

Lynchmead Farm, Weston-super-Mare

Design and Access Statement

Supporting the Outline Planning Application for Residential Development

March | 2020

CliftonEmerydesign

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Above : Image of the site - North East boundary

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1.0 Introduction & Background

1.0 Introduction & Background

1.1 Introduction

This Design and Access Statement has been prepared in support of an Outline Planning Application in relation to Lynchmead Farm, Weston-Super-Mare. It has been prepared by Clifton Emery design on behalf of Mead Realisations with expert assistance from Walsingham Planning, Vectos (Highways & Drainage, EAD Ecology & Viridian Landscape Planning (Landscape & Visual Impact Assessment)

The statement concerns an Outline Planning Application for new residential development along with associated infrastructure. The statement demonstrates how a scheme of up to 75 dwellings could work on the site - details relating to layout, appearance, scale and landscaping will be determined at the reserved matters stage following an approval of outline permission.

The document describes the site and its wider context, key constraints and the design principles that have informed the illustrative design solution. The statement has been prepared in accordance with the Town and Country Planning (Development Management Procedure) Order 2010 and the Commission for Architecture and the Built Environment guidance on the preparation of Design and Access Statements (CABE 2006).

1.2 Background

Planning Context Overview

A Planning Statement has been prepared by Walsingham Planning to accompany this application. The statement considers the planning policy context relevant to the proposed development and reviews the planning balance of considerations pertinent to the proposed development.

For the purposes of this application the Development Plan for the Site comprises the North Somerset Core Strategy (adopted in 2012), the Sites and Policies Part 1: Development Management Policies (adopted in July 2016) and the Sites and policies plan part 2: site allocations plan (adopted April 2018).

North Somerset Core Strategy (April 2012)

The North Somerset Core Strategy was formally adopted on 10th April 2012 and contains strategic policies to guide development in the District up to 2026. This document supersedes the North Somerset Replacement Local Plan (2007) and works alongside further documents to provide guidance for new developments.

Policy CS13 of the adopted Core Strategy document has set a target to deliver a 'minimum' of 20,985 dwellings in the plan period (2006 to 2026).

Policy CS16 of the Core Strategy seeks the provision of at least 150 affordable housing dwellings per annum. The policy also states that there is a 'benchmark' of 30% affordable housing provision for developments to meet the local need.

Policy CS28 sets out the strategic policy requirements for Weston-Super-Mare:

"Weston-super-Mare will be the primary focus for development within North Somerset. A minimum of 12,800 dwellings will be delivered over the plan period at Weston-super-Mare and the sustainable new communities, together with approximately 10,500 jobs as part of an employment-led strategy to deliver improved self-containment and reduced out-commuting during the plan period.

New development at Weston-super-Mare will be focused on two key locations:

- Town centre and gateway where the emphasis is on the regeneration of a range of key sites to stimulate investment, and will include residential, retail, employment and leisure opportunities (see Policy CS29).
- Weston Villages where the emphasis is on comprehensive development to create two sustainable new communities linked to the delivery of employment (see Policy CS30).

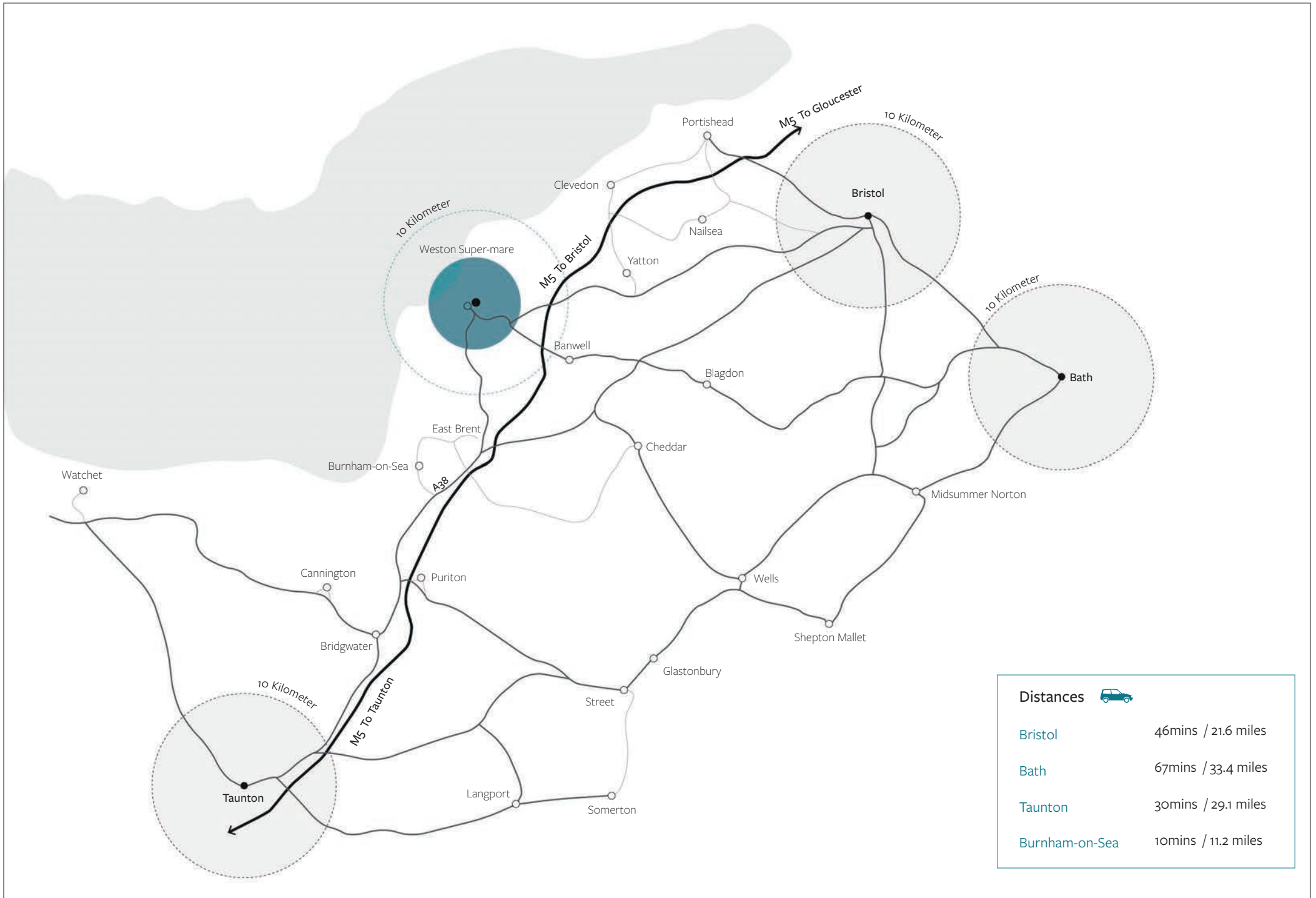
Residential development will be delivered in accordance with the employment-led strategy (see policies CS20 and CS30 for more detail).

