

LAND AT SCHOOL ROAD,
LANGHAM

DESIGN AND ACCESS STATEMENT

PREPARED BY PEGASUS DESIGN
ON BEHALF OF LINDEN LIMITED

P19-0857_15E | NOVEMBER 2019



**“THE CREATION OF HIGH QUALITY BUILDINGS AND PLACES IS
FUNDAMENTAL TO WHAT THE PLANNING AND DEVELOPMENT
PROCESS SHOULD ACHIEVE. GOOD DESIGN IS A KEY ASPECT OF
SUSTAINABLE DEVELOPMENT, CREATES BETTER PLACES IN WHICH
TO LIVE AND WORK AND HELPS MAKE DEVELOPMENT ACCEPTABLE TO
COMMUNITIES. BEING CLEAR ABOUT DESIGN EXPECTATIONS, AND HOW
THESE WILL BE TESTED, IS ESSENTIAL FOR ACHIEVING THIS. SO TOO
IS EFFECTIVE ENGAGEMENT BETWEEN APPLICANTS, COMMUNITIES,
LOCAL PLANNING AUTHORITIES AND OTHER INTERESTS THROUGHOUT
THE PROCESS.”**

(PARA 124, NPPF 2019).

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SECTION 1 | INTRODUCTION



AERIAL SITE LOCATION PLAN

SECTION 1 | INTRODUCTION

PURPOSE OF THE STATEMENT

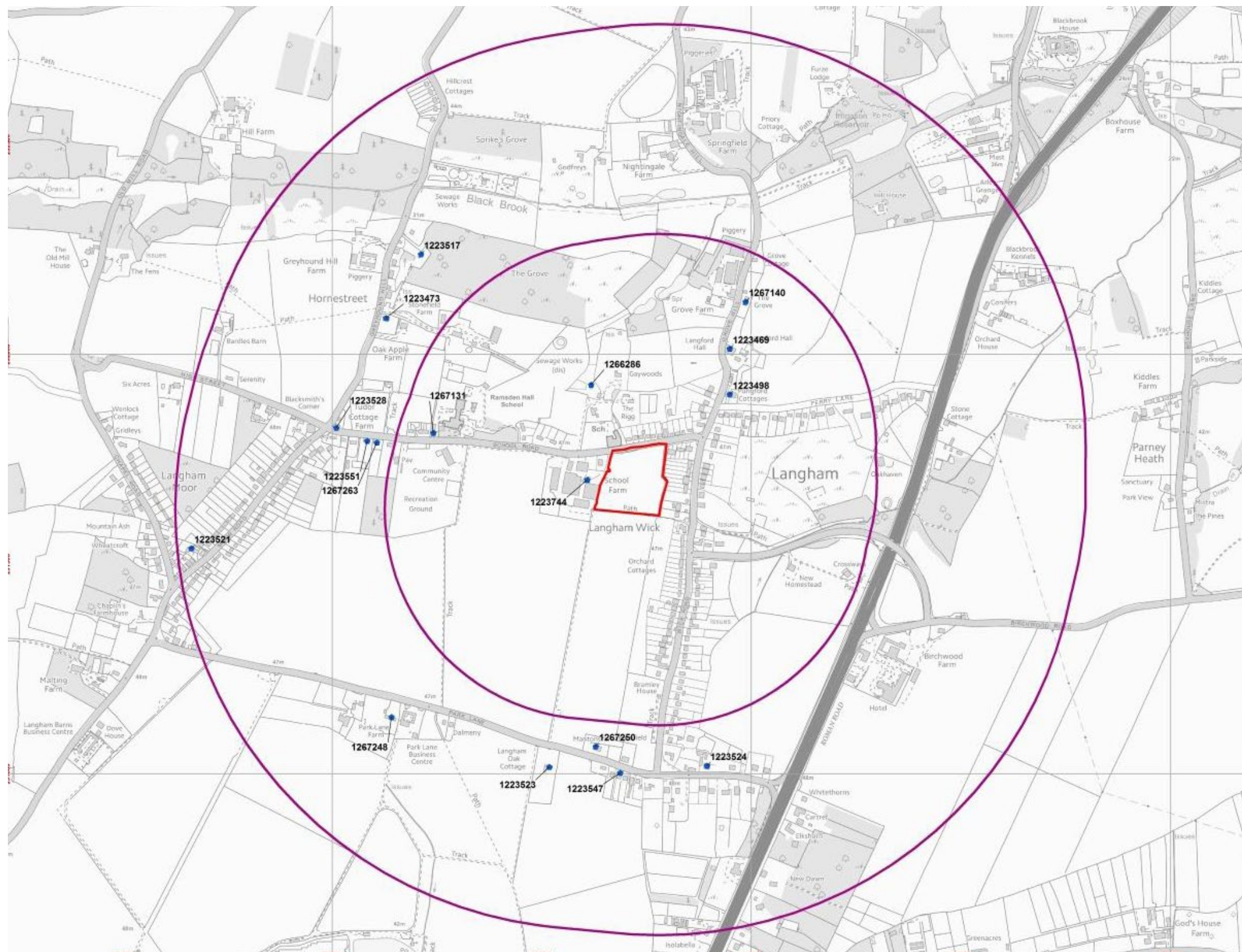
- 1.1 This statement has been prepared by Pegasus Urban Design on behalf of Linden Limited to accompany the full planning application for residential development on Land at School Road, Langham.
- 1.2 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a Design and Access Statement.
- 1.3 The purpose of this statement is to explain;
“how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users” (para. 34, Planning Practice Guidance ID 26-034-20140306, March 2014).

- 1.4 The Town and Country Planning (Development Management Procedure) (England) Order 2015 also states the following requirements:
- “(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:
- (a) the design principles and concepts that have been applied to the development; and
 - (b) how issues relating to access to the development have been dealt with.
- (3) A design and access statement must:
- (a) explain the design principles and concepts that have been applied to the development;
 - (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
 - (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
 - (e) explain how specific issues which might affect access to the development have been addressed.”

- 1.5 This document achieves this within the following sections:
- Section 1: Introduction** – outlines the purpose of the document;
- Section 2: Assessment** – considers the site and its surroundings in terms of the physical, social and planning context;
- Section 3: Design Principles and Sustainable Structuring** – presentation of the design principles that have been derived from a combination of Government Policy and site assessment;
- Section 4: Involvement and Evolution** – outlines the stakeholder consultation undertaken, as well as its key findings and design evolution;
- Section 5: Design Proposals** – presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance.
- Section 6: Summary**
- 1.6 This statement should be read in conjunction with the Full Planning Application and its accompanying documents including the Planning Statement, Transport Statement, Heritage Statement, Ecology Assessment, Landscape Assessment, Flood Risk Assessment, Sustainability Assessment, and Statement of Community Involvement.



SECTION 2 | ASSESSMENT



- Listed Buildings
- Grade II
 - 500m Buffer
 - 1km
 - Site Boundary

LISTED BUILDINGS PLAN

SECTION 2 | ASSESSMENT

- 2.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken

HISTORICAL AND PHYSICAL CONTEXT

- 2.2 The current planning application is submitted to gain approval for 46 new homes, which will include 30% affordable housing provision. The application is submitted on a site which is allocated in the Council's emerging Local Plan 2017-2033 – a second parcel of land located west of the neighbouring industrial estate is also covered by the same allocation. The current planning application therefore does not relate to the entire allocation.
- 2.3 The village of Langham is located in the north east of Essex, to the north of the market town of Colchester. The village is surrounded by mainly agricultural land, with the Dedham Vale AONB being to the north and east of the village. A large airbase, RAF Bovingdon, was located to the south of Langham and was active during the Second World War, some features of which can still be seen in particular from the air.
- 2.4 Langham is comprised of linear development mainly located along the length of Wick Road and extending out along Perry Lane and St Margaret's Cross, forming a rough 'T-shape' of development. The proposed development would complete the left arm of this T-shape and would essentially comprise infill development, as the site is located between the industrial site to the west of the site and existing dwellings to the east. The proposed development would not disrupt the existing linear character of the village.

SITE'S IMMEDIATE CONTEXT

- 2.5 The proposed development site is comprised mainly of a grassed field which extends to an area of around 2.2 hectares, which has in the past been used for agricultural purposes. The site is bound by St Margaret's Cross and School Road on the northern boundary, from which access to the site can be gained. There is also a gated access available into the site via the access drive to School Farmhouse. There is currently some residential development on the site's eastern boundary, an employment site and the School Farmhouse to the west and agricultural land to the south. A Public Right of Way runs east/west along the southern boundary, connecting Wick Road and Langham Recreation Ground. To the north of the site is Langham Primary School and further residential development.

