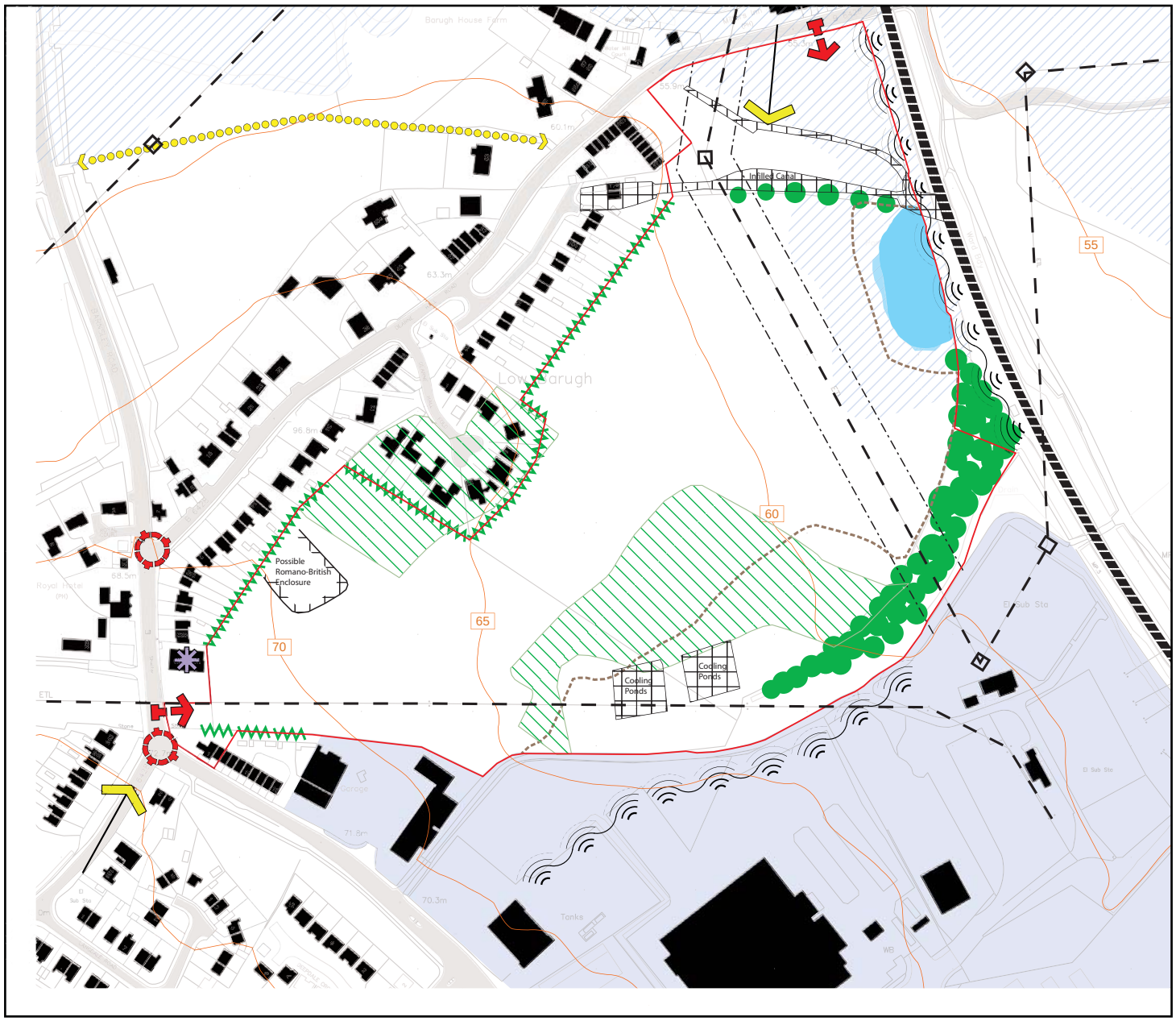
Built form

3.19 There is the potential to create attractive frontage development to overlook the Access Road - a characteristic of the local context - and to have an aspect over green corridors within the site.



Constraints and Opportunities Plan

4.0
Urban Design objectives

4.0
Urban Design Objectives

Placemaking

4.1 Successful place making is dependent upon achieving an appropriate relationship between the vision, objectives, good urban design practice and local conditions.

4.2 The design objectives seek to achieve contextually appropriate development that delivers communities affording a mix of homes and open spaces. The objectives do not seek to over exploit the potential for delivering new homes on the site, or to introduce a scale and form that would be alien. Rather, to create places that work within the landscape and draw from the best of the existing character, while optimising the use of this site.

4.3 The overall design concept will be to work with the landscape character of the site to enable development to integrate comfortably within its setting, responding to cues given by existing landscape features and the positive characteristics of development in the surrounding areas. The response to the site characteristics and surrounding context will inform the design and layout of development to create an appropriate and distinctive sense of place.

