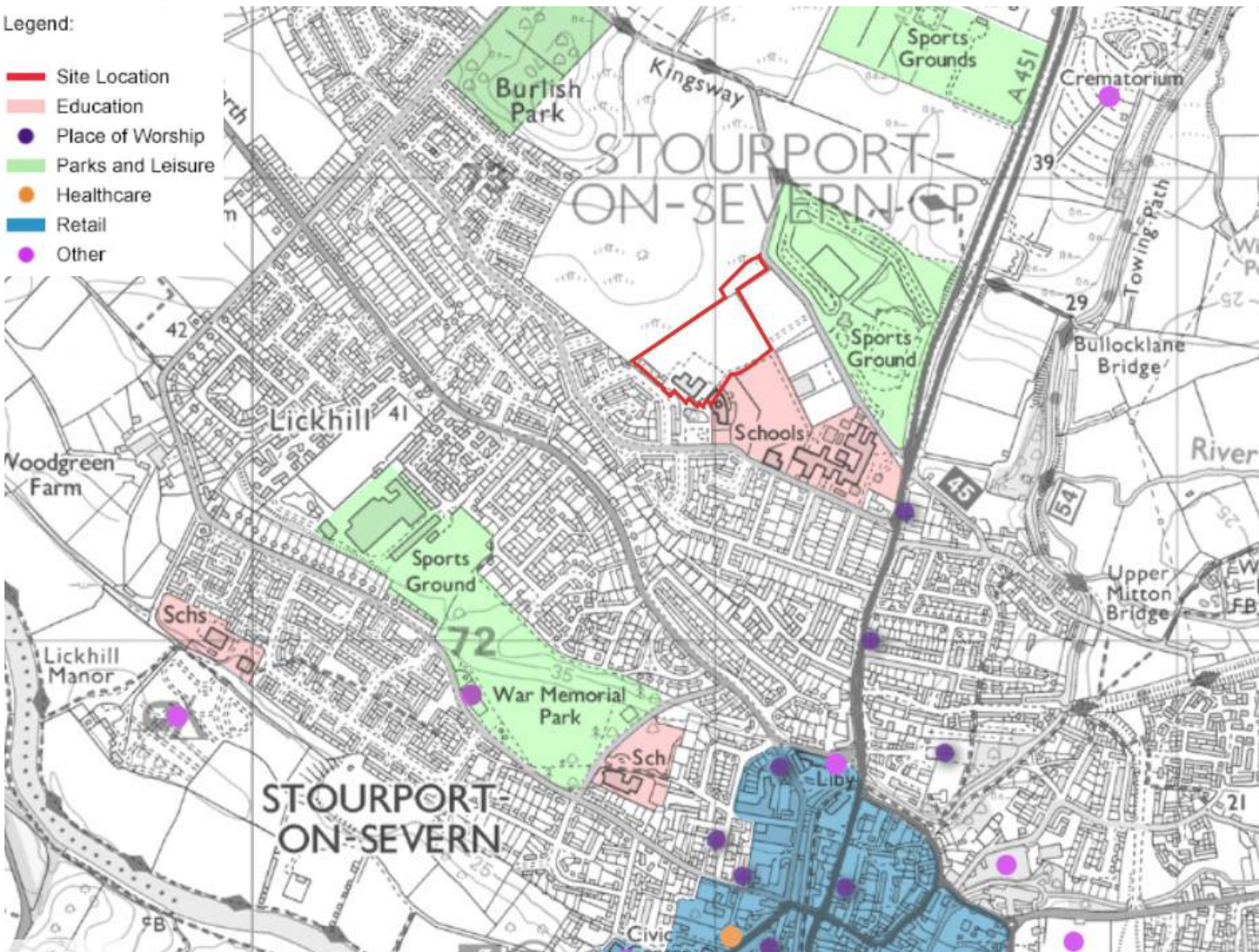
2.1 Local Facilities and Services

Local Facilities

This section analyses the surroundings of the development. The adjacent map showcases the existing local facilities offering a variety of education, healthcare and leisure facilities close by to the site, within the centre of Stourport-on-Severn which is located just 1.6km away. Kidderminster is located approximately 6.4km from the site and provides an even greater range of services and facilities that can be accessed by car and public transport.