- 2.6 The School Farmhouse to the west of the site is a Grade II listed building, as is the Mantons located to the south. A Built Heritage Statement, prepared by CgMs Heritage, assessed the potential impact of the development on these listed buildings and found that the development would have "a small amount of less than substantial harm to the significance of the School Farmhouse." The development would have no impact on the significance of Mantons. A further 15 listed buildings were identified within Langham but they were considered to be of a sufficient distance from the site that the proposed development would not have any effects on their significance.
- 2.7 There are no heritage assets located within the boundaries of the site itself. The topography of the site is mainly flat, with a small change of around 0.5m towards the southern boundary.



LANDSCAPE & ECOLOGICAL CONTEXT

- 2.8

A Landscape and Visual Impact Assessment (LVIA) was conducted of the proposed development by ACD Environmental. The LVIA considered the effects of development on the local landscape character and found that impacts would be limited to close range visual receptors (i.e. users of School Road and the southern public footpath which have views into the site). The existing vegetation on the boundaries of the site (summarised below) serves to blend the site into the landscape when viewed over long distances. The existing light industrial units and residential development on the boundaries of the site also limit the potential impact of the proposed development.
- 2.9

There are trees and hedges on the boundaries of the site, with the majority of trees being located on the northern and eastern boundaries. The southern boundary of the site is comprised of a dense hedgerow with intermittent trees. A mature hedgerow and mature trees separate the site from the rear gardens of the existing dwellings to the east, and a mature hedgerow provides screening between the site and the road. Along the western boundary, there is low level planting and some individual trees. There are no trees within the site itself.
- 2.10

The proposed development will ensure that the existing vegetation along the northern boundary will be retained as far as appropriate, with some additional planting to provide dense greenery along the frontage of the site. The development will also provide additional features to ensure net gains in ecology and biodiversity, including through the provision of species of planting which are native to the local landscape. New trees will be planted throughout the site itself to provide additional greenery for new residents and blend the proposal into the landscape. Further mitigation measures are also proposed, which are detailed in the LVIA which accompanies the planning application.
- 2.11

The site is located in an area that already has existing development, in particular the Powerplus industrial site which is currently isolated as it is located between two fields. The proposed development would have a limited adverse visual impact on the landscape because of the existing development around the site and the existing vegetation on the boundaries of the site, which is particularly dense on the southern boundary. The mitigation measures combined with the maturing of the planting over a period of 10-15 years will have the effect of further reducing the visual impact of the new housing.





KEY

-  SITE LOCATION
-  PRIMARY SCHOOL
-  BUS STOP
-  COMMUNITY CENTRE
-  SPORTS FACILITIES
-  CONVENIENCE STORE
-  HOSPITALITY
-  PETROL STATION
-  PUBLIC HOUSE

LOCAL FACILITIES PLAN.

CONNECTIONS AND PUBLIC TRANSPORT

- 2.12 The existing access to the site is from School Road, through a gated track on the north-west corner of the site. The primary route from the site to the wider highway network is via Wick Road to the east connecting with Birchwood Road for access to the A12(T) southbound and to Park Lane for access to/from the A12(T) northbound. Birchwood Road also provides a route to Dedham and Ardleigh locally. In addition to the A12(T), northern parts of Colchester can also be reached by travelling west on School Road, via Manor Road and Langham Lane.
- 2.13 A Transport Statement has been prepared by Richard Jackson Engineering, which included a review of the connectivity of the site. A footpath is present on the northern side of St Margaret's Cross, which crosses to the southern side of the road to the east of the site. A Public Right of Way is present on the site's southern boundary, which connects to Wick Road in the east. Further footpaths (55, 33 and 46) lie to the west which allow access to Park Lane and footpaths 32 and 31 link to School Road.
- 2.14 School Road and St Margaret's Cross are also an on-street section of the National Cycle Route (NCN) 1. Locally, NCN 1 provides a route to Colchester to the south and Ipswich to the north. The route to Ipswich can be shortened by using Regional Route 48 to avoid the NCN 1 section via Hadleigh.
- 2.15 The nearest bus boarding points are approximately 60m to the east of the site's eastern extent. From these stops Panther Travel route 81/81A offers the primary service connecting Langham to Dedham and Colchester. In addition, Ipswich Buses route 194 provides a school bus service to East Bergholt High School.
- 2.16 The nearest rail services are available from Colchester Station which is approximately 8.8km from the site and reachable by bus. There are 1463 parking spaces available with 24 accessible car parking spaces across two car parks at the station, and 554 cycle spaces.
- 2.17 Trains services are available from Colchester station to a number of locations including London (Liverpool Street), Chelmsford, Ipswich, Clacton and, Norwich.

FACILITIES AND SERVICES

- 2.18 There are a number of local facilities within walking distance of the site which would cater to the day to day needs of residents without the need to travel by car. Langham contains a Primary School, as well as Langham Community Centre which hosts regular activities as well as a café, community shop and a pre-school. Alongside the Centre are several outdoor playing facilities – a children's play area, tennis courts and football pitches. A public house (The Shepherd & Dog) is also within walking distance of the site.
- 2.19 Neighbouring villages which include Dedham (15 mins by cycle, 6 mins by car), Boxted Cross (7 mins by cycle, 9 mins by car) and Stratford St Mary (11 mins by cycle, 6 mins by car) contain an assortment of cafes, public houses, local retailers, hobby/activity clubs and museums.
- 2.20 Colchester is the closest major settlement to Langham and contains higher level services and facilities. The town centre is located approximately 15 minutes away if travelling by car, and around 30 minutes away if travelling by bus or bicycle.



SURROUNDING CHARACTER ANALYSIS

- 2.21 An assessment was carried out of the urban character of Langham in conjunction with the formulation of the development proposal at School Road.
- 2.22 The immediate built form context to the development site is dominated by the light industrial units located to the west of the site. Residential development is located to the east and north of the site, and Langham Primary School is also to the north of the site. There is therefore an interesting and varied streetscene with a varying palette of materials used in the construction of the dwellings. The proposed development has had regard to the varied architectural styles and materials used across the existing residential dwellings.
- 2.23 The proposed development has also reflected the density of the existing development. The existing dwellings are mainly detached along St Margaret's Cross and semi-detached along Wick Road, set within private gardens of varying sizes with parking for one or two cars typically at the front of the dwelling.
- 2.24 Proposed character areas have been informed by a detailed assessment of not only the existing dwellings within Langham, but also several schemes within Essex, as requested by the Council's Urban Design Officer through pre-application advice. Materials and architectural details have been identified which exhibit distinctive local design which can be further incorporated into the detailed design of the new development. This will ensure the architectural response of the proposal reflects the traditional local character, and that of the Essex Design Guide.

