Camelford Design Statement

Introduction and Overview

This document exists as an appendix to the Camelford Neighbourhood Development Plan (NDP); it has been compiled in response to concerns raised by residents of the town about the quality and type of development being built (See appendix No - PFA Community Survey) and is in accordance with 4.1 of the Cornwall Design Guide (Creating Sustainable Neighbourhoods – Community consultation, involvement and engagement).

The intention is to provide potential developers and owners with a clear understanding of the development that will be welcomed by the residents of the town and that will have a positive impact on the built environment.

The document is divided into 2 sections. Section 1 deals with general requirements for developers which are applicable to new development throughout all of Camelford Parish.

In Section 2, the character assessments for the Parish of Camelford draws heavily on the expertise used to compile the CSUS report (http://www.historic-cornwall.org.uk/csus/towns/camelford/csus_camelford_report_2005R074.pdf) together with recommendations from the Camelford Conservation Area Management Appraisal https://www.cornwall.gov.uk/media/3638376/Camelford-CAA-Endorsed-2008.pdf. The purpose of these assessments is to ensure that development within each of these character areas respects and enhances local heritage assets and maintains and enhances the town's important relationship with the Moors and other natural features. As development is not anticipated in the core of the Town, this guidance will be particularly useful for house owners.

The CSUS report separated the town into 4 key character areas, and this breakdown is also used here in addition to the inclusion of hamlets within the Parish. This section includes summaries of the findings of the CSUS report and sets out the type of development that will be supported in each of the 4 character areas. It is expected that where development does neither sympathetically respond to the key features nor help to enhance the character of the relevant area, it will not be supported.

This document is backed up by Policy 1D in the NDP which require developers to ensure that their plans have due regard to the advice in this document.
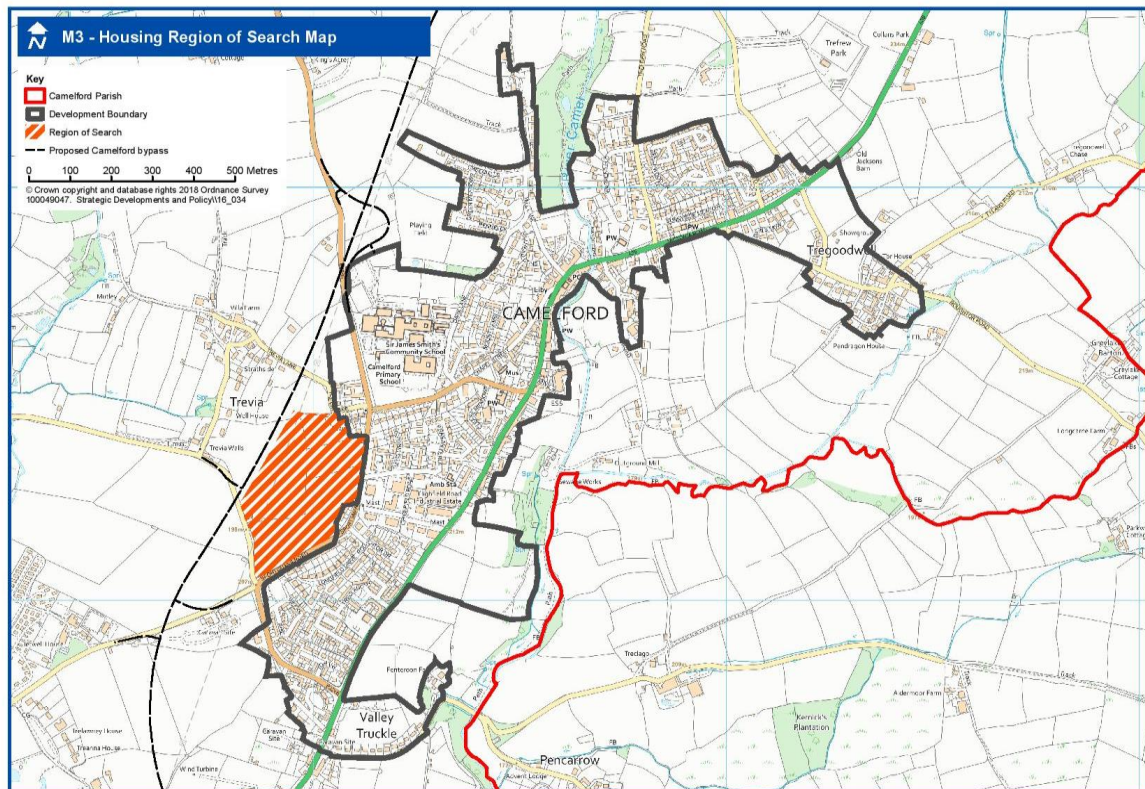
How to use this document