Objectives

4.4 The analysis and site context has informed the following site objectives:

Ease of movement: a place that is easy to get to and move through

4.5 The design and layout of new residential streets will reflect the principles of Manual for Streets. Priority will given to the pedestrian and cyclist while taking necessary account of the inevitable demands of the private car and service access and the provision of the bypass.

4.6 Getting around by foot within the scheme will be easy, with the structure of the spaces providing safe, attractive and alternative routes which will conveniently connect the scheme with the surrounding footpaths.

Legibility: a place that has a clear image and is easy to understand

4.7 The design will provide a framework for views and vistas within the development. Public spaces will be addressed by the principal building frontages.

Landscape and ecology

4.8 The development will respect the local context ensuring that the proposed development enhances the local characteristics of the built form and landscape.

4.9 The development will provide a range of landscaped spaces that will afford both amenity for residents, habitat creation and drainage areas. Existing good quality trees and hedgerows will be integrated into the development as far as possible.

4.10 New planting will be integrated at key locations to create an attractive entrance into the site, provide an attractive setting for dwellings whilst providing opportunities for enhanced biodiversity.

Continuity and enclosure: a place where public and private spaces are clearly distinguished

4.11 The layout and design of new housing development will ensure that high standards of privacy, light and outlook are provided for existing and proposed residents

4.12 The layout will promote natural surveillance and a clear indication as to whether a space is private or public.

Quality of the public realm: a place with attractive and successful outdoor areas

4.13 Streets and spaces the public realm will be designed as an integral part of the built form, reinforcing character and a sense of place with regard to the requirements of vehicular accessibility.

4.14 The spaces between buildings and landscape will be expected to accommodate carriageway and footpaths/cyclepaths, shared surfaces, and where appropriate, parking.

4.15 The development will be built to modern Lifetime Homes Standards and therein flexible to meet the needs of future occupiers.

Character and built form

4.16 Providing a framework for the character, the layout will be informed and the appraisal of the existing landscape and settlement character and draw from the positive aspects identified.

4.17 The scheme will provide a mix of housing types and sizes and reflect the applicant's understanding of the local housing market.

4.18 Housing types will have regard to the character of built form within the area.

Sustainability

4.19 High standards of sustainable design and construction will be achieved to improve environmental performance and to adapt to the effects of climate change over the scheme's lifetime.

Density and mix

4.20 The density of development will consider matters of accessibility, sustainability and the quality of the scheme - in terms of living environment and amenity with regard to the standards set by Policy and design guidance. At paragraph 9.78, Policy CSP14 notes that it is important that the density of development is appropriate to the site, and that the mix of housing on a site should also be appropriate to the scale and context of the development and the character of the area.

4.21 Policy BA32 in the emerging Development Sites and Places DPD recognises that low density housing is acceptable in this location.

Height, scale and massing

4.22 Development should be predominantly 2 storeys. Where taller buildings are proposed they should minimise their visual impact by using the physical characteristics of the site to best advantage; and should provide interest and articulation.

4.23 With regard to the surrounding context, the scale of residential development should provide a mix of terraced, detached and semi detached houses.

Landscaping

4.24 Landscape and infrastructure will be of high quality, having a clear purpose.

4.25 The proposals will have regard to the environment by protecting/ managing biodiversity, promoting green living and designing-in resilience to climate change.

A safe and secure environment: relevant to crime prevention.

4.26 There are seven attributes of sustainable communities that are particularly relevant to crime prevention, the principals of which will inform the detailed design:

- Access and movement: Delivering places with well defined routes, spaces and entrances that provide for convenient movement without compromising security;
- Structure: Designing places that are structured so that different uses do not cause conflict;
- Surveillance: Ensuring that all publicly accessible spaces are overlooked;
- Ownership: Promoting a sense of ownership, respect, territorial responsibility and community;
- Physical protection: Design places that include necessary, well-designed security features;
- Activity: Ensuring that the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;
- Management and maintenance: Designing places with management and maintenance in mind, to discourage crime in the present and the future; and
- The use of perimeter blocks enables more intrinsically secure building types with 'active' fronts to streets and public spaces and secure private backs for gardens. Where appropriate defensible space would be provided along the front edges of blocks with private gardens. Blocks surrounding private rear spaces will reduce the opportunities for graffiti in blank facades such as gable ends.

5.0
Developing the Proposals

5.0
Developing the Proposals

5.0 The evolution of the initial design concept has sought to balance the principles behind creating sustainable places with the landscape setting of the site and the relationship to the edge of Low Barugh.

5.1 Our initial design concepts can be found on the opposite page.

5.2 The key design parameters that informed the initial concepts included:

Ease of movement: a place that is easy to get to and move through

The accommodation of the access road through the development area as an integral part of the scheme, rather than a feature that causes severance.

