Holbeach Meadows



Development Brief

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ASHWOOD HOMES

CF
Architects Engineers Quantity Surveyors



1.0 Introduction

1.1 This Development Brief sets out detailed requirements for development of the site. Any variation from this in applications will require approval of the Planning Authority.

1.2 This site gained outline approval for a residential development of up to 900 dwellings, with access off Hall Gate and Fen Road, including primary school, public open space, drainage infrastructure, landscaping, including demolition of two dwellings and agricultural buildings (but not listed Manor Farm and adjacent outbuildings) planning reference H09-0521-14 dated 7th December 2016.

1.3 This document complies with the principles and parameters set out in the Design and Access Statement submitted with the Outline Planning Approval, with the following significant amendments;

Simplification of Character Areas
Variations in disposition of Layout
Reductions in Massing, from max 3 to max 2 storeys
Reductions in proportion of terraced dwellings

1.4 This document has been prepared to set out a series of illustrated design guidance and obligations for the site as a whole, which will come forward dictated by financial considerations.

1.5 This document should be read together with the Design and Access Statement submitted with the Planning Approval, the Masterplan drawing (5244/51), and the applications for Reserved Matters Approvals of Phases 1A, 1B & 2 with supporting reports and addenda.

1.6 Notwithstanding statements here, development is to be in accordance with all relevant National, Lincolnshire, and South Holland District Council planning policies.

1.7 The site is currently agricultural land on the southern outskirts of Holbeach, Lincolnshire.

1.8 The address is;
Manor Farm, Fen Road, Holbeach, Lincolnshire, PE12 8QA

1.9 The site is an irregular shape with a total area of approximately 41.10 ha, subject to verification of boundaries.

1.10 Due to financial considerations, development will be phased.



1.11 Vehicular access to the development will be from both Hall Gate to the north and from Fen Road (B1168) to the south. A pedestrian/cycle access will be created from Fen Road to the east and alongside the existing ditch and informal access into the site from Hall Gate.

1.12 The proposed development will address the shortfall in housing supply and contribute substantially to the economic life of the town.

1.13 Where references are made in this document to standards or codes of practice, successor codes and standards shall apply as appropriate.

1.14 This document responds to developing proposals, building on the conclusions of the Design and Access Statement prepared by RG+P Architects in support of the Outline Planning Approval.

1.15 In preparing design proposals for this site due account has been taken of the following design guidance:

"Preparing Design Codes - A Practice Manual" (CABE)

Manual for Streets (DfT and CLG).

Streetscape Design Manual 2012 (Lincolnshire)

Car and cycle parking standards will be in accordance with Lincolnshire Parking Standards and Cycle Parking Design Manual by Sustrans.

The companion guide to PPS1, "By Design", sets out to promote higher standards of urban design. The first objective of urban design is defined as character—a place with its own identity. "By Design" outlines requirements of development to deliver this objective;

Consider the site's land form and character when laying out new development.

Integrate new development into its landscape setting, reducing its impact on nature and reinforcing local distinctiveness.

Respond to local building forms and local patterns of development in the detailed layout and design helping to reinforce a sense of place.

The use of local materials, building methods and details is a major factor in enhancing local distinctiveness.

The scale, massing and height of proposed development should be considered in relation to that of adjoining buildings; the topography; the general pattern of heights in the area, views, and landmarks.



	Area	Average density	Nr dwellings (max)	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed
Urban	3.41 ha	62.9 dwellings / ha	214	10%	80%	10%		
Lanes & Courts	13.30 ha	39.3 dwellings / ha	523		35%	55%	10%	
Boulevards	3.55 ha	47.6 dwellings / ha	169			100%		
Rural Edge	5.58 ha	16.9 dwellings / ha	94			5%	65%	30%
	25.84 ha	38.7 dwellings / ha	1000 (max)					

2.0 MASTERPLAN

2.1 Quantum of Development

The site area is 41.10 ha. This measurement is approximate and subject to confirmation of field boundaries. The area breaks down approximately as follows;

Public open space	3.96 ha
Residential development *	25.84 ha
Land for school	1.10 ha
Land & buildings for community centre	0.30 ha
Structural landscaping	0.28 ha
Open space **	2.67 ha
Highways ***	6.95 ha
TOTAL	41.10 ha

* Shared private drives and lanes are included within residential developable space, but areas of open space fronting development, not specifically defined for public access are excluded.

** Open space includes open areas of retained, or enhanced landscape primarily associated with drainage and highways infrastructure, and soft landscaped spaces fronting development, not specifically defined for public access.

*** Cycleways, footways and verges are included within highways space, but shared private drives are excluded.

2.2 Character Areas, Mix & Density

The development will create an integrated extension to Holbeach, with varied dispositions of dwellings interspersed with soft landscaping to create visual interest and enhance identity, while acknowledging the local vernacular. This will be achieved by creating a series of distinct neighbourhoods or Character Areas, namely;

Urban
Lanes & Courts
Boulevards
Rural Edge

Affordable housing will be provided in accordance with policy, subject to viability. The mix of affordable housing will vary in consultation with the Housing Department. The mix of private housing will vary depending on marketability. Provisional mixes are indicated opposite for guidance only. Detail breakdowns for each Character Area follow in later sections.



