

Design and Access Statement

Land Northwest of High Road, Weston
November 2021

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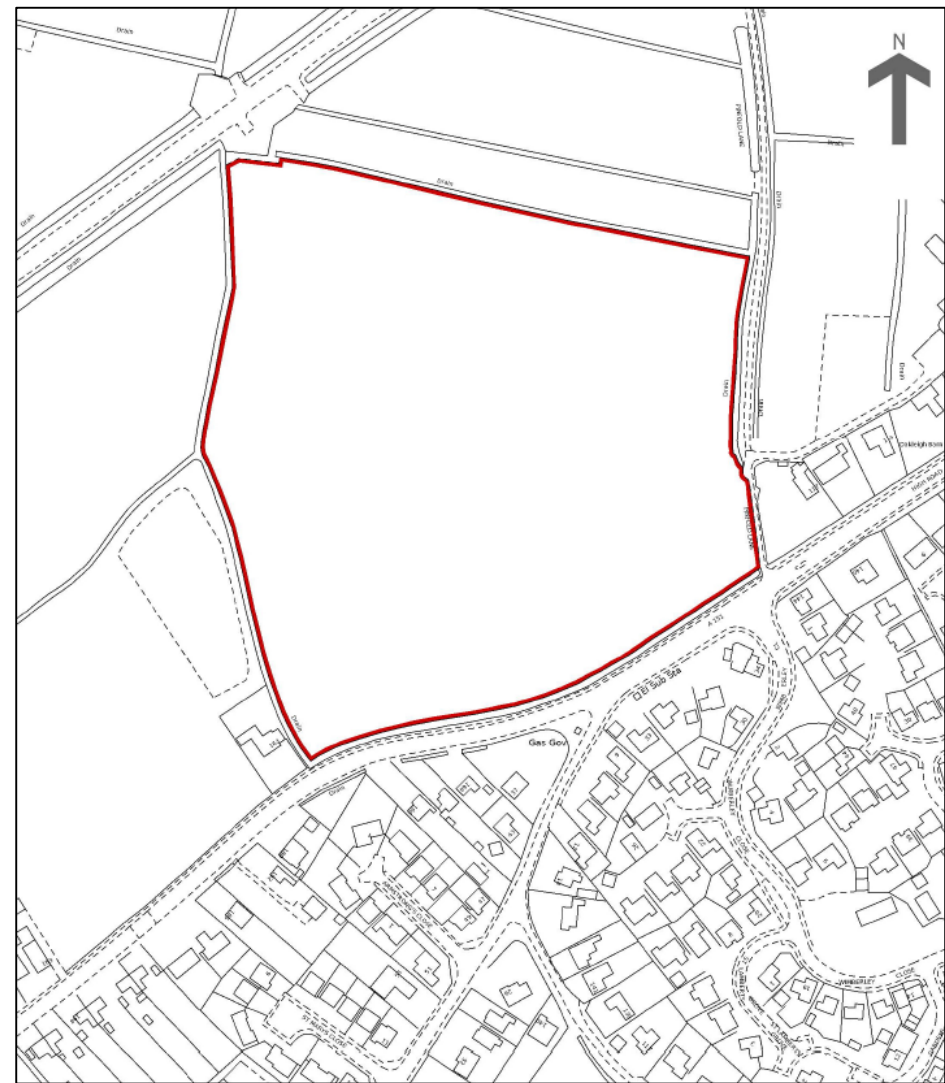


Figure 1: Site Location

The application is located within Weston, a primarily residential area with facilities and amenities nearby. The development will reflect the local character and sit within a strong green infrastructure. This will help to integrate development within the landscape and create a distinctive sense of place.

The range of housing to be provided including market and affordable units will meet the needs of the area, whilst respecting and enhancing the site's environmental assets. It will also benefit the wider community providing new pedestrian links, recreational spaces and creating job opportunities during construction.

This Design and Access Statement supports a full planning application for the erection of 150 dwellings with vehicular access off High Road, Weston.

The vision responds to current conditions and future needs, the site has an opportunity to deliver a well considered sustainable residential development centrally in the village.

The development will provide 150 dwellings and high quality open space, to help meet the housing requirement for South Holland. Opportunities have been identified through baseline environmental surveys and the capacity of the development area has been determined by the existing retained assets across the site.

A strong green infrastructure will integrate the development within the landscape, creating an attractive place to live as an extension to the existing neighbourhood whilst respecting the identity and character of the surrounding area.

Introduction

This Design and Access Statement has been prepared by Persimmon Homes in support of a planning application for 150 dwellings at land to northwest of High Road, Weston.

The proposed site layout and design principles set out within this Design and Access Statement have been prepared within a comprehensive policy and guidance framework at National and Local Authority Level.

The design also draws upon guidance such as:

- Manual for Streets (2007)
- National Planning Policy Framework (2021)
- National Planning Policy Guidance (2021)
- National Design Guide (2019)
- National Model Design Code (2021)
- South East Lincolnshire Local Plan (2019)

Good design is a fundamental part of successful place making, and the NPPF (paragraph 126) informs us that:

‘The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.’

This document seeks to ensure that a robust structure for the delivery of good design is in place. It’s purpose is to describe the logic that has been applied to produce the proposals for the site and relevant policy requirements as laid out in the Local Plan, the NPPF and the NPPG.



The Design and Access Statement forms part of the planning application. It sets out the background to the project, summarises the extensive design process and considerations that have been taken into account in developing the layout and design principles, and demonstrates the commitment Persimmon Homes have to contributing to the good quality and comprehensive development of Weston.

2.1 Planning Context

The following section refers to the planning context relating to the site. This is intended to provide a brief overview of the site’s situation in terms of local and national policy, with a specific focus on the site’s sustainability for development and how the design principles have been formed.

2.2 National Planning Context

National Planning Policy Framework

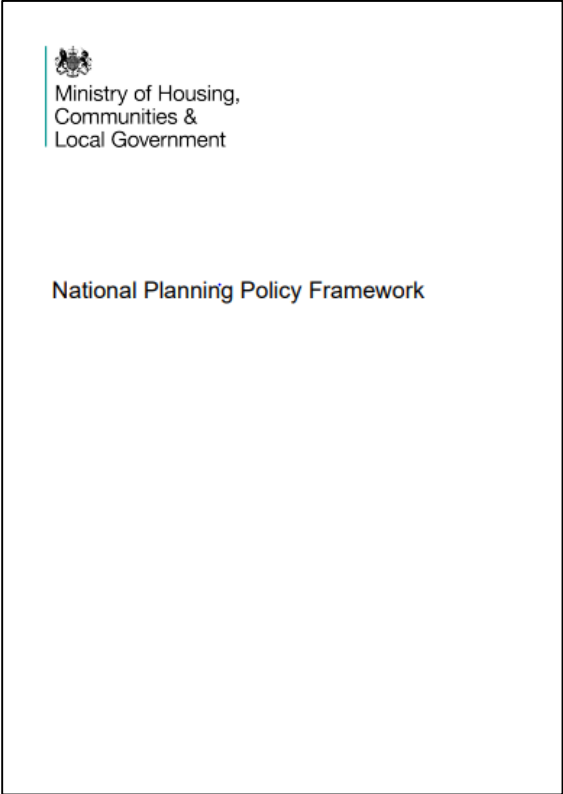
The National Planning Policy Framework (NPPF) (July 2021) sets out the planning policies for England and how these should be applied. The NPPF is a material consideration in determining this planning application.

The NPPF sets out a presumption in favour of sustainable development with the 3 key dimensions of sustainability being economic, social and environmental. The following topics within the NPPF are relevant to the design and access components of new development:

- Promoting healthy and safe communities
- Promoting sustainable transport
- Achieving well-designed places
- Conserving and enhancing the natural environment

The development reflects the Government’s aim to promote more sustainable patterns, where there will be good access provided by public transport, walking and cycling.

Detailed overleaf are the key messages from the NPPF relevant to the design and progression of this scheme, along with access details.



Chapter 8 Promoting Healthy and Safe Communities states decisions should:

- a) *Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
- b) *Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion, for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourages the active and continual use of public areas;*
- c) *Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling (paragraph 92).*

Chapter 9 Promoting Sustainable Transport sets out that transport issues should be considered at the early stages of plan preparation, and in terms of design, paragraph 104 part (e) states that:

- e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

Paragraph 110 discusses that proposals should provide opportunities to promote sustainable transport with safe and suitable access to the site. It refers to the National Design Guide and National Model Design Code as the relevant standards.

Chapter 9 continues to state that in terms of design, paragraph 112 sets out:

- a) *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitate access to high quality transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*



Chapter 12 Achieving Well-Designed Places discusses in paragraph 126:

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

In terms of design, paragraph 30 states that decisions should ensure that developments:

- a) *Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) *Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation and change (such as increased densities);*
- d) *Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) *Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public open space) and support local facilities and transport networks; and*
- f) *Create places that are safe, inclusive and accessible and which provide health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life of community cohesion and resilience.*

Chapter 15 Conserving and Enhancing the Natural Environment

Paragraph 174 sets out that planning decisions should contribute to and enhance the natural environment by protecting and enhancing valued landscapes recognising the intrinsic character and beauty of the countryside.



National Planning Policy Guidance

The National Planning Practice Guidance (NPPG) came into force on the 6th March 2014 and this was most recently updated in August 2021. The NPPG provides additional guidance on design, emphasising the part good design plays in sustainable development. The NPPF continues to be the primary document for decision making.

National Design Guide 2019

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. The Government's priorities for well-designed places are set out in the following characteristics which are summarised below.

Context states that the development should consider the surrounding area, and integrate well into this. Taking influence from the context and respond to local history, culture and heritage.

Identity ensures that development has an appreciation of the regional character, reflecting the built form and distinctive elements. This considers various features such as built form, views and landmarks, landscaping, colours and textures and wildlife.

Built Form states good design will have compact development, making it walkable with access to local public transport to support sustainable development. With recognisable streets to ensure safety and accessibility and memorable features creating a sense of place.

Movement creates a network of clear street patterns that functions for all users, providing range of transport methods to limit car use, with promotion of activity and social interaction whilst incorporating green infrastructure.

Nature is important within design for high quality public open space, provision of trees and other natural elements. This should incorporate existing features into a multifunctional network to support biodiversity and climate change mitigation. Open spaces should also be attractive and easily accessible.

Public Spaces should promote varied activities and social interaction, using hierarchy of spaces that are safe, secure and attractive. Trees are again emphasised as important for enjoyment of people.

Uses highlights that developments should have a mix of uses including local services and facilities to support daily life, with mixes of housing tenures and types well integrated with other facilities to make them socially inclusive.

Homes and Buildings states development should have good quality internal and external environments, that relate to the private, shared and public spaces with servicing being unobtrusive and well-integrated.