LANGHAM



BERRYFIELDS, TIPTREE



AERIAL LOCATION PLAN

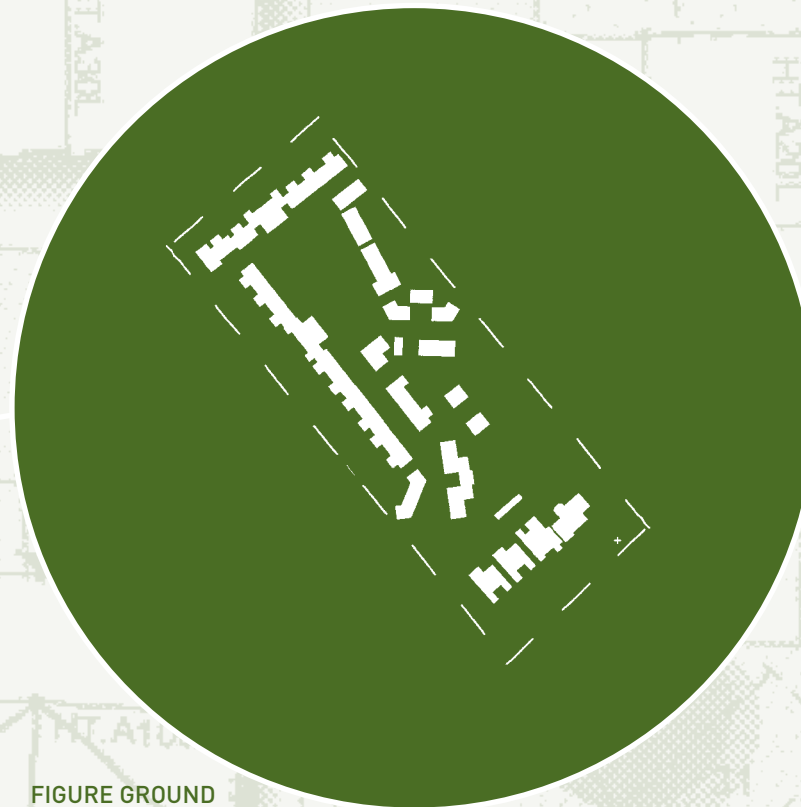


FIGURE GROUND



LOCAL CONTEXT IMAGES

PEERS SQUARE, CHELMSFORD



AERIAL LOCATION PLAN



FIGURE GROUND



LOCAL CONTEXT IMAGES

WYVERN FARM, COLCHESTER



AERIAL LOCATION PLAN

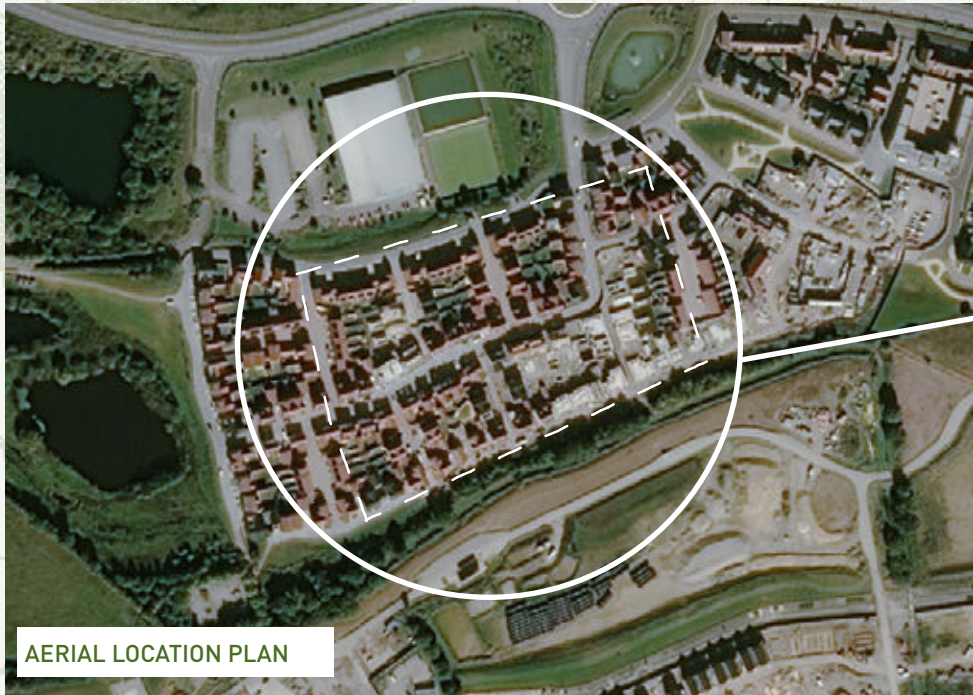


FIGURE GROUND



LOCAL CONTEXT IMAGES

THE LANES, CHELMSFORD



AERIAL LOCATION PLAN



FIGURE GROUND



LOCAL CONTEXT IMAGES



- KEY**
- SITE LOCATION** (2.17 HECTARES)
 - LANDSCAPE DOMINATED GATEWAY ACCESS**
(SUBJECT TO ENGINEERING DETAILS)
 - VEHICULAR ACCESS**
(SUBJECT TO ENGINEERING DETAILS)
 - EXISTING TREES TO BE RETAINED**
(SUBJECT TO TREE SURVEY)
 - EXISTING VEGETATION TO BE RETAINED**
(SUBJECT TO TREE SURVEY)
 - INDICATIVE LOCATION OF SWALE**
 - EXISTING GRADE II LISTED BUILDING**
 - EXISTING RESIDENTIAL EDGE**
 - EXISTING INDUSTRIAL EDGE**
 - EXISTING COUNTRYSIDE EDGE**
 - EXISTING PUBLIC RIGHT OF WAY**
 - POTENTIAL NEW PEDESTRIAN LINK / PERMISSIVE RIGHT OF WAY**

OPPORTUNITIES AND CONSTRAINTS PLAN.

CONSTRAINTS AND OPPORTUNITIES

2.25 The constraints and opportunities presented by the site are utilised to inform and structure the development proposals. These are outlined below and illustrated, where appropriate, on the Constraints and Opportunities plan shown opposite:

CONSTRAINTS

- EXISTING TREES AND HEDGEROW, ANY OTHER LANDSCAPE FEATURES WHICH ARE OF LOCAL OR ECOLOGICAL INTEREST;
- THE 'COUNTRYSIDE EDGE' AND HOW THE PROPOSAL CONSIDERS VIEWS INTO AND OUT OF THE SITE, PARTICULARLY ALONG THE SOUTHERN AND NORTHERN EDGES;
- THE SETTING OF THE SCHOOL FARMHOUSE (GRADE II);
- NEED TO CONSIDER PROXIMITY OF LIGHT INDUSTRIAL UNITS AND THE EXISTING RESIDENTIAL UNITS (PRIVACY, AMENITY, REAR GARDENS).

OPPORTUNITIES

- PROVISION OF SUSTAINABLE DEVELOPMENT WHICH CAN ACCOMMODATE UP TO 46 DWELLINGS (INCLUDING 30% AFFORDABLE HOUSING), WITH PUBLIC OPEN SPACE, SEPARATE PARKING PROVISION FOR LANGHAM PRIMARY SCHOOL AND A NEW SWALE;
- RETENTION AND INTEGRATION OF TREES AND OTHER VEGETATION IN ORDER TO ENHANCE THE SETTING OF THE DEVELOPMENT, WHICH SHALL ASSIST IN CREATING A 'SENSE OF PLACE';
- PROVISION OF LANDSCAPE DOMINATED VEHICULAR ACCESS POINTS OFF ST MARGARET'S CROSS TO THE PROPOSED DEVELOPMENT, WHICH INCLUDES A SWALE RUNNING PARALLEL TO THE ROAD;
- OPPORTUNITY TO PROVIDE A NEW PEDESTRIAN LINK TO THE PUBLIC RIGHT OF WAY ON THE SOUTHERN BOUNDARY;
- RETENTION/ENHANCEMENT OF GREEN CORRIDOR ALONG THE SOUTHERN BOUNDARY;
- OPPORTUNITY FOR HABITAT CREATION WITHIN THE LANDSCAPED AREAS AND PUBLIC OPEN SPACE;
- OPPORTUNITY TO CREATE HIGH QUALITY ARCHITECTURE THAT TAKES DESIGN CUES FROM THE LOCAL AREA AND RESPONDS POSITIVELY TO EXISTING ADJACENT BUILT FORM;
- TO CREATE A VARIED AND INTERESTING STREET SCENE THROUGH THE DEVELOPMENT PROPOSALS; AND
- EFFICIENT USE OF LAND THROUGH THE APPLICATION OF APPROPRIATE DENSITY ASSUMPTIONS.

DESIGN RELEVANT PLANNING POLICY

National Planning Policy Framework

- 2.26 Government guidance in the form of the National Planning Policy Framework (NPPF) states that there is a presumption in favour of sustainable development (Paragraph 10) and sets out an over-arching social objective in support of this which involves:
“to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being” (para 8(b), NPPF 2019)
- 2.27 The Government continues to place a high emphasis on design with the revised National Planning Policy Framework (2019) (NPPF) providing detailed advice at Section 12: Achieving well-designed places.
- 2.28 The contribution that good design makes to sustainable development is set out in paragraph 124, as follows:
“The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.” (para. 124, NPPF 2019)

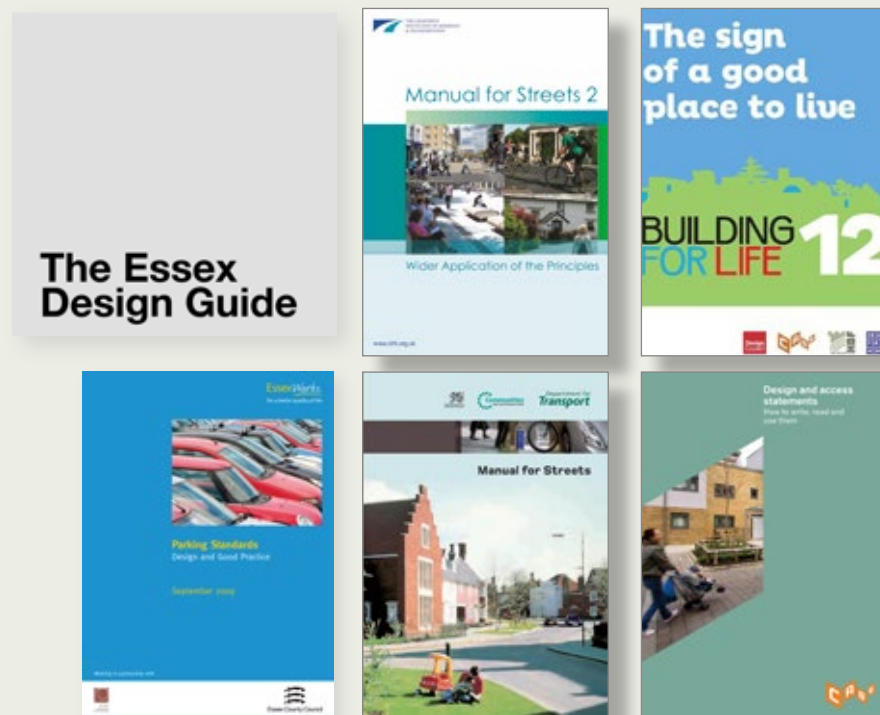
- 2.29 The NPPF is also clear at paragraphs 125 and 126 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.
- 2.30 Paragraph 127 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;
 - a) Function well and add to the quality of their area over the lifetime of the development
 - b) Are visually attractive with good architecture, layout and attractive landscaping
 - c) Are sympathetic to the history and character of their locality but don’t discourage innovation or change eg: increased density
 - d) Establish and maintain a strong sense of place to create distinctive places to live work and visit
 - e) Optimise site potential to achieve an appropriate mix of development (including open space) and support local facilities and transport networks
 - f) Create places that are safe, inclusive and accessible, which promote health and well-being with a high standard of amenity, while minimizing the fear of crime.