No strategic development will be permitted to the east of the M5 motorway. The settlement boundary of Weston-super-Mare will be amended to incorporate the new Weston Villages.

New development proposals at Weston-super-Mare within or adjoining the settlement boundary should take into account the following objectives:

- Support the focus of the town centre as the location for higher order facilities and services, including retail, tourism and leisure opportunities;
- Support existing community hubs of local retailing and other services located within the town;
- Respect the characteristic heritage of Weston-super-Mare;
- Provide high quality design;
- Support the enhancement of its green infrastructure and biodiversity, including the ridges and hinterland to the north and south, the woodland areas, the rhyne network, and the seafront;
- Improve accessibility within Weston-super-Mare by walking, cycling and public transport, particularly where they enhance connectivity with, for example, local facilities, service centres, the town centre and sea front and do not lead to significant adverse impacts on the transport network; and
- Ensure that services and infrastructure are adequate to support the development.

Housing sites outside the settlement boundary in excess of about 75 dwellings must be brought forward as allocations through Local Plans or Neighbourhood Development Plans."



Above : The site and its wider context

1.0 Introduction & Background

1.3 The site and its wider context

Weston-super-Mare is a large town in north Somerset with a population of around 88,000 people. The Town plays host to a vast amount of amenities, whilst also boasting primary transport connections in the form of:

- M5 Motorway
- A38 Major road
- Weston-super-Mare Train Station
- Worle Train Station
- Wider network of Public Transport

These aspects provide efficient commuter access to neighbouring towns and cities alike, with viable alternatives to travelling by car readily available.

The site lies on the northern edge of Weston-super-Mare, Somerset, with the M5 motorway lying directly to the south, holding primary connections north to Bristol (22.1 miles), and south to Taunton (31.1 miles). The town centre of Weston-super-Mare sits 3.8 miles south west of the application site, being the closest hub for employment and wider public transport network.

Weston-super-Mare is one of the principle urban centres within Somerset is the nearest focus for education, shopping, leisure and employment in the locality, with Weston-super-Mare, Taunton and Bristol are all designated as major regional employment centres.

Weston-super-Mare railway station lies approximately 3.7 miles south west of the site and is easily accessible by car or a regular bus service from Ebdon Road (directly opposite the application site. This also applies to Worle railway station that lies 1.8miles south of the application site).

The train lines connect to a wider transport network with direct links north to the city of Bristol (20mins) from Worle railway station, and Taunton to the south (30mins) from Weston-super-Mare railway station.

1.4 The site and its immediate context

The application site measures 4.99ha and comprises of four varying shape and sized fields, currently laid to pasture. The fields are separated through a series of existing hedgerows and cultivated drainage gullies/rhynes that surround the site on all boundaries.

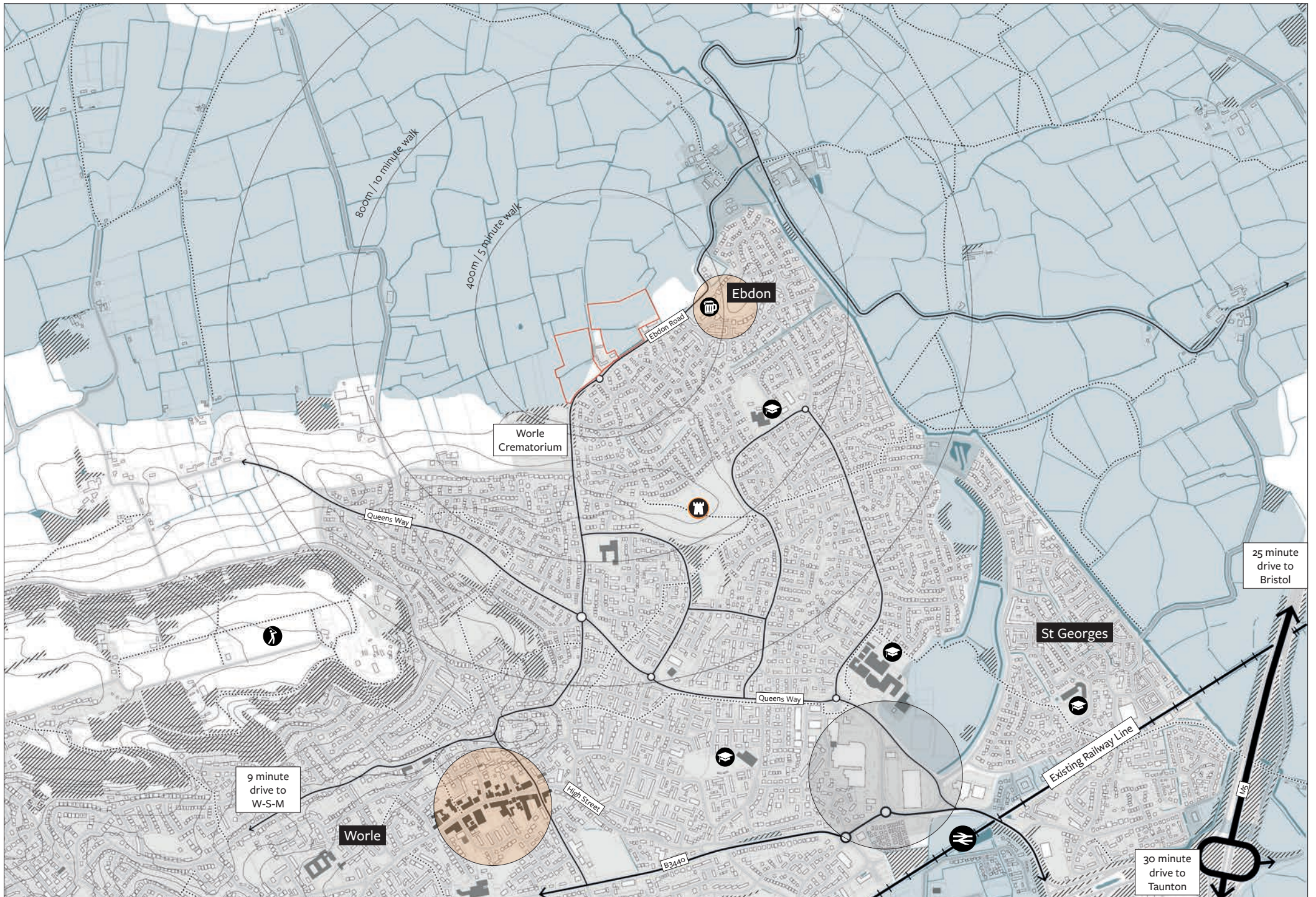
The site is predominantly flat with falls splaying from the high point of +6.75(AOD) In the south west corner of the site, with the low point of the site residing in the north west corner at +5.85 (AOD).