5.3 A major road thoroughfare with fast moving traffic will sever pedestrian and cycle links from the new community and provide an unattractive edge to the development and outlook for those properties along it.

5.4 A more appropriate 'Manual for Streets approach' of slower, more integrated road where the focus is on pedestrians and cyclists rather than vehicle speeds will provide a better integration and promote safer, sustainable transport.

5.4 Our initial concepts (far right) explored both an access road drawn along the far south of the scheme and through the centre, resolving that a more integrated central route was preferred that would reduce vehicle through speeds.

Legibility: a place that has a clear image and is easy to understand

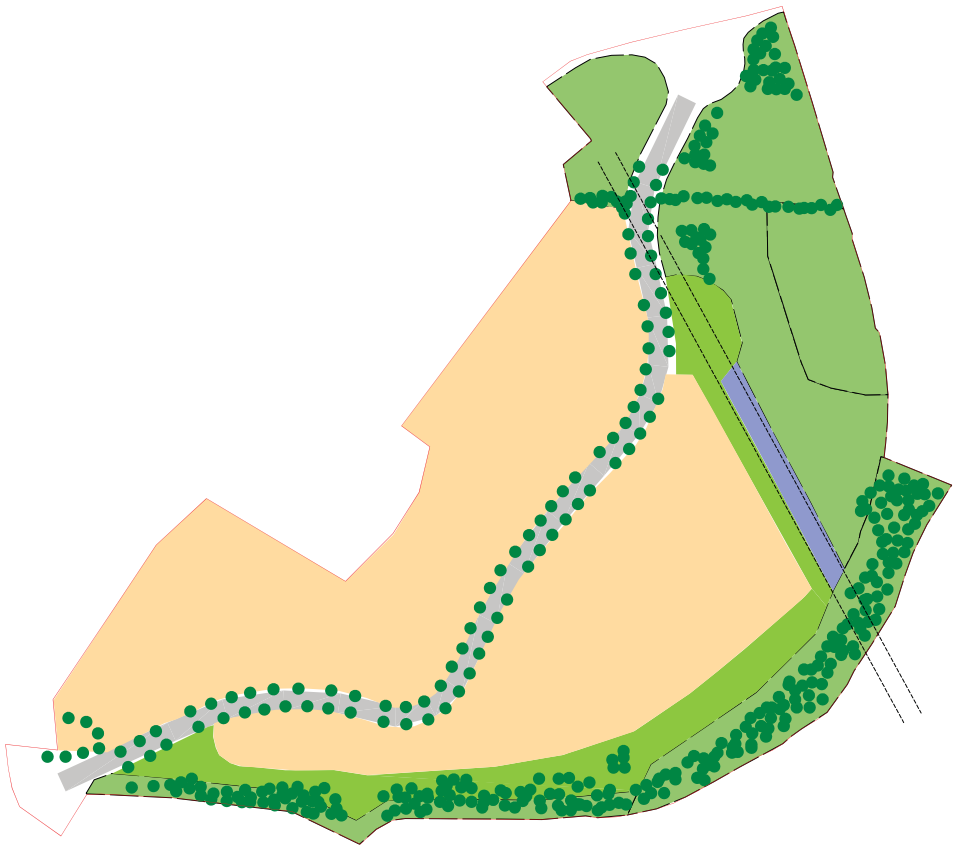
- The accommodation of the access road through the development area as a central spine from which there are links into adjacent development areas and open space.

5.5 As the principal route, the access road will provide the setting for the development as experienced by most visitors and residents. From it there will be a hierarchy of spaces connecting through and into the residential areas.

5.6 The retention of existing landscape features and the integration of the former railway line landscape corridor into the scheme provide a legible, connected, sequence of open spaces.

5.7 The extent of the development area that could deliver the housing, has been determined by the landscape.

5.8. Development north of the pylons and against the ponds was dismissed at an early stage owing to the potential flood issues and wildlife habitats associated with the ponds.



Concept plan - central access road



Concept plan - southern access road

5.0
Developing the Proposals

Landscape and ecology

- Working within the existing landscape to create meaningful areas of open space

5.9 Our initial concepts provided for connected green corridors along the edge of the site that provided the optimum resource for amenity, wildlife and drainage. Linking the spaces along the southern and northern boundaries provides for an extended wildlife habitat adjacent to existing landscape.

5.10 The design strategy uses the constraints of the pylon, flooding, drainage and habitat areas to inform the pattern of open space which provides a soft edge to the inner development area.

Continuity and enclosure: a place where public and private spaces are clearly distinguished

- The relationship to adjacent development with regard to noise and overlooking from adjacent houses

5.11 The built areas of development are located adjacent to the existing built edge, and are sufficient in depth to safeguard the amenity of existing residents through the siting of individual buildings and plots:

Quality of the public realm: a place with attractive and successful outdoor areas

- Achieving usable and attractive open spaces

5.12 The design strategy proposes a significant area of open space beneath the Pylons. The National Grid's Design Guidance sets out the requirements for open space provision close to and underneath high voltage pylon and states that general recreational use of land beneath and alongside high voltage overhead lines is possible where appropriate safeguards are implemented.

