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INTRODUCTION

This Design and Access Statement relates to a parcel of land around Amberley Street and Harrogate Street in Hendon, Sunderland, and is in support of a full planning application for 103no. new residential dwellings on the site. The application is submitted by Thirteen Housing Group with Pegasus Group acting as Agents for the application, and JDDK Ltd have been appointed as Architects for the scheme.



SITE LOCATION Base image from Google Maps 27th April 2022

This statement firstly sets out an appraisal of the existing site and character and identifies the opportunities and constraints presented by the site. Secondly, the statement outlines the proposals for the site within the categories of Amount, Layout, Scale, Appearance, Use and Access. These categories will explain the proposals at all relevant design levels, including the site masterplanning approach, layout of the public realm, and detail of the place and dwellings.

This tiered approach to the Design and Access Statement is intended to ensure a robust design encompassing broad principles with a clear regard for best practice and guidance, and to assist Consultees in assessing the proposals submitted.

This document should be considered in conjunction with the application plans and following accompanying documents:

- Planning Statement (including Open Space Assessment, Affordable Housing Chapter and Draft Head of Terms)
- Statement of Community Involvement
- Health Impact Assessment
- Noise Assessment
- Air Quality Assessment
- Transport Assessment and Travel Plan
- Flood Risk Assessment and Drainage Strategy
- Contamination and Geotechnical Review
- Energy and Sustainability Statement
- Archaeological Desktop Study
- Preliminary Ecological Assessment
- Biodiversity Net Gain Metric
- HRA Screening

LAND AT AMBERLEY AND HARROGATE STREETS, HENDON

DESIGN AND ACCESS STATEMENT



EXISTING SITE APPRAISAL

Site Location and Characteristics

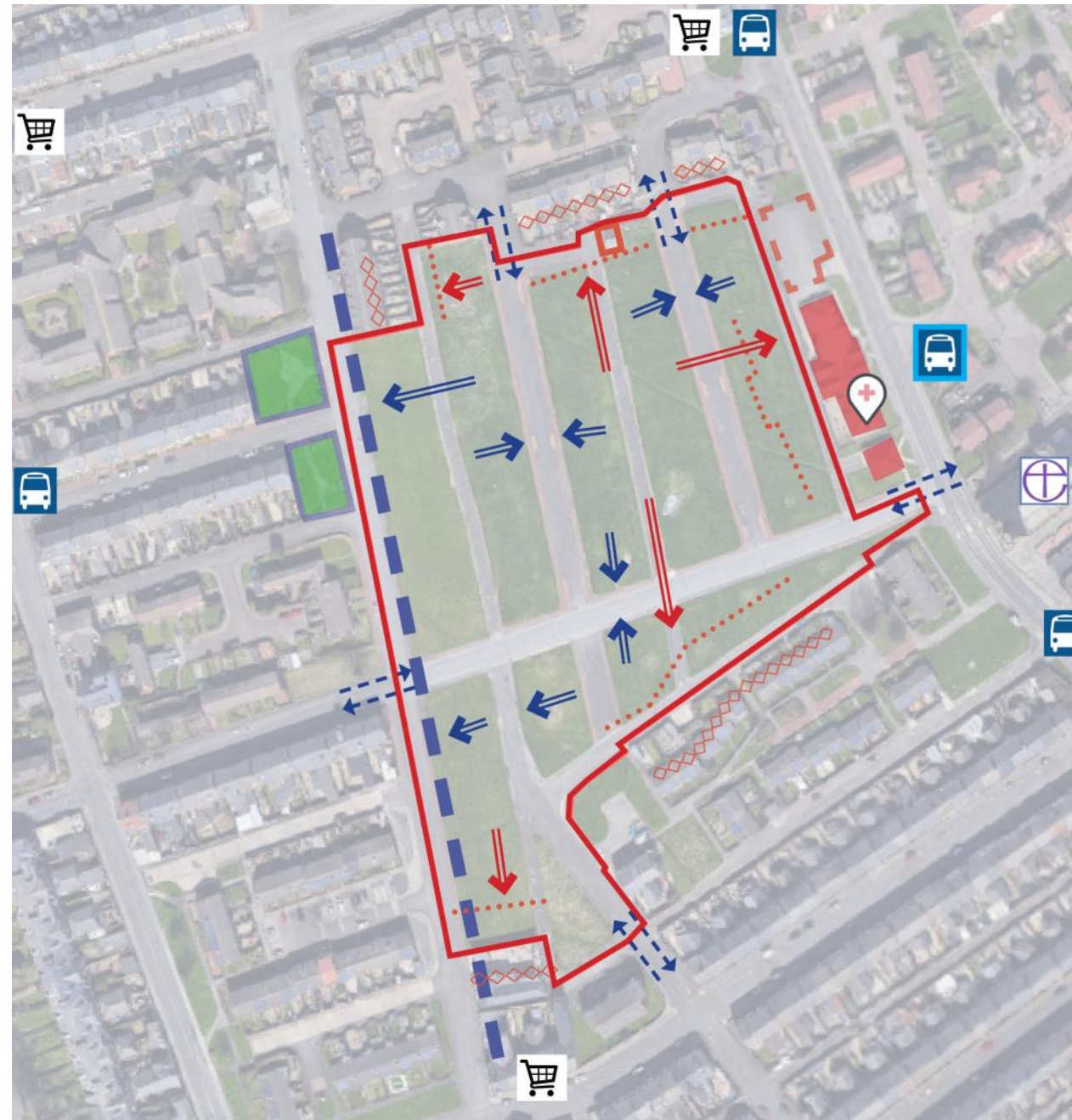
The site is an irregular shaped parcel of land located around Amberley Street and Harrogate Street in the Hendon area of Sunderland, extending to Salem Street to the west, Suffolk Street to the east, and bisected by Mowbray Road running east-west at the centre of the site. The site is currently vacant, having previously housed residential streets of terraced properties along Amberley, Harrogate and Salem Streets prior to their demolition over the last 3 decades, leaving the estate roads in place with informal amenity grass between.