A series of mature hedgerows currently act as a partition between the application site and Ebdon Road on the southern boundary. Ebdon Road currently acts as the primary access to the existing residential development of The Cornfields and Azalea Road to the south east of the application site.

The application site currently wraps existing residential development and industrial units in part on it's southern boundary, with separation in the form of mature hedgerow and tree planting, along with designated areas of bunding.

The site itself lies within 800m of the existing local centre, consisting of the Ebdon Arms Public House, Convenience Stores, Castle Batch Community Primary School and Worle Baptist Church.

- Legend
- Application boundary
 - Public Rights of Way
 - ➔ Key link roads
 - Water feature
 - Urban extent
 - Existing built form
 - Coastal flood plain & Grazing marsh
 - ▨ Existing woodland
 - 🎓 Educational facility
 - 🚉 Worle train station
 - 🏰 Scheduled Ancient Monument
 - ⛳ Existing Golf course
 - 🏠 Local centre/amenities
 - 🌳 Retail park



Above : The site and its local context

1.0 Introduction & Background

1.5 About the proposal

The Outline Planning Application is for a high quality residential development providing up to 75 new homes at Lynchmead Farm, Weston-super-Mare. An illustrative layout has been prepared showing a range of dwellings.

The illustrative plan also includes associated green and blue requirements, informal areas for play, and enhanced areas of ecology & biodiversity.

Description of proposal

The proposed development comprises:

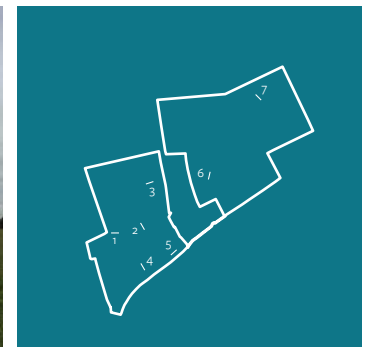
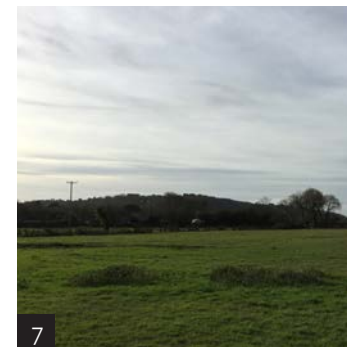
- Site Area: 4.99 hectares;
- Up to 75 new dwellings;
- Formal & informal areas of Public Open Space;
- Proposal of two new access points to the site;
- Ecological and bio-diverse enhancement;
- Sustainable urban drainage and drainage strategy;
- Further green infrastructure links.

The scheme will provide the following benefits:

- New dwellings in a sustainable location to help North Somerset meet local need and contribute to the delivery of all types of housing of all types across the district;
- Inclusive areas of public open space for the residents that enhance green infrastructure links to the wider context
- Creation of key views from within the site;
- Reinstatement and enhancement of hedgerow and tree planting to aid in the boost of the ecological and bio-diverse value of the site;
- Introduction of integrated and organic Sustainable Urban Drainage Systems (SUDS) that compliment the existing drainage structure within the wider context.

This design and Access statement should be read in conjunction with the suite of supporting documents that accompany the Outline Planning Application. These include:

- Planning Statement
- Statement of Community Involvement
- Transport Assessment
- Drainage and Flood Risk Assessment
- Phase 1 Ecological Report; and
- Landscape and Visual Appraisal



Above : Site photos



Above : The site and its immediate context

2.0 Factors Shaping the Development

2.0 Factors shaping the Development

2.1 Constraints & Opportunities

In order to inform our understanding of the site and its surroundings a number of technical reports have been commissioned.

The reports have been prepared by different specialist consultants and consider the following issues: trees and ecology, topography, flood risk, existing utilities, transport and highways and Landscape Visual Impact.

These documents will be submitted as part of the Outline Planning Application. A summary of these key issues are included within this section of the Design & Access Statement.

The illustrative layout that accompanies the Outline Planning Application and has been shaped in mind of these key issues.