New Homes

5.13 The scheme will provide high quality homes, structured around the valuable environmental features of the site such as existing trees and hedgerows and the newly created wildlife corridors and woodlands, which will provide links between houses and landscape.

5.14 The exact number of units and the mix will be determined at the detailed design stage. The objective will be to develop mixed neighbourhoods and a mix of house types that meet the varying needs of the community and reflects the prevalent character / pattern / grain and density of development.



Design strategy for open space beneath the pylons

6.0
The Proposals

6.0
The Proposals

6.1 This section provides a description of the scheme and how it has been informed by the analysis contained in earlier sections.

6.2 As required by CLG guidance, this section provides a description and justification of the proposed development.

6.3 The illustrative masterplan which has been provided in this statement has also had regard to comments received from the community during public consultation. The details of the community consultation and comments received can be found in the accompanying Statement of Community Involvement, prepared by Nathaniel Lichfield & Partners.


Residential development area


Dedicated habitat areas


Accessible habitat open space


Indicative treed and woodland planting


Existing trees


Drainage pond


Existing pond


Minimum landscape, garden buffer



Indicative masterplan

6.0
The Proposals

Amount

6.4 To reflect the surrounding context, the proposed development could accommodate approximately 150 dwellings.

6.5 With regard to landscaping, the proposals will include:

- 2.39 ha of dedicated habitat space, areas excluded from active amenity but will provide a visual amenity and setting for the development including the existing pond to the north and a landscape buffer to the south;
- 0.58 ha of habitat/open space to which the public will have access for passive recreational activities
- 0.84 ha of dedicated public open space designed for recreational uses appropriate beneath the pylon corridor (i.e prohibiting activities such as kite flying); and

6.6 The scheme also proposes a dedicated drainage pond of 0.2 ha which with swales will provide the surface water drainage for the development.

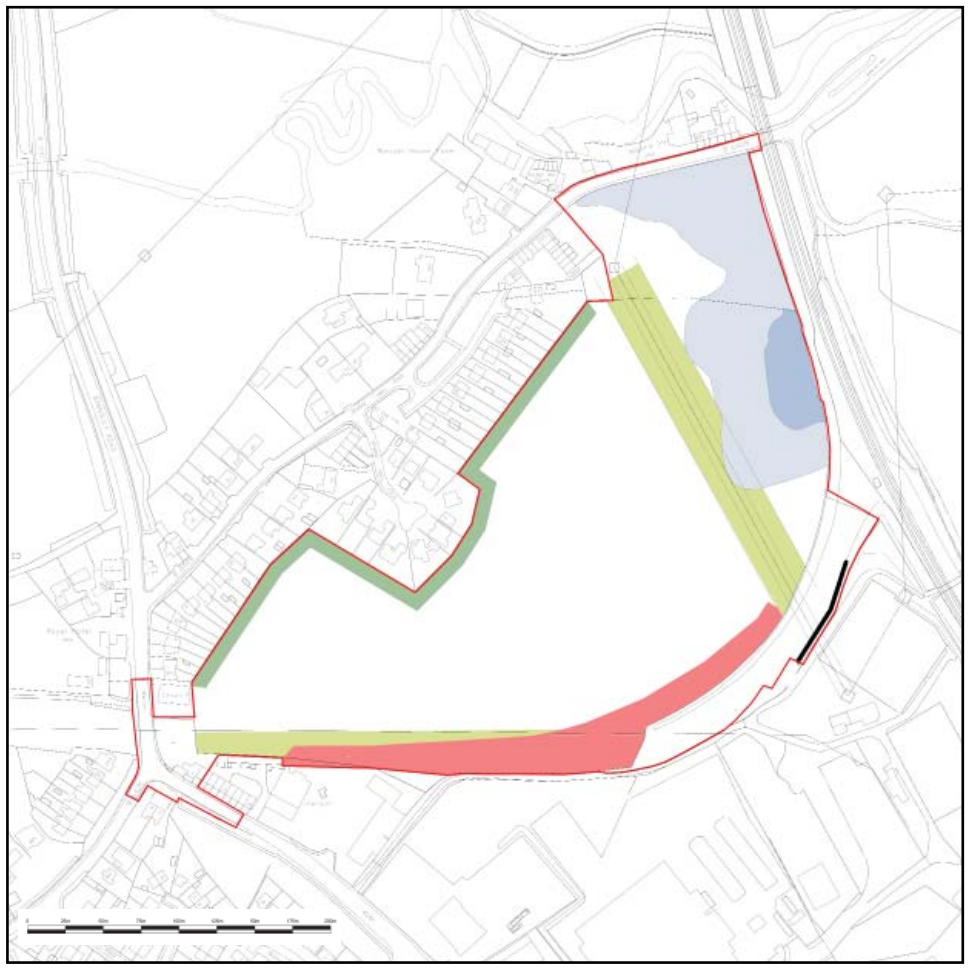


Land use parameters plan

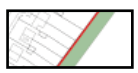
Layout and siting

6.7 The application proposes residential development with associated open space and access. The layout of land uses has been informed by the earlier analysis and development of the design concepts.