The site boundaries are predominantly formed by the existing highways, with the exception of the eastern boundary which is formed by the palisade fence of the adjacent single storey medical centre and car park. The site is surrounded on all other sides by existing residential development mainly in the form of 2 storey terraced housing, with some bungalows located to the south. A small cluster of 3 storey dwellings is located to the north-western corner of the site.

The site is approximately 7.6 acres in area, and is predominantly level with an overall slope of around 3m across the site from north-west to south-east.

The site has multiple highway access points from Salem Street, Amberley Street, Lindsay Close, Suffolk Street, Ward Court and Hendon Valley Road, including a number of back lanes to the main highways which give access to the surrounding housing and must therefore be retained. These currently remain as adopted highway, and therefore an extent of stopping up will likely be required to facilitate development.

An existing substation remains on the site along the northern boundary, with a number of live mains services (including high voltage electric from the substation) in-situ within the remaining estate roads which also serve the surrounding development.



- Constraints
- Opportunities
- Clinic and Pharmacy
- Convenience Shop
- St. Ignatius' Church
- Bus stop

Opportunities

- Existing Road Access
- Public Shared Garden
- Existing Street Edge
- Nearest Bus Stop
- Positive View

Constraints

- Sub-station
- Overlooking Distance
- Rear Gardens of existing houses
- Public Parking Area
- Commercial Building
- Negative View

SITE AERIAL VIEW Base image from Google Maps 27th April 2022



EXISTING SITE APPRAISAL

Surrounding Development and Connectivity

The site lies in a highly accessible location within an established residential area, and is in close proximity to both the City Centre and existing local facilities within Hendon. It has good links to public transport including bus, rail and the metro and pedestrian networks and is close to a range of local amenities and facilities. Hendon Industrial Estate and Sunderland Docks are also located a short distance to the east.

Please refer to the accompanying Transport Assessment for further details of the accessibility score for the site and travel distances to surrounding facilities.

The site is a draft allocation in Sunderland City Council's emerging Allocations and Designations Plan for housing development under Policy H8 (Site Reference: H8.36), and has been positively assessed in the Council's latest Strategic Housing Land Availability Assessment. Please refer to the accompanying Planning Statement for further details of planning policy in relation to the site.