2.2 Access, Connectivity & Proximity

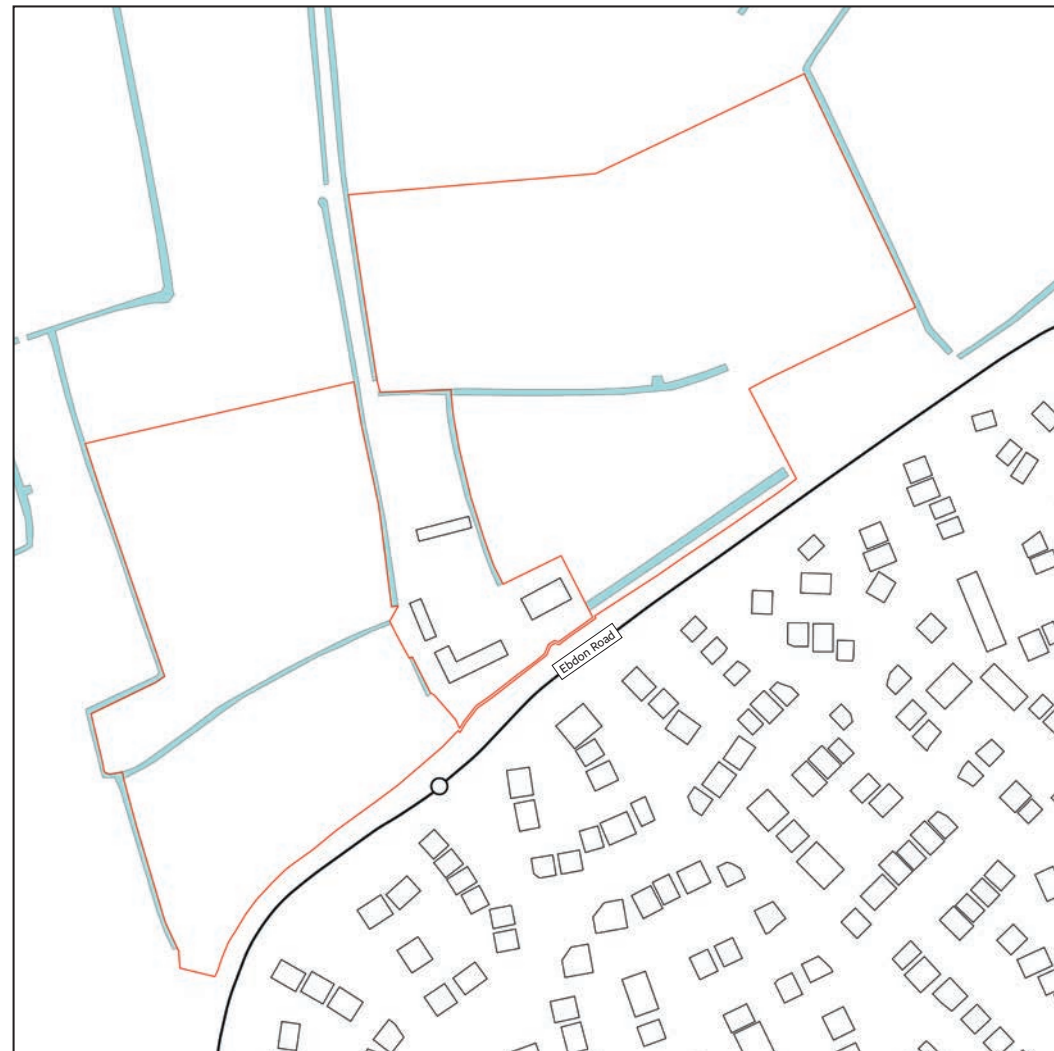
Information supplied by Vectos

The development proposals are for a total of 75 dwellings which could generate in the region of 37 vehicle movement during the peak hours.

Access will be provided to the south of the site onto Ebdon Road, in two locations which are designed to appropriate standards and are safe and appropriate. The development will include new pedestrian facilities connecting the two site accesses as well as a pedestrian crossing facility (dropped kerbs and tactile paving) over Ebdon Road. An assessment of recorded road collisions confirms that the adjacent transport network operates safely.

The site is highly suitable for such development, as it is accessible by all modes of travel and its location presents a genuine choice of sustainable travel modes. There is excellent potential to encourage sustainable mobility habits in future residents from the outset. The site is located within walking and cycling distance of key services and facilities.

The site can access local bus route number 7 which provides links to Old Mixon and Weston-super-Mare. Worle rail station is located in Worle itself, approximately 2.5km from the development site. This is only 9 minutes' journey from the site by bicycle, and the station provides 78 sheltered cycle parking stands, which are monitored by CCTV. Further facilities at station include a ticket office, refreshment facilities and ticket machines.



Legend

— Application boundary

— Primary Road

□ Existing Development

2.0 Factors shaping the Development

2.3 Vegetation & Ecology

Information supplied by EAD Ecology

A range of ecological surveys have been undertaken to inform the development plans including habitat and protected species surveys.

These include:

- Hedgerow survey for ecologically 'Important' hedgerows under the Hedgerow Regulations 1997 (as amended);
- Great crested newt survey;
- Reptile survey;
- Breeding bird survey;
- Wintering bird survey and assessment;
- Hazel dormouse survey;
- Badger survey;
- Otter and water vole survey;
- Bat roost survey of buildings; and
- Bat static detector and activity survey.

The results of these surveys have been used to guide the layout and design and ensure that the development will protect biodiversity. The results are contained in an Ecological Impact Assessment report, to be submitted with the application.

Designated sites

The site does not lie within or adjacent to any designated sites of nature conservation importance. Five European designated sites occur within 10km of the site; these are Severn Estuary Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar, North Somerset & Mendip Bats SAC and Mendip Limestone Grasslands SAC. A further five nationally-designated sites lie within 5km of the site boundary and one further non-statutory site, an Avon Wildlife Site (AWS), occurred within 2km of the site.

Habitat and species

The site comprises poor semi-improved and improved grassland pasture fields, and a small industrial site with modern industrial units. Species-poor hedgerows and wet ditches formed the majority of field boundaries, with some mature broadleaved trees, areas of tall ruderal vegetation and dense scrub also present. 'Ditches and ponds' are a Somerset Action Plan habitat. Six hedgerows within the site qualified as 'Important' under the ecological criteria of the Hedgerow Regulations 1997 (as amended). Hedgerow is a Priority Habitat and hedgerows and hedgerow trees are a Somerset Action Plan habitat.