2.31 National guidance in the form of Planning Practice Guidance, published in March 2014 further reinforces the NPPF's commitment to requiring good design by stating:

“Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. Good design responds in a practical and creative way to both the function and identity of a place” (para 001, Planning Practice Guidance, ID 26-001-20140306, March 2014).

2.32 Whilst the National Planning Policy Framework (NPPF) and the prior publication of Planning Practice Guidance (March 2014) has replaced the Planning Policy Statements the following design guidance documents are still relevant to creating good design:

- Manual for Streets 1 & 2 (DOT/DCLG 2007/2010);
- Building for Life 12 (Cabe at the Design Council, Design for Homes and the Home Builders Federation, 2012) and
- Design and Access Statements – How to write, read and use them (CABE 2006).



Local Planning Guidance

2.33 The development proposals have been formulated having due regard to the supplementary planning guidance. The relevant local policies and the scheme's compliance with those policies are detailed in the planning statement which has been submitted with the planning application. Of relevance is Policy SD1 which encourages character and vitality of villages to be sustained. Development will be expected to achieve a high standard of design, sustainability and compatibility with local character. Policies H2 requires densities which make efficient use of land and relate to the local context, and H3 requires housing developments to provide a mix of housing types to suit a range of different households in order to create inclusive and sustainable communities. Policy PR1 states that the provision of public open space should be informed by an appraisal of local context and community need.

2.34 The emerging Local Plan identifies the site as one of two parts of a proposed residential allocation. Policy SP3 states that the Council will work proactively with applicants to bring forward sites that accord with the overall spatial strategy and relevant policies in the plan. Table SG1 identifies Langham as a Sustainable Settlement with the potential to accommodate further proportionate growth. Policy SG2 states that to maintain the vitality and viability of the Borough's smaller towns and villages, an appropriate level of new development will be brought forward in Sustainable Settlements to support new homes and economic and social development. Policy SS9 allows for the provision of a total of 80 homes across three sites in Langham. The policy requires the impact of proposals on the local highway network to be demonstrated, as well as ensuring there is adequate waste water and sewage treatment capacity.

Local Design Guidance

2.35 The Essex Design Guide (2018) is a key document which continues to attract national and international recognition from leading practitioners in the urban design and planning fields. The Guide was updated in 1997, 2005 and again in 2018 to reflect new road types, sustainability and updated national planning guidance. The proposed scheme adheres to this Guide, as demonstrated in the Design Proposals section.

2.36 Proposals have also considered Local Plan Policy DP16 which states minimum garden sizes. The policy requires a garden of 25 sq/m for flats, a 50 sq/m garden for a 2-bedroom homes, a 60 sq/m garden for a 3-bedroom home and a 100 sq/m garden for a 4-bedroom home.



SECTION 3 | DESIGN PRINCIPLES

- 3.1 In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. The application of urban design objectives will ensure a high-quality layout is achieved whilst the identification of the constraints and opportunities will ensure that the proposals are sensitively assimilated on the site and into the surrounding landscape and urban fabric. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.
- 3.2 The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high-quality standard of design. These principles have been derived from the site assessment in conjunction with the delivery of a high-quality development which achieves the criteria set out within the NPPF, namely:

FUNCTION AND QUALITY

“...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development” (paragraph 127, point A, NPPF 2019)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site where possible;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- Establish a distinctive identity through well-designed spaces and built form;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time. For example, the affordable housing units within the scheme have been designed to meet the Part M4(2) standards;
- Minimise the impact of the development on the open countryside and surrounding context; and
- Provision of Sustainable Urban Drainage Systems to ensure that the development does not increase the risk from flooding in the area.

VISUALLY ATTRACTIVE

“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping” (paragraph 127, point B, NPPF 2019)

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features in order to soften the built form, particularly towards the countryside edge of the development; and
- Enrich the qualities of the existing place, with distinctive responses that complement its setting, respect the grain of the area and acknowledge local character.

RESPONSE TO CONTEXT

“...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)” (paragraph 127, point C, NPPF 2019)

- Integration of the development into the existing built form fabric of the surrounding area particularly in relation to scale, height and massing;
- Respond to the existing site topography including the consideration of views in and out of the site;
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

SECTION 3 | DESIGN PRINCIPLES

STRONG SENSE OF PLACE

“...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit (such as increased densities)” (paragraph 127, point D, NPPF 2019)

- Creation of a development which allows ease of movement for all types of users;
- Make efficient use of land through proposing a development with an appropriate density;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variation in enclosure of private spaces;
- Consider carefully texture, colour, pattern and durability of materials and how they are used; and
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities.

ACCESSIBILITY

“...optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks” (paragraph 127, point E, NPPF 2019)

- Integration of the proposed development into the existing movement network including new public transport provision with bus stops located within easy walking distance of all the new dwellings;
- Provision of a single access point into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian);
- Enhancement and extension of the existing public rights of way network as an integral part of the development;
- Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;

3.3 Creation of a clear movement hierarchy providing easily recognisable routes which balances the street as a space alongside its function as a movement corridor.

SAFE, INCLUSIVE AND ACCESSIBLE PLACES

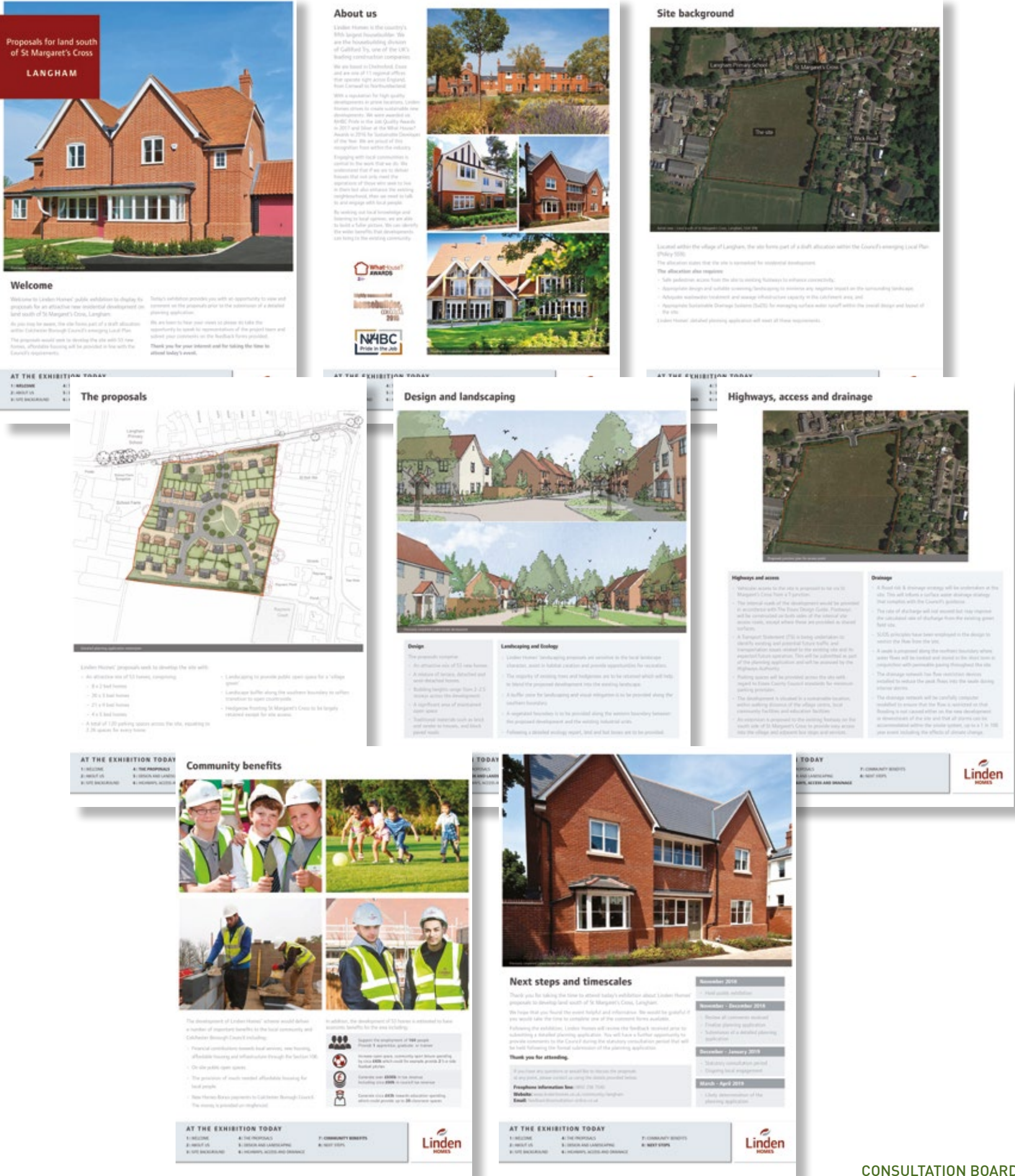
“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience” (paragraph 127, point F, NPPF 2019)

- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in enclosure of private spaces; and
- Control of access to private areas, particularly rear gardens and parking courts.