Resources outlines that there should be a reduction on the reliance of resources, that are fit for purpose reducing need to redevelopment and unnecessary waste, while adopting technologies to minimise the environmental impact.

Lifespan highlights that development should be designed for long-term stewardship, be robust and easy to look after with users having sense of ownership and belonging, adaptable to changing needs and well-managed.

National Model Design Code 2021

The National Model Design Code (2021) sets the standards of quality and practice that developments should adhere to in the absence of local design codes or guides. The elements it covers include the layout of new development, landscaping and tree-lined streets, facades of buildings, environmental performance of buildings and whether developments clearly take account of the local vernacular. The guidance relating to the development is detailed below:

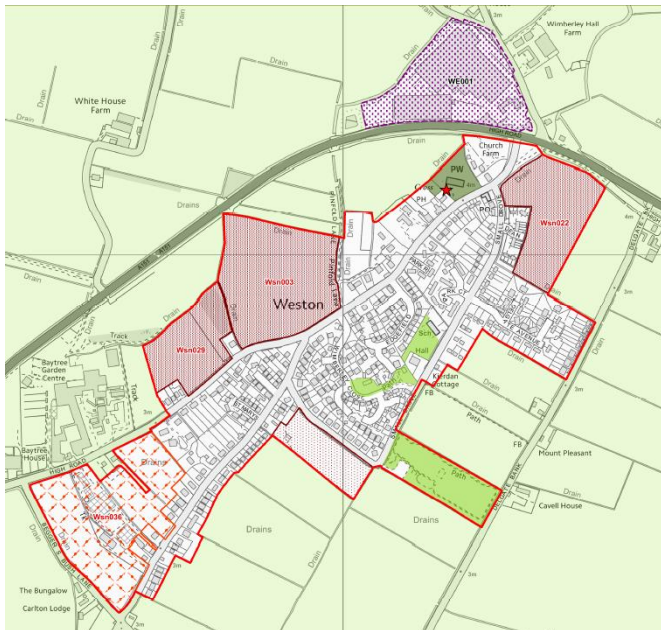
Context states <i>‘an understanding of the context, history and character of an area must influence the siting and design of new development’</i> .	Public Space outlines that streets should be based on the street hierarchy, encouraging activity and social interaction with a range of travel modes that are safe and secure.
Nature states <i>‘all development should enhance the natural as well as the built environment’</i> .	Use describes that land use should make efficient use through: intensification; variety of activity; housing mix; schools integrated in the neighbourhood; provision of community facilities and local services being within walking distances where appropriate.
Identity states <i>‘all schemes should be designed to respect and enhance the existing character of the surrounding area’</i> .	Resources outlines that development should be in line with energy efficiency and environmental standards, with connection to local low energy networks if available.
Movement states <i>‘A connected network of streets, good public transport and the promotion of walking and cycling are key principles’</i> .	Homes and Buildings discusses how new homes should be within nationally described space standards and building regulations, including habitable rooms receiving adequate daylight.
Built Form discusses how development should have clear separation between public and private space.	Lifespan states new developments should have management plans with potential for community management, with participation and consultation on the scheme.

2.3 Local Planning Context

The **South East Lincolnshire Local Plan 2011-2036** was adopted in March 2019 of which the current proposal will be assessed in accordance with. The following section will summarise the relevant policies in relation to design and access of the proposal.

Policy 1: Spatial Strategy identifies Weston being within a Minor Service Centre, with development being permitted within the boundaries that supports their role as a service centre, help sustain existing facilities or service needs of other communities. The policy states that development will normally be limited to allocated and committee sites and infill. The development site is included as an allocation in the adopted plan as site **Wsn003** under **Policy 11** (as shown in Figure 2 below), with developers actively encouraged to bring these appropriate sites forward that are design-led and taking policies into account. The proposal is in keeping with these ambitions and displays good design, sustainable development that meets national and local policy.

Figure 2: Policies
Inset Map 26 from
the Adopted South
East Lincolnshire
Local Plan



Policy 2: Development Management states proposals should meet sustainability considerations in relation to:

1. Size, scale, layout, density and impacts on amenity and the character of the area;
2. Quality of Design and Orientation;
3. Maximising the use of sustainable materials and resources;
4. Access and vehicle generation levels;
5. The capacity of existing community services and infrastructure;
6. Impact upon neighbouring land uses by reason of noise, odour, disturbance or visual intrusion;
7. Sustainable drainage and flood risk;
8. Impact or enhancement for areas of natural habitats and historical buildings and heritage assets; and
9. Impact on the potential loss of sand and gravel mineral resources.

This statement sets out how the overall design is achieved and consistent with the above aims.

Policy 3: Design of New Development requires all development to *“create distinctive places through the use of high quality and inclusive design and layout and, where appropriate, make innovative use of local traditional styles and materials”*. This statement will demonstrate how the proposal takes inspiration from the surrounding area that is in keeping with the sense of place and character, preserves amenity of existing and future residents, is resilient to flood risk and includes landscaping sympathetic to ecology, biodiversity and infrastructure interests.

Policy 4: Approach to Flood Risk outlines the circumstances in which development proposed in areas of Flood Risk 2 or 3 will be permitted. The proposal is within an allocated site, therefore in accordance with Policy 4 no sequential test is required. A Flood Risk Assessment is included with the submission which outlines mitigation methods that has guided the design of the scheme. The mitigation methods have fully been incorporated into the design, including raised floor levels and an attenuation pond within the site, and with these measures he development would be sustainable.

Policy 10: Meeting Assessed Housing Requirements puts forward a requirement for 19,425 dwellings in South East Lincolnshire over the local plan period, with **Policy 11: Distribution of New Housing** identifying 310 dwellings in Weston. The site is currently allocated for 135 houses however the policy highlights that these figures are approximate of what is expected of each site. Considering this and the feedback received through pre-application discussions, a 10% increase on the allocation to 150 dwellings is acceptable in principle. The proposal therefore accords with advice given by the LPA and would provide a significant contribution towards achieving the number of new dwellings required by both policies 10 and 11 during the plan period.

Policy 17: Providing a Mix of Housing requires new housing provision to seek to meet *“the long term needs of the Plan area in order to maintain and provide mixed, inclusive and sustainable communities. Family homes of two or three bedrooms are in highest demand for both the market and affordable housing sectors and one bedroom homes are also required to meet affordable needs”*.

Policy 18: Affordable Housing also requires that 25% of housing on development sites of 11 or more dwellings in South Holland be affordable.

In line with Policy 18, the scheme will provide for 25% affordable housing equating to 38 dwellings. The following mix of affordable homes is proposed:

- 1 Bed 8 units proposed
 - 2 Bed 16 units proposed
 - 3 Bed 13 units proposed
 - 4 Bed 1 unit proposed
- Total: 38 units proposed

With regard to market dwellings, the following mix is proposed:

- 2 Bed 18 units proposed
 - 3 Bed 69 units proposed
 - 4 Bed 25 units proposed
- Total: Total 112 units proposed

This overall mix demonstrates an appropriate mix of dwellings according with the policies which states that 2-3 bedroom dwellings are highest in demand, with 61% of dwellings proposed are 2 or 3 bed.

Policy 28: The Natural Environment seeks the establishment of a high quality, comprehensive ecological network of interconnected designated sites, sites of nature conservation importance and wildlife-friendly greenspace. The proposal seeks to incorporate ecological enhancements throughout its design through the use of bird and bat boxes, hedgehog highways and provision of landscaping and trees. The attenuation pond located within the site will also provide opportunities for wildlife.

Policy 29: The Historic Environment requires that development should respect the historical legacy and character of South East Lincolnshire. The proposed development is sufficiently separated from all nearby heritage assets and would not harm the significance or setting.

Policy 32: Community, Health and Well-Being highlights the importance of improving health and providing inclusive communities. The design of the scheme relates well to the existing public transport network, with green infrastructure for cyclists and pedestrians. There is an overprovision of green space located in an attractive and central position that would benefit the surrounding community as well as residents.

Policy 36: Vehicle and Cycle Parking states that all new development should provide vehicle and cycle parking in accordance with minimum standards contained within Appendix 6 with a Transport Assessment to demonstrate compliance. Further details on the parking provision on site is included as part of this statement and provided in additional documents.

The discussion of the relevant local policies as outlined above, alongside the submitted statements and documents alongside this application, demonstrates that the proposal accords with local planning policy and that the proposal constitutes sustainable development.

3.1 Site Location and Context

The site is a trapezium shape located centrally within Weston, and was used as agricultural land. High Road runs through Weston and leads to commercial and industrial development to the west, with connectivity to local amenities to the east.

Access is proposed directly from High Road at the south of the site. There is existing residential development to the east, west and south of the site all with access from High Road.

In terms of topography, the site is very flat with minor level changes. There are drainage ditches that border the site with land to the north forming open countryside with the A151 running northwest.

Weston itself benefits from a close geographical relationship with Spalding and is considered to be a 'Minor Service Centre' in the Local Plan. There are a range of employment uses within Weston but is also suitable for commuting in the wider area.

The character and appearance of nearby dwellings varies in terms of age, form and appearance, with most dwellings ranging from historical buildings within the centre of Weston, and 1970s-modern development throughout the village and immediately surrounding the site.

There is a mixed character of 1-2 storey dwellings near to the site, with varied road surfacing, brick, rendering and mixes of design and colour bricks. There is a mix of semi-detached and detached dwellings observed. Further details about the surrounding character is included within the context study of this statement.

Figure 3: Site Location (Aerial Photo)



Having a clear understanding of the site and its context is fundamental to the development of an appropriate layout and successful development

3.2 Site Surroundings

The proposed development will provide high quality new homes in a sustainable location. The development will connect to existing facilities providing excellent access to existing main roads, public transport, bus routes and footpath and cycle networks.

The town is within walking distance of the site where existing bus services are available and where there is a range of local services provided, notably including the village hall, a local school, the post office, a local pub and commercial and industrial businesses mainly relating to garden and outdoor pursuits. Figure 4 below shows the site and the surrounding areas.