Protected and notable species recorded within the site included low numbers of grass snake within the field margins and adjacent to wet ditches. Hedgerows and scrub also provided resting and hibernation habitat for this species. A two-entrance outlier badger sett was recorded within the western boundary hedgerow of the site, and hedgerows, scrub and trees provided foraging and nesting habitat for a range of widespread bird species, including notable species such as house sparrow, spotted flycatcher and dunnock; all Priority Species. The wintering bird assessment concluded that, although the site lies within the dispersal range of waterfowl from the Severn Estuary, the site is unlikely to be regularly used by significant waterfowl populations.

No signs of otter were recorded during the survey of the ditches within the site. However, given the favourable conservation status of the species in the locality, the ditches are likely to be periodically used by otters moving through their territory.

Several species of bat, predominantly common and soprano pipistrelle but including some rarer species such as greater horseshoe bat, were recorded commuting and feeding along the hedgerows during the bat surveys. The highest levels of bat activity were recorded along the hedgerow that runs through the centre of the site from north to south. No bat roosts were identified.

No evidence of dormouse or water vole was recorded within the survey area. These species were, therefore, considered to be absent from the survey area. The site provided suitable habitat for hedgehog, which is a Priority Species.

Wildlife protection and enhancement

The majority of the site is considered to be of low ecological importance. The key habitats, including the ditches and hedgerows would be retained and protected where possible. There would be an unavoidable loss of approximately 100 linear metres of hedgerow, but this would be mitigated by planting of new native hedgerows and woodland. The proposed development could deliver 'biodiversity gain' through an increase in native trees, woodland, shrubs, hedgerow and wildflower and wetland meadow. Mitigation measures would be implemented to ensure that there would be no adverse effects on the Severn Estuary European Sites as a result of increased recreational pressure, to be agreed with North Somerset Council. Mitigation and management measures for protected species would be implemented during the pre-construction, construction and operational phases of development.



Legend

- Application boundary
 - Existing Rhyne
- Priority hedgerow
 - Bat flight corridor
- Existing trees
 - Existing trees (with Bat Roost potential)

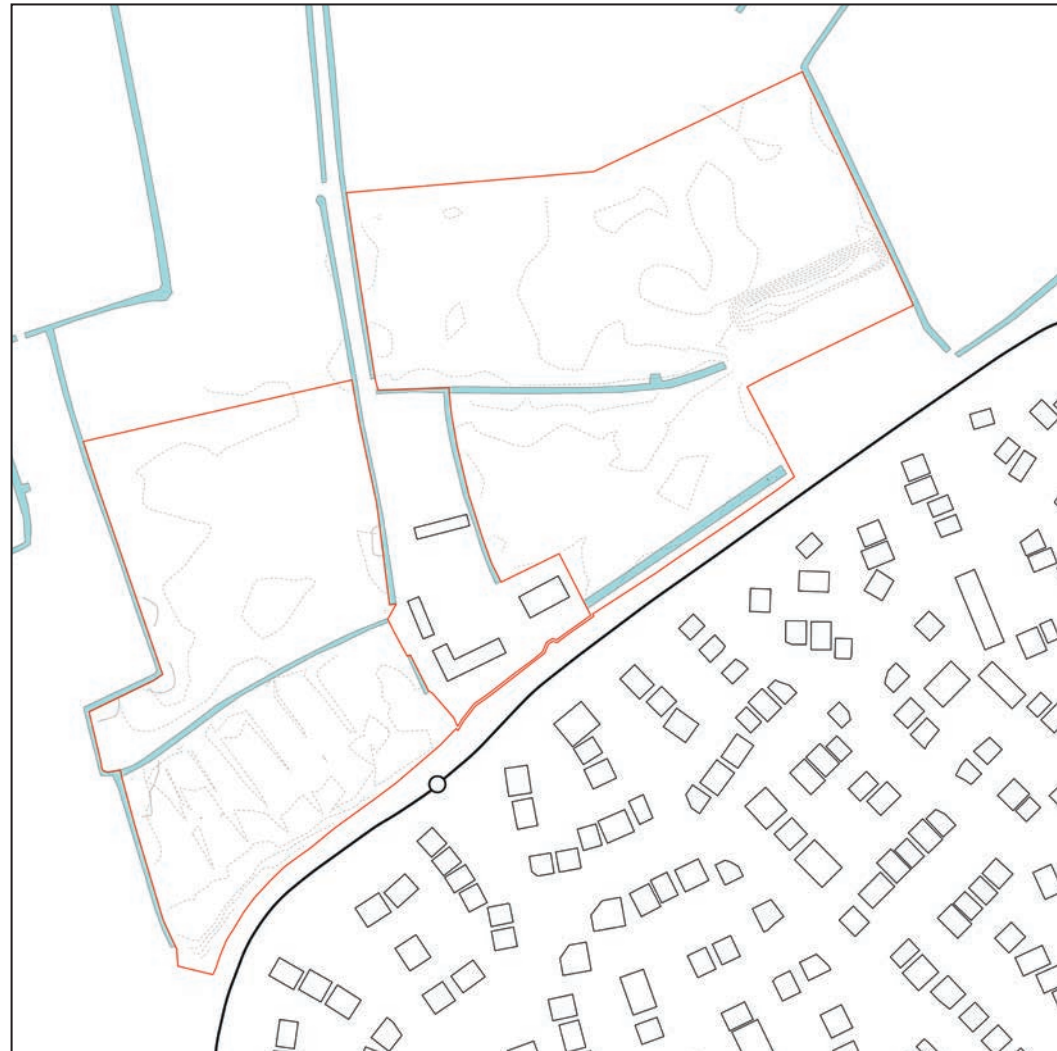
2.0 Factors shaping the Development

2.4 Topography

The majority of the site lies predominantly flat, with minor gradients falling from the south of the site to the north. In total there is a level change of 0.9m across the site.

The highest point of the site resides in the south-west corner of the site at a height of +6.75(AOD), with low heights of +5.85(AOD) in the north west corner.