You should identify which key character area hamlet your proposed development belongs to and then refer to the relevant sub-section of Section 2 of this document. You should then ensure and set out, in your Design Access Statement (see below), how your proposal responds to the key features and adheres to the design principles set out within this document.

Contents

1   **SECTION 1 - NEW RESIDENTIAL DEVELOPMENTS (APPLICABLE TO AREAS OF REGION OF SEARCH (MAP M3)**

1. **Making a Positive Contribution towards Character**
a) Developers must demonstrate through a Design and Access Statement (hereafter referred to as "The Statement") and accompanying documents (e.g. drawings) how any proposed development complements and enhances the character, form and qualities of the community.
b) The Statement and accompanying drawings must provide sufficient detail for proposals to be properly understood. The Design and Access Statement must include an appraisal of the site in its immediate surroundings, identifying the opportunities and constraints for development and design. Applications must explain clearly and concisely how the proposals have been informed and influenced by this appraisal.
c) In accordance with the Cornwall Local Plan (Policy 13) the avoidance of adverse impacts (such as vermin, noise, dust etc) should be mitigated during construction. This is also in response to complaints and concerns raised by residents about the College Road Development.
d) The layout of buildings and access needs to reflect local patterns in order to "fit in" effectively and to be responsive to the characteristics of the site and its setting.
e) Development must make a positive contribution towards the distinctive character and form of the Parish as a whole, and relate well to its site and its surroundings.   Design of any new development must be complementary to its surroundings, drawing upon, and inspired by, its unique assets – but importantly neighbouring poor quality development should not be an excuse for further extending poor quality and unsympathetic development methods.

f) Development must contribute to the character of Camelford Parish as a whole, incorporating design principles that reflect the historic qualities of the area and community.

g) Development proposals must respond to the unique character of each character area or hamlet (as set out in Section 2 below) and its surroundings, maintaining or enhancing its strengths, and seeking to address its weaknesses.

h) Any development must limit the impact of light pollution from artificial externally visible light sources. Any proposals to install street lighting in areas of the Parish that are currently dark at night, will be resisted. Dark at night is defined as more than 50m from an existing street light.

2. Connectivity and Infrastructure

a) CTC support walkable neighbourhoods, characterised by having a range of facilities within 5 to 10 minutes walking distance. In accordance with the Cornwall Design Guide 4.4 (Accessibility and Ease of Movement) new developments should consider the following:

- Pedestrian routes and facilities
- Public transport infrastructure
- Cycle routes and bicycle parking
- Traffic speeds
- Seating, to accommodate all users
- Publicly accessible toilets
- Accessible parking

b) Planning policy and guidance recognises the principle of appropriate community facilities and infrastructure provision, and encourages growth in a sustainable manner. This requires comparative growth in community facilities, infrastructure and local employment opportunity.

3. Appropriate Building Style

a) The type and design of housing must comply with the Cornwall design and Government guidelines.

b) Building styles must be appropriate to the context of Camelford, but not use recent poorer development (see Fig. 1) as an excuse not to achieve excellent design quality.

c) Use of red brick is not acceptable.

Fig 1 – Example of poor quality finish

d) Contemporary, innovative design solutions that offer a fresh interpretation of local distinctiveness are also encouraged. The use of modern materials and finishes can be acceptable alternatives to traditional ones if they achieve the same degree of sensitivity and responsiveness to their setting and are suited to the Cornish climate.