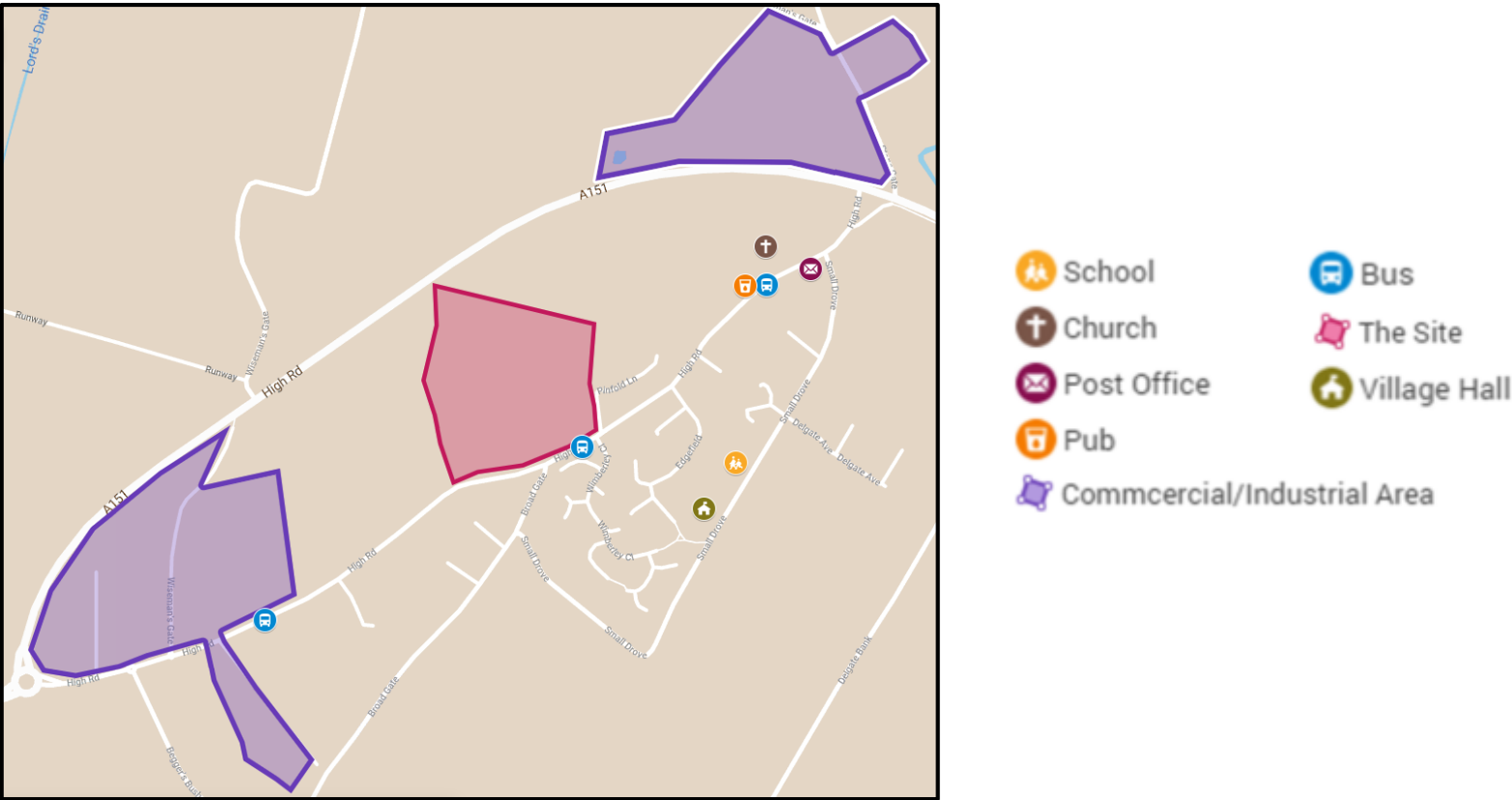


Figure 4: Site Context Plan

3.3 Landscape and Ecology

The landscaping of the scheme and open space is designed in accordance with complementing the surrounding National Character Area, with focus on health and well-being of residents that will benefit from this.



Figure 5: Landscape Strategy

Landscape Strategy

The following principles have been incorporated as part of the proposal and demonstrated in the accompanying Landscape Strategy Plan in Figure 5:

- Integration of a central open space
- Incorporation of native tree planting
- Functional usage of existing drainage ditches surrounding the site
- Open space to be fronted by houses for natural surveillance
- An attenuation pond for sustainable drainage, that will also play a part in wildlife habitats
- A play area located centrally with appropriate buffers to properties
- Pedestrian and cycle links through the site, adjoining to existing roads and footpaths
- A maximum of 2 and a half storeys of dwelling in height
- Overall design in keeping with the sense of place and local identity of Weston
- Variation of roof type, height and form
- Lighting to minimal requirements to avoid unnecessary light pollution

Ecology

The proposal will result in the replacement of arable land with a residential development, that includes drainage through an attenuation pond with swales, gardens and areas of public open space. The existing ditches at the boundaries of the site will remain unaffected by the development with the exception of a narrow portion to implement the site access.

An ecological appraisal is included within this application which draws the following observations:

- The development area is arable land of low ecological value
- The boundaries of the site is a mix of wet and dry drainage ditches of moderate ecological value
- Site habitats within the development were of negligible value to any notable or protected species
- Boundary ditches provide foraging for some small species but are too limited to support nesting for species associated with reedbed habitats
- Bat, bird, hedgehog and brown hare records have been provided by the Lincolnshire Environmental Records Centre. In terms of bats and birds, there are limited resources for them on site. It is feasible that hedgehogs and brown hares could use the site as part of a larger territory. There is however suitable habitat in the wider area for these animals and it is unlikely the proposal would have an impact on these species.
- The boundary ditches provide suitable habitat to support water vole with LERC holding records of the species 1km within the site the other side of the A151. Due to it barrier of the road it is unlikely they would be within the site, in addition no evidence of water vole was recorded during the survey.

In conclusion, it is noted the overall ecological value of the site is relatively low. Enhancement measures are incorporated within the scheme that would seek to increase the overall ecological value of the site.

- *New planting should seek to incorporate native tree and shrub planting, including fruit and nut bearing species, within areas of public open space, street trees or perimeter vegetation*
- *Newly created swales should be allowed to be colonised naturally from adjacent existing drainage ditches and managed for biodiversity*
- *Any grassland areas should consider native seed mixes that maximise their benefit to biodiversity, for example, amenity areas could be seeded with a flowering lawn mix and managed appropriately achieving a tidy appearance whilst enhancing nectar sources for invertebrates. A species-rich native meadow mix should be considered for less formal areas and wet meadow mix for the balancing facility*
- *Consideration of inclusion of ecological enhancement features integrated within the development such as bat and bird boxes and hedgehog pathways*



Figure 6: Picture of SuDS at Persimmon Homes site in Stewartby

3.4 Water and Drainage

The southern part of the site is located in Flood Zone 1 and is defined as having a less than 1 in 1000 annual probability of river or sea flooding (<0.1%). As such, all land uses are appropriate in this zone. A large portion of the site and the proposed development is located within this zone.

As per the recommendations within the Flood Risk Assessment and Drainage Strategy, the scheme incorporates a Sustainable Urban Drainage System through the provision of an attenuation pond in the most northern section of the site. This portion of the site lies within Flood Zones 2 and 3.

The design of the development is done in a manner to raise minimum floor levels to 3.2m AOD where any surface water flooding will be directed away from properties towards the attenuation pond or the open space. The drainage into the attenuation pond will discharge at a controlled rate into the drains to the natural watercourse surrounding the site, so in rare storm events water will not be deposited into the foul water network.

It has been acknowledged by Anglian Water that any previous flooding within Weston has been a result of surface water getting into the foul network, and the scheme is designed in a way to avoid this with two separate drainage systems.

In addition to its functional drainage use, the attenuation pond will provide landscape enhancement, informal open space, biodiversity enhancement and contribution to the site's rural appearance.

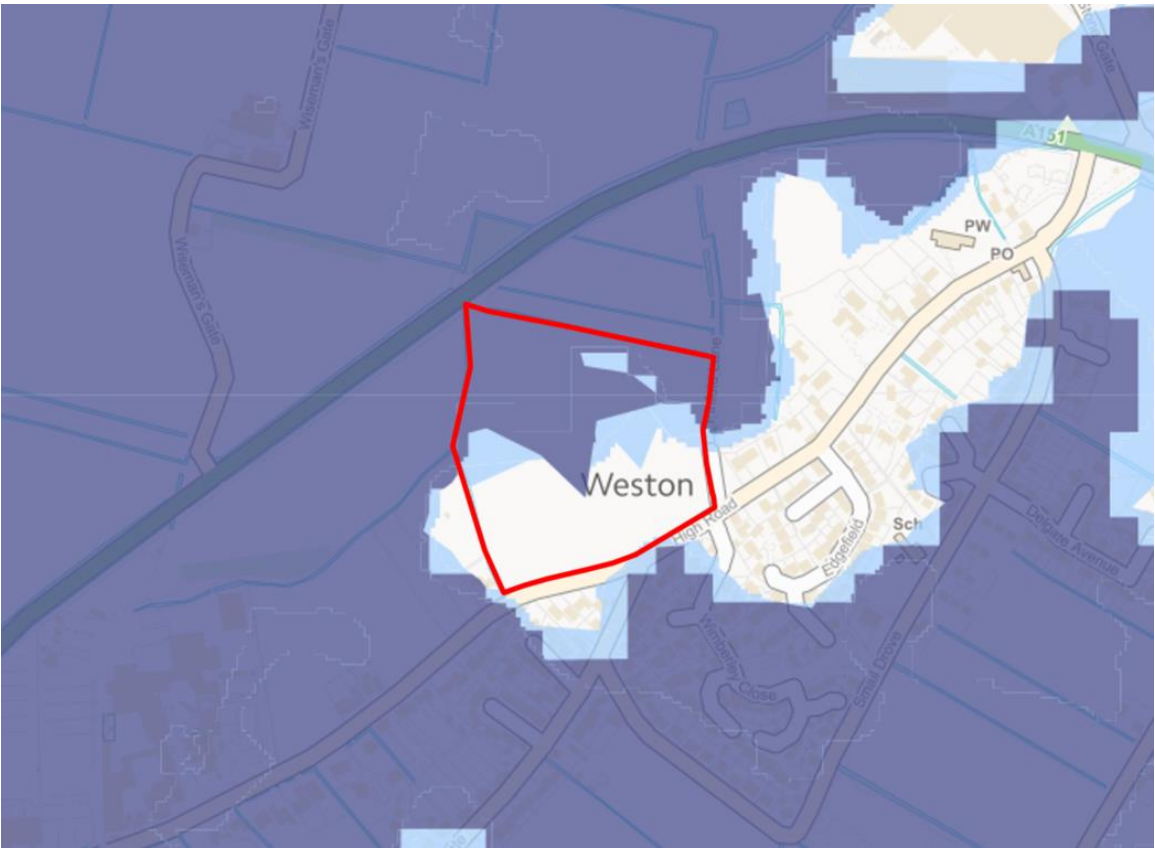


Figure 7: Flood Risk Map





Figure 8: Surrounding Road Network

3.5 Accessibility, Movement and Connections

The site benefits from connectivity to existing networks of pedestrian paths and footways as well as the vehicular highway network. Vehicular access to the site is proposed from High Road to the south of the site.