MASSING
1 storey
1-2 storeys
2 storeys
2-3 storeys

FOCAL BUILDINGS

2.3 Massing & Typologies

Whilst the Design and Access Statement recommends massing of 2, 2.5 and 3 storeys, reflecting historical development in the centre of Holbeach. This appears inappropriate when read against the immediately adjacent properties, where massing is predominantly 2 storey, with some modern 2.5 storeys and some single storey.

We propose predominantly 2 storey massing, with some single storey properties located at abutments with the rear gardens to Oxford Gardens and occasionally to the perimeter to reduce the visual impact of the development on neighbouring properties and from distant viewpoints across the fields. An area in the centre west of the site facing onto the urban squares can accommodate greater height if required (either 2.5 or maximum 3 storeys).

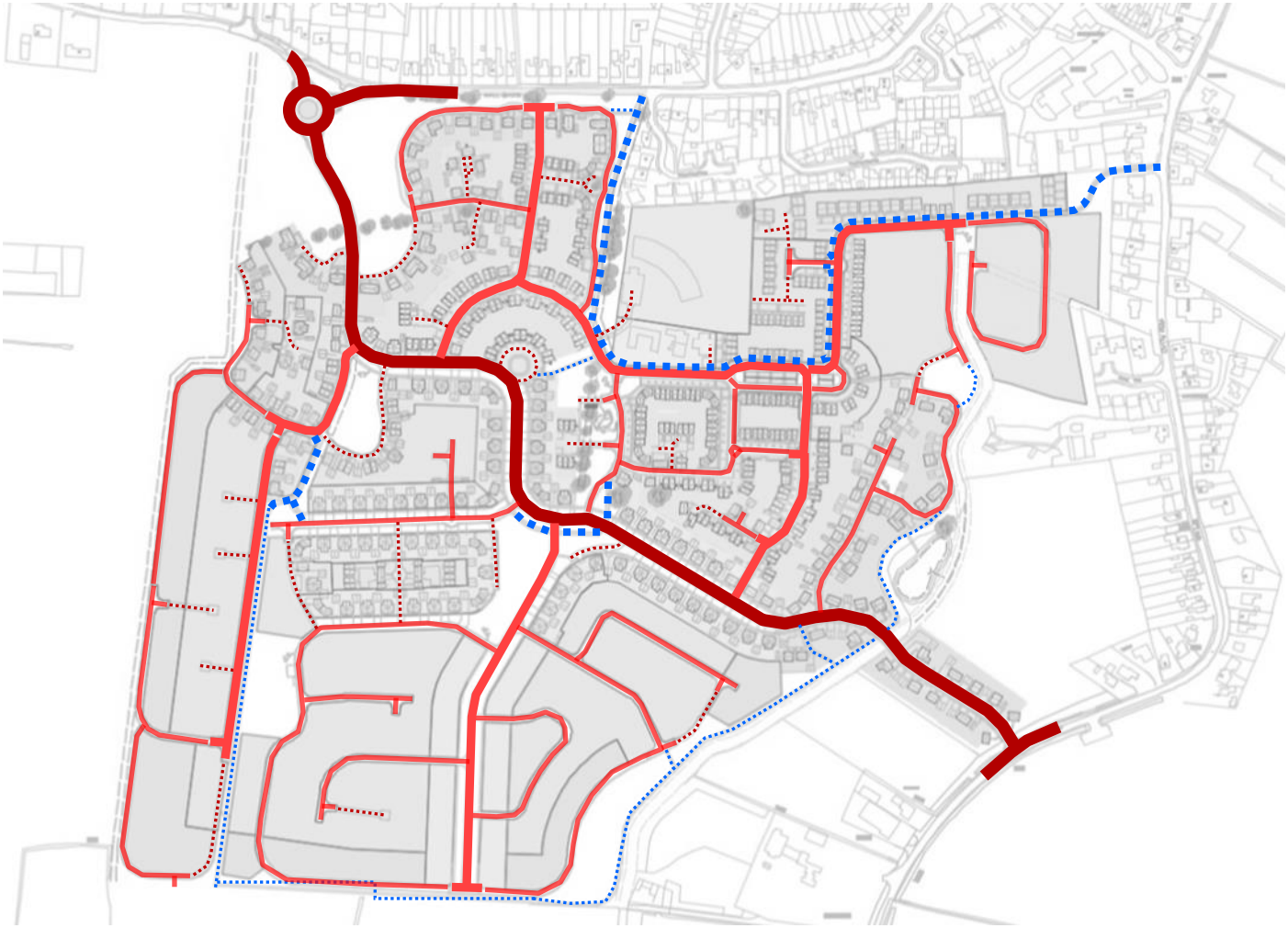
Hall Farm will be converted into a Community Centre. These buildings are of varied height, with the listed farm building 2.5 storeys high. This extra massing will add to its dominance in the streetscape.

Typologies and detailing will be based on the local vernacular, with traditional pitched roofs, gables, and simple rectilinear forms. Materials will be taken from the local palette.

The layout will be oriented to terminate views with either focal buildings (or groups of buildings) or landscaped squares / areas of public open space both for visual interest and to assist orientation within the site.

Focal buildings (or groups) will use unusual detailing, materials or colours to contrast with the predominant typography.

Detail for each Character Area follows in later sections.