Fig 2 – Helstone   **Fig 3 – Newhall Green**

Good examples of fresh interpretation of local distinctiveness

e) All new builds including affordable houses should have larger windows to all living areas, more than just bare minimum; this will create more light to the building making them less claustrophobic and give a better feeling of wellbeing.

f) All new builds should be hard wired (1ˢᵗ fix) to accept electricity generated on-site from renewables, as and when they become available and cost effective. This will enable easier retrofit for any renewables in the future.

g) Where appropriate, new houses should be wired to enable easy installation of an electric car charging point in a discrete location.

4. Complementary Materials

a) Materials within new developments must complement the best architectural character and quality of the historic development styles of the Parish of Camelford. (Information relating to these characteristics is presented for each character area and hamlet of the parish in Section 2 of this document).

b) There is a preference for the design of new buildings to use natural and indigenous materials which have a natural harmony with the best buildings in the Parish. Examples of what is considered best buildings in the Parish are identified in Figs 4 and 5). Use of materials should be selected with care to ensure they improve and/or do not significantly deteriorate with age and weathering (example of bad weathering in Fig 6).

Fig 4 – Culloden House (example of restoration)   **Fig 5 – New build in Helstone sympathetic to character of area**

Fig 6 – Example of poor choice of materials resulting in bad weathering

c) All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles (examples of these in Fig. 7 below).

Fig 7 – Good examples of local stone, and slate roof tiles

5. **Design of Boundaries**

a) The type of boundary should fit in with the character of the location and local traditions. Some recent developments (Victoria Gardens), have successfully made attempts to complement traditional stone wall hedging techniques. Great care should be taken to choose stone that fits in with the local area.
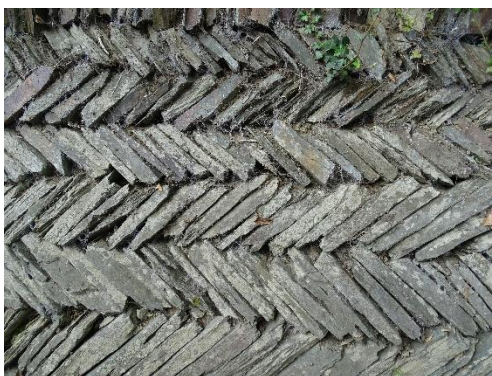
b) All new developments should be environmentally friendly i.e. suitable natural hedges and tree planting (to screen the development) and to be maintained by the developer until trees are well established "open community spaces" in and around proposed scheme (CC Design Guide 5.1-5 Build Design and CC Design Guide 7.1)

6. **Storage of Waste, Recycling**

a) Bin stores and recycling facilities must be considered early in the design process and integrated into the overall scheme (CLP Policy 13). Bin stores and recycling facilities should be designed to screen bins from public view, whilst being easily accessible for residents and collection vehicles.

7. **Density**

a) The residential density of new developments must be informed by and sensitive to local character, form and quality of the historic core of the community as well as its site-specific characteristics (examples of high density developments in Fig 9).

b) Scale of development is contextually relevant to sustainable growth.

Fig 9: High density developments have been built either end of Camelford Town.

8. **Enhancing Biodiversity**

a) Opportunities to incorporate biodiversity in and around developments will be supported. For example:

• New boundaries should take their lead from the original hedgerow boundaries found in neighbouring landscape and should include the retention of existing hedges in compliance with the guidelines contained in CC's emerging "Biodiversity Supplementary Planning Document" (SPD), unless there are exceptional reasons to the contrary. Hedgerows should be retained within areas of public management and retention. In instances where hedgerow loss is unavoidable, hedgerow replacement will be required to achieve a net gain in Cornish hedge length. Consideration of reinstatement of previously removed hedgerows (as documented through historic mapping) would be welcomed.

• Standing trees should be retained as part of new developments and buffered where possible.