The existing highway network caters well for pedestrians in Weston with footways connecting residential areas to the village centre and other amenities, thus providing a convenient location and development that has access to sustainable modes of travel. Dropped kerbs, tactile paving and pedestrian islands, where appropriate, are provided at the majority of crossing points that connect to the proposed site.

A Transport Assessment is submitted in support of the application. The study analysed existing traffic flows in and around Weston and the resulting impact development would have on future traffic within Weston. It concluded that the existing road infrastructure will be able to accommodate the traffic generated by the scheme.

Off-site highway improvement works are proposed to maximise highway safety including the access to the site in Figure 9 overleaf. The visibility splays are achievable for the approaching vehicle speeds at the entry point to the site.

- Highway Network
- Site Boundary (approx)
- Unmade road

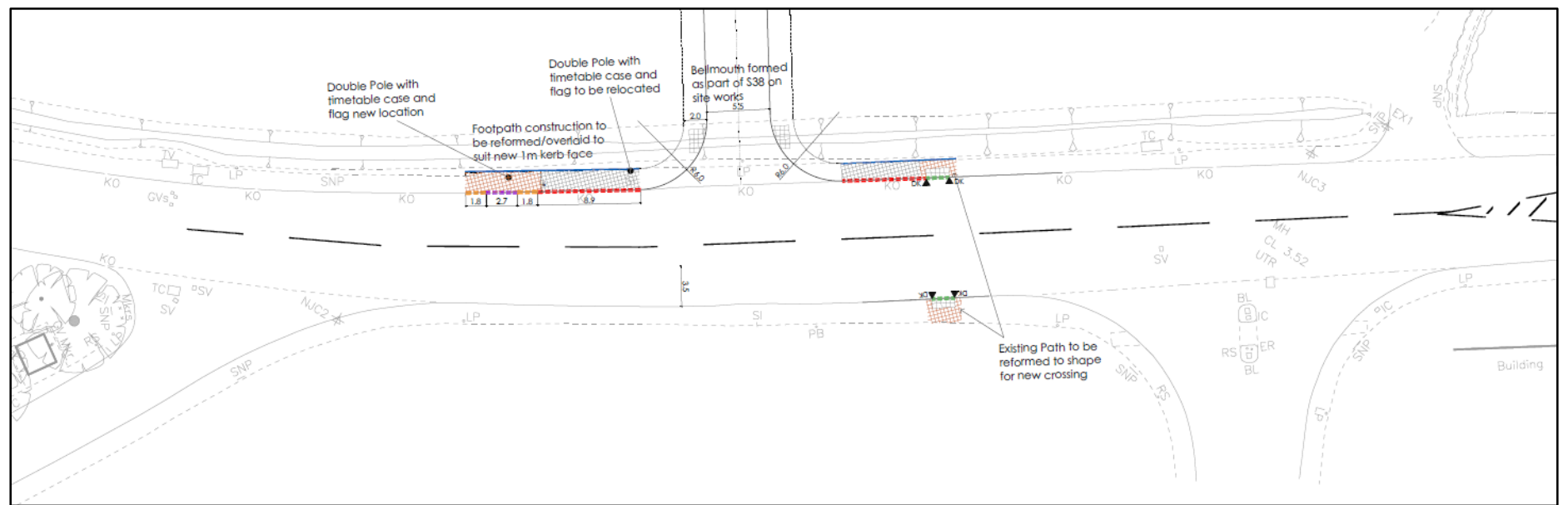


Figure 9: Proposed site access layout

3.6 Facilities

Weston provides key facilities that are within close proximity to the application site. Amenities include a post office, a pub, a village hall, a church, commercial and industrial developments (largely related to outdoor recreational and horticultural purposes), and public transport connections. All facilities are within 1km distance with footpaths for pedestrian connections.

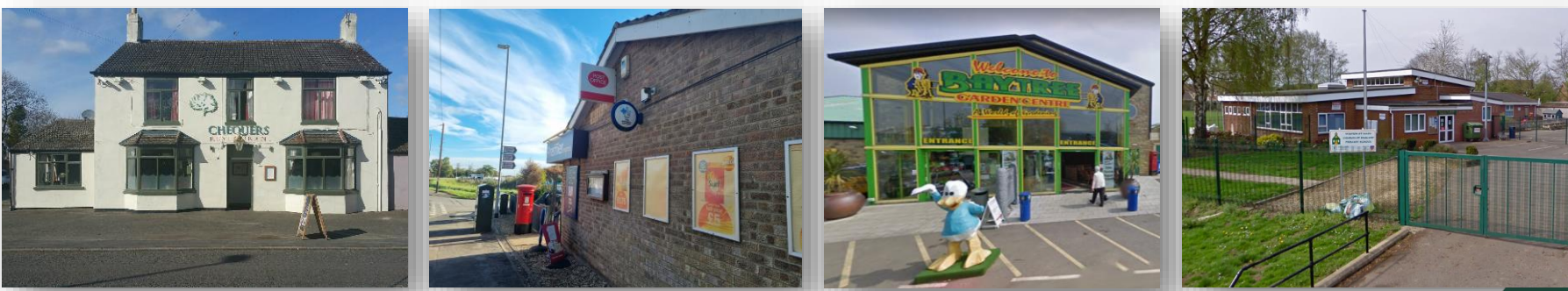


Figure 10: Photos of surrounding facilities (Left to right: The Chequers Pub; Shop and Post Office; Baytree Garden Centre; and Primary School)

3.7 Townscape Character: Weston

The historic core to the eastern side of the village is clustered around St Mary's Church (Grade 1 listed dating back to the 14th century and restored in 1863 and 1886). While the site is well connected to the core of Weston, it is distinctly separated from these main heritage assets and has natural and built screening. The wider settlement contains largely more modern development with the most modern developments observed within the residential estate to the south of High Road directly south of the application site. Older residential developments within the settlement are estimated to date back to approximately the 1960s-70s.

The main elements of the character of the local area include the following:

- Focal spaces and landmarks such as ecclesiastical buildings and 'The Chequers of Weston'
- Building heights generally of one, two or three storeys
- Buildings generally front directly on to the street
- The streetscape is dominated by hard landscaping
- Buildings predominantly brick throughout the settlement with some buildings rendered
- A mix of red clay tiles, grey slates and concrete roof tiles are observed



Figure 11: Historic buildings in Weston

3.8 Context Study

In terms of the surrounding development, the design of housing is characterised by a mix of dwellings which are mainly 1980-1990s style. An example of the houses opposite the building site are shown and in the pictures opposite and summarised in the below table.

Surrounding residential development off Wimberley Close	
Building Materials: Walls	Buff and red brick with some rendered facing
Building Materials: Roofs	Plain tiles in red and grey shades
Fenestration	White framed UPVC windows with some dwellings containing arch lintels
Scale	Predominantly 2 storey with some bungalows observed set back from the main spine road
Building Form and Details	Building details include brick quoins to contrast rendered elevations, brick band details and arch lintels. Buildings square or rectangular form with pitch roofs. Occasional use of gables on corners
Arrangements and Grouping of Buildings	Mix of detached and semi-detached housing with paved drives coming off spine road to smaller roads
Boundary Treatments	Soft landscaping with lawns, hedgerows and low planting
Surface Treatments	Black asphalt for carriageway and footways with brick paving coming off spine road



Figure 12: Surrounding residential areas

Figure 13: Photographs of bridleway and A151



3.8 Opportunities and Constraints

The evaluation of the site and its context has identified key on-site and off-site features which have helped to inform the evolution of the development proposals. In summary, the site has several physical constraints and opportunities. Those that have an influence on the design of the scheme are summarised below:

- The drainage ditches surrounding the site form an important drainage function which should be retained
- The A151 to the east of the site creates a noise impact to the north of the site
- A single point of access off High Road to the South
- Residential development to the west, south and east
- An unmade road to the east of the site that provides access to nearby land and dwellings
- The existing landscape and site features will form the basis of an enhanced green infrastructure framework. Valuable areas of green space can provide new facilities such as children's play areas and informal open space, most notably in the central area of the site.

The site provides an excellent opportunity for residential development which responds to the local context and character of Weston. The site has no overriding environmental or physical constraints and provides the opportunity to establish a sustainable development which is both physically and visually well related to its setting.