The site is accessible by bus to provide further connections to the wider areas. The nearest train station is Hartlebury, located approximately 5km away. This provides West Midlands Trains to Worcester and beyond.

Images; (1) Stourport-on-Severn, River Stour (2) Stourport-on-Severn Bridge View (3) High Street (4) Burlish Park (5) War Memorial Park (6) St Michael & All Angels Church



2.2 Movement and Access Network

Vehicle Free Movement

Walking and cycling is encouraged through the development, which promotes a well-connected internal street network and provides links to the wider community. Footpaths through the development will improve accessibility to the proposed community uses (local schools and town centre). This explores opportunities for sustainable methods of travel through these communal and social spaces.

The plan to the left illustrates the movement routes within the site; The green lines denotes the public footpaths throughout the site.



2.3 Character Study: Stourport-On-Severn

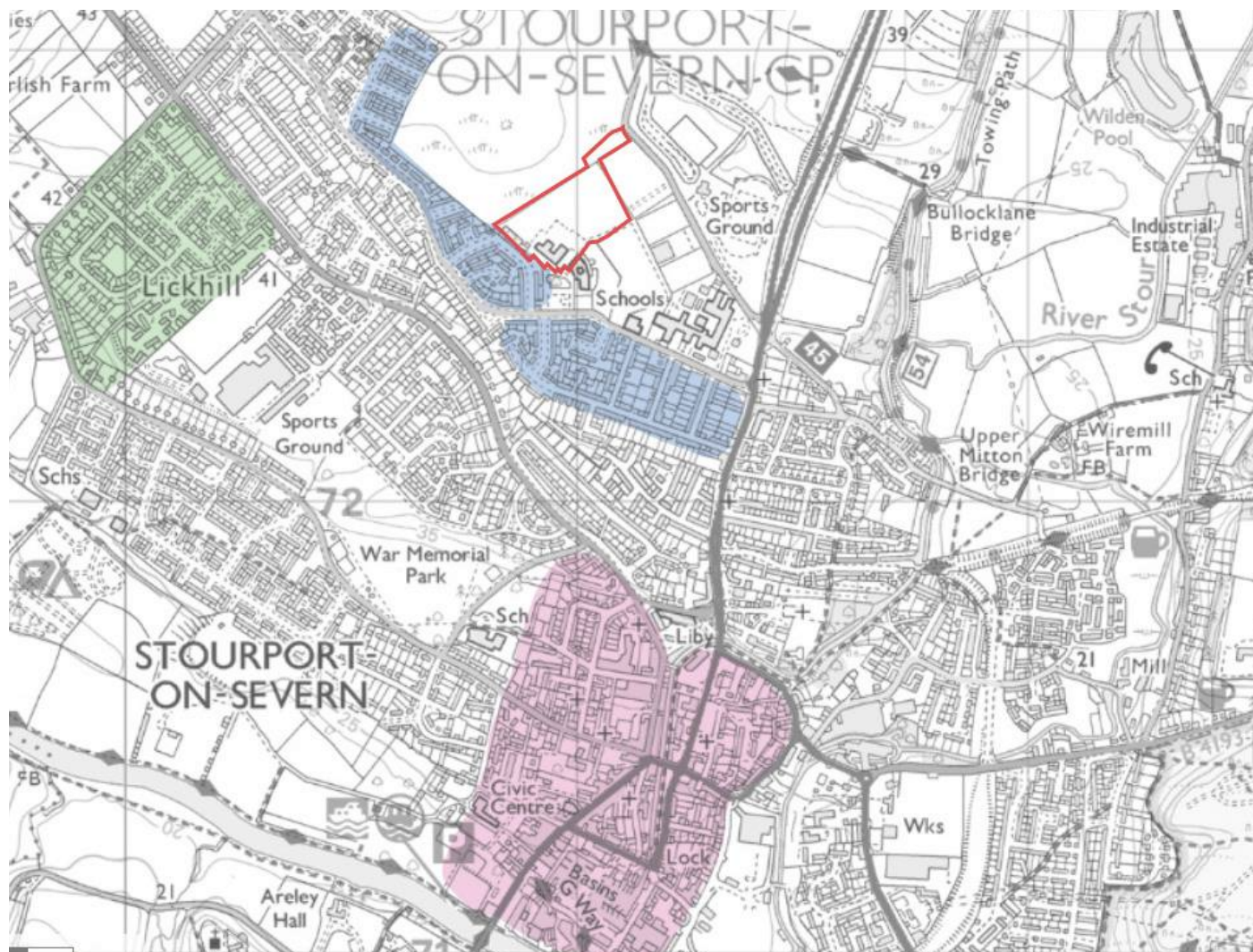


Town Centre of Stourport-On-Severn

To the left, the map illustrates the residential character areas, along with the Town Centre of Stourport-On-Severn, indicated in pink, that were studied within this statement to help form design cues for a future development.

The focus on the study is the wide range of street typologies and built form of Stourport-On-Severn with the focus of growth and the changes in architecture, townscape, styles and densities from historic town areas to the wider expanding locations, of which include modern developments.

The adjacent images depict some of the key buildings found within the centre of Stourport-On-Severn. There is a variety of built styles within the centre due to how the town has developed over time. The street focuses on a continuation of plot frontages with emphasis on vertical proportions than a horizontal rhythm. There is a lot of detailing of which include quoins.



2.4 Character Study: 02 - Windermere Way



Malham Road, Windermere Way

On the previous map, marked as blue is the second character study. There is a variety of character in this study, with a range of building heights that respond to the levels of the site. With Malham Road being the tallest point, there are 3 storey dwellings along here.

A running theme of render on plots and barge boarding. Many of the plots have large front gardens of which are generally landscaped and have drives for parking. Houses are generally a medium-large size, with a variety of roof styles of which include standard gabled, gable fronted and a cat slide roof. Some dwellings feature lowered eaves and dormers windows. There are a large variety of facing brick colours and roof tile colours.



2.5 Character Study: 03 - Lickhill



Bewdley Road North, Lickhill

