

Planning Application 22/01037/MAO – Hill Farm, Sharnbrook

Sharnbrook Parish Council have considered the above application, and have the following comments to make on the outline proposal.

As the outline proposal concentrates solely on Highways and Access matters, we focus on these aspects initially. However, we will make comments on other matters as the application progresses through any future applications.

Sharnbrook Parish Council appointed two consultants to look at the application, in order that we were advised professionally. This response is informed by the reports they have provided.

Highways and Access Arrangements **Prior to Construction Phase**

Firstly, there is a failure to fully consider or acknowledge the impact of construction traffic. The Sharnbrook Neighbourhood Development Plan (SNDP) has always stressed the importance of construction traffic accessing the site from the A6 right from the outset, and we see no reason why this cannot be achieved. This feature was a significant consideration through the SNDP deliberations. In any event, if Mill Road is to be used, it will need widening before the commencement of works due to its inherently narrow carriageways. The proposed new Riseley Road roundabout should be an initial phase of development, with temporary access off the A6 at the layby directly into the site, by way of a haul road, if the roundabout cannot be constructed at the beginning. There is no need for residents to be inconvenienced by having construction vehicles using the existing road network (non A Class), not to mention the inevitable damage to those existing roads by large vehicles and deliveries. As a minimum, the submission of a Draft Construction Management Plan would set the scene as to how activities will be controlled and managed, with the use of the A6 as the only access for all construction traffic. The proposed reduction of the speed limit to 50 on the A6 is welcomed.

Post Construction/Occupancy

The closure of the access from the A6 onto Templars Way will route HGV traffic to the existing village through the development. This is unacceptable, for both health & wellbeing, and in addition to safety concerns. Large HGV vehicles and school buses being driven/routed through a residential area is both unnecessary and not good for health (emissions). Further, it gives rise to safety concerns for pedestrians (children) crossing roads and or moving around the development. Taking the access road along the northern top edge of the development would easily mitigate this, and create a more desirable place to live.

With regard to the access, there are three proposed access points, A6 - normal 4 arm roundabout, Mill Road - mini roundabout, and Templars Way - priority junction. Our view is that while the A6 and Templars Way junctions are sufficient, the mini roundabout in Mill Road will not adequately result in the desired slowing of traffic and should be reconsidered/redesigned. Using the predicted traffic distribution figures presented in Appendix N, which are broadly accepted, we do not consider that the side road traffic flows (Development and redistributed traffic flows) will be significant enough for drivers to respect

the mini-roundabout and they will merely treat this as an obstruction to be negotiated. A common misconception is that drivers will naturally give way and this, in turn, will result in speed reduction. This will not occur when you have low turning flows, which in our view is the case here. Drivers will “run through” not expecting to yield much, if at all. Other methods such as speed cameras should be used as a way to slow traffic on Kennell Hill and Mill Road, a matter that is being consulted on presently. In addition, the design of the mini-roundabout to avoid historic trees is a red herring, as there are no major trees of significant importance in this area.

This information is detailed in the following link, and further detailed information can be provided if required.

<https://www.standardsforhighways.co.uk/prod/attachments/2b5901c6-3477-4826-b780-cf99003fb5e0?inline=true>

Sustainability and Accessibility

Whilst the Council is more than aware of the constraints of the site in terms of accessibility to the existing built village, the benefits of the location in general terms outweigh any alternative site that would have traffic using the High Street, Odell Road and Kennell Hill/Mill Road or Templars Way for almost all journeys. The provision of a small supermarket would reduce much of the need to visit the High Street, and journeys for larger provisions would be taken either by bus or car using the A6. Other reasons for new residents heading into the village could be for secondary education, but it is perfectly possible for a journey of this length to be undertaken on foot or by cycle.

The proposed scheme does not adequately provide any cycle routes outside the development and therefore restricts cyclists to the major routes into the village, notably Mill Road/Kennell Hill and Templars Way which are regarded as “low speed limits”. Data that has been provided by the Parish Council mobile speed recording devices regularly shows speeding along these routes around the 85thile up to 38.8mph on a 30mph road, with frequent speeds in excess of 50mph, and high speeds of 70/80mph at some (peak) times. Mitigation for Mill Road (above) has been proposed, which in our view will provide negligible benefits in reducing vehicle speeds and indeed may introduce secondary concerns for cyclists at the mini roundabout.