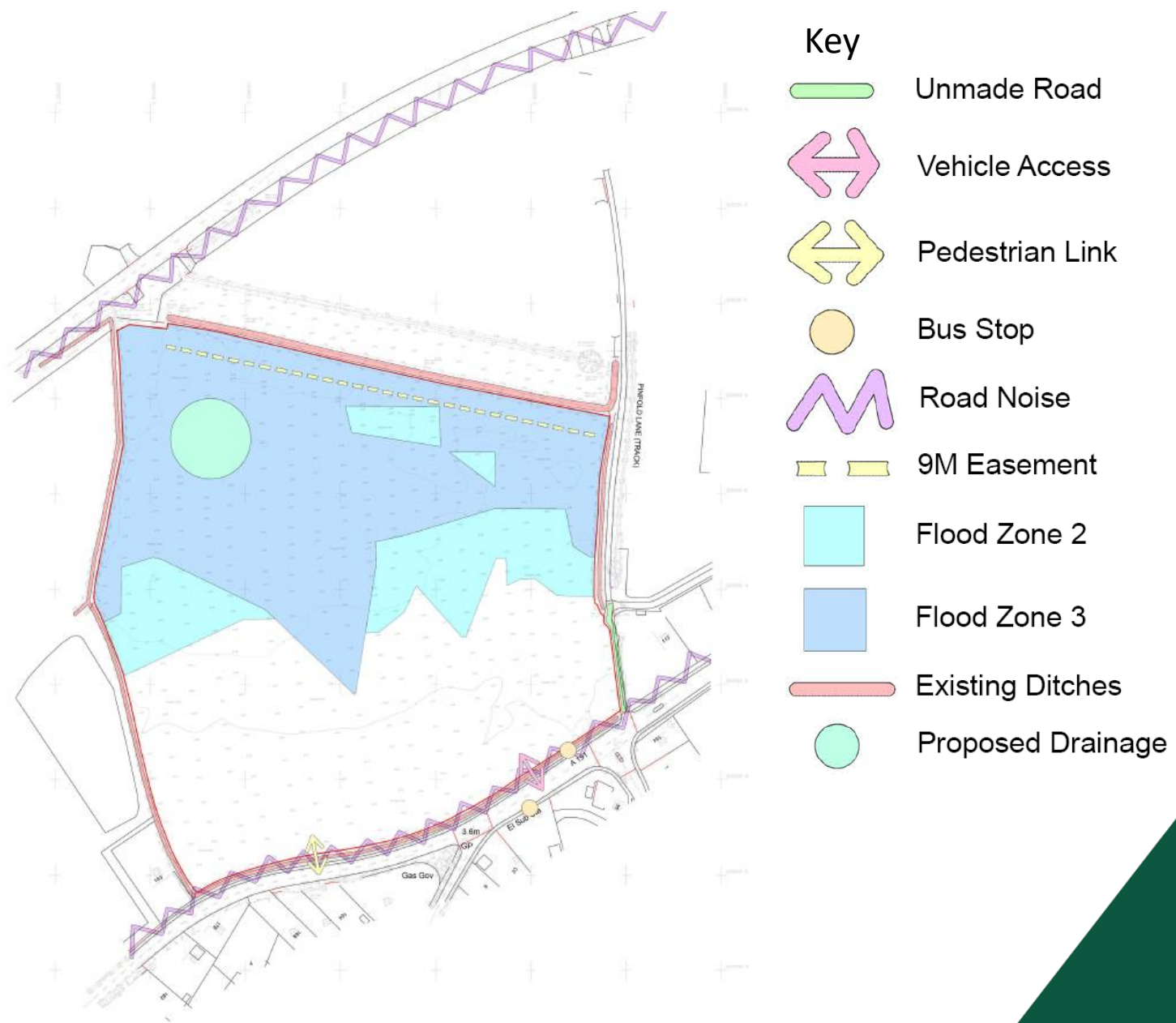
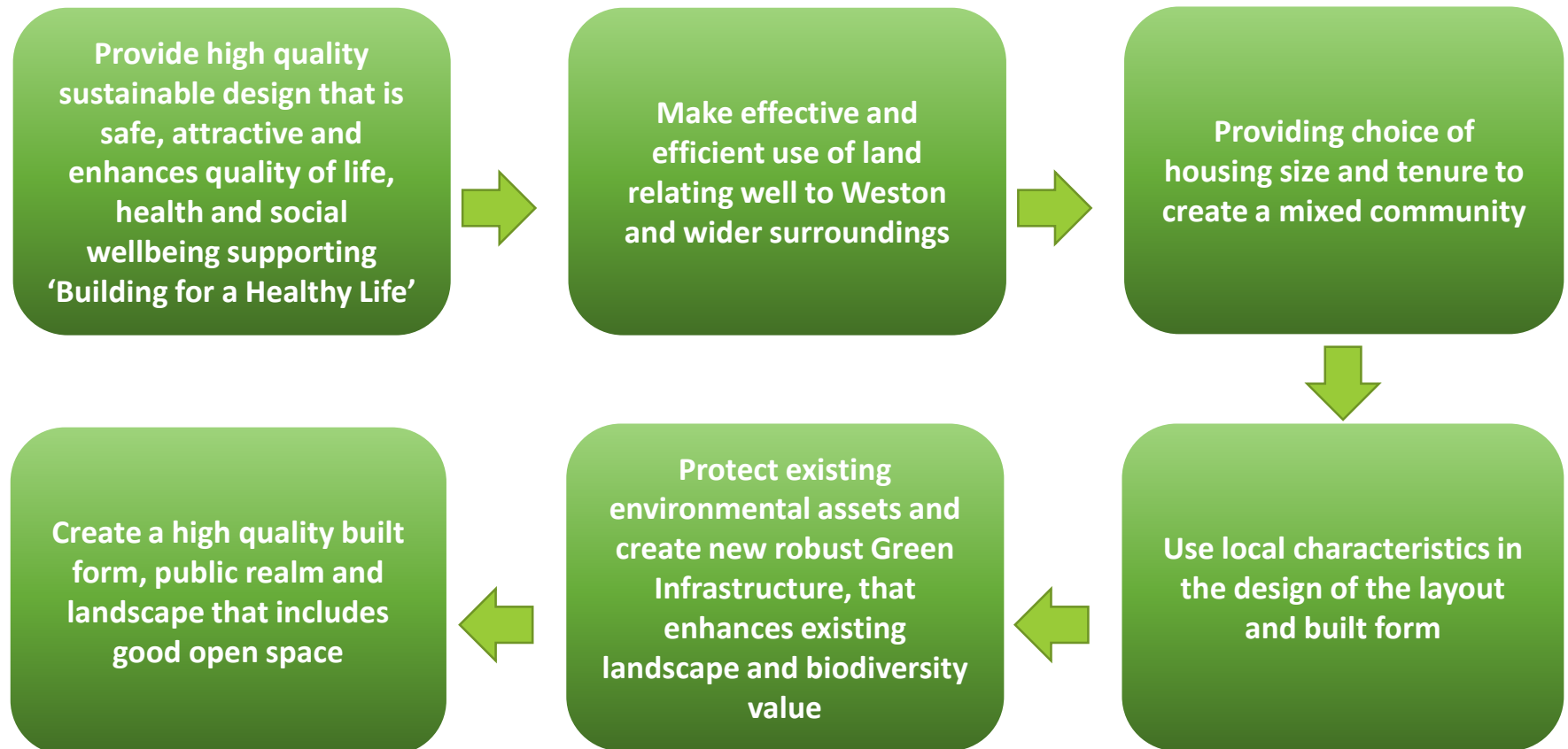


Figure 12: Opportunities and Constraints Plan

3.9 Evaluation

The site provides an excellent opportunity for a development which integrates well with the existing settlement area of Weston. The following objectives have been developed following the evaluation of the site context, constraints and opportunities:



4.1 Pre application discussions and involvement

Consultation and engagement is a key part of successful place making and pre-application discussions have been held with both Weston Parish Council and South Holland District Council.

Extensive pre-application discussions were had with South Holland District Council and Weston Parish Council with regards to the previous submission under reference H22-1135-20. Meeting were held throughout 2019 until the submission of the scheme in 2020.

The main changes that have been made with the new scheme submitted as part of this application are:

- Removal of private drives and bin collection points
- Changes to the architectural detailing to complement the surrounding area
- Provision of tree lined streets along the primary road

Several meetings have been held since the refusal of the previous scheme, where Persimmon Homes have listened to both the comments raised at the previous planning application and through the pre-application stage to provide a scheme that is beneficial for the wider community. A summary of the comments received can be seen on the timeline adjacent.

Following these discussions the following outcomes were achieved:

- Councillors were advised that the edge lanes will be constructed to adoptable standards with allowing refuse vehicles utilise these
- The house types were seen favourably with a good mix and layout
- Councillors were given details on the drainage function and its capacity

Weston Parish Council Meeting Monday 4th October 2021

- The scheme was presented to the Parish Council members with an outline of the proposed changes to the development
- The Parish Council had no comments to make on the scheme at that time

Pre-application Discussion Group – South Holland District Council Thursday 14th October 2021

- Members sought clarification on the edge lanes and whether these would be accommodated by refuse vehicles
- Queries raised on how the drainage functions
- The attenuation basin and fencing around this was discussed
- Members highlighted issues with tandem parking on narrow roads

Meeting with officers from South Holland District Council Tuesday 19th October 2021

- Advice regarding identification of on-going management of the open space and street trees
- Further clarity requested on the edge lanes



Figure 13: Proposed Planning Layout

5.1 Design Evolution

The design has evolved in response to the context of the development site, the site’s physical constraints and opportunities as well as feedback from the initial full planning submission and consultation process. The proposals have been refined to accommodate and mitigate for access and connectivity, noise and drainage, open space and landscaping.

The plan seeks to make best use of the site topography, open space, landscaping, including extensive landscape buffers. A mixture of detached and semi-detached dwellings are observed through each area of the site.

The planning layout shows how the detailed design will be realised. The vision and design principles that are contained within the Design and Access Statement have guided the design process for the layout

The layout shows the arrangement of new buildings, the street pattern and arrangement of development blocks, alongside the layout of green infrastructure.

5.2 Mix of Uses

The full planning application covers a total area of 6.13ha. In summary, the scheme proposed the following mix of land uses:

Developed area (excluding public open space): Approximately 4.29 hectares (70% of the overall site area)

The development provides for residential development providing 150 C3 dwellings. The development will provide for a broad mix of dwellings and house types, ranging from 1-4 bedroom units, offering a mix of market housing from first time homes to larger family homes. The mix and layout of dwellings and associated infrastructure have been designed such to take into account the advice received as part of the pre-application discussions and has received positive feedback from the local planning authority and consultees involved in those discussions.

Open Space: approximately 1.84 hectares (30% of the overall site area)

The open space consists of a spread of green infrastructure throughout the site. This will include a play area and central area of recreational amenity space, swales an attenuation pond, and other areas of open space across the site.

The proposed green infrastructure/open space will provide for recreational activity and quality amenity areas.



Figure 14: Indicative Street Scene Surrounding POS

5.3 Layout and Urban Form

The proposal seeks to respect the character of the surrounding area. The building materials include a mix of face and red brick with some rendered elevations. Building features that are seen in surrounding properties will be included within the design palette such as:

- A mixture of bricks with two types of red brick and one type of buff brick
- Rendered elevations on prominent and variety of buildings
- Tiles in red and grey shades
- A mix of heights to provide variety in scale with some 2 storey and 2 and half storey dwellings
- Brick quoins and brick band details to continue the character of dwellings within Weston
- White framed UPVC with arched lintels to continue characteristics of other dwellings
- Variety of road surface treatments with black asphalt for circular loop road and shared surface 'edge roads' adopted by Lincolnshire Country Council Highways



Figure 15: Surrounding residential properties

5.4 Access, Movement and Road Layout

The layout of the site and road layout in particular has evolved through consultation and existing factors on site.