Marked as green on the previous map, to the far west of the site is the third study. Alike the second study, the character in this area also varies with a range of build heights of 1 storey, 1.5 storey and 2 storey.

Dwellings are predominantly semi-detached, terraced units with occasional detached units. Alike the second study, roof styles are varied with gable roofs, hipped, and jerkinhead roofs. There are a mixture of facing brick colours with red multi bricks, orange and browns.



2.6 Views within and around the Site

Images taken on / surrounding the site, positions indicated below.



3.0 Design Evolution and Involvement

Public Consultations

3.1 Involvement

Public Consultation: August 2020

Prior to the submission, pre-application has been undertaken with Officers of the Wyre Forest District Council and Worcestershire County Council Highways. This has been taken in the form of email and written correspondence and an online pre-application meeting, which took place on Wednesday 26th August 2020.

The draft layout, shown adjacent right, was discussed at the pre-app meeting. This layout shows 118 dwellings, with woodland and boundary trees retained, pedestrian links to the golf course and allotments. Plots were shown to back on to the boundary with the golf course, and a small amount of the open space was shown.

From this meeting the below was discussed;

- The Officers were supportive of the principle of residential lead redevelopment of the Site, being reinforced by the allocation of the site within the emerging Local Plan.
- WCC Highways discussed preferred access points; access from the Kingsway and off Coniston Crescent.
- The application submission should be prepared in order to respond to the Officers comments regarding technical matters, design and layout of the Scheme.

Following the pre-application meeting, Officers provided written advice on 11th September 2020. In respect of the scale, layout and appearance of the scheme, comments included:

- the need to be sensitive to its urban edge location, and take opportunity to enhance the positive features of the site, such as

- the woodland and views into the open countryside to the north
- provide a Local Equipped Area for Play (LEAP), comprising a themed natural play area
- include Sustainable Urban Drainage Systems (SuDS) features
- houses should follow a defined building line, providing a sense of enclosure, with a mix of house types
- existing walking routes to be protected and enhanced, and new pedestrian/ cycling routes to connect to the wider open countryside and local schools
- the development should not turn its back to the future development of the adjoining land for housing (former golf course)
- provide adequate Green Infrastructure

For more details to the Consultation process, see separate Statement of Community Involvement report.



Above image; Flyer distributed to local residents.



Above image; Coloured layout of previous scheme at 118 units.