6.8 In addition to the access points and the proposed linking access road, the indicative location of land uses as described by the land use plan has been informed by the parameters plan right, which interprets the analysis with regard to constraints of flooding, noise, the pylons and allowance for a privacy separation from existing dwelling.



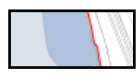
Constraints parameters plan



Landscaped buffer separation area from adjacent houses (10m)



Flood zone



Existing pond (wildlife habitat)



Overhead pylons and powerline wayleaves



Noise and acoustic fence

Block structure

6.9 It is envisaged that the development will take the form of perimeter blocks with frontages orientated to address the surrounding public street and open spaces (see figure right).

6.10 Development would be sited to provide overlooking of the public realm including all roads, footpaths and open space. Development where it adjoins existing rear gardens will be sited to protect privacy and amenity.

Blocks

6.11 It is considered that consistent with the character of the local context, the built form will consist of a balance of semi detached and detached dwellings with groups of short terraces generally arranged within perimeter blocks.

6.12 The layout of the streets and spaces and the way in which the blocks relate to them will convey a strong and positive sense of place, retaining site features and creating visual links along streets, open spaces and footpaths.



Indicative block structure and legibility plan

6.13 The layout will generally seek to provide continuity in building frontages, noting that continuity can be achieved through walls and garages. The block layout will seek to remove parking from the streetscene, either within the blocks, using small parking courts, or behind the building line.

Legibility

6.14 A simple, legible layout is anticipated. The key determinant will be to respond to the site's natural features which afford the best opportunity to integrate the scheme into its landscape context with regard to noise and utility constraints.

6.15 Approaching the development from Dearne Hall Road, there is a junction on the site frontage which would create a new landscaped arrival into the scheme, framed by the existing poplars. The alignment of the access road through the trees has been determined to retain as much of this existing feature as possible. Existing mature trees will be retained where possible to reinforce the legibility and contribute to the character of the site, particularly where they can be retained along the edges of public spaces or routes.

6.16 Travelling south into the site the view would be of open space framed by the existing terrace, before drawing the eye line due east along the proposed line of open space beneath the pylons.

6.17 Travelling north from Barnsley Road ,the views are contained by an arrival space at the existing church before following the access road through the site to the north.

6.18 To aid the creation of a sense of place and assist legibility the layout can accommodate a number of focal key spaces and arrival points defined by keynote buildings. The buildings would reinforce the character of views, entrances or spaces and reinforce key routes and open spaces. Indicative locations are highlighted.

Density and built form

6.19 The density of development will consider matters of accessibility, sustainability and the quality of the scheme - in terms of living environment and amenity with regard to the standards set by Policy and design guidance. An mix of homes and buildings of different types and tenures will support a range of household sizes, ages and incomes potentially including affordable housing.

6.20 As proposed approximately 150 dwellings, the scheme achieves a net density of 30dph on the developable land.

Height scale and massing

6.21 It is anticipated that the prevailing scale of development will be 2 storeys (circa up to 8m ridge height), albeit that taller development of 2.5 storeys (circa 9m ridge height) could be incorporated where visual emphasis is required in the layout or to create a legible character. Variation across ridge and eaves height will be encouraged..