Avenue (Link Road)
Primary Distributors (Access Road)
Secondary Distributors (Minor Access Road)
Private Drives / Lanes
Cycle / Pedestrian Path
Pedestrian Path

2.4 Street Hierarchy & Movement Strategies

Vehicular routes through the development will be regulated according to traffic flow and desired street character, in the following hierarchy;

Avenues (Link Road).
6.75 m carriageway, with 1.8 m footpaths each side (on one side approaching the Fen Street junction).

Primary Distributors (Access Road),
4.8 m carriageway with 1.5 m footpaths each side.

Secondary Distributors (Minor Access Road)
A shared surface with 4.8 m min carriageway and 1 m min pedestrian zone separated by over-runnable kerb.

Private Drives / Courts
Minimum 3.7 m (preferably 4.1 m) shared surface.

Cycle and pedestrian paths will be provided through the development linking with the existing town to provide safe routes, particularly for parents and children accessing the proposed school and community centre. These will be set out to avoid use of the Avenue.

Other than the Avenue and Primary Distributors, design will be to Home Zone Standards as set out in Manual for Streets. Highway layout, surfacing, hard and soft landscaping will be designed to deliberately limit vehicle speeds and create pedestrian and cycle priority zones. Otherwise, surfacing, materials and layout will be to Lincolnshire CC highway standards.

All surfacing other than for private drives between a dwelling and the service vehicle turning point is to be constructed to Lincolnshire CC adoptable specifications and standards. Cul-de-sacs will terminate with a minimum size 3 turning head to allow service vehicles to turn adequately.

Please refer to the Character Areas for details of the relationship between the street, street furniture and dwellings.

2.5 Crossing & Junction Design

Crossing and junction design for the Avenue and Primary Distributors and the Cycle Path will be to Lincolnshire CC highway standards and specifications. Elsewhere, design will be to Home Zone standards as set out in Manual for Streets.

2.6 Footways & Cycle Paths

Cycle routes will be accommodated within a min 3 m wide pavement, either on one side of the carriageway, or wholly detached from vehicle routes. Construction, finishes and signage will be to Lincolnshire CC highway standards.

Pedestrian paths within the development (other than those attached to highways) will be surfaced with tarmacadam. Paths in the landscaped edge will be informal, and regularly mown to link seamlessly with the informal existing field paths beyond the development.



Casual cycle parking (nom 6 spaces)
Car parking for school & community centre

2.7 Vehicle Management

Allocated car parking spaces will be provided in accordance with Lincolnshire County Council parking standards as follows;

1 bedroom	1.5 spaces
2 & 3 bedroom	2 spaces
4 bedroom	3 or 4 spaces
5 bedroom	4 spaces

For security reasons, rear shared parking courts are discouraged, unless there is sufficient overlooking from principal rooms of dwellings and shared control of pedestrian accesses into the courts.

Car parking spaces are 5 m x 2.5 m set out min 1 m from the pavement to allow turning out onto the roadway. Garages count towards parking spaces if their minimum internal dimensions are 6 m x 3 m (or 6 m x 6 m for double garages).

Cycle storage will be available in rear gardens or yards (in the case of flats) accessible from the highway. Where shared storage in communal areas is provided, it is to be covered, secured, lit, and to the standards set out in Cycle Storage Design Manual by Sustrans.

Additional casual cycle parking will be provided with metal hoops set into hard surfacing and will be close to the areas of public open space and play areas as indicated opposite. Further spaces will be provided on the school site as required by the school.

2.8 Lighting Strategy

Street lighting will be provided in accordance with Lincolnshire County Council street lighting policy. Installed lighting will be of the LED type to maximise energy efficiency.

2.9 Street Furniture

Street signage will be provided in accordance with national standards, and street naming signs by agreement with South Holland DC. Home Zone street furniture (seating, balustrading, tree grilles and other features within the road surface) will be to Lincolnshire CC Highways approval.

Casual seating will be provided within each area of public open space.

2.10 Integration of Services

Ducting for all services will be installed within the pavement (or pavement zone) in accordance with NJUG Guidelines on the positioning and colour coding of underground utilities apparatus. Statutory undertakers and third party providers work will be co-ordinated to avoid later disruption to the finished surfaces.

Flues, vents and meter boxes will be sited as recommended by statutory undertakers, wherever possible avoiding the principal elevation of properties. Meter boxes will be painted to match the masonry or timber colour of the background.





LAP



LEAP

2.11 Landscaping

Soft landscaping proposals aim to integrate the development into the surrounding landscape, provide wildlife corridors within the site, contribute to stormwater management and enhance the setting of the houses.

Existing local landscape features are generally of a flat landscape with occasional clumps of mature trees and systems of field drains and ditches. This approach will be adopted for soft landscaping proposals and enhancements. Open spaces will be largely set to meadow grass using native local species with occasional clumps of trees.