4.0 Design Evaluation

Proposed Masterplan

Use and Amount

Occupancy

Tenure

Enclosure, Appearance and Materials

Storage and Refuse

Crime & Sustainability

Landscaping

Street Scenes

4.1 Design Evaluation: Proposed Masterplan

Proposed Layout

The principle access from Coniston Crescent takes the form of a 5.5m wide carriageway into the site. The proposed dwellings face onto Coniston Crescent, but are set back behind the existing woodland to the west of the access and existing mature trees to the east.

The road alignment and the speed calming measures that include changes to surface materials will serve to reduce traffic speeds throughout the development.

An oval shaped area of open space in the centre of the development will act as a focal point, and with properties facing onto this area, will create a sense of place.

The majority of residents' parking is on plot, with the provision of single garages to the larger 4 bedroom family houses. The development is designed to create active frontages onto the highway, and to overlook paths and open space, providing natural surveillance.

Proposed dwellings are outward facing to the north western boundary, providing views across the former golf course land.

The existing permissive path from Coniston Crescent, along the north western boundary is incorporated into the open space and maintains links to the former golf course and the allotments to the north.

Dual fronted houses are located at key junctions through the development, and with the use of different materials, provide feature buildings and aid legibility of the layout.

Allocated Green Infrastructure is proposed within the scheme to provide a green and attractive environment and is in keeping with the local area. For an explanation of why 20% Green Infrastructure is proposed, see the Supporting Planning Statement.



4.2 Design Evaluation: Use and Amount

Use and Amount

Following the pre-application meeting, advice received from Officers and the online Public Consultation Event, the layout was redesigned with the aim of incorporating as many comments as possible. The result was the layout shown (on previous page), which is now submitted for Full Planning.

The proposed development is for 110 high quality dwellings (gross), comprising:

- 15 no. 2 bedroom houses
- 56 no. 3 bedroom houses
- 39 no. 4 bedroom houses

The Key Elements are:

- The site provides 110 new dwellings (gross); offering 92 private units and 18 affordable dwellings.
- New dwellings vary in size, with detached, semi-detached and terraced units.
- Retention of hedgerows and trees to provide a strong landscape strategy.
- Central POS area providing a focal point for the site, with footpath links.
- Provision of natural play area, located adjacent to the existing woodland.
- Pedestrian footpath links from Coniston Crescent through the site and towards the northern boundary.
- Provision of 6 additional parking spaces for the use of the adjacent school.