SECTION 4 | INVOLVEMENT & EVOLUTION



**STAKEHOLDER PARTICIPATION:
THE CONSULTATION PROCESS**

4.1 Section 12 (para. 128) of the NPPF, considers the role that early and active engagement with the local community can play with regard to the design and style of emerging schemes.

“Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favorably than those that cannot.” (para. 128 NPPF 2019)

4.2 Paragraph 39 of the NPPF states:

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.”

4.3 Colchester Borough Council released a consultation draft Statement of Community Involvement in March 2018. In the case of major applications which involve schemes of 10 or more homes, the document encourages discussions with the local community to enable local communities to have an influence on the proposals. The document also encourages engaging with the Council through formal pre-application discussions which can help clarify the level and type of consultation which needs to be undertaken.

CONSULTATION BOARDS

SECTION 4 | INVOLVEMENT & EVOLUTION

STAKEHOLDER PARTICIPATION: CONSULTATION RESPONSES

- 4.4 The formulation of the proposed development has been informed by an extensive programme of consultation with the Council, the local community and other stakeholders. The Statement of Community Involvement which has been submitted with the planning application details the consultation process which has been conducted.
- 4.5 A meeting was held with the Headteacher of Langham Primary School on 5th October 2018 to discuss the proposal. The following points were discussed:
- Overview of the site and draft allocation
 - Overview of Linden Homes
 - Linden Homes' emerging proposals
 - Programme for consultation and planning submission
 - The requirement for a car park as part of the draft allocation
- 4.6 The discussion with the Planning Officer has led to the inclusion of a car park containing 10 parking spaces for use by the school, in accordance with emerging Local Plan policy.
- 4.7 To ensure the wider community had the opportunity to view, discuss and comment on the proposals, the applicant held a public exhibition on 20th November 2018 at the Langham Community Centre. Invitations to attend the public exhibition were distributed to around 600 residential and business addresses who were thought to be most affected by the proposals within the immediate vicinity. Around 88 members of the public attended the public exhibition, and 42 feedback forms were completed.
- 4.8 In addition, an exhibition website was set up to display information about the proposals – www.lindenhomes.co.uk/community/essex/st-margarets-cross
- 4.9 The feedback received following the consultation process showed that, broadly, the principle of development was accepted by respondents and the need for new housing in the area was recognised. Respondents were also positive about the retention of the existing vegetation on the boundary of the site and the proposed detailing of the new homes. The main concerns raised by respondents related to traffic concerns, the density of the scheme and design. The following measures have been undertaken in response to these concerns:
- 4.10 **Traffic** – A Transport Assessment has been conducted, which has assessed the suitability of the vehicular access to the site. As part of the proposal, the existing footpath on the south side of St Margaret's Cross will be extended to provide easy access into the village and to the adjacent bus stops and services, promoting sustainable travel and reducing reliance on travel by car.
- 4.11 **Design** – The proposed design and mix of homes has been formulated through several discussions with Council planning officers to ensure it is appropriate to the site's location.
- 4.12 **Wildlife** – Preliminary ecology appraisals were undertaken to ensure that any potential impacts of the development on local wildlife and ecology can be appropriately mitigated. As a result of the appraisals, bird and bat boxes will be provided as initial mitigation measures. The proposal seeks to retain the majority of the existing hedgerow and trees located on the boundaries of the site, which will ensure existing habitats are retained. The proposed landscaping will also assist in new habitat creation, in addition to providing green open space which will be open for public use. A Management Company will be put in place following construction to manage the open space and landscaping.
- 4.13 **Sewage and drainage** – A surface water drainage strategy has been created in accordance with the Council's guidance on surface water and flood risk. The surface water drainage strategy has been incorporated into the design of the proposed development to ensure the risk of surface water flooding is minimised.
- 4.14 The Applicant has incorporated SUDS principles in the design in order to restrict the flow from the site. A swale is proposed along the northern boundary where water flows will be treated and stored in the short term in conjunction with permeable paving throughout the site. The drainage network also has flow restriction devices installed in order to reduce the peak flows into the swale during intense storms.
- 4.15 The drainage network will be carefully computer modelled to ensure that the flow is restricted so that flooding is not caused either on the development or downstream of the Site and that all storms can be accommodated within the onsite system, up to a 1 in 100 year event including the effects of climate change.
- 4.16 **On-going engagement** – The Applicant is keen to ensure that the local community is kept up-to-date with the progression of the development proposals. To that end, following the submission of the planning application, updated information regarding the proposals will be issued to interested parties including relevant Cabinet and Ward Members, Langham Parish Council and residents in the immediate vicinity of the site. The updated information will contain the final landscaping and design details, the final layout, details of highways, access and drainage of the site, responses to the concerns which have been raised by residents and expected next steps and timescales.

DESIGN EVOLUTION



CHANGES TO THE SITE LAYOUT

- 4.17 The site layout has evolved through the different application of the development principles and through consultation with the project team.
- 4.18 A number of pre-application discussions have been held with the Council's urban design officer and his comments have been taken on board as the layout has evolved and resulted in the formulation of the current scheme.
- 4.19 Following the initial pre-application enquiry and subsequent public exhibition the proposal was amended to reflect a number of the comments raised, including:
 - Seeking to provide more active frontages to the open space area;
 - Provide a better sense of place in terms of the character of the scheme;
 - Ensuring that the policy requirements of amount of public and private open space and back-to-back distances are achieved

ILLUSTRATIVE LAYOUT DECEMBER 2018

DESIGN EVOLUTION



4.20 Further amendments to the draft layout were provided following the December meeting which sought to:

- Re-instate the school car parking in the north west corner;
- To increase the sense of enclosure around the green;
- Provide a continuous strong frontage properties surrounding the central green were linked with roofed carports; and
- Re-location of units and parking areas to reduce the visual impact of parked cars.

ILLUSTRATIVE LAYOUT JANUARY 2019

DESIGN EVOLUTION



PRE-APPLICATION SITE LAYOUT

DESIGN EVOLUTION

4.21 A further pre-application meeting was held with the case officer and Urban Design Officer on 13th May 2019. The revised site layout was presented to the officers at this meeting and discussed in depth, resulting in the following key issues being raised:

- 1 The Access Road was too straight and formal, and a dislike was expressed for the 3-meter verges;
- 2 Stated a requirement for roads, verges and shared surfaces to be designed to meander;
- 3 The dwellings should be orientated to ensure maximum frontage is achieved onto 'The Green';
- 4 Concern regarding stub of shared surface turning head projecting into public open space;
- 5 The Urban Design Officer stated a preference for private driveways to be located at the rear of the homes in the south-western corner of the site;
- 6 To ensure that the open space which is provided is useable and policy compliant, including useable space along the southern boundary;
- 7 Ensure there is a reference to the Essex vernacular, through utilising the opportunity to introduce chimneys, roof variation (through gable fronted units), continuous building line etc.



SKETCH LAYOUT

DESIGN EVOLUTION



SUBMITTED SITE LAYOUT

DESIGN EVOLUTION

4.22 A post application meeting was held with the Case Officer and Urban Design Officer on 16th October 2019. A revised layout was presented which looked to address post-submission officer comments, as annotated below (where applicable):

- 1 Reduced number of units, down to 46 no total;
- 2 Affordable provision increased to 30%, thereby according with emerging policy;
- 3 Reorientation of dwellings to further frame The Green to provide greater natural surveillance and a stronger sense of enclosure around the space;
- 4 The access road has been 'wiggled' further to provide a more organic, less rigid feel, with the adjacent grass verge retained;
- 5 The affordable area in the west of the site reworked to allow for a more typical block structure and parking arrangement; and
- 6 Pedestrian link introduced from the school parking area to the development.



POST-APPLICATION LAYOUT

DESIGN EVOLUTION



SITE LAYOUT

DESIGN EVOLUTION

4.23 Following the post-submission meeting, the applicant further revised the site layout, taking on board officer comments. These comprised:

- 1 Western edge revised, including introduction of car port to overcome parking concerns and to create greater sense of enclosure;
- 2 Dwellings adjacent to car port made into terrace of 4 no. Gable fronted units to book end terrace and add variety to the roofscape;
- 3 Plot 32 gable fronted to further animate streetscene / provide variety to roofscape;
- 4 Dwellings in south western corner moved slightly further away from existing industrial use to ease acoustic concerns;
- 5 Corridors to be maintained by management company indicated;
- 6 Surface treatment to units fronting The Green amended to be consistent; and
- 7 Character areas indicated and proposed house types reviewed/uplifted following officer concerns.