There is a heavy reliance on cyclists using the proposed facilities off Templar Way, which provides limited benefits to cyclists beyond the immediate boundaries of the site, and no onward facilities towards Sharnbrook village centre with cyclists still required to utilise the existing road network in its existing circumstances.

We acknowledge that there are constraints that prevent a full dedicated cycling link(s) from being provided. However, there are opportunities to enhance and maximise opportunities for cycling, and in this context, we would disagree with the comment in 5.114 which states the opposite view. Such improvements should also consider potentially addressing the proven issues of speed and compliance to legal limits, which the development could negatively contribute towards if not addressed at this stage. Some suggestions are outlined below:

- Extend the proposed foot/cycleway along to the junction and continue along the southern side of Kennell Hill and terminate this near Christmas Cottage. This would add approximately 240m of dedicated cycling provision and removes/reduces potential conflict with vehicles at the junction of Templars Way with Kennell Hill/Mill Road.
- In parallel with the above, additional traffic calming measures to aid compliance to the 30mph (or less) could be considered along Mill Road and Kennell Hill respectively, at appropriate points. Measures could be both physical and physiological, and implementation of such could partly compensate for lack of dedicated cycling facilities and enhance safety between the existing village and the development site.
- Extend foot/cycleway further along Templars Way beyond the small pocket of properties on its southern side. Here you could then provide a footway/cycleway link to the parcel of land to the very north of the site. At present, the green corridor prevents/complicates permeability to this northern parcel.

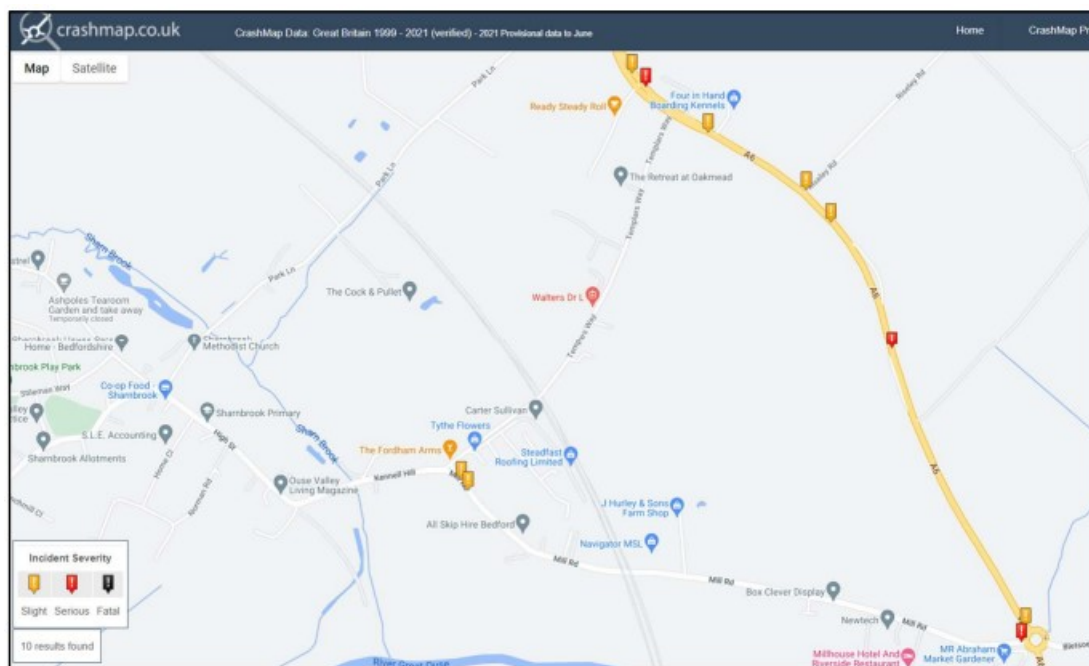
It is our view that a development of this size should and still could be subject to a Walking, Cycling and Horse-Riding Assessment (WCHAR) under the General Principles and Scheme Governance General information GG142 (formerly HD42/17). Whilst the document is principally for the motorway and trunk road network its underlying principles and approach can be applied to any highway scheme/development. The WCHAR assessment is intended to increase collaboration, and interaction with key stakeholders in identifying opportunities and inclusion of walking, cycling and horse riding at the earliest stages of the design, which enables new or improved facilities to be considered throughout the design and development of Infrastructure

The absence of this independent assessment and in our view the distance of the site from Sharnbrook village centre may have resulted in missed opportunities which to date have been driven by the Local Authority working alongside the Transport planning organisation and developers. In no way are we discrediting the work done to date between the two parties, however, the restrictions and priorities of each can on occasions overlook wider opportunities and/or equally confirm and conclude a previously held view or opinion. We would strongly advise that such an assessment is undertaken before planning consent is granted.