PUBLIC OPEN SPACES

Varied forms of Open Space will be provided within the development in accordance with South Holland DC Open Space SPD;

POS 01 west of link road from Hall Gate (0.74 ha)

POS 02 east of link road from Hall Gate (0.79 ha)

POS 03 discrete areas in centre of site (0.16 ha)

POS 04 adjacent cycle path from Fen Street (0.13 ha)

POS 05 on eastern perimeter (0.13 ha)

POS 06 riverside walk adjacent old river (0.83 ha)

POS 07 urban square in centre of site (0.41 ha)

POS 08 in western centre adjacent ditch (0.37 ha)

POS 09 village square adjacent ditch (0.21 ha)

The riverside walk skirts the Old River allowing a continuous walk round the site perimeter and forming a corridor for wildlife.

The village green is an intimate landscape addressed by tight housing groups similar to a traditional village green.

Urban Squares are Intimate urban landscapes acting as a focus for boulevards.

OTHER OPEN SPACES

These are open areas of retained landscape associated with drainage and highways infrastructure which will move seamlessly into retained agricultural land beyond the site, and spaces fronting development not specifically defined for public access. They are indicated opposite hatched and amount to 2.67 ha.

STRUCTURAL LANDSCAPE

SL01 is dense landscaping 10 m wide to limit the visual impact of the development on existing properties.

RESERVED MATTERS SUBMISSION

Please refer to the detailed landscaping proposals submitted for phases 1A, 1B & 2 for further detail on provision.

2.12 Play Areas

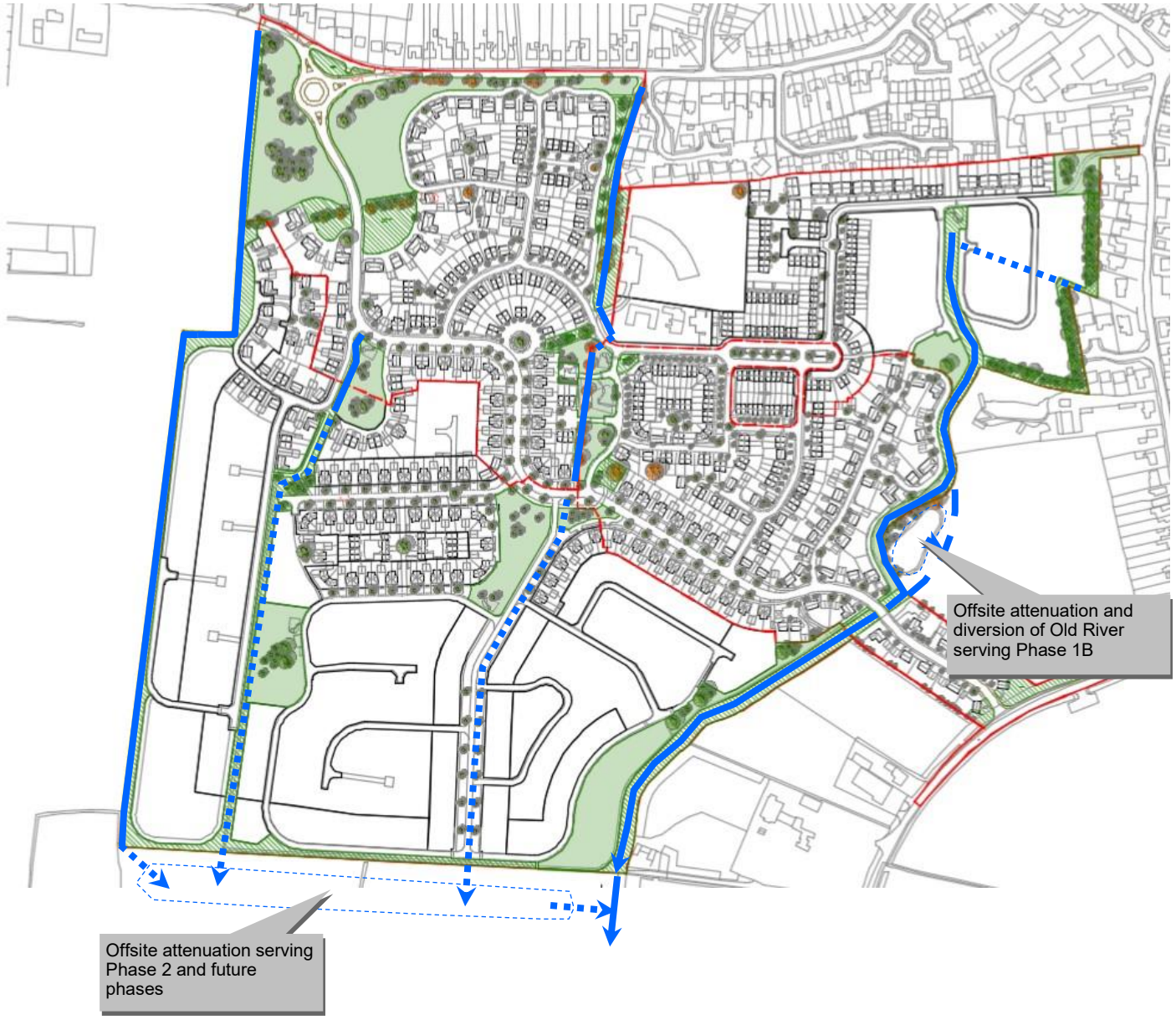
Play areas will be provided, subject to negotiation with South Holland DC. We have provisionally indicated the following, set within areas of public open space throughout the development.

LAPS

Intended for accompanied under-6s, complete with boundary fencing / landscaping, sign and play activities.