Social and Economic Context

The area surrounding the site is subject to Policy SP5 of the Sunderland Core Strategy and Development Plan 2015-2033, which aims to secure regeneration and renewal at Hendon. This long-standing vacant site offers opportunities to afford this renewal through the provision of much needed affordable housing for the area, and bringing financial investment into the area during the development and in the long-term.

The vacant site currently has issues with attracting anti-social behaviour due to its open nature and lack of positive natural surveillance, as well as attracting vermin due to its unmanaged state. Provision of new housing would give purpose to the site to help manage these issues, as well as improving the safety of the surrounding dwellings.

It is likely that the new residents introduced by any new housing development would provide an economic boost to the surrounding small businesses in the Hendon area, whilst high quality housing would give a boost to the image of the area and remove the perception of neglect associated with such vacant sites. Provision of bungalows on the site means the potential introduction of elderly or disabled residents, who can add a different dynamic to the social mix and support local facilities and bus services rather than relying heavily on car usage.

Flood Risk Assessment

The site is located in Flood Zone 1, and is therefore in an area at low risk of flooding. Please refer to the accompanying Flood Risk Assessment and Drainage Strategy for further details.

Consultation

Public consultation has been carried out on the proposals for the site, and further details of this are given within the accompanying Statement of Community Involvement.

OPPORTUNITIES AND CONSTRAINTS

Opportunities:

- Bringing a longstanding vacant brownfield site back into use, to the benefit of the surrounding neighbourhood
- Provision of a high quality affordable housing development which meets local needs, and brings in a new resident demographic to support the community and local facilities
- Creating enhanced natural surveillance within the area in order to reduce the risk of anti-social behaviour, and removing spatial opportunities for this to occur
- Renewal and enhancement of the existing residential neighbourhood through provision of a development which contributes positively to its setting and enhances the existing streets
- Taking advantage of a site that offers good connections and transport links to encourage sustainable development
- Utilising the existing street network in combination with new landscape infrastructure to create a pleasant setting with a distinctive character, which sits comfortably within the surrounding urban grain
- Creating connections to the existing pocket parks on the western edge of the site, to form part of a local network of similar spaces

Constraints:

- Retention of the existing substation on the site and its associated access in a manner which does not detract from the development
- Developing a distinctive site character from a blank vacant site with limited landscape or ecological features
- Addressing the surrounding back lanes in a positive manner to maximise natural surveillance, but without compromise to the new development
- Control of vehicular movements around the site from the multiple existing access points, to retain access to the existing dwellings but without creating ran-runs or an over-emphasis on highway within the streetscape
- Creating streetscapes which address the existing housing, footpaths and highways without presenting blank gables or boundaries in key directions, but whilst retaining appropriate privacy offsets
- Retention of existing below ground services insofar as possible to avoid disruption to local residents, without compromise to the proposed new layout



LAND AT AMBERLEY AND HARROGATE STREETS, HENDON

DESIGN AND ACCESS STATEMENT



DEVELOPMENT PROPOSALS

Amount and Use

The proposals are for development of the site to provide **103no. residential dwellings** in a mix of 2 bed bungalows and 2, 3 and 4 bed houses, aiming to provide a sustainable mix of housing to address the needs of the local area. All units are designed to be in compliance with the NDSS, and are to be provided as affordable housing managed by Thirteen Housing Group.

Unit Ref	Unit Size	Unit Type	Floor Area	Quantity	%
HT1	2B 3P	Bungalow	64.2m ²	8	8
HT2	2B 3P	Bungalow	64.2m ²	8	8
HT2A	2B 3P	Bungalow	64.2m ²	4	3
HT5	2B 3P	Bungalow	76.1m ²	6	5
HOLT	2B 4P	2 Storey House	78.6m ²	8	8
CARDINHAM	2B 4P	2 Storey House	82.1m ²	36	35
DALLINGTON	3B 5P	2 Storey House	95.5m ²	13	13
THETFORD	3B 5P	2.5 Storey House	105.0m ²	12	12
ROCKINGHAM	4B 7P	3 Storey House	123.1m ²	8	8

The proposed properties will be a mix of on-site timber frame construction to the bungalows, and off-site volumetric construction to the houses, with the difference due to suitable bungalows not currently being available as volumetric construction. The volumetric units are provided by a selected manufacturer (Ilke

Homes) and designed and constructed to their standards, with relevant options chosen specifically for the site. The on-site units consist of properties from Thirteen Group's standard house type range, selected and re-elevated to suit the particular development and integrate well with the volumetric units.