Spatial factors that drove the design of road hierarchy include:

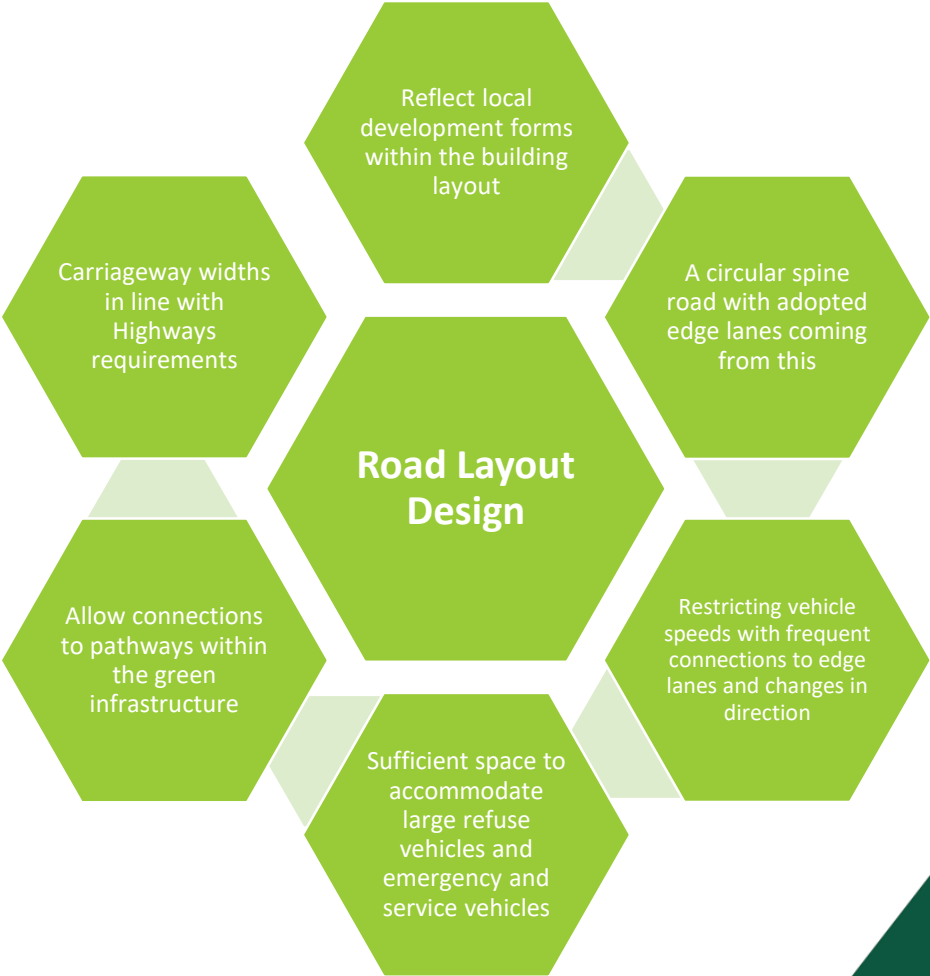
- The provision of an access point off High Road
- Creating and maintaining an effective green infrastructure for the site
- Working with the existing topography
- Providing connectivity through the site
- The need for a looped road layout
- The need for a balancing pond in the northwest corner of the site
- The request from the planning authority for a central area of open space

A simple primary street network will permeate through the centre of the scheme. Along its route lie a number of junctions leading to streets and residential lanes.

The developments green infrastructure will deliver green routes for walking and cycling movement. This strategy will establish a choice of walking and cycling routes. Walking and cycling routes will be safe, overlooked and well maintained, attractive routes.

Shared pedestrian and cycle routes will be clearly demarcated, taking the needs of the vulnerable pedestrian into account. Provision of good junctions for cyclists will be provided throughout the development. The movement network will encourage sustainable modes of transport as well as healthy living, recreation and exercise within Weston.

The design of streets will meet the following criteria:



5.6 Road design

Primary Street

The primary street forms the spine route running through the centre of the development as well as providing a link to the vehicular access point with High Road. The primary street will have a wide street frontage incorporating a 5.5 metre wide carriageway along with a 2 metre wide footpath either side.

Secondary access roads will be provided off this primary spine road. The secondary streets will be of the same specification to the primary streets and will provide access to the shared surface edge lanes.

There are various crossing points for pedestrian and cyclists, which will be flanked by feature and key note buildings.

The housing surrounding the primary street network will be typically low density with a mix of detached and semi-detached buildings.

Soft landscaping will be incorporated with tree lined streets in accordance with national policy and design guides, and front gardens to ensure it is not car-dominated.

Figure 16: Primary Street Cross Section

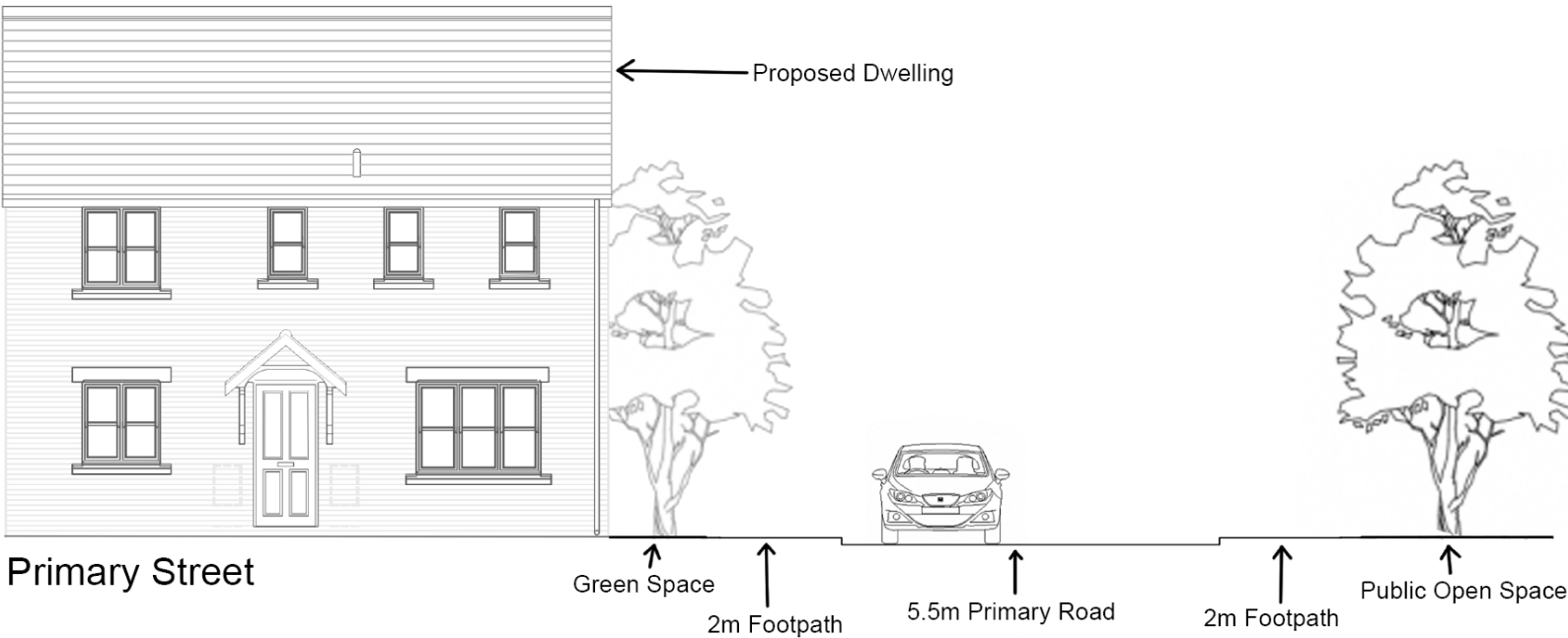
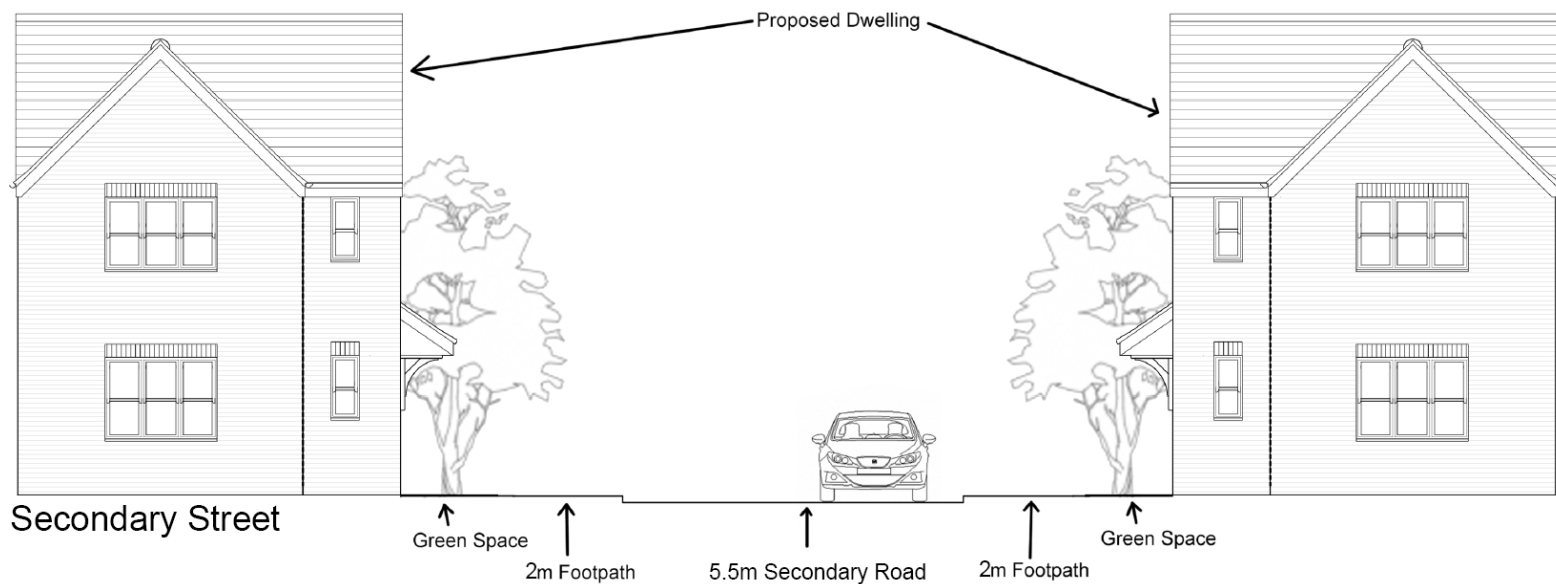


Figure 17: Secondary Street Cross Section



Secondary surfaces

These will provide circulation through the core of the layout and housing blocks connecting the main spine road towards the lanes on the edges of the built development. The secondary surface road has a width of 5.5 metres with 2 metre wide footpath and incorporating green spaces.

These shared surfaces provide access to range of detached and semi-detached dwellings with front gardens and tree planting.

Edge Lanes

These roads form a distinct character of the development edges, positioned overlooking public open spaces to the north and west, and a road running alongside High Road. The parking along these roads will be sensitively integrated within the design to create an attractive street scene and garden edge. This will ensure a non-car dominated street scene.

Edge lanes will be adopted by Lincolnshire Country Council Highways Authority, negating the need for bin collection points due to their design accommodating for refuse vehicles. The width of edge lanes can vary in order to accommodate refuse vehicles.

The edge lanes will accommodate a smaller number of properties, and their design is in keeping with the palettes used by both Department of Transport and the Highway Authority.

An example of what the edge lanes will look like visually can be seen on roads in Weston, such as opposite the development site on Wimberley Close.