LEAP

Intended for older children, complete with boundary fencing to roads and play equipment.



Retained & enhanced existing drainage ditch network
Piped sections of drainage network

2.11 Sustainable Drainage

Sustainable drainage and stormwater management will be provided within the site in accordance with the Development Drainage Strategy and addendum.

Stormwater will be managed by utilising existing field drainage ditches, providing new ditches and buried pipelines, discharging into two new bunded stormwater storage facilities immediately outside the site boundary on existing agricultural land in the ownership of the client. The water will be utilised for agricultural purposes. Existing ditches will be overhauled and cleared to ensure clear flow during storm events.

Together with soft landscaping proposals, these will act as ecological corridors and provide recreational opportunities.

Please refer to the approved Drainage Strategy, and the addendum report with drawings submitted with the Reserved Matters Application for further detail.



Accessible routes for service & emergency vehicles

2.12 Waste & Recycling Management

Waste collection arrangements will be in accordance with Manual for Streets and South Holland DC environmental policy. Details may emerge following discussion with the environmental contracts team.

Domestic non-recyclable and recyclable waste will be collected and stored within the curtilage of the property, generally in the rear garden. Bins will be brought out to the front of the property, as close as practical to the rear of the adoptable pavement, at the appropriate day for collection. A small area of hardstanding will be provided for this, capable of accommodating 2 nr 480l bins.

Where communal storage bin compounds are provided waste will be brought out of the house for collection.

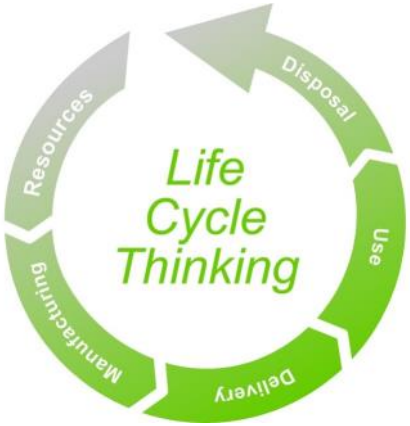
A management arrangement will be put in place to ensure ongoing maintenance of communal bin compounds where provided.

Where more than 8 bin spaces are grouped for collection, these are to be surrounded on three sides by 1200 mm high close boarded fencing.

SITING OF COLLECTION POINTS

Building Regulations Part H	
Maximum residents carry distance	30 m
BS5906:2005	
Preferred maximum collection distance	15 m
(for 480l bins and food caddies only over level surface)	
NB Building Regulations state maximum	25 m
BS5906:2005	
Maximum reversing distance if clear view	12 m







2.13 Passive Design & Sustainability

Recent changes in Sustainability legislation have closed the Code for Sustainable Homes as an enforceable standard in favour of the requirements for meeting those set out in the revised Building Regulations, which now additionally cover the requirements (equivalent to the old Code for Sustainable Homes Level 4 standard) for energy, access, water use and internal space.

Proposed housing will meet the new standards set out in the Building Regulations and any additional standard above this required by South Holland DC policy.

Due to the increasing impact of climate change we all have an obligation to design and construct in ways which enhance, rather than negatively impact, the environment.

The following design principles are to be followed as this development moves forward;

Landscaping;

Select species and siting to manage solar gain, so the benefits of additional energy are available in winter and shading is provided in summer.

A generous provision of trees within the development will provide good natural wind breaks, particularly in the south-west corner of the site, as well as enhancing the local ecology, mitigating visual impact of the development and recreation opportunities.

Orientation;

Maximise natural light and ventilation by considering orientation of principal rooms.

Use traditional pitched roofs at moderate pitches with at least one roof facing generally between south and west to maximise the opportunities for solar panels, whether installed initially, or retro-fitted.

HOME QUALITY MARK

Form & Massing;

Think life cycle when designing and constructing. Consider future adaptability of buildings, use of traditional roof forms can allow for loft development to create more usable space as required in the future.

Consider simpler plan forms to reduce the ratio of external wall area to floor area.

Management of construction;

Select off site construction of building components wherever possible to improve quality standards and reduce wastage and site work.

Select local supply wherever possible to limit the environmental cost of distant deliveries.

Fuel use will be minimised during construction by arranging for mains power to be installed as soon as possible.

Adopt waste management procedures to minimise site wastage and ensure best practice guidelines are followed by waste contractors.

Adopt Considerate Constructor principles to limit the impact of construction on neighbours.

Sustainable drainage;

Retain rainwater within the site, use rainwater harvesting wherever possible for use within gardens.

Recycling;

Provide adequate storage within the property for collection and sorting of waste.

Environmental;

Provide adequate areas within the curtilage for storage of bicycles and safe facilities within the development for use of bicycles to reduce reliance on vehicles for transport.

Emerging voluntary standards;

Consider gaining the Home Quality Mark once launched by the BRE.





2.14 Crime Prevention & Security

Although formal Secured By Design accreditation may not be sought, the principles set out in SPD New Homes 2014 are to be followed both when preparing the layout and for individual dwellings;

Provide a layout which promotes a sense of pride and ownership.

Provde well-defined routes within the site which have an obvious purpose which will encourage regular use.

Avoid locating possible anti-social functions close to dwellings.