The use of volumetric units allows particular benefits for the scheme, including:

- Homes with a greater degree of quality control within construction, due to the nature of construction within a factory environment
- Increased speed of construction and delivery
- Reduction in the amount and duration of on-site construction works, in order to minimise disruption to the surrounding residents
- Increased focus on sustainability and energy efficiency, generating lower energy demand for the tenants



EXAMPLE OF VOLUMETRIC CONSTRUCTION DELIVERY ON SITE
(image courtesy of ILKE Homes)

LAND AT AMBERLEY AND HARROGATE STREETS, HENDON

DESIGN AND ACCESS STATEMENT



DEVELOPMENT PROPOSALS

Layout

The site layout is designed to respond to the specific opportunities and constraints of the site, and is primary design concept to create a high quality residential scheme which both enhances and complements the existing context with a cohesive development, defined character and sense of space to create pleasant spaces for the residents. This is achieved through the creation of a mixture of well defined communal spaces which enhance the external environment and promote connectivity throughout the site.

The layout retains the general grid form and street placement of the original streets in order to sit cohesively into the surrounding fabric, however the main sections of Amberley and Harrogate streets have been broken down into a hierarchy of access types, culminating in a pedestrian only link at the centre of each street. This allows the existing mains services to be retained in situ, whilst still adding character and definition to the new streetscapes.

The proposal creates a continuation of the street edge along Salem Street to the west, with feature corner units marking the route into Mowbray Road and framing the view of the church beyond. The houses are orientated to face towards the road throughout the development to generate positive active frontages, with corners appropriately address in the unit selection and gable windows utilised to provide surveillance of adjoining side areas and back lanes wherever possible. This also mimics the block form of the surrounding terraces to positively integrate the development into the surroundings.

To the centre of the dwelling blocks, shared communal gardens are proposed in lieu of traditional rear lanes to serve the immediately adjoining houses, creating variety within the block forms, and a safe communal space which both encourages resident interaction and informal play, and creates a buffer zone between the public realm and private gardens. All proposed dwellings have

access to private defensible space, with defined front gardens providing buffer space to the public highway, and secure manageable private gardens to the rear of all dwellings, accessing the communal rear gardens wherever possible as extensions of green spaces.

The bungalows and houses are split into two distinct areas across the site, in order to facilitate safe construction of the volumetric units, and also to ensure that the scale of the proposed development steps suitably from the 3 storey dwellings to the north down to the single storey development at the south and east. The SuDS basins and their surrounding green space are also placed strategically to create buffer zones at the edge of site, giving separation between the proposed dwellings and the adjoining non-residential development.

Unit Ref	Unit Size	Unit Type	Part M Comp.
HT1	2B 3P	Bungalow	Cat 2
HT2	2B 3P	Bungalow	Cat 2
HT2A	2B 3P	Bungalow	Cat 2
HT5	2B 3P	Bungalow	Cat 3
HOLT	2B 4P	2 Storey House	Cat 2
CARDINHAM	2B 4P	2 Storey House	Cat 2
DALLINGTON	3B 5P	2 Storey House	Cat 2
THETFORD	3B 5P	2.5 Storey House	Cat 2
ROCKINGHAM	4B 7P	3 Storey House	Cat 2

SITE PLAN AND ACCOMMODATION









PROPOSED SITE MASTERPLAN

Key Masterplan Features

1. Strong frontage presented to Salem Street as a key route, and also to provide natural surveillance to the existing pocket parks
2. Key route along Mowbray Road retained, with increased natural surveillance and view to the church framed by the streetscape
3. Public open space areas central to streetscape to add character and assist in wayfinding
4. Pedestrian links retained, whilst vehicular connectivity removed to prevent rat-running and allow use of streets for play etc.
5. Shared surfaces to break down the street aesthetic and prevent the adoptable highway feeling rigid and dominant
6. Shared resident gardens with controlled access to rear of properties, giving an additional privacy and security buffer
7. Dry SuDS basins offering surface water management and biodiversity opportunities, whilst providing a buffer to the existing surrounding development where of a different use
8. Corner turner properties utilised at key locations to ensure street corners are properly addressed, and frontages are maintained in all directions
9. Rear access retained to existing properties, with gable windows to provide additional natural surveillance to the existing back lanes