Accessibility

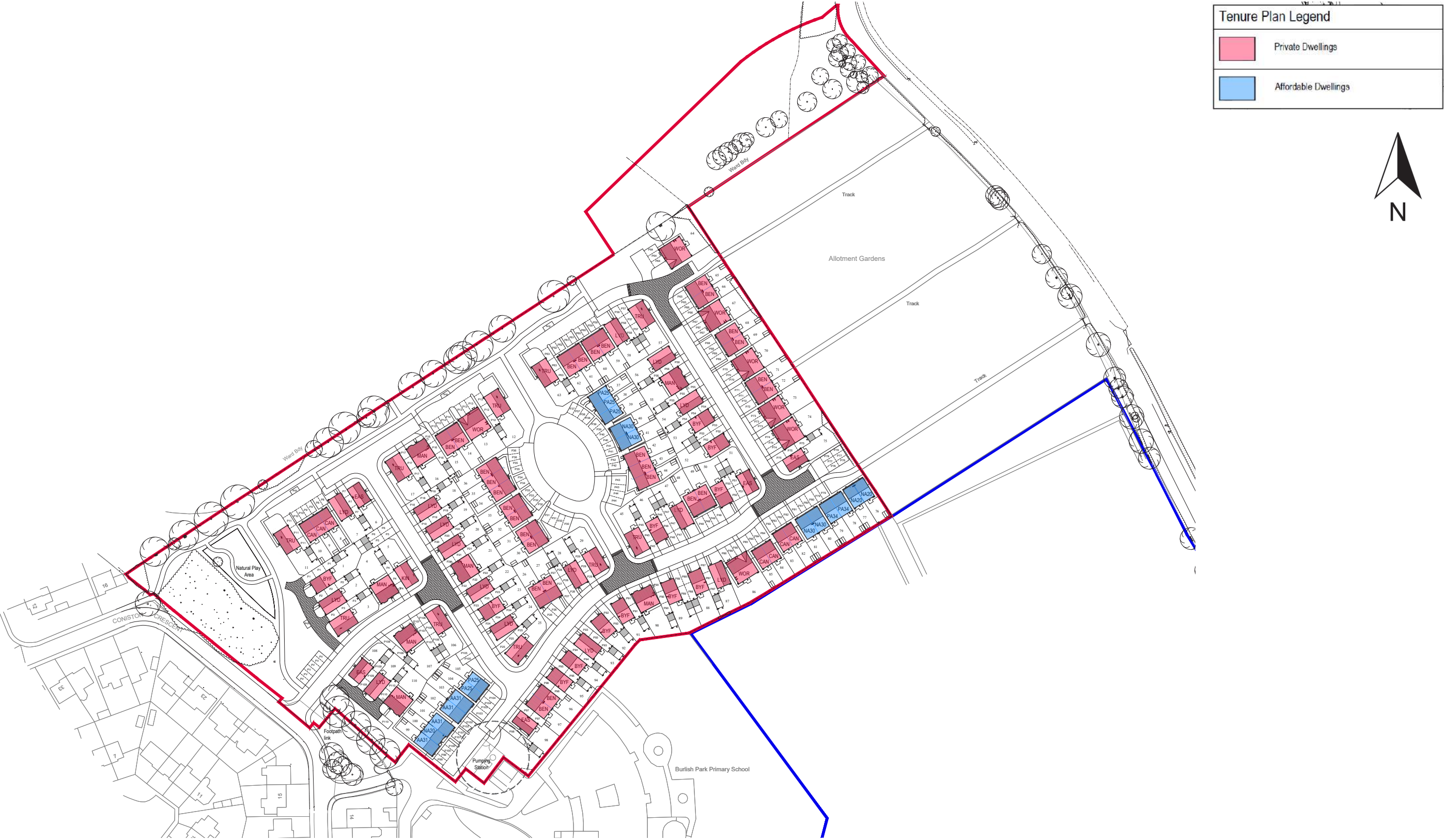
The proposed development will create a place which will be accessible by foot, cycle and vehicles. Streets throughout the development will not be dominated by the car; design features will be incorporated to reduce traffic speeds prompted by change of surface materials designed within the new estate roads. Each household will be able to park their vehicles off the estate road.

The parking will either be within the frontage of plots or set back alongside the gable ends of properties. This arrangement is not dissimilar to car parking arrangements on the adjacent developments.

4.3 Design Evaluation: Occupancy



4.4 Design Evaluation: Tenure



4.5 Design Evaluation: Enclosure, Appearance and Materials

Appearance, Enclosures and Materials

The drawing to the right shows the material treatments chosen throughout the site, as well as the enclosures used.

The proposed homes will all be 2 storeys in height, some with integral garages and some with detached garages, or on-plot parking spaces. The proposals incorporate a number of design features, including bay windows, front canopy porches, brick banding, quoining and window and cill detailing. The roofscape will mainly comprise eaves fronted pitched roofs, but some house types are gable fronted, to provide visual interest in the street scene.

The proposed materials take cues from the local area, and are mainly red/ brown bricks and grey roof tiles. Render is used on the feature corner-turner plots which will break up the appearance of the street scene, and aid legibility to the development. Boundary walls to gardens of end plots will be constructed in brick to match the main brickwork of the house. Other boundary treatments will include close board fencing and hedging which will secure boundaries to private amenity and frame public spaces.