Figure 18: Shared surface driveway off Wimberley Close

Figure 19: Edge Lane Cross Section

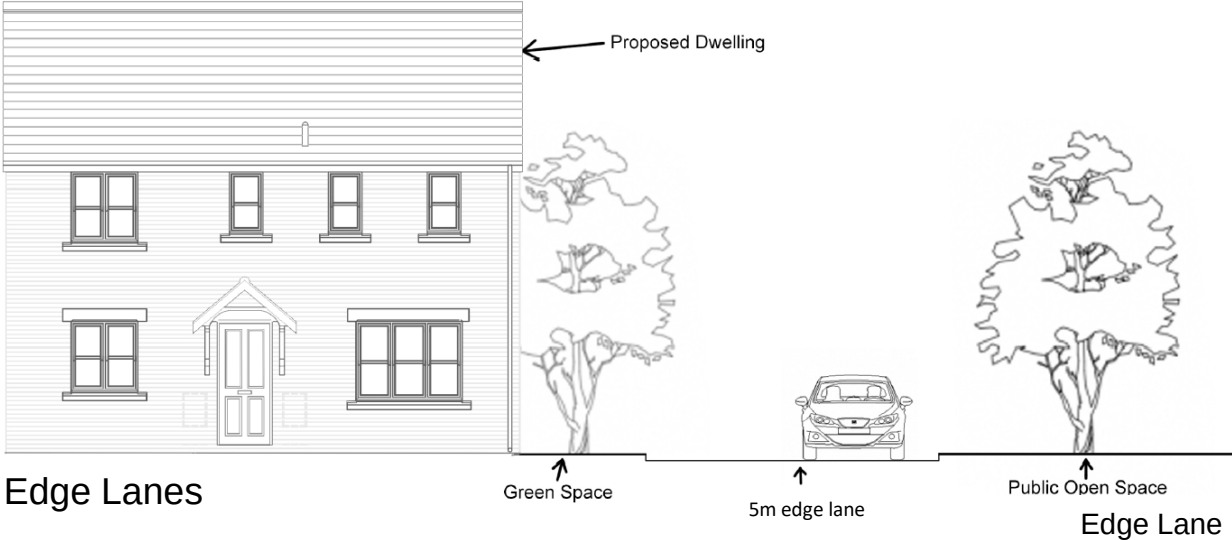




Figure 20: Movement and Road Hierarchy

5.7 Parking

Policy 36 (Vehicle and Cycle Parking) of the Adopted South East Lincolnshire Local Plan (2011-36) sets out the Council’s adopted policy in respect of Vehicle and Cycle parking. It requires that spaces are fit for their intended use in terms of size and design. Appendix 6 (Parking Standards) sets out the parking standards as 2 spaces for dwellings up to 3 bedrooms and 3 spaces for dwellings with 4 or more bedrooms. Garage dimensions are also set out within the policy.

In line with the policy requirements, a total of 326 vehicle parking spaces and 150 cycle parking spaces are required through the development.

The scheme provides for 335 parking spaces, exceeding the number that is required by the policy. All of these spaces are within safe, appropriate, overlooked locations within the curtilage of the dwelling they are intended for. All C3 dwellings would have access to a private and secure space for the storage of cycles in line with local standards.

The scheme provides a variety of parking spaces that ensures there is not a car-dominated street scene, the different parking styles provided below:

Integral garages	26 spaces	7.8%
Garages to the side	11 spaces	3.3%
Tandem Parking	96 spaces	28.6%
Car parking and/or garage to the rear	47 spaces	14%
Frontage parking	155 spaces	46.3%



Figure 21: Parking to the rear



Figure 22: Tandem parking

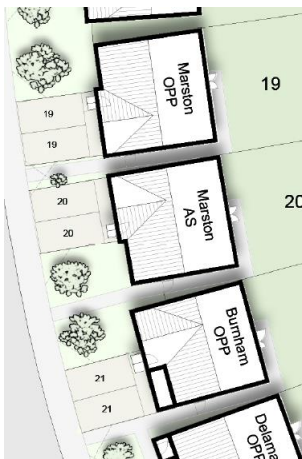


Figure 23: Frontage parking



Figure 24: Garage parking

5.8 Noise

Traffic noise from the A151 to the northwest of the site and High Road to the south represent the higher risk areas of noise pollution.

A noise impact assessment is submitted alongside this application, conducted by Spectrum Acoustic Consultants. It shows that internal ambient noise levels will meet the WHO Guidelines for Community Noise and BS8233 through noise mitigation measures that are included within the design of the scheme.

Mitigation measures include:

- Specialist glazing
- Passive trickle vents
- Noise barriers through acoustic fencing

The proposed layout also considers the location of dwellings, keeping them away from the northwest of the site (at the closest point to the A151).

The design of the scheme has carefully considered noise, and it is unlikely there will be an unacceptable level of noise impact on the proposed development.



Figure 25:
Location of
acoustic fencing

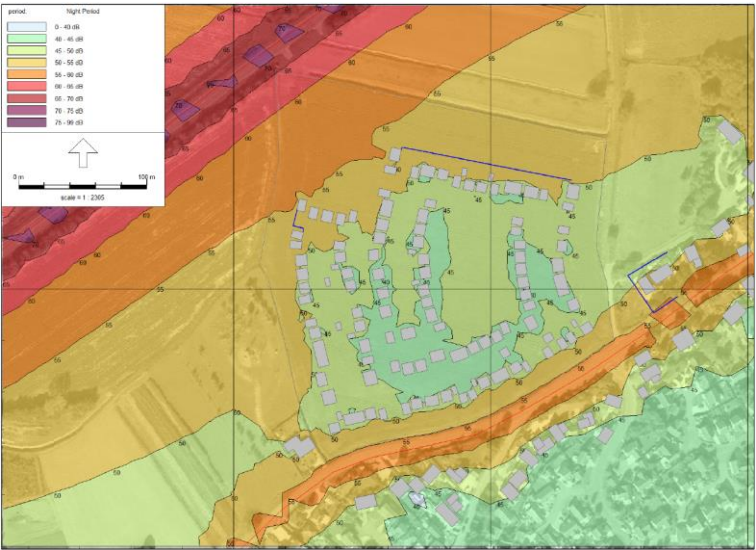
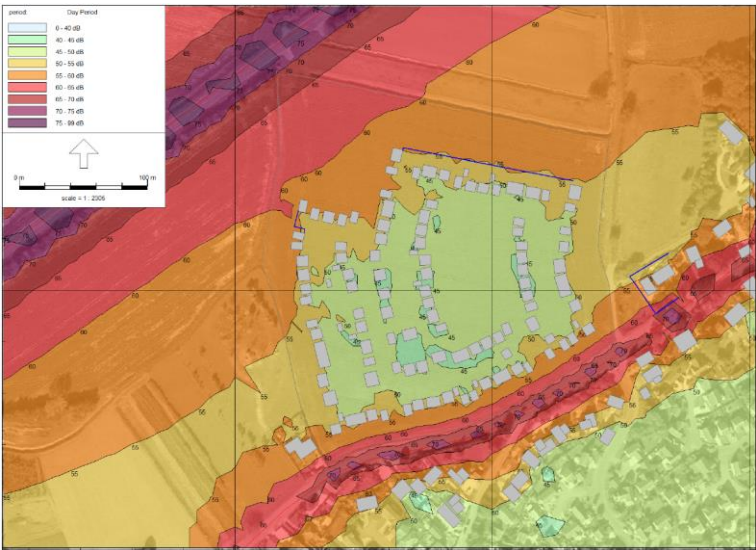


Figure 26: Day and night noise contours from Noise Impact Assessment



Figure 27: Mix of Dwellings

5.9 Mix of Dwellings

This application proposes 150 dwellings.

In terms of the mix of affordable dwellings, this has been guided by advice from the Council’s Housing Development Officer.

The layout provides for the following mix:

1 bed dwellings:	8
2 bed dwellings:	34
3 bed dwellings:	82
4 bed dwellings:	26

These will range in size from 592 to 1415 square feet. The plan adjacent illustrates the proposed mix of dwelling sizes which offer an equal social mix and varied choice of housing for residents.

5.10 Affordable Housing

The size and mix of affordable homes has been guided and advised with SHDC's Housing Development Officer. The provision of affordable homes is below:

- 1 bed dwellings: 8
- 2 bed dwellings: 16
- 3 bed dwellings: 13
- 4 bed dwellings: 1

The dwelling size ranges from 592 to 1057 square feet and the purpose of the design is to integrate the affordable housing into the market dwellings.

A mix of 70% affordable rent and 30% shared ownership is proposed.



 Affordable Housing

Figure 28: Affordable Housing

5.11 External Appearance

The following principles have been established through the context study and feedback from Weston Parish Council and the South Holland District Council's Pre-application Design Committee, as well as feedback from the previous application. The proposed development will utilise a combination of materials to introduce a variety and an attractive streetscape. The character of the surrounding area is emphasised to create a developable site that is suitable for future and existing residents.

The following methods will be achieved through the design:

Simple Built Form

- Buildings designed in a manner that complements the local area with predominantly 2 storey semi and detached housing

Details

- Detailing that takes inspiration from dwellings nearby through brick types and designs

Key Focal Buildings

- Buildings that use special detail, different scale and changes in materials in prominent locations

Turner Corner Units

- Dwellings that provide dual frontage will have designs that are visually appealing on all sides visible

Building Groups

- Regular patterns in building groups that will characterise the development



Figure 29: A street scene in Weston

5.12 House Types and Materials

A variety of house types are provided throughout the development and indicated on the planning layout. The full dimensions and indicative imagery are shown within the House Types Pack.



Figure 30: Charnwood Corner House Type



Figure 30: Charnwood Corner House Type



Figure 30: Charnwood Corner House Type



Figure 33: Greenwood House Type



Figure 34: Saunton House Type



Figure 35: Sherwood Corner House Type

Weston is characterised by a varied mix of external facing materials with predominantly red brick appearance of the nearby residential development. In keeping with the built form, the proposed dwellings will have a mix of two types of red brick and one type of buff brick. Some elevations will be rendered for variety and to match those other dwellings seen nearby.

The accompanying Charter Plan can be viewed for the full details on the materials that are proposed to be used.

5.13 Scale

The majority of houses will be 2 storey with some at 2.5 storey.

The scale of the properties proposed also reflects the scale of other dwellings observed on nearby roads and comprises a mixture of types of properties that reflects the character and proportions of other dwellings observed nearby.

Buildings will be designed to have a variation in their ground to eaves and ridge heights to create a carried roofline across the site and adding to the visual interest of the development.

The proposal contains a clear demarcation between public and private space, with well overlooked public open space.

The streets will be arranged to develop a varied sequence of connecting views which lead the eye from one feature to another. Buildings with particularly strong architectural details will be carefully positioned throughout the development to help frame views along a street to create a point of focus, which will allow users to orientate themselves within the development.