KEY

-  Adoptable Road
-  Footpath
-  Private Road / Parking
-  Landscaped Space
- Site Boundary
-  Existing substation
-  Corner turner property



DEVELOPMENT PROPOSALS

Scale, Appearance and Materials

The scale of the dwellings is a mix of 1, 2 and 3 storey dwellings throughout the proposed development, arranged across the site to ensure appropriate relationships of scale with the adjoining residential dwellings.

Both the volumetric and on-site dwelling types have been designed to form a cohesive elevational language between them, with consistent window sizes and complementary materials. The dwelling facades are designed as a contemporary interpretation of the traditional terraced forms typical of the surrounding area, with simple detailing and modern window proportions with low sills to emphasise the vertical proportions. Brick band features allow joining of the volumetric unit components on site, and have been continued on to the bungalows to add a coherence across the dwelling types.

The proposed materials for the houses are drawn from the surrounding vernacular, including a mix of brick slips in contrasting and complimentary colours, and render to some units to add variety and texture to the streetscape. As brick is the predominant surrounding material, anchor properties have been highlighted in full brick elevations at corner and other key locations, with a mix of part render and full render properties internally to the site, and all with a grey brick band and detailing to add continuity. This contemporary mix of materials, in combination with feature aluminium window surrounds and vertical window proportions, reflect the traditional concept of the terrace in a manner that clearly defines itself as a new intervention.

These materials are reflected in the bungalows also, with the grey brick detailing also present as a unifying feature, and brick and render to complement those used on the houses. All of the proposed dwellings will feature grey concrete interlocking roof tiles, and anthracite grey finish uPVC window frames.



TYPICAL DWELLING APPEARANCE *Final materials to be determined*

DEVELOPMENT PROPOSALS

Access and Parking

Vehicular and pedestrian access to the site is retained from the main existing access points off Salem Street, Suffolk Street, Lindsay Close, Hendon Valley Road and Amberley Street, with radii increased where necessary, though these are generally in compliance with adoptable standards. Whilst Mowbray Road is retained as a key through route linking Salem Street and Suffolk Street, the north-south routes of Amberley Street and Harrogate Street are proposed to be broken in the centre by public open space with only pedestrian links through. This will break down the residual highway grid of the site, remove excessive through routes and allow these streets to become active destination spaces without the need to divert below ground services, whilst also creating a central green spine to the development in conjunction with the shared gardens.

Within these north-south routes, the highway is also proposed to be graded in hierarchy to create defined spaces within the streetscape. The existing traditional highway format of a 5.5m road with min. 1.8m footpath is reduced in length at each end of these streets to form a suitable stub end or turning head with the adjacent back lanes, after which the highway then changes to a shared surface consisting a 4.8m main carriageway with a 1.2m overrun zone (6m total), to create a more informal layout and allow the dwelling layouts to have prominence within the street. Each shared surface then provides a turning head suitable for refuse access, and giving access on to the central pedestrian link through, and additional private drives for parking where necessary. Proposed surface finishes will vary across these areas to further delineate the spaces.

Parking is provided at a general rate of 1 space per dwelling with 2 spaces wherever possible to the 4 bed units, in line with the rates associated accessibility score achieved for the site within the Sunderland Development Management SPD. Wherever possible this is provided within curtilage to facilitate property access and ownership or parking areas, however some parking is located either as rear access or within detached private parking courts to allow some variety within the streetscape. This is supplemented by 18no. unallocated visitor parking bays, evenly distributed throughout the site.

Electric vehicle charging points are proposed to 5% of the total number of dwellings in accordance with local policy, and these have been identified to the larger 4 bedroom properties. A cycle shed to provide secure cycle parking is also proposed within the private rear garden of each dwelling.

Total Parking Provision:

In plot vehicle parking spaces	107no.
Adopted visitor parking spaces	18no.
In plot cycle parking spaces	103no.

Further details on access and parking for the site are given in the accompanying Transport Assessment.