Ensure all publicly accessible spaces are overlooked by dwellings, have a clear purpose, are well lit and therefore well used. Consider tree and shrub planting carefully to avoid the opportunities for crime.

For individual dwellings, use a clear visual marker (such as balustrading, low fencing or contrasting setts) to define the curtilage of the dwelling.

Where communal car parking areas are provided, they should be in small groups, close and adjacent to homes and must be within view of either a living room or kitchen . If necessary, additional side windows may be required to provide the opportunity for overlooking of the parking facility.

Control access to non-public areas by use of high close-boarded fencing or walls with soft landscaping beneath windows, and lockable gates controlled by the individual properties using the access.

Ensure continued maintenance of public spaces.

Ensure security is at the forefront of considerations when selecting products to use for entrances into buildings, particularly front entrance doors, glazed screens, rear patio doors, doorsets, windows and locking mechanisms.



3.0 CHARACTER AREAS

3.1 Urban

Location:
Principally in the centre of the site, with a close relationship to the school and the remainder of the town.

Quantum of development:
Area 3.41 ha
Maximum number of dwellings: 214
Approx density: 62.9 dwellings/ha

Mix:
Principally young, small families and a small number of singles. Proportion of mix to be agreed with South Holland DC Housing; provisionally 10% 1-, 80% 2- and 10% 3-bed.



Victorian housing in Holbeach





Home Zones with contemporary housing



Home Zones with traditional and contemporary housing





Dwellings:

Georgian or Victorian in appearance. Predominantly semi-detached narrow-frontage with some terraces, tight spacing between blocks. Two storey, simple plans with traditional pitched roofs and gables to sides. Generally red brick in varying tones with occasional buffs or pastel coloured render for highlight, dark coloured roofs in concrete plain or pantiles or reconstituted slate. Simple detailing with brick dentil coursing, false plinths and some mid-height banding.

External Private Space:

Dwellings accessed directly from a path, with allocated car parking between this and the highway. Bays broken up with soft landscaping and a refuse collection point.

Car parking in rear courts is discouraged, but where provided, this is to be laid out with controlled access to limit opportunities for crime, including lockable gates wherever possible and windows from principal rooms (lounge and kitchen) overlooking the court. Lighting to be provided with motion sensors.

Each dwelling to have nom 10 m private rear garden, accessed directly from the side, or for a mid-terrace, along a gated rear access path. Flats to have an equivalent area divided into smaller private yards.

External Public Space:

Layout, detailing, street lighting and materials according to Home Zone principles with shared surface between buildings. Shared surface to accommodate a range of features designed to limit vehicle speed while allowing access for service and emergency vehicles and allocated car parking. Features may include some small front gardens (defined by low balustrading) street furniture (seating) hard landscape features and tree planting.

To avoid overlooking, minimum distance between dwellings 9 m (principal room to blank or tertiary window with obscure glass) or 21 m (principal room to principal room if unobstructed by fencing/garage).



3.2 Lanes & Courts

Location:
A transition area between Urban areas and the Rural Edge and on the perimeter abutting the rear gardens of The Boundaries, Oxford Gardens and Fen Street.

Quantum of development:
Area 13.3 ha
Maximum number of dwellings: 523
Approx density: 39.3 dwellings/ha

Mix:
Principally family housing. Proportion of mix to be agreed with South Holland DC Housing; provisionally 35% 2-, 55% 3- and 10% 4-bed.













Dwellings:

Contemporary, Georgian, Victorian or Edwardian in appearance. A mix of semi-detached and detached, with tight spacing between blocks. Predominantly two storey, with some single storey on perimeter where abutting existing housing. Traditional pitched roofs, some hipped. A mix of red brick in varying tones and buff/yellows with occasional weatherboarding panels for highlight, dark coloured roofing. Varied detailing with emphasis over openings and to cills. Some bays to principal elevations, false plinths and projecting (25 mm) brick bands.

Dwelling layouts to vary throughout in groups of around eight to avoid monotony of appearance.

External Private Space:

Some dwellings with small front gardens marked with railings, accessed directly from the pavement, with allocated car parking to the front or tandem parking to the side. Most dwellings with garaging, to have garages at the side set back min 6 m from the pavement.

Each dwelling to have nom 10 m private rear garden, accessed directly from the side. Flats to have an equivalent area divided into smaller private yards.

External Public Space:

Within Home Zones, layout, detailing, street lighting and materials according to Home Zone principles. Surfacing generally in tarmac. Private parking courts, drives and lanes in permeable tarmac in varying pastel colours, with some concrete setts in buffs (and occasional reds) with rows of greys (and occasional browns) in headers for delineation of surfaces without raised kerbs.

For dwellings set into courts these face onto private drives with a significant central soft landscape feature.

To limit overlooking, front parking and side parking types alternate along a lane or one presents a gable.



3.3 Boulevards

Location:
Along the Avenue and principal routes focussed on areas of public open space and terminating crescents.