The site would be well served by bus service No.50 operated by Stagecoach and the slight increase in route journey should be more than offset by the potential increase in patronage the service would receive. We acknowledge that this has to be discussed with the commercial operator, and note that it is Stagecoach Midlands responsibility for this service presently. The proposed roundabout at the A6 should assist with alleviating the time waiting to turn off the A6 into Templars Way, which can be considerable at peak times, compensating for any additional time/mileage added by the diversion. Concerns are raised on comments made in paragraph 5.112 that Stagecoach has yet to agree to any diversion route, and we encourage a discussion at the earliest point. As stated above, should the access road be routed along the top of the site, the bus should then follow this route rather than proceeding through the development. Any loss in bus service provision below that shown would severely undermine the sustainable credentials of the site. Further assurances from Stagecoach should be secured prior to the determination of this application.

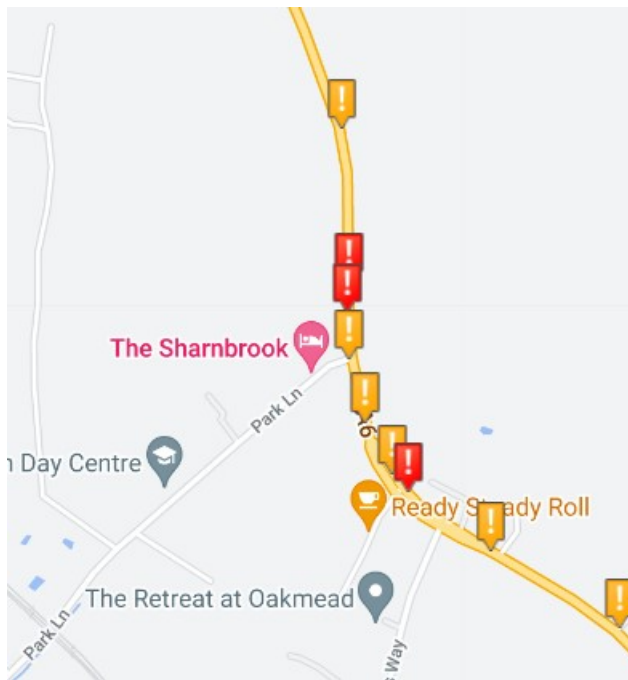
Road Safety and Collision History

The Traffic Assessment (TA) has examined and reported on the collision history within the immediate vicinity of the site within a study area agreed with County Highways. The study covered a five-year period up to 2021 whereby a total of 10 personal injury collisions had been recorded. Of these 7 (70%) were recorded as slight and 3 serious giving a Killed/Serious Injury ratio (KSI) of 30%. Figure 3.1 of the TA, reproduced below, shows a plot of these collisions:



The Transport Assessment has used a detailed analysis of Crashmap focusing on the site and immediate surrounds. However, using the Stats 19 information held by Bedford Borough Council and taking a slightly wider look at the local roads, it is clear that there are significantly more safety issues just outside the immediate area. Furthermore, the study uses the period 2020-21, which was a period when the whole country was under frequent travel restrictions due to Covid-19, and is therefore not typical of traffic flows before or after this period.

Even using the Crashmap figures, the study area and analysis of collision fails to recognise that immediately north of Templers Way, there are several collisions sufficient in our view to be considered as a cluster site worthy of separate consideration. A further 4 collisions can be found further north than those reported on in the TA, and their omission from the figures undermines the statement in 3.48 that there is no indication of a cluster site. An extract from Crash map is reproduced in below and shows that if the study area is extended slightly, there is a clear cluster site in this section of the A6.