Figure 36: Scale of Dwellings

5.14 Landscape Strategy

A quality landscape is essential to provide structure and detail to the character of the development. The green infrastructure includes opportunities for planting around the site boundary, provision of public open space and green corridors, and planting within the street scene.

Key outcomes of the landscaping:

- Green infrastructure enhancing the existing trees and hedgerows
- Multi-functional and well-connected network of green corridors that are accessible and maximise the opportunity for recreation, habitat creation and landscape enhancement
- Connected spaces that link public areas and landscaping
- Structural planting to assimilate the built development and local landscape
- Attenuation pond designed and managed to contribute positively to character and appearance whilst enhancing biodiversity
- A centrally located play area
- Additional native planting to reinforce the existing green infrastructure



Figure 37: Landscaping and open space in Persimmon Homes developments

5.15 Heritage Statement

Introduction

The site is located approximately 300m southwest of St Mary’s Church which is within the historical centre of Weston, it is not visible from the site.

Archaeological Background

Previous evaluation revealed a series of ditches and pits towards the frontage of the site producing evidence of high status domestic activity in the vicinity dating from eleventh to earth thirteenth century. Finds included ceramics, animal bone and marine shell. One environmental sample was analysed, demonstrated that the fills of features are relatively rich particularly in marine mollusc and fish remains with the potential to inform the character of Weston’s palaeoenvironment and food economy during the early medieval period. A Written Scheme of Investigation (WSI) is included with the current application outlining the measures to be taken in addressing the archaeological potential of the site.

Designated Heritage Assets: Identification and Impact Analysis

- A cross (ref4/125), a tomb chest (ref 4/126) and a row of grave stones (4/127) (all grade II listed) are located within the churchyard of St Mary’s Church and are well contained within its setting and are not visible from the site. There will be no visual or setting impacts upon these assets.
- The tower of St Mary’s Church (ref 4/128) (Grade I listed) is visible from the northern aspects of the site. However there is substantial tree screening between the site and the church, separating the significance of the heritage asset and its immediate surroundings from the site.
- In a similar manner, both Oakleigh House (red 8/146) and the nearby barn (ref 8/129) (both grade II listed) are largely screened from the site by intervening landscaping and buildings. There will be no visual or setting impacts upon these assets.
- The Grade II listed milestone to the southwest of the site (ref 8/130) while likely to be impacted by the development in terms of its setting is partially buried and has already lost much of its setting due to development elsewhere and it is not considered that the proposal would worsen its existing setting. The impact to this asset is not considered to be harmful.

Figure 38: Areas identified for excavation in WSI



Conclusion

There are no heritage assets located within the site and those nearest by are largely screened by buildings, planting or landscaping. It is therefore considered unlikely that the proposal would have an adverse impact on the visual integrity or setting of these heritage assets.

The WSI included also outlines an archaeological programme of work to ensure that any buried heritage assets discovered at the site are recorded and preserved.

5.16 Crime Impact Statement

The layout has been influenced with the intention to reduce the risk of crime with well overlooked open spaces and allowing people to move safely within the development. The below factors address the Seven principles for Safer Places and how the layout has consideration to each of these.

Access and Movement

The proposed layout allows for a safe and well connected route around the development that benefits from natural surveillance from surrounding properties and areas of public open space.

The development’s green infrastructure will deliver green routes for walking and cycling movement. This strategy will establish a choice of walking and cycling routes. All walking and cycling routes will be safe, overlooked and well maintained, attractive routes.

Structure

The layout of the development put forward ensures that amenity and sufficient privacy is afforded to residents while also providing an appropriate mix of dwellings throughout the development that both reflects the wider character of Weston, but also gives opportunity for a community of mixed backgrounds of need to be given the mixture of property types and sizes.

Activity

Through having a layout that naturally appeals to a mixed community it is considered that there will be activity throughout the site at various times of the day, therefore generating natural opportunities for community surveillance.

Ownership

There is a clear demarcation to public and private spaces observed in the proposed layout with natural surveillance to both public and private spaces throughout the development.

Physical Protection

Fences will be erected around private garden areas to ensure safety and security to properties, it is also anticipated that there will be opportunities for security lighting to public and private areas.

Management and Maintenance

For similar reasons as already referred to, the layout of the development will naturally generate long term self-management and maintenance.

Surveillance

The orientation and layout of properties will afford natural surveillance and opportunities for lighting to public and private areas with active frontages also observed throughout what is a highly permeable development layout.

Sustainability is the cornerstone of the NPPF and as such all planning policy. The conformity of this development with the NPPF is explored in the submitted Planning Statement.

This document has detailed all matters vital to the connectivity, operation and integration of those that choose to live here. The following elements are considered important in ensuring that the development will be as sustainable as possible.

- **The site will contribute towards the housing need of the district and result in an improvement of the urban form of the area**
- **The development has implemented design principles that seek to maximise pedestrian activity and movement for new residents of the proposed scheme**
- **Public transport will be accessible due to the proximity of bus stops. This will help to increase levels of sustainable transportation and decrease car dependency**
- **The range and type of housing offers a mix of design and size, which will integrate with the surrounding landforms and also meets the demands of the wider property market**
- **The buildings will be constructed to Building Regulations requirements**
- **The design of the development has considered the surrounding landscapes in order to ensure the scheme will respect the surrounding natural environment**

Building for a Healthy Life

Building for a Healthy Life is a successor to 'Building for Life' and provides a design tool kit for developments.

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

- **Look beyond the red line and identify the places, facilities and services you need to connect up with:** Connectivity between the application site and the wider area has been fully considered, with foot and cycle paths that connect to the existing area.
- **Create direct street, path and open space networks and provide opportunities to these to be extended beyond the site boundary:** The street layout provides direct links to the town through the access at High Road.
- **Respond to how water flows across the site and the wider surroundings:** The drainage scheme submitted accords with the water flow levels that will drain water away from properties into the attenuation pond then into the natural watercourse. The separation of foul and surface water is within the detailed drainage strategy.
- **Easy to find your way round:** The layout is logical and legible with good connections to established pedestrian routes.
- **Streets for all:** A defined street hierarchy provides a safe environment for all.
- **Car parking:** Sufficient parking is provided through a number of means. Parking is provided in a variety of forms throughout the development.
- **Public and private spaces:** Subtle landscaping and boundary treatment principles ensure clear demarcation of space.
- **External storage and amenity space:** Large plot sizes ensure residents have adequate storage and garden space.



Integrated Neighbourhoods

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes

- **Developments to provide for community facilities:** The scheme is located within Weston and a short journey from Spalding where there are established community facilities.
- **Locate new facilities in the best location:** The development is located within the village and less than 4 miles from Spalding.
- **Identify leisure provision and identify locations for people to meet:** A green infrastructure network is provided throughout the site connecting to the open space, allowing for places for people to meet.
- **'Play on the way' to walk or cycle to the school:** The connections to the surrounding area allow for a sustainable extension.
- **Sustainable drainage systems:** The scheme provides for SuDS in the form of an attenuation pond and a comprehensive network of swales incorporated into the open space.

A range of homes that meet community needs

- **A mix of house types to meet local needs:** The scheme provides for a mix of 1-4 bedroom dwellings including 25% affordable housing.
- **Access to private outdoor space:** Garden areas and suitable outdoor spaces provided for all dwellings.

Distinctive places

- **Allow time for good design with layouts integrating existing site features, contours, provide visual connections, and use water to create character and enhance biodiversity:** The layout has carefully considered how the pond will be situated to establish an open space connection to the wider landscape, and biodiversity enhancement measures have been included.
- **Integrate and enhance existing features of value:** The scheme provides for enhancement of landscaping through structural planting across the development.
- **Be sensitive to existing development but avoid the creation of buffer zones:** The design of the built form has carefully considered the surrounding residential areas, with detail taking inspiration from surrounding buildings.

Creating places that are memorable

- **Create distinctive places, through the review and understanding of the wider area, the use of a local materials palette and the design of public spaces to create social life:** The area of the wider locality has been incorporated in the design, and the central open space will provide a space that benefits all users to create a 'social life'.

Creating a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces

- **A strong framework of connected and well overlooked streets and spaces with active frontages, clearly defined fronts and backs and carefully considered street corners:** The scheme includes a series of well connected streets, with clearly defined active frontages which front both the streets and areas of public open space. On the corners, specially designed corner turning house types have been used to provide for a dual frontage and avoiding blank elevations.

Use legible features to help people find their way around a place

- **Provide for streets that connect with one another and provide for direct routes:** A central loop road has been provided in the design and pedestrian routes throughout that connect to a wider network for sustainable modes of travel.
- **Provide for streets with clear character and use streets and spaces to direct people:** The layout provides a clear hierarchy of streets which will have clear legibility within the development.

Streets for All

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

- **Low speed streets and the balance between movement and places and providing streets that are easy to cross:** The development avoids long straight roads with edge lanes that are designed to keep vehicle speeds low.
- **The inclusion of better quality cycle provision and the encouragement of walking, cycling and outdoor play:** The scheme provides for a network of foot and cycle ways and green infrastructure corridors.
- **Street trees:** Within the development, plots have been designed to incorporate tree planting in front gardens of those streets higher up in the street hierarchy.
- **Streets that are well overlooked:** All streets benefit from active frontages.

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

- **Provide for safe cycle storage:** Secure cycle parking will be provided to each plot.
- **Provide for realistic levels of car parking demand and provide for well integrated and the use of landscaping to settle frontage parking into the street:** The scheme proposes a range of approaches to car parking including frontage, side, garages and integral house types and avoids a car dominated street scene. The parking provision is in line with policy requirements.
- **Shared and unallocated parking:** The scheme provides for visitor parking within the streets.

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

- **Create a strong landscape strategy with a network of different types of open spaces and opportunists for habitat creation:** The Landscaping Plans submitted alongside this reserved matters application provides open space with the use of structural planting, buffer planting, green infrastructure corridors and a pond.
- **Provide for food growing opportunities:** All dwellings have access to a garden space.
- **Provide for Sustainable Drainage which incorporates recreational opportunities and is overlooked:** The scheme provides for SuDS with a large pond. The ponds is located adjacent to the public open space and will provide for amenity and recreational benefits. Furthermore, the scheme has been designed to ensure these areas are well overlooked by dwellings.
- **Robust management of the open space:** The areas of public open space will be managed either by the District Council or an appointed Management Company.

Garden Cities, towns and suburbs used hedges to defined public and private spaces, helping to create characterful and biodiverse places. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage

- **Clearly define private spaces and design the space between the back of the pavement and building facades:** A landscaping scheme is submitted as part of this reserved matters which provides for appropriate landscaping, including shrubs and trees to front gardens.