The gentle gradients and uncomplicated landform will not be a problem from a construction perspective.



Legend

— Application boundary

.... Existing contour

2.5 Landscape & Visual Impact Assessment

Information supplied by Viridian Landscape Planning

The site has a framework of hedges, some with trees, with the potential for enhancement and further strengthening of those boundaries. Clear views of the development would be limited to local views, mostly from Ebdon Road, owing to the framework of substantial mature tree cover and the landform. In the more distant views, such as from Worle Hill and Collum Lane, the development would be barely visible.

Residential development on the site would be viewed in context with adjacent residential development to the south.

Adverse effects would be minimised by the implementation of the landscape strategy underpinned by a long-term Landscape Management Plan, which would ensure the retention and enhancement of the landscape of the site and, in particular, the boundary trees and hedges.



Legend

- | | | | |
|----------------------|---------------------|----------------|---|
| Application boundary | Priority hedgerow | Existing trees | Existing trees (with Bat Roost potential) |
| Existing Rhyne | Bat flight corridor | Overhead cable | Rhyne maintenance offset |

2.0 Factors shaping the Development

2.6 Flood Risk & Drainage

Information supplied by Vectos

The Environment Agency Flood Map for Planning locates the entire site within the defended Flood Zone 3, which is attributed to tidal sources. Land and property in this flood zone have a high probability of flooding. However, flood defences are in place which protect the site and reduce the risk of flooding from tidal sources.

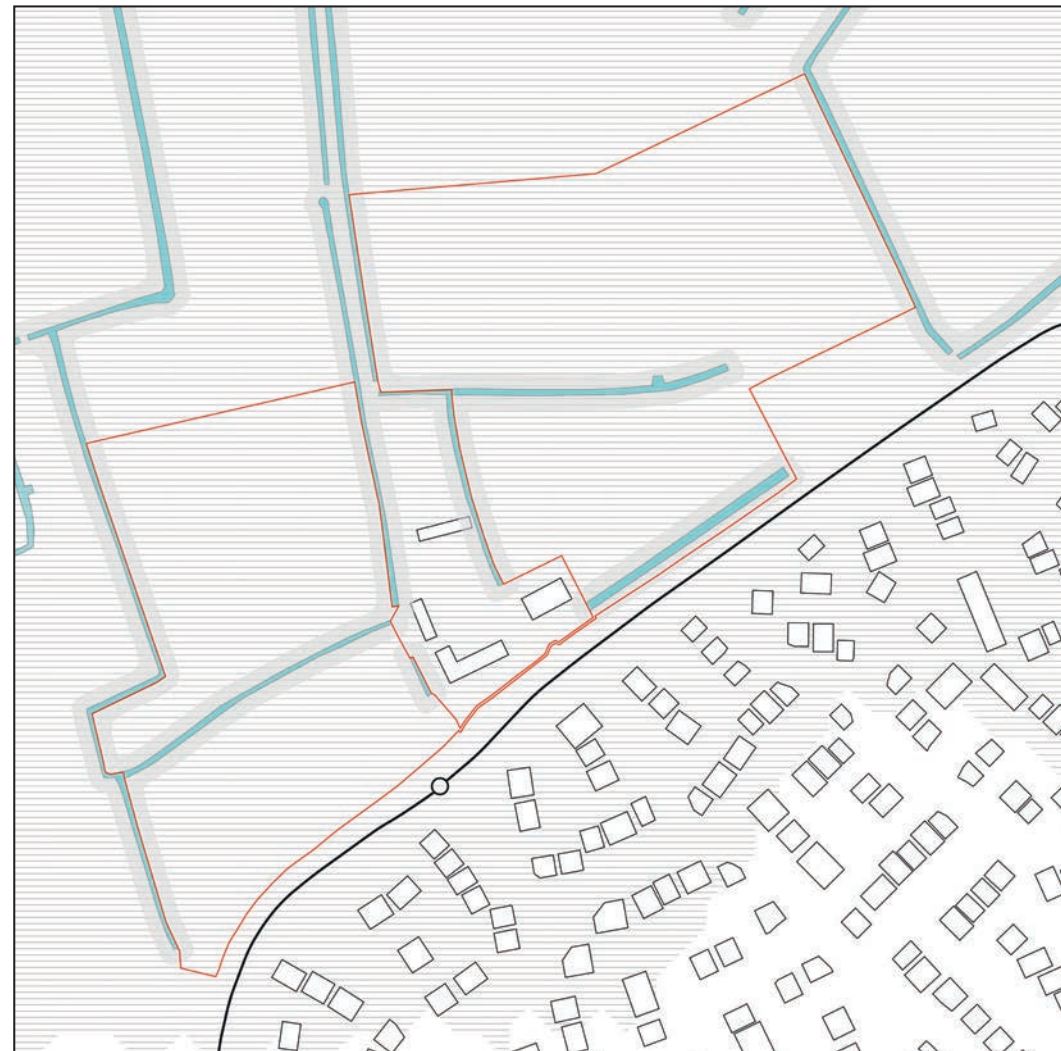
Data obtained from the Environment Agency has confirmed that the site is not subject to fluvial flooding.

The Risk of Flooding from Surface Water map shows the majority of the site to be unaffected by surface water flooding, which is defined as a very low risk and means that each year, this area has a chance of flooding of less than 1 in 1000. However, in topographic low points such as the rhyne, there are some localised areas at a high risk of surface water flooding. However, this is considered to represent a limited development constraint.

Flood mitigation requirements have been agreed with the EA to protect the proposed development from tidal flooding, should the existing flood defences fail. This has included raised floor levels and sufficiently elevated first floor levels to act as a refuge.

Surface water runoff from the site will be managed using Sustainable Drainage Systems (SuDS). This will include a series of swales located adjacent to the existing rhyne on site. These will be designed to store runoff and release it to the rhyne at the existing greenfield runoff rates.

The SuDS will be integrated into the wider landscaping and will also offer significant opportunity for betterment with respect to biodiversity, recreation and aesthetics.