6.22 The scale and character should respect the existing built character of the area.

6.0
The Proposals

Access and accessibility

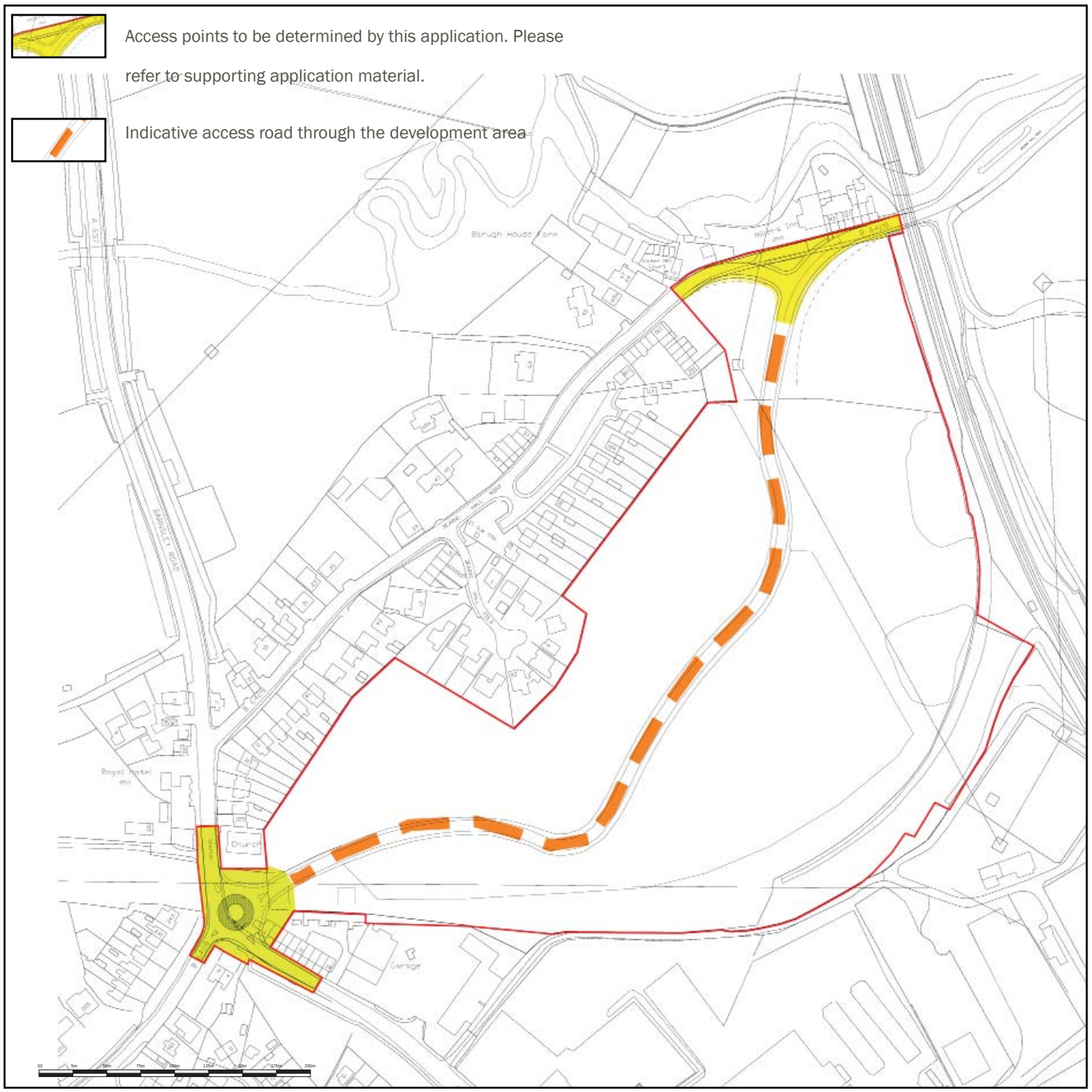
6.23 The scheme will be well-connected and accessible to the existing footpath/ cycle connections and public transport infrastructure. Key proposals include:

- Access from Dearne Hall Road designed to prioritise traffic towards the new road
- Access from a new roundabout junction with Barnsley Road.

6.24 Within the scheme the internal layout of roads and footpaths will be structured from the new access road to provide a network of connected spaces.

6.25 There will be a hierarchy of streets that will help to:

- Provide a legible and permeable framework;
- Ensure that vehicles and pedestrian routes are both well overlooked and busy;
- Design in and manage traffic speeds through traffic calming; and
- Accommodate a certain amount of on street parking, which brings activity to the street scene and helps traffic calming



Access plan

Street space reference images





Dedicated cyclepath alongside access road



Shared street space



Lane



Street space

6.0
The Proposals

6.26 Vehicular routes within the site will be designed to have low vehicle speeds with appropriate traffic calming integrated within the layout.

Parking

6.27 The indicative layout and arrangement of blocks can support a variety of parking solutions that can reinforce a particular character or street scene. It is envisaged that car parking will be accommodated in accordance with 'What Works Where' and include:

- on plot parking
- within secure and overlooked parking courts that serve a limited number of dwellings
- on street parking for visitors

6.28 To prevent parked cars dominating the street scene, garages and parked cars would be generally set behind the building line unless landscaping (hedgerows and trees) can mitigate the visual impact of parked cars.

6.29 Parking will achieve the relevant design standards.

Refuse and recycling



Indicative road hierarchy

6.30 The block structure will accommodate refuse collection in accordance with the relevant standards incorporating convenient and accessible collection points for general domestic waste and recycling as required. Such areas will not be prominent in the streetscene.



On plot behind building line



On plot



Courtyard parking



Integral parking



Rear courtyard parking / shared space

Parking reference images

6.0
The Proposals

Landscape

6.31 The landscape framework comprises the areas of landscaping to the southern and northern boundaries and around the entrance to Dearne Hall Road. These areas provide for a range of habitat and recreational open spaces that flow through the site boundary, using existing landscape features where appropriate.