DESIGN UPLIFT TO HOUSE TYPES



SECTION 5 | DESIGN PROPOSALS



SITE LAYOUT

SECTION 5 | DESIGN PROPOSALS

USE & AMOUNT OF DEVELOPMENT

[The Town and Country Planning (Development Management Procedure) (England) Order 2015 states that “amount” means (a) the number of proposed units for residential use].

Residential - 46 dwellings (Class C3)

- 5.1 The development achieves an average net density of 30 dwellings per hectare (dph). The density results in an efficient use of the site, whilst at the same time promoting densities which are appropriate to the local area and which will help assimilate the development into it's surroundings.
- 5.2 A variety of house types, tenures and sizes are provided which will assist in creating a balanced community as a variety of households can be accommodated thereby minimising the potential of social exclusion.
- 5.3 The variety of household types provides a hierarchy of dwellings with large detached properties occupying larger plots through to smaller terraced forms allowing for a variety in the proposed streetscape.
- 5.4 The site layout has been designed to comply with minimum garden size requirements as set out in Local Plan DP16 and minimum back to back distances (25m) in accordance with the Essex Design Guide, as demonstrated across the following pages.
- 5.5 14 no. affordable units will be provided, equating to 30%. These include a mix of affordable rented and shared ownership units.
- 5.6 All affordable dwellings have been designed to accord with Part M4(cat2) standards.

Accommodation Schedule

Open Market

Unit Type	No. Beds	Storeys	No. of Units
Eveleigh	3	2	8
Mountford	3	2	3
Aslin	3	2.5	6
Mylne	4	2	3
Leverton	4	2	2
Pembroke	4	2	3
Knightley	4	2	4
Fletcher	5	2.5	3
Total Open Market			32

Affordable

Unit Type	No. Beds	Storeys	No. of Units
A10L	1	1/2	2
A20L	2	2	7
A30L	3	2	4
A40L	4	2	1
Total Affordable			14
Total Dwellings			46



GARDEN SCHEDULE PLAN

COMPLIANCE WITH LOCAL PLAN DP16 MINIMUM GARDEN SIZES

- 5.7 As mentioned previously, the scheme has been designed in accordance Local Plan Policy DP16 which states minimum garden sizes. The policy prescribes the following minimum garden sizes:
- 25 sq/m for flats;
 - 50 sq/m for 2-bedroom homes;
 - 60 sq/m for 3-bedroom homes; and
 - 100 sq/m for 4-bedroom homes.
- 5.8 As demonstrated on the plan opposite, all plots comply with the minimum garden requirements set out above.



BACK TO BACK DISTANCES PLAN

COMPLIANCE WITH ESSEX DESIGN GUIDE – BACK TO BACK DISTANCES

- 5.9 The Essex Design Guide also prescribes minimum back to back distances. The documents states:
- “With rear-facing habitable rooms, the rear faces of opposite houses approximately parallel, and an intervening fence or other visual barrier which is above eye level from the potential vantage point, a minimum of 25 metres between the backs of houses may be acceptable”*
- 5.10 The plan opposite highlights how this requirement has informed the proposed site layout.



PUBLIC OPEN SPACE AND GREEN INFRASTRUCTURE

- 5.11 The amount of open space provided has been designed in order to cater for the recreational needs of the existing and new community at School Road, Langham.
- 5.12 A 5m green corridor has been provided to the south of the site to transition the development into the surrounding countryside. 'The Green' is a centrally located piece of open space which acts as a focal point for the development. An area of open space has also been provided at the entrance to the site which will contain the attenuation area.
- 5.13 As discussed in the Involvement and Evolution section of this statement, dwellings have been orientated to ensure maximum frontage is achieved onto 'The Green'. Timber knee-rail fencing would help to define the public and private areas.
- 5.14 Based on pre-application advice the planning officer confirmed the quantity of public open space should be at least 10% of the site area. The red line of the site measures 2.17ha, therefore the minimum requirement is 0.217ha.
- 5.15 During pre-application discussions the LPA also stressed the importance of providing useable open space, and urged the applicant not to count amenity green space and the attenuation basin towards the minimum open space provision. Consequently the applicant has ensured during design of the site layout that only The Green and the southern green corridor has been included in the open space calculations, which measures a total of 0.34ha demonstrating an overprovision.



STREET HIERARCHY PLAN

LAYOUT & ACCESS

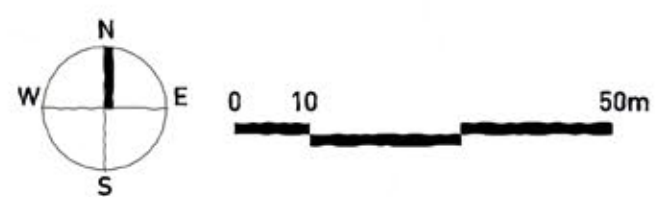
Proposed Movement and Access

- 5.16
- The proposed site layout shows the disposition of land uses and the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate.
- 5.17
- The development proposals have been influenced by “Manual for Streets 1 & 2” which encourages designers to move away from standardized prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities.
- 5.18
- Vehicular access to the site shall be taken from School Road in the form of a simple priority junction.
- 5.19
- 2no key nodal spaces shall help calm traffic as well as contribute towards placemaking. The first nodal space off the primary street shall be defined through a change in surface material and raised table, providing a smooth transition to the adjoining shared surface street and private drive. The second focal space shall be defined by a square of block paving, with dwellings arranged to give a strong sense of enclosure and natural surveillance to the public realm.

Footpaths and Cycleways

- 5.20
- The location of the site close to the established community, adjacent to the village centre and close to public transport nodes are positive characteristics which have been maximised through the provision of safe, direct, convenient and interesting pedestrian routes.
- 5.21
- The development of a pedestrian/cycle network within the site is seen as an integral part of the transport infrastructure for the site.
- 5.22
- The following measures to provide accessibility by foot and cycle are proposed:
 - Provision of pedestrian/cycle links through the site;
 - Internal road layout design to ensure low traffic speeds. The design will promote safe walking and high permeability through the site, and limit potential for anti-social behaviour;
 - Particular attention to be paid to surface quality, and sufficient ‘overlook’ to provide a sense of safety and security for users; and
 - Appropriate signage and crossing points of roads through the development, to include dropped kerbs, tactile paving and guardrails as appropriate.
- 5.23
- Pedestrian and cyclist links have been located so as to encourage residents to use them and in particular utilise the already established routes across the site. Pedestrians are led into the site from links created between existing and proposed residential areas including the new recreation area to the southeast of the site. All pedestrian links will be suitable for use by disabled people.

- 5.24
- Cycle use is encouraged through the high degree of permeability within the layout. With traffic movement low due to dwelling numbers, cyclists will therefore find it safe and convenient to use the streets for cycling.
- 5.25
- An existing public right of way (PROW) runs along the southern boundary of the site, so a key feature of the development is to provide a safe and attractive pedestrian link through the site to the existing public footpath.



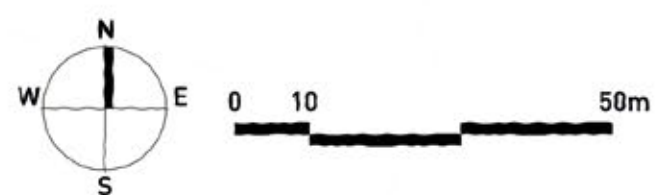
- KEY**
- SITE LOCATION** (2.17 HECTARES)
 - 1 **ALLOCATED SPACE** (90 NO.)
 - GARAGE SPACE** (15 NO.)
(NOT COUNTED TOWARDS PARKING PROVISION)
 - V **VISITORS SPACE** (12 NO.)
 - SCHOOL PARKING SPACE** (10 NO.)







PARKING STRATEGY PLAN

PARKING

- 5.26 Parking has been designed in line with guidance contained within Manual for Streets and Essex County Council Parking Standards: Design and Good Practice Document (2009). 2 and 3 bed dwellings have been provided with 2 no. parking spaces. 4 bed dwellings have been provided with 2 no. allocated parking spaces, but with an additional garage of sufficient size to accommodate a car and bicycle.
- 5.27 The total parking spaces provided on-site comprises:
- 90 no. allocated spaces;
 - An additional 15 no. garage spaces not counted towards parking provision;
 - 12 no. visitor parking spaces; and
 - 10 no. school parking spaces
- 5.28 The majority of allocated parking spaces has been provided on-plot and is generally located to the side of dwellings within an individual parking bay and/or garage set back from the building line to allow ease of access to dwellings.
- 5.29 Allocated parking bays are 5.5m x 2.9m (as prescribed in the Essex Parking Standards Design and Good Practice Document). In addition, as mentioned previously all affordable dwellings have been designed to Part M4(cat2) standards, therefore their associated parking bays are capable of being widened to 3.3m.