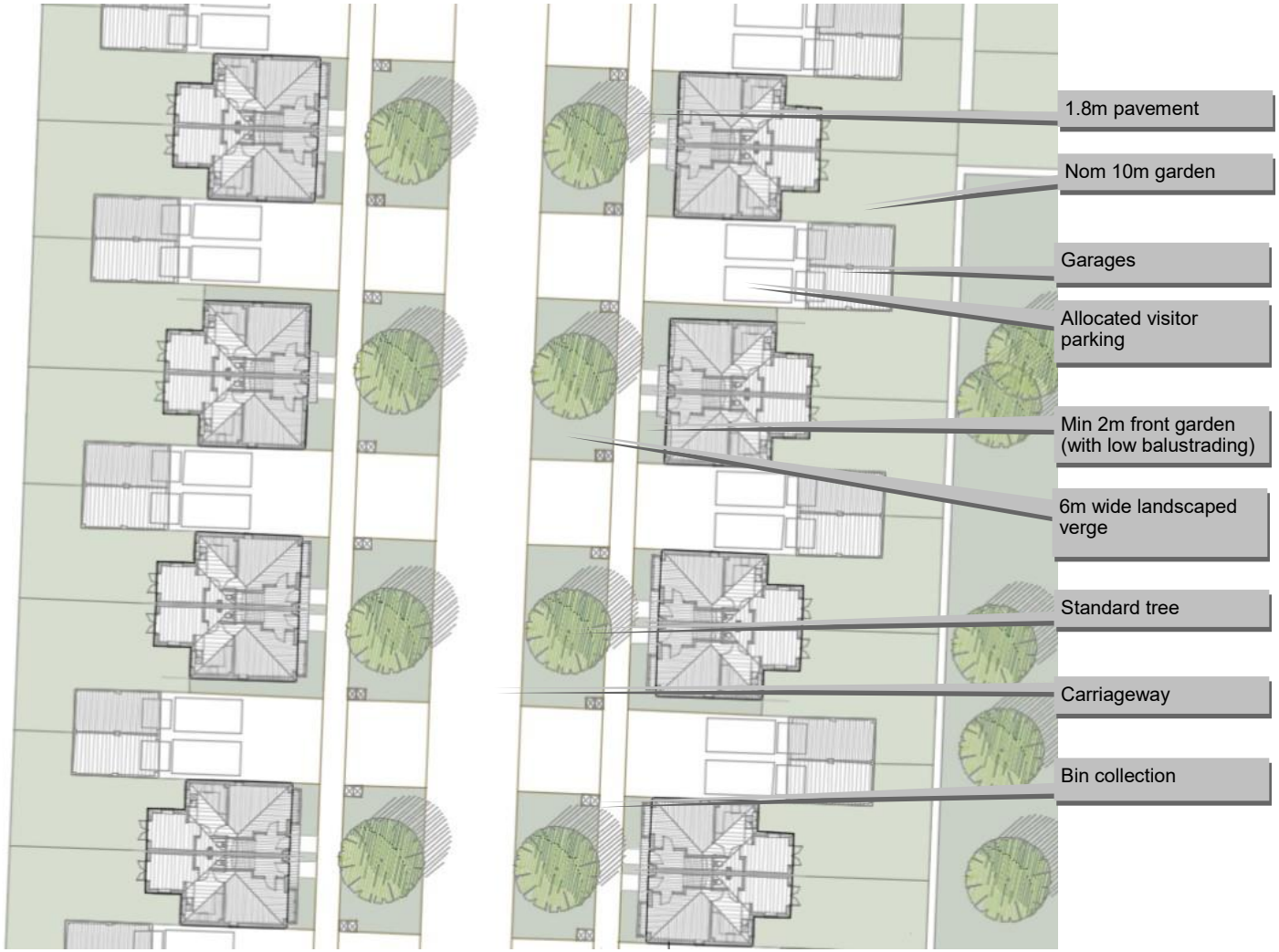
Quantum of development:
Area 3.55 ha
Maximum number of dwellings: 169
Approx density: 47.6 dwellings/ha

Mix:
Family housing. Proportion of mix to be agreed with South Holland DC Housing; provisionally 100% 3-bed.



Boulevard in Poundbury





Dwellings:

Predominantly Edwardian in appearance. Semi-detached, separated with a shared garage. Two storey with traditional pitched roofs, some hipped. A mix of red brick in varying tones. Most with bays to principal elevations. Generally dark coloured roofing. Appropriate brick detailing and emphasis to head and cill of openings.

External Private Space:

Small front gardens marked with black metal railings, accessed directly from the pavement.

Each dwelling to have nom 10 m private rear garden, flats to have an equivalent area divided into smaller private yards.

External Public Space:

6 m wide landscaped verge to highway, with vehicle access crossings and bin collection points. Each bay to have tree planting to create boulevard.

Surfacing generally tarmacadam with permeable tarmac for private parking areas.



3.4 Rural Edge

Location:
Perimeter of site facing onto landscaped open space.

Quantum of development:
Area 5.58 ha
Maximum number of dwellings: 94
Approx density: 16.9 dwellings/ha

Mix:
Family housing. Proportion of mix to be agreed with South Holland DC Housing; provisionally 5% 3-, 65% 4- and 30% 5-bed.









Dwellings:

Wide variation in appearance. Substantial detached properties with single or double garages, with parking spaces and private gardens at the front. Minimum 2 m distance between garages and dwellings. Mostly two storey, with occasional single storey. Traditional pitched roofs, some hipped. A mix of materials and styles with dark coloured roofing. Varied detailing with emphasis over openings and to cills. Some bays to principal elevations and false or full brick plinths to the largest properties. Some grp chimneys with matching brick slips.