Public open space

6.32 There are two types of public open space proposed within the layout: informal amenity greenspace and open space with the potential to accommodate play equipment for recreational use.

6.33 The public open space is generally located to augment the proposed habitat areas to the north and east of the site, while dedicated play areas could also be accommodated within the residential area.

6.34 The scheme proposes 1.42 ha of usable open space comprising: Accessible habitat open space (0.58 ha) and dedicated public open space (0.84 ha). This provision meets the requirements of the 'Open Space Provision



Indicative landscape plan

on New Housing Developments SPD' based upon 15% of the gross developable area of 7.86 ha (including all access roads and drainage but excluding the peripheral habitat areas,

Habitat space

6.35 The layout retains the existing peripheral habitat areas to the north and east, and proposes an area at the northern entrance to the site.

6.36 The proposed drainage area provides a potential additional habitat area.



Landscaping along access road



Woodland finish play space



Swales



Open space / habitat open space



Green edges to development overlooked by dwellings

Open space reference images

6.0
The Proposals

Character and appearance

6.37 The intention is that the development is contextually relevant to its setting. Building forms should be appropriate to the local context including short terraces, semi-detached and detached houses.

6.38 Opportunities should be taken to define places, views and focal points through a variation in the built form, adding interest and improving the legibility particularly at the site entrance, junctions and at open spaces.

6.39 Overall, the appearance of buildings and the treatment of edges will need to be considered against a traditional aesthetic in relation to the best elements of the established architectural qualities.

.

Sustainability

6.40 The layout should be designed to achieve the optimum use of this undeveloped site.

6.41 At a macro scale, a connected layout of streets and spaces should support walking and cycling within a safe and attractive environment. It will be possible for residents to conveniently walk to local services and access the bus services rather than drive.

6.42 The efficient development of land at sustainable densities can also deliver sustainability and social benefits; the greater number of people who live there are able to support the necessary day-to-day local shops, transport and community facilities.

6.43 Complementing retained existing trees and landscape with biodiverse new planting, the provision of open space including amenity green space will, with other measures as appropriate, contribute to sustainability. Planting and the retention of mature trees will absorb pollutants and carbon dioxide and reduce surface water run off. Space for sustainable drainage is incorporated within the masterplan.

6.44 The detailed sustainability credentials of the scheme such as opportunities for recycling, use of sustainability sourced materials, resource efficient specification and potential for use of renewable sources of energy will all be reviewed at the reserved matters stage.

6.45 New homes within the development will be built to lifetime homes standards, resulting in an inclusive, flexible and adaptable development. A draft BFL Assessment can be viewed at Appendix 1 and demonstrates that the scheme scores highly.

Character reference images:

Drawing from the existing context right: the images far right of national and regional examples of modern houses reflect the prevalent colours, textures and character of the red brick, render and stone houses.

The architecture and materials as illustrated would be respectful and sympathetic to the identified architectural styles of Low Barugh. The indicative buildings could carefully integrate with the local context and provide a high quality and positive addition to the town through the use of simple, domestic architectural features including simple pitched roofs, plain porches, conservative brick detailing and feature chimneys. Typically the materials palette will include light earth coloured renders (off white), and red brick with some stone.

The examples of the short terraced group reflects the traditional village form, while the use of detached dwellings interposes a greater landscape emphasis as also found along Dearne Hall Road. Within the street scene, there are opportunities to define places, views and focal points through a variation in the built form, adding interesting and improving the legibility of the layout. These include the site entrances, intersections and at the entrances to the open spaces.



























7.0
Conclusion

7.0
Conclusion

7.1 This Design and Access Statement describes how the proposed development seeks to deliver a highly sustainable, successful scheme that will contribute towards the design quality and character of the wider area.

7.2 The approach taken is context-led and seeks to positively respond to the opportunities and constraints presented by the site.

7.3. The site provides an opportunity to deliver a high quality development of houses and open spaces.

7.4 The proposal has been designed to follow the principles of spatial planning and as such, the design is fully considerate towards the sites context and seeks to integrate with surrounding land uses.

7.5 Matters relating to the landscape and visual context of the site have been particularly influential, notably in determining the location of proposed buildings and landscaping framework.

1.0
Appendix

Building for Life 12 Assessment

7.6 DCCABE recommend that self assessments could usefully form the majority of the Design and Access Statement rather than local authorities insisting on a separate submission.

7.7 Based on a simple 'traffic light' system (red, amber and green) DCCABE recommends that new developments aim to secure as many 'greens' as possible, minimise the number of 'ambers' and; avoid 'reds'.