4.6 Design Evaluation: Storage and Refuse

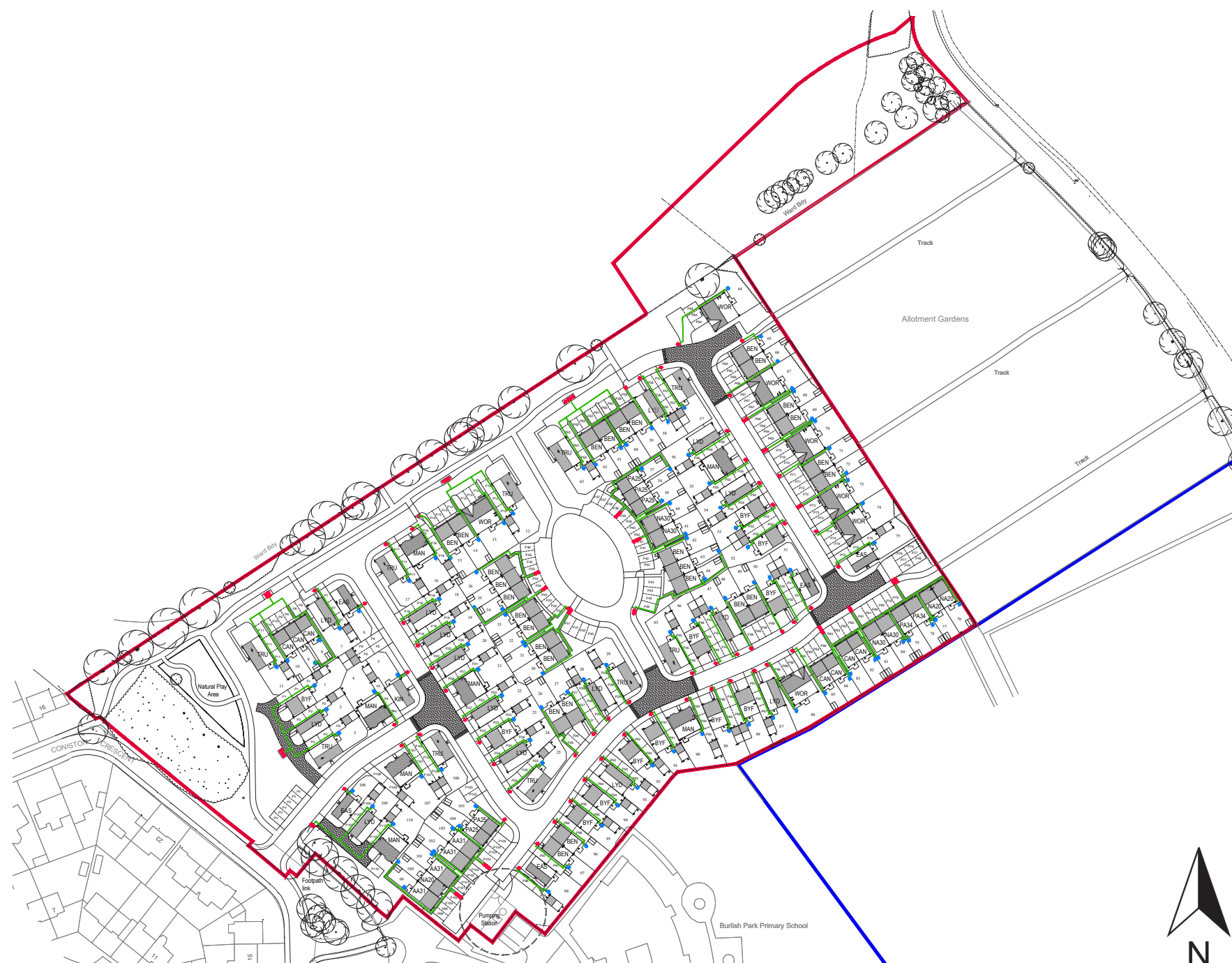
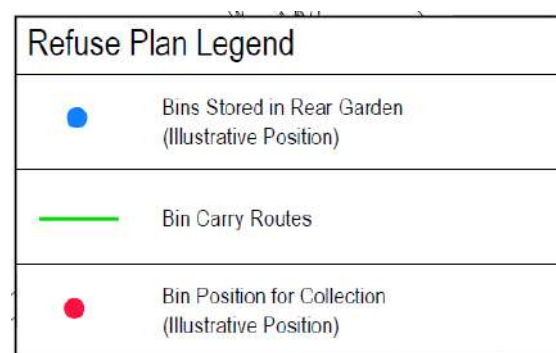
Household Waste and Recycling

Residents will have easy access to bin and recycling units. The storage and collection of refuse will aim to be carefully considered so that it does not become obtrusive and detract from the quality of the appearance of the development.

The plan to the right indicates the refuse strategy of the site. Homes will be provided with dedicated bin and recycling storage where they can be stored discreetly in rear gardens.