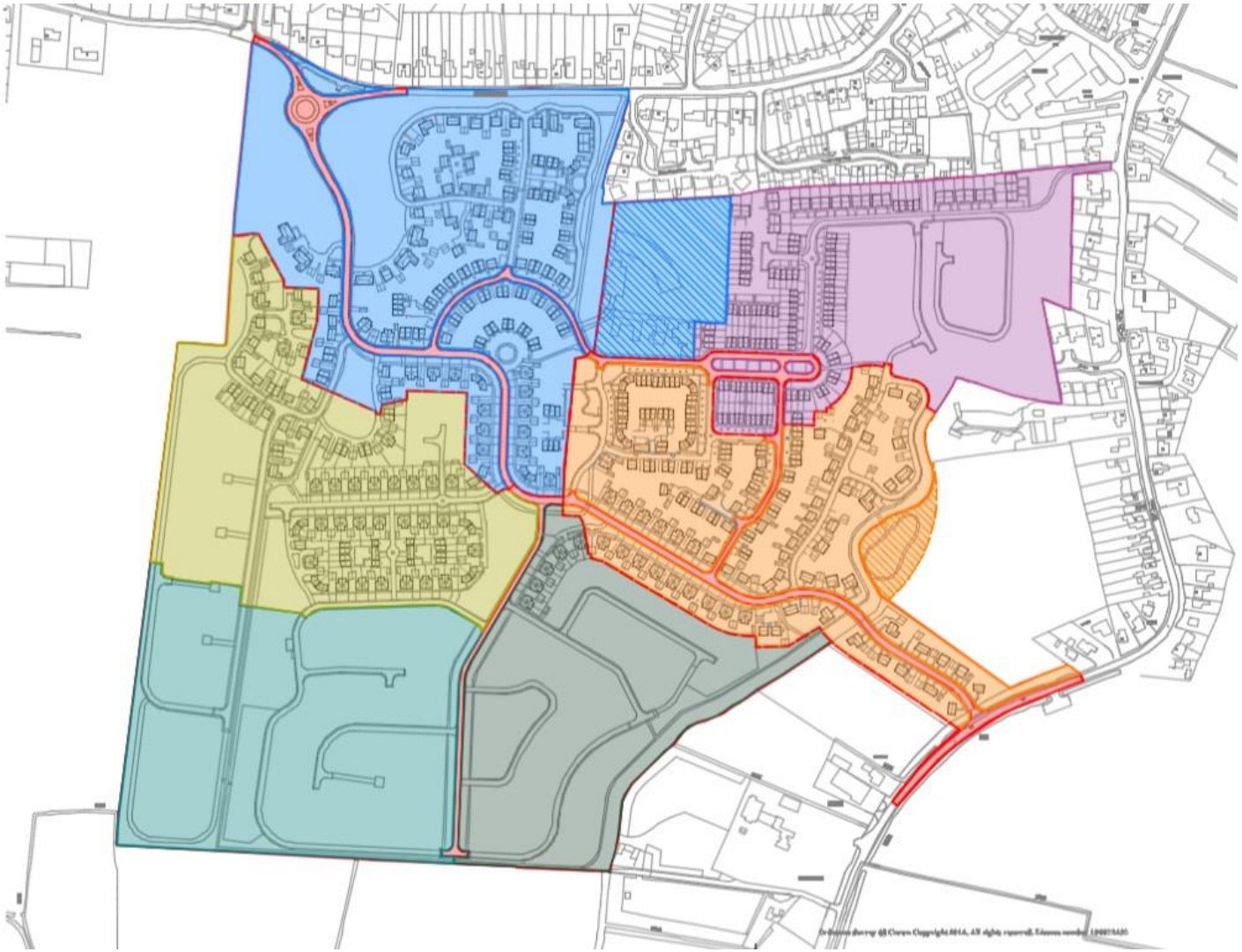
External Private Space:

Large front gardens (generally 5 m, but min 3 m) marked with low metal fencing or other landscape feature, accessed directly from a private drive or lane.

Each dwelling to have nom 15 m private garden, accessed directly from the garage side.

External Common Space:

Surfacing permeable tarmac in pastel shades with some tegular paving with contrasting headers for delineation of surfaces.



PHASES
1A
1B
2
3
4
5
6

4.0 PHASING

4.1 Phasing will be dictated by financial considerations and will form separate applications for Reserved Matters Approvals.

4.2 Phase 1A (infrastructure) will include the principle highways (but will exclude footpaths).

4.3 Phase 1B (residential) will provide 163 dwellings.

4.4 Phase 2 (residential) will provide 167 dwellings and will include implementation of the works in the drainage strategy for the whole site. Conversion of the retained listed farm buildings to a community centre and the new school will form part of this phase, but will come forward in a separate application.

4.5 Phase 3 (residential) will provide up to 224 dwellings and will include completion of the cycle path from Fen Street into the site.

4.6 Phase 4 (residential) will provide up to 107 dwellings.

4.7 Phase 5 (residential) will provide up to 198 dwellings.

4.8 Phase 6 (residential) will provide up to 141 dwellings.

4.9 Each residential phase will include highways and services infrastructure and landscaping associated with that phase.