PROPOSED ADOPTED HIGHWAY / FOOTPATH





SUSTAINABILITY

Please see the accompanying Energy and Sustainability Statement for details of the technical measures proposed within the design to address energy use, building efficiency and waste management. In addition to environmental sustainability and current building standards, the proposed housing must also meet a wider agenda to ensure it offers long term solutions for the community, maintaining viable and sought after localities, and addressing social and economic sustainability.

The proposed development is intended to provide dwellings that achieve 'Zero Carbon Ready' status as a minimum standard, with properties targeted to achieve 'Zero Carbon' status wherever possible. This will be assisted by the modular construction method to part of the site, and will include provision of the following additional technologies to the majority of properties:

- Air Source Heat Pumps
- PV Panels to appropriately orientated roofs.

Community, Safety and Wellbeing

The proposed development offers a mix of dwelling types which are in demand within the local area, and which has been developed to address specific local need. The properties are designed to comply with the Nationally Described Space Standard, and Approved Document M Category 2 to offer adaptability of accommodation to encourage lengthy occupation. 6no. of the bungalows are also designed to Approved Document M Category 3 to provide full wheelchair accessibility, allowing provision of accommodation for residents with specific accessibility needs.

The site layout is arranged to connect into the existing community fabric and streetscapes, and with considered pedestrian links to offer opportunities for the development to support existing local community facilities. The proposals retain an element of landscaped space for use by both the new and adjoining residents, with the added benefits of increased natural surveillance to existing pedestrian routes along the remaining streets. The shared garden spaces are designed to encourage resident interaction and create opportunities for activity within the public realm, promoting resident wellbeing and a sense of community.

The proposals incorporate Secured by Design principles, specifically in relation to the site layout and minimising potential for anti-social behaviour, with the layout working to present active frontages to as many of the surrounding spaces as possible, and avoid the creation of alleys and secluded areas. Feeling safe within your home is a key component of creating sustainable communities and discouraging transience of residents, and so the proposals seek to maximise a sense of ownership by the residents through careful delineation of public and private space, direct ownership of parking areas, and enhancement of the existing movement network.

Travel

As previously discussed the site is well located to take advantage of existing transport routes including road and footpath links, and is well serviced by local public transport. Existing routes across the site are integrated into the proposed layout and well overlooked to increase their safety, creating inviting and clear connections to the surrounding local facilities and transport links to promote walking, cycling and the use of public transport over personal car journeys.



BUILDING FOR A HEALTHY LIFE

INTEGRATED NEIGHBOURHOODS

NATURAL CONNECTIONS - Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

The scheme is designed around the former grid layout of the previous development, with subtle changes in orientation and public realm hierarchy to fully address the surrounding streetscapes and connections. The proposed dwellings are orientated to integrate well with the existing built surroundings, creating strong frontages where required, and respecting privacy distances and the existing pattern of urban form.

SCORE: Green

WALKING, CYCLING AND PUBLIC TRANSPORT - Short trips of up to 3 miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

The site benefits from and integrates with good existing pedestrian and cycle connections to both Hendon local centre and Sunderland city centre, the latter giving good connections to other infrastructure routes including local bus, rail and Metro links.

SCORE: Green

FACILITIES AND SERVICES - Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

Whilst the development site itself does not incorporate significant formal community facilities, it does provide an element of both public and semi-public open space for informal recreation and community interaction in what is an otherwise densely urban area. The site is also in close proximity to existing local community facilities at Hendon including a medical centre, schools, play areas and the local shops, and is well connected to local amenities including Mowbray park and local beaches through the existing pedestrian and cycle infrastructure.

SCORE: Green

HOMES FOR EVERYONE - A range of homes that meet local community needs.

The development is proposed as 100% affordable and consists of adaptable 1, 2 and 3 storey dwellings in a range of sizes, including 6no. fully accessible dwellings, all of which have been deemed through local needs assessments to be in demand for the area. The housing mix will provide for a wide range of occupants to create a diverse community, and as all units are designed to meet the requirements of Approved Document M Category 2, they will allow for adaptation as required to meet individual tenant needs.

SCORE: Green

DISTINCTIVE PLACES

MAKING THE MOST OF WHAT'S THERE - Understand and respond.