Household Storage

For the provision of household cycle parking, there are opportunities to store cycles within private garages or residents can use garden space for sheds for alternative storage.



4.7 Design Evaluation: Crime & Sustainability

Designing out Crime

The proposed layout will create an environment which is well designed, attractive, clearly defined and well maintained. A design objective is to create a development which people will take pride in and where they will feel comfortable and safe.

The new streets will be overlooked by housing which will provide natural surveillance to discourage anti-social behaviour and crime related incidents. Blank gable walls overlooking public spaces are avoided. The following principles have been designed into the proposals to provide a safe, secure and active environment in accordance with 'Secured by Design' principles.

- The development promotes natural surveillance through building orientation and placement of habitable room windows.
- Windows overlook public and semi-public areas for increased surveillance.
- Street design and pedestrian and cycle routes ensure surveillance and encourages resident interaction and community engagement.
- Public and private realm spaces are clearly defined.
- 1.8m high brick walls and close boarded fencing to the external boundaries of private amenity spaces.
- Car parking is secure within frontages or on-plot and well overlooked.

Sustainability

The proposals are for energy efficient homes which address the low carbon national agenda by the following measures:

- Adherence to Taylor Wimpey internal policies on the sourcing of materials to reduce carbon footprint
- Measures to minimise pollution and waste
- Natural ventilation
- High levels of insulation
- Energy-efficient lighting in all homes
- Selection of white goods with energy efficiency ratings of A+ /A
- Water-saving features in all homes, including low-flow sanitary ware and eco sanitary products which should exceed the standards in the Building Regulations and local policies

Landscaping

The proposals include:

- Adjacent image; extract taken from proposed landscaping drawing.



4.9 Design Evaluation: Street Scenes

Street Scenes



STREET SCENE A - A



STREET SCENE B - B



STREET SCENE C - C



STREET SCENE D - D



5.0 Conclusion

Conclusion and Review

5.1 Conclusion



Conclusion

This statement has undertaken an assessment of the current, physical, policy and social characteristics of the site, and surrounding area. The scheme provides 110 new dwellings (gross) of mixed sizes and tenures. In particular the scheme addresses the variation of local built form and character, responding to local need requirements. The site has good access to public transport opportunities. It will provide attractive communal spaces where the new and existing community can enjoy social interaction and fully integrate. The existing trees and woodland will be retained and enhanced with additional landscaping to provide an attractive setting for the development.

The schemes coverage is 14,046 sq.ft per acre, providing 43 dwellings per hectare.

It is therefore considered that the proposals represents a sustainable and responsive proposal, which is related directly to its physical, social and environmental context.




6.1 Appendix A: Building For Life Assessment



Building For Life 12




This Design Statement has been written in the context of the assessment criteria of Building For Life 12 (BfL12) to understand the overall design quality of the proposals.





Based on a simple traffic light system (red, amber and green) new developments should aim to secure as many green ticks as possible, minimise the number of amber ticks and avoid red ticks.




-  Aspects of the proposals which need to be reconsidered or changed.
-  Characteristics of the scheme make full compliance with one of the BfL12 principles impossible or that further consideration is needed to improve the design.
-  Principles have been fully met.



As shown in the following pages, the development secures 12 out of the possible 12 greens.

SCORE SHEET	
GENERAL INFORMATION	
Date of planning consent (if applicable).	N/A
Is this a phase of a larger scheme, or a stand-alone site?	No
Total number of units in submission.	110
Number of standard house types.	110
Number of bespoke units: of which apartments, houses, etc.	0
If this a phase, are there other developers involved on other phases, and if so, who is taking the lead?	N/A
What is the housing mix including percentage & type of affordable?	2 (14%) 3 (51%) and 4 (35%) bedroom houses. Affordable housing 16%, of which 67% to be social rent, and 33% shared ownership.
Is the scheme solely residential or are there other uses (if so, what?)	Residential
Scheme's net coverage.	14,046 sq.ft per acre
Scheme's net density.	34 dwellings per hectare
Additional Information (If you need to, you can use this section to provide concise information on any specific issues that have shaped the design outcome).	The site layout design is influenced by the surrounding access links therefore requires an active frontage onto the main road of Coniston Crescent. Retaining existing trees along the western and towards the southern site boundary where possible is necessary. The existing footpath running along western boundary is to also be considered with sustainability.