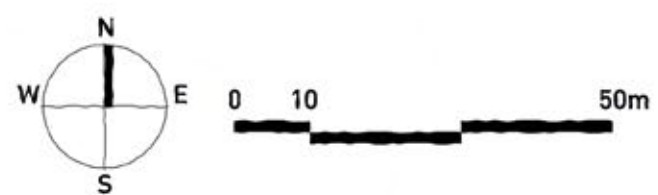


- KEY**
-  **SITE LOCATION (2.17 HECTARES)**
 -  **BIN COLLECTION POINT (BCP)**
 -  **25M MAX. DISTANCE FOR WASTE OPERATIVE MOVEMENT (INDICATIVE STOPPING POINTS SHOWN TO ILLUSTRATE POTENTIAL TO COLLECT FROM ALL DWELLINGS)**
 -  **30M MAX. DISTANCE FOR OCCUPIER MOVEMENT**



N.B. IT IS ENVISAGED THAT BINS SHALL BE KEPT IN PRIVATE GARDENS AND COLLECTION TO BE FROM FRONT OF EACH PLOT OR DESIGNATED BCP WHERE NECESSARY. NO APARTMENTS ARE PROPOSED THEREFORE NO COMMUNAL BIN STORES ARE REQUIRED.

REFUSE VEHICLES

- 5.30 As demonstrated on the plan opposite, maximum bin carry distances for both residents and refuse vehicle operators have been adhered to fully across the proposal.
- 5.31 Where dwellings are situated on private drives of greater than 25m (the maximum distance for waste operative movement) a bin collection point (BCP) has been provided. This BCP has been located within 25m of the adoptable highway and within 30m of the residential property (the maximum distance occupier movement).
- 5.32 All properties have access to a secure garden in which to store their refuse bins. It is envisaged that bins shall be kept in private gardens and collection to be from the front of each plot or from the designated BCP where necessary. No apartments are proposed and therefore no communal bin stores are required.



KEY

-  **SITE LOCATION (2.17 HECTARES)**
-  **PRINCIPAL FRONTAGE**
-  **THE GREEN FRONTAGE DESIGNED AS A COMPOSITION**



KEY FRONTAGES PLAN

CONTINUITY AND ENCLOSURE

- 5.33 The design of the development proposals are broadly based on the principle of perimeter blocks that provide a strong frontage to the public realm whilst protecting the amenity of existing residents. This continuity assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment. The new development will provide frontage over the proposed areas of public open space and also provide natural surveillance to the public realm.
- 5.34 Development plots are defined by a range of boundary treatments including walls, fences; and timber knee rail, depending upon their location, in order to clearly define public and private spaces.
- 5.35 Key frontages such as those following the main route through the development and framing the area of open space will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages have been designed as a composition in order to provide a cohesive element to these prominent positions.



BUILDING HEIGHTS PLAN

BUILDING HEIGHTS AND MASSING

- 5.36 The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. The development is predominantly formed of two storey units. Occasional 2.5 storey units have been in key locations to provide distinctiveness in the street scene, for example along the primary route into the development.
- 5.37 In terms of a variety in the heights and massing of the residential buildings, this is achieved through the use of a range of house types and sizes ranging from smaller units to 3-4 bedroom detached houses.
- 5.38 Landmark buildings, along with focal points and a clear hierarchy of routes and intersections are considered to increase the legibility of developments. Landmark buildings have been designed to be distinctive from the adjacent built form. These are typically defined by a change in predominant facing material in the form of rendered dwellings or with the use of weather boarding. This shall this enhance the overall legibility of the scheme and provide variation to the street scene.



PREDOMINANT MATERIALS PLAN

APPEARANCE AND CHARACTER

- 5.39 Following an assessment of Langham and other Essex schemes recommended by the Urban Design Officer during pre-application meetings, street typologies, distinctive spaces, materials and details have been identified that exhibit distinctive local design and these have been incorporated into proposals. This has ensured the architectural response of the proposal reflects not only traditional local character, but also that of Essex vernacular, as demonstrated across the subsequent pages.

Materials Palette

- 5.40 The following materials are proposed:
- Red brick;
 - Render – ivory / white;
 - Weather boarding – yellow / cream;
 - Dark brown tiles;
 - Black front door;
 - White barge boards / fascias / canopies;
 - White UPVC windows; and
 - Black rainwater goods
- 5.41 In addition to above, chimneys have been proposed on key dwellings along the principal route through the development.
- 5.42 Following post-application discussions with officers, the applicant has provided a design uplift to proposed house types. These changes comprise introduction of tile creasing corner details, tile creasing corbels, lancet details, and chimneys.
- 5.43 Furthermore green coloured windows and exposed rafters have been further introduced to units fronting The Green to reinforce the dwellings designed as a composition here.

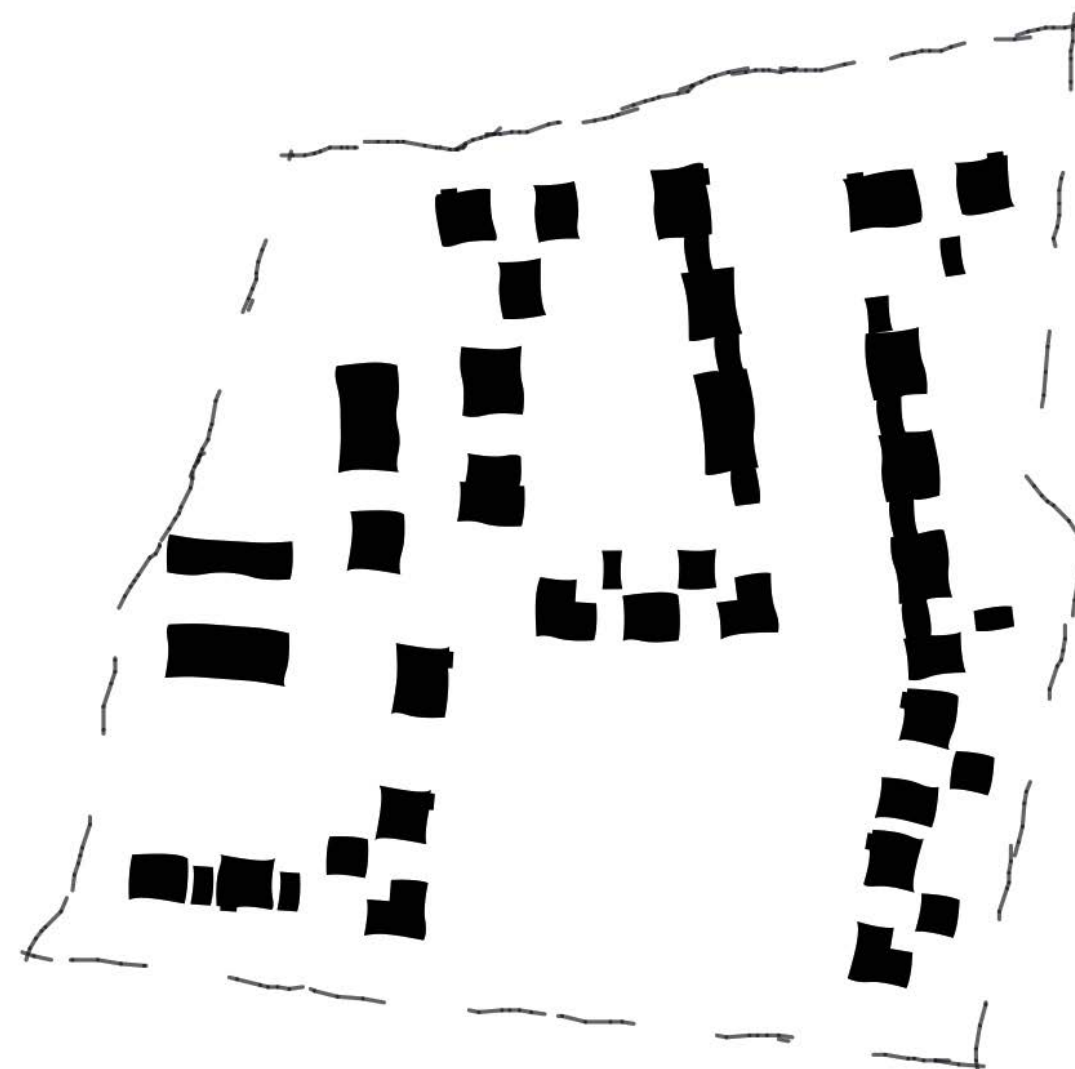


FIGURE GROUND PLAN

STREETSCENES







LANDSCAPE STRATEGY

Design Principles

- 5.44 Following the completion of a Landscape Visual and Impact assessment, a number of design considerations have been proposed through the evolutions of the layout. This has been an iterative process with landscape constraints being considered from the onset of the project. These include incorporation of materials which reflect the surrounding site context, retention of existing site boundary vegetation and the inclusion of proposed tree planting hierarchy throughout the proposed development.
- 5.45 The design aspirations for the site include incorporating biodiversity enhancements, integration of the new development into the existing communities and providing a landscape strategy to soften the proposed built form. Incorporating landscape elements and features from Langham and the surrounding landscape context was considered at the onset of the project. Features such as hedgerows to create a clear distinction between the private and public spaces and proposed ornamental species palette used within plot frontages to help visually blend the scheme in with the surrounding landscape and existing residential properties in Langham.