7.8 With reference to the guidance, the more 'greens' the better a development will be:

- A red light gives warning that an aspect of a development needs to be reconsidered.
- An 'amber' will mean either that the characteristics of the scheme make full compliance with one of the BfL 12 principles impossible, OR that further consideration is needed to improve the design. Where a proposal is identified as having one or more 'ambers', which would point to the need to rethink whether these elements can be improved, local circumstances may justify why the scheme cannot meet the higher standard expected of a green.
- Green' implies the principle has been fully met.

7.9 The following assessment has been prepared based upon the illustrative masterplan and supporting material prepared to demonstrate the delivery and appropriateness of the proposed quantum of development.

7.10 While an outline application with matters reserved except for access, this DAS and the illustrative masterplan have sought to provide the assurances that the development of the site through reserved matters application could achieve the expected design standard with regard to the site context and design policy framework.

7.11 It would be expected that a definitive Building for Life Assessment could accompany the reserved matters application.

Q1. Connections– Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?
Response: Green

7.12 The scheme promotes new links through the site to the north and to the south.

7.13 While indicative, the connecting principal street provides a structure to the layout that can allow for buildings to clearly follow a street structure with housing entries facing the local streets.

Q2. Facilities and services: Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
Response: Green

7.14 While no new community or commercial facilities are proposed, there are local facilities and schools nearby.

7.15 The layout of the site and open space would be such that play areas could be located to be accessible but sufficiently distanced from adjacent houses while remaining overlooked.

Q3. Public transport: Does the scheme have good access to public transport to help reduce car dependency?
Response: Green

7.16 There is good access to public transport - buses and access to Barnsley town centre.

7.17 The future principal street could accommodate a bus route or bus route extension, and the highway could be designed to accommodate this.

Q4. Meeting local housing requirements: Does the development have a mix of housing types and tenures that suit local requirements?
Response: Green

7.18 While the exact form of the housing will be the subject of reserved matters application ,the quantum of development - the density of housing - has been informed by both context and an assessment of the local housing market.

Q5. Character Does the scheme create a place with a locally inspired or otherwise distinctive character?
Response: Green

7.19 The scheme responds to landscape features that will give the site a distinctive sense of place.

7.20 The design is a contextual response to the qualities of the site and responds to the design guidance to achieve an appropriate development.

7.21 Through reserved matters applications, the buildings would designed to contribute to, and reinforce the character of Low Barugh.

Q6. Working with the site and its context: Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants , wildlife habitats, existing buildings, site orientation and microclimate?
Response: Green

7.22 The layout responds to the landscape and topography to determine optimum drainage areas, the landscape strategy for habitats and seeks to integrate existing features into the layout.

7.23 Through designing habitats and open spaces which marry with the existing landscape, the proposals improve the functioning of existing habitat areas. The electricity overhead lines define a landscape corridor which connects the northern entrance of the site to the newly created public open space.

Q7. Creating well defined streets and spaces? Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?: Response: Green

7.24 The indicative block structure provides enclosure to the street edges and landscape spaces. Buildings would turn corners to help define spaces and front doors could face the street rather than being tucked around the back or sides of buildings.

7.25 A pattern of road type would create a hierarchy of streets and consider their enclosure.

Q8. Easy to find your way around? Is the development designed to make it easy to find your way around?
Response: Green

7.26 There is a logical hierarchy of streets with a potential tree lined principal street through the development from which are lower order street spaces.

7.27 The scheme has a highly legible layout based upon a robust, traditional street block structure. All public spaces are addressed by the principal building frontages. Getting around by foot within the scheme is easy, with the structure of the spaces providing safe, and attractive routes.

7.28 Marker features, including corner buildings and landscaped spaces combine with smaller scale details such as bays could further enhance legibility.

Q9. Streets for all: Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
Response: Green

7.29 The design of the movement corridors for both parking and servicing has adopted the Manual for Streets approach.

7.30 The principal street could be traffic calmed to reduce through vehicle speeds and the use of shared spaces with traffic calming achieved by the siting of landscape, buildings and alignment of the carriageway.

Q10. Car Parking: Is resident and visitor parking sufficient and well located?
Response: Green

7.31 A range of parking solutions are shown that could be accommodated within the block structure at the proposed density of development.

7.32 Where provided, garages would be large enough to fit a modern family sized car and allow the driver to get out of the car easily.

Q11. Public & private spaces: Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?
Response: Green

7.33 Public routes are enlivened both by habitable rooms and entrances, with front doors accessed from street spaces to ensure good overlooking and a positive perception of public safety

7.34 New public spaces consist of well designed landscaped areas. Details of management would be expected at the reserved matters application stage.

Q12. External storage and amenity space. Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?
Response: Green

7.35 The scheme could provide convenient, dedicated bin and recycling storage where bins can be stored out of sight from the public realm.

7.36 If terraced housing is proposed, there would collection points for refuse close to the parking courts.

Nathaniel Lichfield & Partners

Planning. Design. Economics.