EVIDENCE AND JUSTIFICATION		SCORE
INTEGRATING THE SITE INTO THE NEIGHBOURHOOD		
1. 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?	The development will integrate into its surroundings by using the established access onto Coniston Crescent. The access on to Coniston Crescent will also be upgraded. Pedestrian routes will be created through the site, maintaining links to the former golf course and allotments. This will enable connections to be made to the public transport network in the immediate vicinity of the site. The overall approach of vehicular connections via suitably designed routes to the main road, combined with pedestrian routes, will integrate the new community successfully.	
2. 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?	The site was previously occupied by the former Sixth form centre, within the urban area of Stourport-on-Severn. Its urban location enables easy access to a number of local services and facilities including local schools. Higher order services and facilities such as retail opportunities are available within a 10-15-minute walk along well-lit paved routes.	
3. Public transport		
Does the scheme have good access to public transport to help reduce car dependency?	The scheme has good access to public transport to help reduce car dependency. There are existing bus services with bus stops within a 5-minute walk of the site which offer onward travel to larger strategic centres for shopping and leisure facilities.	

4. Meeting local housing requirements		
Does the development have a mix of housing types and tenures that suit local requirements?	The proposal is for 110no. new dwellings gross/109 net, including the provision of affordable housing. The mix has been determined with regard to planning policy, local context and viability. The mix on the site provides a range of different property sizes and types which consequently deliver a mix of housing types and tenures that suit the local area.	
CREATING A PLACE		
5. Character		
Does the scheme create a place with a locally inspired or otherwise distinctive character?	A study of the local area has informed the approach to the appearance and selection of building materials which will ultimately ensure that the development proposals carefully integrate with the local context to provide a high quality and positive development within the local area.	
6. Working with the site and its context		
Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation & microclimate?	The proposal follows on from a thorough analysis of the site and its local context. There are no adjoining industrial land uses. Existing features such as the woodland and trees along the north western boundary are to be retained and integrated into the scheme.	
7. 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?	The layout follows good urban design principles, including forming perimeter blocks with clear public/private realms and buildings facing the street to create active frontages. The variation in building line along the street enables for domestic scale planting to be accommodated which can positively contribute to the character and quality of the street, in particular, ensuring that frontage car parking, where provided, does not dominant the street scene.	

8. Easy to find your way around		
Is the scheme designed to make it easy to find your way round?	The layout is designed with clearly marked and legible pedestrian routes through the development. The north west of the development is designed with an extended pedestrian route which will connect back onto the main spine estate road. This ensures that it is easy to find your way around the site and the routes between places are both clear and direct.	
STREET AND HOME		
9. Streets for all		
Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	A hierarchy of streets are proposed, which also supports the creation of character as well as providing local amenity value. The homes have been designed to overlook the streets and public spaces. A mixture of surfacing material at the corners of streets and on junctions within the development will encourage slower traffic speed.	
10. Car Parking		
Is resident and visitor parking sufficient and well-integrated so that it does not dominate the street?	Parking for the scheme is provided in line with guidance set out in the Worcestershire Highways approved standards. Parking provision will be guided by the size of the dwelling, however each property has at least two car parking spaces. A range of parking typologies have been incorporated into the proposal which includes frontage parking, side parking and garages (both integral and detached). Where frontage parking is proposed, this is enhanced by a strong landscaped frontage to ensure it is not dominant in the street scene.	

11. Public and private spaces		
Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?	The design principles clearly define private spaces. Where appropriate, planting will be used to demark front property boundaries whilst close boarded fences and screen walls will define side and rear property boundaries. The scheme provides clearly defined and designed public and private spaces, with appropriate access. The public areas of open space will be under the control of a management company for the perpetuity of the development ensuring that the maintenance and security of such areas are maintained at all times.	
12. External storage and amenity space		
Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?	Domestic waste and recycling facilities will accord with the Worcestershire County Council's requirements. Rear gardens and garages provide space in which to store bins and cycles. This is supported by all properties having access to their rear gardens from the street. Private amenity space for each dwelling has been provided in line with the relevant standards.	
SCORE AND COMMENTS		
Total Score:	12 Green Points	
Additional Comments:		

Contacts

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