In conclusion we consider the section on the analysis of collision history falls short of what could be considered appropriate; detailed analysis for the reasons highlighted in the proceeding paragraphs are summarised below:

- Failure to acknowledge a cluster site just beyond the agreed study area, which could be classified as a cluster site likely to be impacted by the development;
- Use of 2020 & 2021 data sets, which were not representative of normal network conditions owing to restrictions placed on the population, and;
- Use of Crashmap instead of Stats 19 data.

Conclusion of our concerns regarding Access/Highways/Sustainability/Road Safety & Collision History

The main weaknesses of the proposals are summarised below:

- Failure to fully consider or acknowledge the impact of construction traffic.
- Failure to create a layout which minimises conflict between, pedestrians, cyclists, and vehicles.
- Failure to fully take into account and give priority for pedestrian and cycle movements to local areas (principally Sharnbrook High Street) where opportunities have been missed.
- Safety issues concerned with the proposals for the mini roundabout off Mill Road and offsite improvements.
- The report focuses on the sustainability of the site in terms of distance to local amenities and facilities. However, very little evidence supports the accessibility of these facilities.
- Assessment of personal injury collisions includes information when network conditions were not normal and fails to recognise a known cluster site on the A6.

Wider concerns

The submitted Concept Masterplan is not an approved plan under this current outline planning application, as it does not show a high level of detail, most of which (appearance, landscaping, layout and scale) will need to be assessed under a subsequent reserved matters application.

There were numerous meetings between the original land promoter and the Parish Council between 2019 to 2021. The Concept Masterplan was presented by the land promoter, Rosconn Strategic Land, which Members were largely happy with. However, now with both Bellway Homes and Redrow Homes involved in taking this development forward, significant alterations have been made to the original Concept Masterplan without consultation with the Parish Council. The position agreed between the Parish Council and the original promoter was a contributing factor to the objectives of Policy S4 in the SNDP. There has been no explanation for the changes, and until such, we contest the position and reserve the right to challenge. We include the haul road in this respect.

LAND USE/ FEATURE	ORIGINAL MASTERPLAN	APPLICATION MASTERPLAN (REVISION N)
Residential	500 units @ 25-32 dph	500 units @35dph
Primary School	1.5 ha	2 ha
Community Use	0.2ha	0.2ha
Open Space	12.7ha	13.94 (includes SUDS)
Listed Building Farmstead/Pastoral Land	3.4 ha	2.83ha
Woodland	1.6 ha	3.08 ha
Highways	1.6 ha	2.63 ha ¹
Total Area	38 ha	38.78ha

¹ This figure includes both highways and highways landscaping

ORIGINAL MASTERPLAN	APPLICATION MASTERPLAN (REVISION N)
	 Extent of medium density housing has extended to the right of the main spine road and extends further to the north. The position of the secondary access off Templars Way has also altered.
	 Area of residential extended north, however, a wider landscaped buffer is separating the residential area to the north.
	 The extent of the residential area is further away from Mill Road, extends to the right of the spine road with medium-low density rather than just low density housing. The area shown in the north-west corner has a smaller area of medium-low density housing.

Primary School and Community Use

ORIGINAL MASTERPLAN	APPLICATION MASTERPLAN (REVISION N)
	 As indicated earlier, the extent of the area for the primary school, has increased to 2 ha (originally indicated as 1.5ha). The area for community use remains at 0.2ha. In addition, the extent of medium-low density housing is greater in this part of the site.
	 The proposed allotments are now shown to the east of the sports pitches whereas they were shown originally to the south but this is likely as a result of the SuDS now shown in this area.

Originally, the Masterplan provided a density between 25-32 dph, however the current Concept Masterplan now proposes a density of 35 dph. The Design Code within the Design and Access Statement adds that the net density ranges from 25-40 dwellings per hectare, with lower density development (25-30 dph) concentrated along the more visually sensitive edges abutting open land and to the east of the listed farmhouse/farmstead development. The statement concludes on this issue that the net developable area of the site is 14.10 hectares, with a net density of 35 dph. This is clearly not in the spirit of Policy S4 or indeed Policy S6 (Housing Density) of the Neighbourhood Plan. Of particular note, the Planning Statement makes no reference to Policy S6 of the Neighbourhood Plan within the Planning Policy section.

In the preparation of the Neighbourhood Plan, a key objective was to ensure that new development respected the rural nature of the Parish and be designed to ensure that the proposed layout fits with the vernacular of the local area. Whilst, we are aware that layout is to be resolved at a later date, we feel it is important to reinforce this point at an early stage.