Legend

— Application boundary

— Existing Rhyne

/// Flood zone 3

■ Rhyne maintenance offset

3.0 The Proposal

3.0 The Proposal

3.1 Concept & Vision

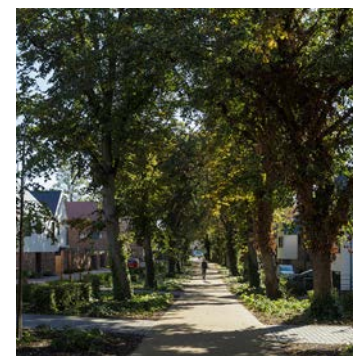
The design strategy has been developed to achieve a distinctive and high quality scheme that respects and draws inspiration from the character of the surrounding area.

The concept builds on the sites inherent qualities, with specific attention to the surrounding agricultural field pattern and existing attenuation features; creating a structured and linear form.

The structure of the concept plan has been shaped by 5 overarching guiding principles:

- Creation of a high quality landscape led scheme, with a series of internally connecting green infrastructure routes;
- Create strong green infrastructure corridors linking to the wider context to bed the development into it's surroundings - whilst retaining open countryside views;
- Creation of safe, attractive and secure pedestrian/cycle connections that link to the wider pedestrian network on Ebdon Road;
- Creation of a distinct and attractive sense of place based on local landscape typology and architectural vernacular;
- Inclusion of locally distinctive rhynes to alleviate the attenuation requirements for the development and provide a linear structure in which the development can form.

A good location combined with the unique qualities of the existing environment provide a great foundation for creating a sustainable design solution that in enhances the local character; creating a distinctive yet attractive sense of place.



Existing Pasture Land

Green Infrastructure Corridors

Vertical Attenuation

Horizontal Attenuation

4.99ha

Existing Residential Development

To Worle

Legend

- Application boundary
- Existing northern pasture land
- Existing residential development
- Proposed development location
- Proposed green infrastructure links
- Proposed attenuation links

3.0 The Proposal

3.2 Description of the Scheme

This section of the Design and Access Statement describes the illustrative masterplan in terms of the proposed distribution of land uses, the amount of development, nature of the scale, landscape treatments and overall appearance of the illustrative scheme. The development comprises up to 75 dwellings and associated public open space, and infrastructure.

The illustrative layout has been created with best practice in terms of urban design and as such would perform well in mind of Building for Life 12. The layout creates a series of permeable streets and spaces that could then provide the backdrop to locally distinctive high quality dwellings through a reserved matters application
















The key components of the scheme are as follows:

- The structure of the site has been formed around two landscape breaks, forming wetland meadows, that are aligned with green infrastructure links and views to the North. The wetland meadows also mitigate against visual impacts from the neighbouring residential areas the other side of Ebdon Road;
- The requirement for 6m easements to the existing rhynes, that form the boundary of each field, has led to pockets of development sitting in each field that serve themselves in terms of drainage. Linear nature of these drainage features and the orthogonal nature of the field boundaries of the site have led to the structure of the development plots;
- The western and northern boundaries of the site are formed by proposed woodland buffering which helps mitigate against landscape and visual impacts from existing receptors to the north and west of the site;

- The vehicular access is proposed off of Ebdon Road via two separate junctions onto the site. These have been designed following the appropriate standards in terms of visibility splays and capacity to ensure provisions of safe access;
- Attenuation features have been incorporated throughout in the form of engineered and natural swale systems. The attenuation has been formed to compliment the surrounding rhyne network through linear structure and naturalistic character.
- The swale features provide opportunity for bio-diversity enhancement through wetland habitat and associated species rich planting - providing habitat to a vast range of species;
- Semi detached dwellings and short terraces have been located at the entrance points of the site and bordering the public open space; this helps to frame the views, provide enclosure, and give natural surveillance to areas that are publicly accessible;
- Lower density detached dwellings have typically been positioned within private courtyards, taking inspiration from farmsteads and barn formations found that can be found within the local character.

The landscape led approach to the layout with strong green infrastructure, reflects locally distinctive typologies, and would form a sensitive edge to the settlement. At reserved matters application stage the architectural proposals could follow this approach to create a high quality neighbourhood.

Legend

-  Application boundary - 4.99ha
-  Primary road network
-  Secondary road network
-  Proposed bridge/culvert
-  Proposed points of access
-  Areas also under client ownership
-  Proposed pedestrian routes
-  Existing trees retained
-  Proposed trees
- Landscape intervention**
-  Entrance Green/Wetland Meadow
-  Integrated Swale systems (SUDS)
-  Green Corridor (POS)
-  Woodland/Ecological buffer
-  Area of Attenuation
-  Green infrastructure connection



Above : Illustrative Masterplan

3.0 The Proposal

3.3 Amount, Use & Scale

Amount & Use

The illustrative layout has been designed to accommodate a variety of residential dwelling types and sizes, providing a broad range of units from 1 bed through to 5 bed detached dwellings.

The scheme illustrates an average density of 25.7dph (this area includes house gardens and secondary infrastructure required as part of the scheme).

The density enables the creation of a development appropriate to its direct context that would be characterised by good size gardens, farmstead typology courtyards, good aspect and overall naturally embedded appearance.

Scale

The proposed building heights have been limited to 2.5 storeys in order to compliment the existing built context.



Legend

■ 1b Dwellings ■ 2b Dwelling ■ 3b Dwelling ■ 4b Dwelling ■ 5b Dwelling

3.4 Vehicular Parking

Parking provision has been carefully considered to ensure an appropriate level is achieved across the site and in a variety of forms.

Parking has been integrated into the scheme so that vehicles do not dominate the street scene. Residential parking is either provided within private courtyards (with natural surveillance), on street, or on-plot, with the majority of properties having allocated garages.



Legend

- Double garage with associated parking
- Single garage with associated parking
- On street associated parking
- Flat over garage (FOG)

3.0 The Proposal

3.5 Street Hierarchy

A simple hierarchy of streets and spaces is proposed to create a high quality, well connected, permeable and legible scheme. The layout is split into two separate development parcels, with two separate points of access off of Ebdon Road.