The existing highway network and surrounding existing dwelling define the character of the site in a very limited way, and so the proposals respond to this by integrating into the existing site parameters in order to enhance the urban grain of the area. The existing surrounding development is responded to in terms of frontage and scale, and gaps in the streetscape and natural surveillance are completed with the proposed development.

SCORE: Green

A MEMORABLE CHARACTER - Create places that are memorable.

The surrounding area has a diverse identity, characterised by a mix of housing styles generally in terraced format with rear vehicular access, limited front gardens and a strong underlying grid layout. The scheme builds on this by reflecting the grain and proportions of the area and adding a contemporary feel through materials and variation in the street hierarchy. The groupings of the proposed properties retain the same block scale as the surroundings and the previous development, but with particular emphasis on addressing corner moments and ensuring all areas of the development are overlooked. The proposals create a particularly strong frontage to Salem Street in order to establish a presence, whilst also highlighting the existing route and vista along Mowbray Road through the built forms.

SCORE: Green

WELL DEFINED STREETS AND SPACES - Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

The properties are positioned to create a clear street presence within the site, with properties fronting onto the existing highway infrastructure, and the use of corner turner units and feature gable windows to both assist in defining the corners and to provide natural surveillance over adjoining public spaces at these points. Landscaping opportunities have been created within the streetscape to further enhance the overall elevation, and the hierarchy of the streets has been broken down to add variety and definition, and prevent monotony.

SCORE: Green



BUILDING FOR A HEALTHY LIFE

EASY TO FIND YOUR WAY AROUND - Use legible features to help people find their way around a place.

The development layout in the main follows the simple grid format in place from the previous terraced development, however there are multiple existing access points which may make wayfinding more difficult. The layout is unable to remove a number of these access points as they also serve surrounding existing development, however seeks to improve legibility of the layout by incorporating central features within streets, and ensuring pedestrian routes through the site are open and clear, vistas are provided through the site to assist with wayfinding, and key character areas and corner features assist with orientation.

SCORE: Amber

STREETS FOR ALL

HEALTHY STREETS - Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

The street design is based around the existing highway layout, with Mowbray Road retained unaltered as a key strategic link. The north-south connections of Amberley Street and Harrogate Street have been segmented to provide different levels of accessibility, moving from traditional adopted highway to shared surface, to pedestrian link, then back to shared surface and then traditional highway. This zoning of the streets allow the shared surface and pedestrian areas to become spaces in themselves, encouraging their social use as a street centre rather than just functioning as highway, and putting emphasis on pedestrian movement over motor vehicles.

SCORE: Green

CYCLE AND CAR PARKING - Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

Car parking has been provided at the level required within the Sunderland Development Management SPD, based upon a calculated high accessibility score for the site. Parking is predominantly along the street frontage to allow for accessibility to the dwellings and facilitate the modular construction, however is interspersed with landscaping, to ensure it does not dominate, and varied where possible with rear parking and private parking courts to allow the dwellings to take precedence at key points. Parking spaces that lead to dwelling front doors are also adjoined to a footpath to ensure that parked cars do not obstruct pedestrian access.

The layout focuses on overlooking the main pedestrian and cycle routes to make them safe and attractive, and encourage the use of sustainable transport methods. Secure cycle storage is also provided in the rear gardens of all properties with level access through to the public highway.

SCORE: Amber

GREEN AND BLUE INFRASTRUCTURE - Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

SuDS basins are proposed in two locations within the site, which will be maintained as dry basins for health and safety purposes. Biodiversity for the site will be enhanced in line with the biodiversity net gain assessment, with the communal gardens offering opportunities for resident interaction with nature on a more varied scale than a private individual dwelling garden.

SCORE: Green

BACK OF PAVEMENT, FRONT OF HOME - Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

Landscaping will be used strategically throughout the site in conjunction with carefully selected boundary treatments to define the difference between public and private space, whilst still retaining an open character to the site, and the shared garden areas also create a social transition space between public and private areas.

All public amenity space is located alongside the adopted footpath network to be clearly recognisable and well overlooked by the surrounding properties both new and existing, and changes in surface material will assist identifying private courts.

Storage for 3no. bins to include refuse, recycling and garden waste is denoted to the private gardens of all plots, as close to the gated access as possible.

SCORE: Amber



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