In regard to the scale of the proposed residential development whilst again this is a matter for subsequent approval as part of the reserved matters application, the Design and Access Statement (at Section 5.5) states;

“Development will mainly be 2 storey housing. This is consistent with the typical height of development seen in the surrounding residential area.....2.5 storey dwellings could be incorporated within the central development areas to create focal buildings at key nodal spaces, define primary vistas and entrances and add variation to the roofscape.”

Whilst we acknowledge that there are a variety of buildings within the built village, and some older properties have been presented for comparison within the existing conservation area, these properties have very low ceilings and therefore the roofline is no higher than a normal two storey modern property, and in some cases is even lower. It is our experience that buildings with more than two storeys are not desirable for a number of reasons and this was borne out by the responses to the questionnaire on which the SNDP was based. In particular, town houses, flats and apartments are not suitable for a rural environment.

Within the Planning Statement submitted in support of the outline planning application, it states that the proposed sports pitch provision and allotments do not include parking and changing facilities, and these will be provided as part of the subsequent reserved matters application. Whilst, the proposed layout of the scheme is to be resolved as part of the future reserved matters application, we question whether the level of car parking required for both the sports pitches and the allotments has been taken into account within the Concept Masterplan. Furthermore, we emphasise the need for the car parking being provided within this area of the proposed scheme.

The Concept Masterplan indicates 2.2ha for both the primary school and community use, thereby meeting the requirements of Criteria d of Policy S4. The replacement primary school will also serve those pupils living in the existing village and would raise the question whether this should be acknowledged in the siting of the school. Bringing it closer to the south western edge of the site would make it more accessible subject to traffic and transport mitigation being addressed. This matter would definitely need to be addressed within the reserved matters application. This would also assist with the sustainability of the site. Liaison with the Local Education Authority at Bedford Borough Council is crucial to establish their requirements. It is hoped that the replacement school will accommodate a two-form entry primary school.

The absence of any parking commitments for the development, which will be deferred until the reserved matters stage, we consider to be inappropriate at this stage and arrangements for parking should at the very least be discussed within the application report. Given the rural location of the site, the provision for parking for the primary school at 1 space per full-time member of staff, feels low and greater consideration should be afforded to this issue.

An adequate pickup/drop-off bay is essential; therefore, it should be of large enough size to avoid future problems such as exist at the current primary school. It is imperative in developing the layout of the site that consideration is given to the requirements of Criteria h of Policy S4 but also to Policy S7 (Residential Parking in New Developments) of the Neighbourhood Plan. It was made very clear in the preparation of the Neighbourhood Plan of the need to provide adequate off-street parking to ensure that the street environment is not dominated by cars and furthermore resulting in unsafe conditions for both pedestrians and cyclists. This aspect of the proposed scheme should be addressed within the Design Code for the site.

In addition, the development shall respect the surrounding natural, built and historic environment. The development shall include the incorporation of at least 3ha of existing and new woodland and provide for the protection of the setting of the Grade II listed former farmhouse at Hill Farm.

It is acknowledged within the application that 3.08 hectares of woodland is shown within the Concept Masterplan in accordance with the requirements of Criteria i of Policy S4. It is encouraging that within the Planning Statement a reference is made to the fact many of the existing trees and hedgerows will be retained. It is clear from the Concept Masterplan that a substantial amount of new planting including new tree planting will be provided, as well as landscape corridors together with the provision of open space and an Ecology Park to assist in providing a net gain in biodiversity.

With regard to the impact on the Grade II listed former Hill Farm farmhouse and the associated buildings (some of which are curtilage listed), significant screening is shown on the Concept Masterplan to address the relationship of the farmyard with the proposed residential development. This will clearly address the visual impact of the two areas. It is important to add that the development aspirations for the farmyard, the listed farmhouse and the associated buildings will be the subject of a separate planning and listed building consent application. It is indicated within the Heritage Statement of an aspiration to convert the farm buildings to a suitable use in due course (the Design and Access Statement refers to ‘a bespoke farmstead type development’). Whilst these matters are to be dealt with separately, the Parish Council is firm in the belief that such proposals should not be to the detriment of the listed building and curtilage listed buildings/structures, but seek to secure the long-term future of this locally important heritage asset. The Parish Council welcomes the opportunity to discuss the proposals for the farmhouse and associated heritage assets prior to any formal submission to the Council.