TREE PLANTING

- 5.46 Tree planting within the site will include a number of different species chosen to replicate the structure, form and mature height of the surrounding landscape. Along the main access road will be a number of fastigate trees, which are tolerant of the urban environment are proposed. These will define the entrance into the site, whilst helping soften the built form. Species within this area might include *Carpinus betulus* 'Fastigiata' (Fastigate Hornbeam).
- 5.47 A number of ornamental trees are proposed throughout the site, these will be specifically placed to provide height and colour. Many will be chosen for their small canopies if in close proximity to dwellings. These species might include Cherry 'Accolade' and Norway maple 'Globosum'.
- 5.48 A native species palette will be utilised within the open space. These will reflect the species currently within Langham, the surrounding villages and the surrounding landscape. This palette of species will help to help visually integrate the proposed development into the existing residential properties and landscape. A large proportion of the proposed tree planting will lie along the southern boundary. These will be strategically placed to reduce inter-visibility between the existing PRow and the site. Species along this boundary will include Wild Cherry, Field Maple and Silver Birch. Silver Birch will be a predominant species within the scheme as this species is common within the surrounding landscape. A feature tree will also be proposed to the centre of The Green. This will provide the area with its own identity and will create a focal point for the site. The feature tree will be a Common oak, a species also found within the surrounding landscape.

PLOT FRONTAGES

- 5.49 Plot frontages along the main access road will include decorative planting beds to provide colour and texture throughout the site. Larger frontages will also include hedge planting, this will help delineate between public and private spaces. Hedge planting within plot frontages will include evergreen species such as *Viburnum* and *Escallonia*.
 - 5.50 Other frontages will contain a different mix of ornamental and decorative species to provide diversity through the site. Species will be chosen for their attractive form, wildlife friendly properties and to reflect the local character of Langham. Species will include Lavender, Hebe and *Sarcococca* varieties.
- Grasses
- 5.51 Throughout the site there will be a number of different grass mixes used. These will be selected for their purpose and use but also their suitability for the existing ground conditions. To the north east of the site a swale is proposed, this area will require a grassland mix that can tolerate seasonally and occasionally wet conditions. This mix will include a selection of grasses and wildflowers appropriate to the location and ground conditions.
 - 5.52 There will be two main types of amenity grass proposed within the site. The first will be a robust but finer grass mix, used within plot frontages as these areas will receive little pedestrian traffic. The second will be a more robust and hard-wearing grass mix, used within the open space. These areas will need to tolerate a larger amount of pedestrian use due to the informal use of these areas for casual recreation.
 - 5.53 The open space will also contain a native wildflower mix. This mix will be proposed to reflect the soil type within the area and will create swathes of colour and texture.

OPEN SPACE –

- 5.54 An area of open space is proposed within the southern extents of the site, to provide areas for information recreation and relaxation for residents and visitors. A number of wooden benches are proposed throughout the area along with the proposed footpath that connects into the wider network of PRowS. These benches will be selected to reflect the existing benches within Langham and will create a rural feel within the open space.
- 5.55 Within this open space will also be areas of wildflower to provide habitat creation and biodiversity. There will be smaller areas of mown grassland to encourage informal recreational use, increasing the social aspect of the site. Low growing decorative shrubs will be strategically placed to allow for privacy within the open space, this will encourage residents to use the space but the shrubs will be specially located, specified and maintained to ensure compliance with Secure by design principles.

HARD LANDSCAPE –

- 5.56 The hard surfacing throughout the site has been proposed to differentiate between public and private spaces. The use of block paving within private areas will help to enhance the overall quality of the development. A different colour block paving will be used for shared surfacing, permeable paving will be used to provide a sustainable drainage system throughout the site.

SUSTAINABLE DESIGN

- 5.57 The presumption in favour of sustainable development is at the heart of the planning system as set out in the National Planning Policy Framework (NPPF) and Local Plans.
- 5.58 Resolution 42/187 of the United Nations General Assembly defines sustainable development as “meeting the needs of the present without compromising the ability of future generations to meet their own needs” (WCED Report “Our Common Future” (1987)) and is captured in paragraph 7 of the NPPF at Section 2: Achieving Sustainable Development.
- 5.59 To achieve sustainable development paragraph 8 of the NPPF states that the planning system has three overarching objectives;
- An economic objective – to build a strong, responsive and competitive economy
 - A social objective – to support strong, vibrant and healthy communities
 - An environmental objective – protecting and enhancing the natural, built and historic environment
- 5.60 The presumption in favour of sustainable development is described in greater detail at paragraph 11 of the NPPF (2018).



SUSTAINABLE BUILDING TECHNIQUES

- 5.61 Where appropriate, sustainable building construction techniques will be used in line with current building regulations. Sustainable construction measures typically comprise a combination of the following:
- Improved energy efficiency through siting, design and orientation;
 - Sustainable Urban Drainage Systems (SUDs);
 - Considering fabric efficiency in the design of buildings;
 - Use of building materials capable of being recycled; and
 - An element of construction waste reduction or recycling.



CRIME PREVENTION

- 5.62 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:
- “...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience” (para. 127 subsection F, NPPF 2018)*
- 5.63 The design proposals for School Road, Langham are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: the Planning System” and “Manual for Streets as well as ACPO “New Homes” guidance.
- 5.64 When designing new developments, these should create areas that are attractive and contain clearly defined public and private areas that relate well with one another and create no ambiguity. In addition, the development should enable residents to take pride in their surroundings without the fear of crime, which in turn will create a sense of shared ownership and responsibility.
- 5.65 Landscape design is essential in achieving an environment that creates a sense of place and community safety. In this context, landscape design encompasses the planning, design and management of external, public spaces. Well-designed public lighting increases the opportunity for surveillance at night.
- 5.66 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.
- 5.67 In forming the design proposals the following key attributes have been included:
- Buildings are generally orientated back to back to ensure rear gardens are not exposed;
 - ‘The Green’ public open space and school parking spaces are well overlooked by the surrounding built form;
 - All routes are necessary and serve a specific function or destination, where the use of parking courts or private drives have been utilised, these areas serve only a few dwellings and are well overlooked by the surrounding built form;
 - The internal street network forms the required connected loop within the site, lower category roads serve smaller groups of dwellings but with a clearly different street character to signal a semi-private environment.
 - Elsewhere, there are semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to know it ‘belongs’ to the dwellings;
 - The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
 - Natural surveillance is promoted wherever possible; and
 - Architectural details which promote natural surveillance are to be designed into dwellings, not only through window positioning, but also through the use of bay windows in key locations to give a further angle of natural surveillance.



SECTION 6 | SUMMARY



SECTION 6 | SUMMARY

- 6.1 The proposed development will create housing choice, new green space and parking space for the existing and new community whilst improving public access across the site and to the wider pedestrian network.
- 6.2 The layout is founded on the best practice in urban design, community integration and sustainable development, with strong links to the wider area. It aims to create a development for the 21st Century, whilst reflecting the desirable elements of the local vernacular.
- 6.3 In this context, the development will respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice. Development will accord with the principles of high quality design and best practice to create a townscape that is varied and sympathetic to its environment. The aim must be to achieve a development with a strong identity and distinct sense of place whilst at the same time integrating with the existing community.

- 6.4 The development proposals will be achieved in the following way:
 - THE CREATION OF AN INTEGRATED RESIDENTIAL COMMUNITY WITH A SENSITIVE RELATIONSHIP TO THE EXISTING SETTLEMENT;
 - THE CREATION OF PEDESTRIAN ROUTES THROUGH THE DEVELOPMENT;
 - PROVIDING A DEVELOPMENT THAT IS WELL CONNECTED, READILY UNDERSTOOD AND EASILY NAVIGATED;
 - THE CREATION OF A STRONG LANDSCAPE STRUCTURE THAT RESPONDS TO THE LOCAL AREA AND RETAINS AND ENHANCES THE IMMEDIATE LOCALITY;
 - PROVIDING A RANGE OF DWELLING SIZES, TYPES AND TENURES THAT OFFERS AN ACCESSIBLE AND ACCEPTABLE CHOICE OF LIFESTYLES; AND
 - PROMOTING THE OBJECTIVES OF SUSTAINABLE DEVELOPMENT THROUGH LAYOUT AND DESIGN.
 - RETENTION OF EXISTING VEGETATION AND NEW PLANTING TO CREATE A DEVELOPMENT THAT HAS A STRONG PUBLIC FRONTAGE AND GREEN AVENUES WITHIN.

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DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



HERITAGE

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