The primary access roads in each development parcel provides efficient connection to the secondary access roads which then provide access to private courtyards, private drives and parking for individual properties.

Pedestrian and cycle routes have been incorporated to connect the development to adjacent existing footpath networks located on Ebdon Road; which lead further to the town of Worle.

The streets and spaces have been designed with a suitable level of enclosure, continuity in facade and type to ensure the streets remain inviting and attractive.



Legend

— Primary Road — Secondary Road - - - Pedestrian Route

3.6 Green & Blue Infrastructure

Due to the sensitive nature of the development site, and its direct proximity to open agricultural land, a generous and high quality green infrastructure lead has been applied to the illustrative masterplan.

The open space represents a significant proportion of the application area and includes a mix of formal village green, wetland and species rich grassland, native woodland boundaries and avenue street planting.

There are multiple layers to the overall landscape strategy, with the key drivers being:

- Generous Avenues upon entry, with mixed native woodland species, bordered by a mix of engineered and natural Swales (SUDS) drawing on the surrounding character of the rhynes and their linear form;
- Enhanced woodland buffer to the site boundary, mitigating visual impact from the west and north, as well as organically feathering the development edge with the existing open countryside surround;
- Entrance greens and formal open space creating green Infrastructure corridors to extend and link with the wider green infrastructure that exists in the north; whilst simultaneously retaining an open and visual connection to the wider countryside from within the development site;



Legend

- Integrated Green infrastructure
- Integrated Blue infrastructure
- Proposed tree species

4.0 Finally

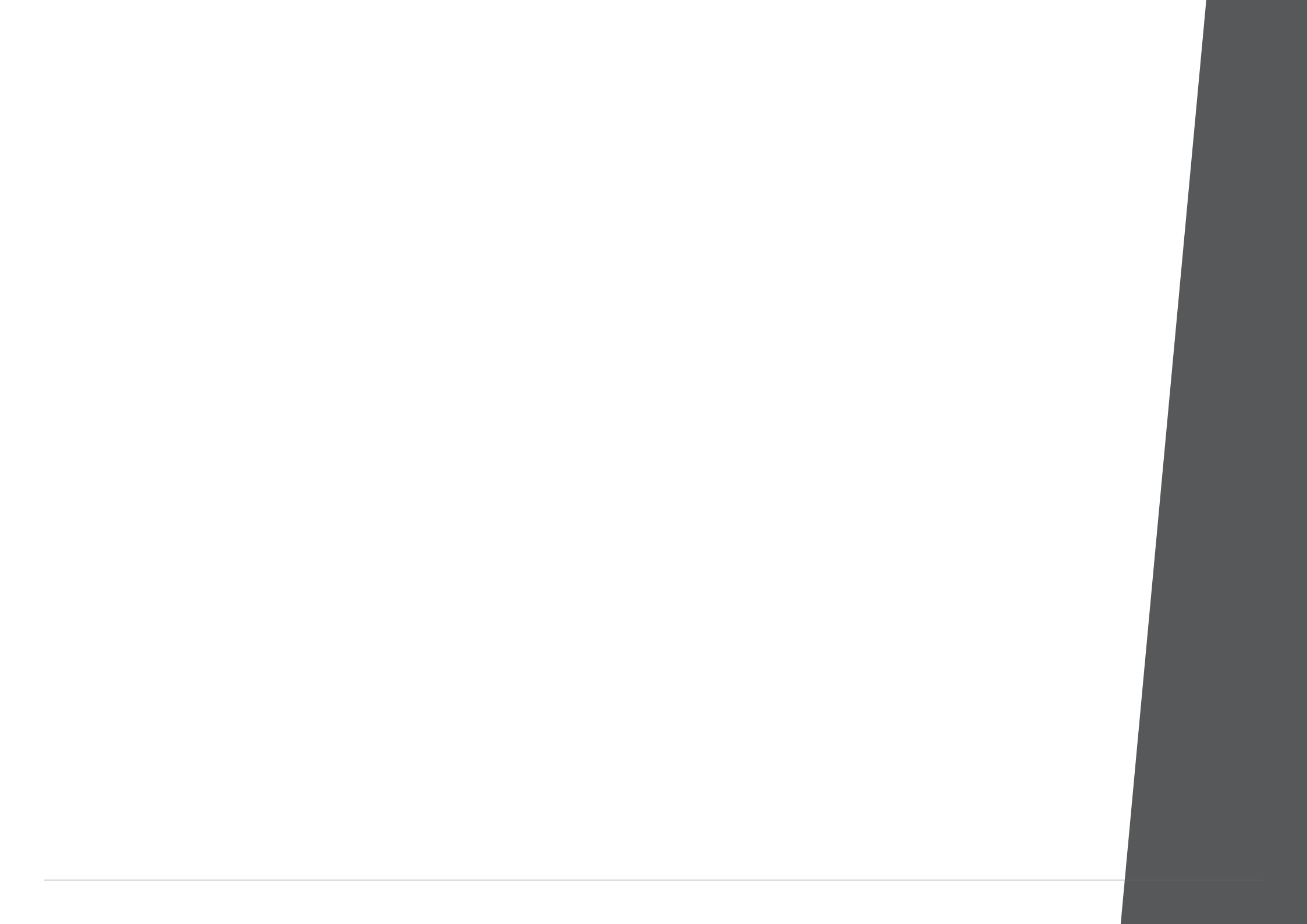
4.0 Finally

4.1 Summary

This Design & Access Statement demonstrates that up to 75 new dwellings can be developed on the site adding positively to Worle and the direct local area; in a manner that is sensitive to all existing character and context.

The proposed development would provide a well considered environment delivering a range of new dwellings enabling North Somerset Council to meet the local need, enable high quality, publicly accessible open space; creating a positive and sensitive edge the to existing countryside, in keeping with the local landscape typology.

Overall the proposed development represents a sensitive landscape led approach to creating a new neighbourhood for the locality. It will provide much needed new dwellings in an attractive and sympathetic manner.



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