Informal open space, sustainable drainage systems, landscape buffering and sensitive boundary treatment will be incorporated as part of the proposed development.

The Concept Masterplan makes appropriate provision of woodland/open space as well as the provision of two SuDS basins within the proposed scheme. Landscaping will be a matter resolved at a later date; however, historic hedgerows must be reinstated with native hedgerow/tree planting. The sustainable drainage systems must be of a high standard, easy to maintain and of natural operation, not reliant on electrical or mechanical apparatus.

Healthcare Facilities

Within the Statement of Community Involvement, there is no reference to pre-application engagement with the existing doctors' surgery or the Integrated Care Systems (ICS); it would be helpful if this were addressed within the planning application. It is acknowledged that contributions towards healthcare provision is listed as an item for the S106, as a matter of principle, but it is important to secure early engagement in this space.

Education

Concern has been expressed by others regarding the siting of the replacement primary school in this location, fearing that it is removed from the existing settlement. In fact, the principle behind having a single two-form entry school rather than two one-form entry schools is precisely to mix both current and new residents, so that they can mingle from an early age. In addition, having two schools might introduce an unhealthy element of competition, with one school ending up as the poor relation, or seen as less desirable than the other. Further, this model will bring about improved resilience in the delivery of the service in addition to significant efficiencies. Because the replacement primary school will also serve those pupils living in the existing village, this should be acknowledged in the siting of the school bringing it closer to the south western edge of the site. This would definitely need to be addressed within the reserved matters application. It would be helpful to understand if the applicants have engaged with the primary school on the delivery of the new school, whether this will be for a two-form entry worth of provision and how this is to be financed. The Parish Council seek assurance that the site being provided for the primary school (and Early Years provision) can adequately adapt and expand to meet future needs

Management of Open Space

No details have been provided on the management of the open space including sports pitches and the children's play area. Attention needs to be paid to its design and the routes through, to avoid potential anti-social behaviour and conflicts between different uses.

Phasing Plan

A phasing plan of the whole of the site for the Parish Council and other stakeholders would be very helpful to understand how the proposed development will evolve, ideally as a planning condition.

Sustainability and Energy

Whilst a Sustainability and Energy Statement is provided in support of the outline planning application, it would be helpful if the house builders provided a commitment that all available technologies are utilised, to help reduce carbon emissions, together with a commitment for technologies for house insulation and energy efficiency, in order to bring every housing unit as close to being carbon neutral as possible. In addition, including an electric charging (EV) point for every home.

We are disappointed that the use of Mechanical Ventilation with Heat Recovery was discounted in the feasibility study as this, together with other measures, can achieve 75% less energy consumption than the average new build. This technology was used in a recent small development on Mill Road Sharnbrook. While costing 5-10% more in build costs customers are happy to pay this as the potential long-term fuel/power crisis increases homebuyers' need for the lowest fuel consumption possible.

Furthermore, the recently completed Thornhill Primary School in Houghton Regis in Central Bedfordshire has been built to the PassivHaus specification and it this standard that we aspire to for the new Primary School on this development.

Section 106

The Parish Council requests that it is directly involved in discussions with both the LPA and the applicants in resolving the Heads of Terms of the S106 Agreement.

Miscellaneous

Construction and Environmental Management Plan for Amenity and Highway Safety

A Construction and Environmental Management Plan (CEMP) to mitigate the impacts of the construction of the development shall be submitted to and approved in writing by the Local Planning Authority before development commences. The CEMP should at least include the following matters: dust, mud on roads, construction traffic routing, lighting, noise & vibration, construction working hours, site contact details, site management and monitoring arrangements. As above, we urge the developers to commit to a haul road from the A6 from the outset, and avoid using the village (including Mill Road) for any part of the development construction to include ALL deliveries.

Construction Ecological Management Plan for biodiversity

No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority.

Landscape and Ecological Management Plan

No development shall take place until a Landscape and Ecological management Plan (LEMP) shall be submitted to and be approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule.

- g) Details of the body or organisation responsible for the implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism by which the long-term implementation of the plan will be secured by the developer with the management body (ies) responsible for its delivery.

i. Travel Plan

A Framework Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development. The submitted details shall include how the principles of the Travel Plan, including the overarching targets and mechanisms for dealing with any failure to meet the targets, will be secured and the development shall be carried out in accordance with the approved Framework Travel Plan.

ii. Phasing Plan

No development shall commence until a Phasing Plan to cover the entire site to identify each phase has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved Phasing Plan, unless otherwise agreed in writing by the Local Planning Authority.

iii. Electric Vehicle Charging Infrastructure

No built development shall take place on any phase, sub-phase or development parcel until a scheme for the installation of Electric Vehicle Charging Infrastructure (ducting) has been submitted to and agreed in writing by the Local Planning Authority for that phase, sub-phase or development parcel. The scheme shall make provision for ducting and shall include details and locations of such provision taking into consideration the availability of electrical supply (therefore it should be designed with reference to information held by the local distribution network operator).

Such provision shall be formed and laid out in accordance with the approved details before usage of the parking spaces commences and shall remain in place thereafter.

Design Codes

- 1.1 The National Planning Policy Framework (NPPF) advises at paragraph 129 of the NPPF that Design Guides and Codes provide a local framework for creating beautiful and distinctive places with a consistent and high-quality standard of design.
- 1.2 Policy 29 of the Bedford Borough Local Plan 2030 advises that proposals for residential developments of 200 dwellings or more will be expected to be guided by a Design Code. Within the Design and Access Statement, a Design Code comprising elements of the developable area including building heights and densities, design principles as well as providing illustrative material setting out the movement and legibility framework, landscape framework and development character is provided. National planning policy guidance advises that parameter plans can provide elements of the framework within which more detailed design proposals are generated, however, they are not a substitute for a clear design vision and Masterplan. In going forward, the Parish Council should be involved in a more detailed Design Code for the development site.

- 1.3 In light of the above considerations, we consider that the requirement for a Design Code on this site should be imposed as a pre-commencement condition to the outline planning permission. We would suggest that the Design Code should include both 'Strategic Design Principles' and 'Detailed Design Elements' under the following suggested headings: -

1. Strategic Design Principles:

- a) The approach to design quality and its consistent implementation;
- b) The form and character of the site and the vision for the proposed development;
- c) Design objectives for key areas of the proposed development including the community hub, sport and leisure area, edges of the development with the surrounding area and neighbouring heritage assets;
- d) Design principles for the approach, entrance and arrival from the existing transport network;
- e) The approach and design principles to the form, space and the vernacular styles to respect the contextual analysis of Sharnbrook's characteristics;
- f) The approach to designated traffic speeds;
- g) The approach and design of residential areas, the principles of their structure, building typologies, back-to-back distances, car parking, cycle parking and storage, refuse storage and collection; and
- h) The approach, hierarchy, design principles and pallet of materials of both hard and soft landscaping in the development.

2. Detailed Design Elements

- a) The overall vision and character of the development and its setting;
- b) The design and approach to the public realm areas including materials, street furniture and signage and landscaping;
- c) The principles of the street and public spaces hierarchy to address, movement, permeability, mobility and visually impaired users and traffic calming measures and making reference to the phasing of land parcels;
- d) Direction on building scale and massing, house and plot width, associated house types, building heights and eaves heights;
- e) The design of the transport network hierarchy, streets, cycle routes, footpaths and public spaces, providing typical street cross-sections, which should include details of tree planting and tree species, underground utility/service trench routes, type and specification, and on street parking, including design details;
- f) Details of the approach to vehicular parking across the entire site including the amount of parking, location and layout of parking for all purposes, including but not restricted to parking for people with disabilities and visitors' parking;
- g) Details of the approach to cycle parking for all uses, including the distribution (resident/visitor parking and location in the development), type of rack, spacing and any secure or non-secure structures associated with the storage of cycles;
- h) The approach to the character and treatment of the structural planting to the development areas within the primary open land, secondary open land, hedge or

footpath corridors and retained trees (including the approach to SUDS design integration into the green ways);

- i) The approach to the lighting strategy and how this will be applied to different areas of the development with different lighting needs, so as to maximise energy efficiency, minimise light pollution and avoid street clutter;
- j) Measures to demonstrate how the design can maximise resource efficiency and climate change adaptation through external, passive means, such as landscaping, orientation, massing, and external building features;
- k) Details of measures to minimise opportunities for crime; and
- l) Details of the Design Code review procedure and of circumstances where a review shall be implemented.