- Open space provided as part of developments can be designed to maximise opportunities for wildlife including long grass areas, shrub planting and pond creation. These should be designed with neighbouring habitats in mind to try to connect sites to allow use as wildlife corridors.
- Planting and maintaining of avenues of trees (e.g. lime trees) alongside highways will be encouraged.

b) The Wildlife and Countryside Act 1981 (as amended) fully protects all species of bat and all wild birds during their breeding season. Bats are also fully protected at EU level by the Habitats Directive 1992, which in the UK, is The Conservation of Habitats and Species Regulations 2010. It is both the householder and their developer's responsibility to ensure they are not affecting either during their work.

9. Appropriate Car Parking Design

c) The way in which car parking is designed into new residential developments will have a major effect on the quality of the development. The following are guiding principles to designing parking:

- Proposals for all new homes to be built in Camelford should provide for one off-street parking space for each bedroom, unless otherwise justified having regard to site-specific circumstances.
- Proposals should include high quality street layout which incorporates the car without detracting from the sense of place.
- Proposals should include visitor car parking which is convenient and safe to use.
- Proposals should provide a well-balanced and practical design approach to the road scene without cars being a dominating feature.
- Proposals which include garages should be designed to be consistent in architectural style and character of the house they serve and be large enough for a family sized vehicle (14ft x 22ft minimum).
- Where the parking is within the private curtilage of the dwelling (but not within a car port or garage) at least one space is a standard bay that can be widened to 3.3m.
- Parking spaces to be level or where unavoidable, gently sloping.
- Scheme design should locate parking discreetly between houses (rather than in front) so that it does not dominate the street scene.
- Where parking is located in front of houses, the road and landscaping should be designed to minimise its visual impact, e.g. incorporate borders between front gardens (use of hedges, fences and walls) (see Fig. 10 for examples of parking integration).

Fig 10: Good examples of car parking provision on newer housing estates which provide integral and front parking spaces for larger properties, and on road and private parking spaces located nearby the property.

1.   SECTION 2 - CHARACTER AREAS AND HAMLETS

1.1   Character Area 1 - Medieval Camelford and the Valley

CSUS Summary

Character Area 1 – Medieval Camelford and the Valley is Camelford's most complex and most extensive Character Area, incorporating the whole of the 13th-century planted market town, plus the bridge and the area immediately to its east where the spinal road attracted development. Sub areas include Market Place, Fore Street, Chapel Street (formerly Back Street), Mill Lane, College Road and the Camel. It is still the heart of modern Camelford.

Key Features

- Historic core of the town, densely packed commercial buildings, residential above.
- Houses on Chapel Street open directly onto the street or small front gardens. On street parking only which is an issue for residents due to parking restrictions.
- Stonework – Local slate stone or shillet in construction.
- There are no historic buildings in Camelford constructed from brick (apart from the applied façade to No 29 Market Place).

Design Principles

In accordance with the recommendations of The Conservation Area Management Plan (Appendix 7 of the NDP), development in this area will be supported where the proposal can demonstrate that:

- The design of new buildings should reflect the richness of character and form of the historic sub character areas.
- Any redevelopment of shopfronts enhance the historic fabric of the town. The survival of historic shopfronts around the town is paramount and any attempt to alter shopfronts would not be supported.
- Development which delivers residential and/or office accommodation on the floors above shops will be supported.
- Street lighting and signage should be designed to complement the historic environment and comply with Policy 6.3 (Infrastructure).
- Proposals to uncover, protect and enhance historic features will be supported.
- Maintain the pattern of buildings rising up Mill Lane and College Road. This tiering should be maintained at current roof heights.
- Reinstatement of more appropriate paving and kerbing in Market Place and Fore Street would be supported.
- There should be no infilling behind the buildings along the street front; the rear of the street is visible from across the valley, from College Road, and this important view is dominated by the relationship between these houses and the medieval derived field patterns with their tree lined hedges that run down the steep slope to the Camel.
- Retain open areas of significance along the river, the meadows south of the bridge and Enfield Park above it.

- Back/Chapel Street should retain the character of a service street; removal of "barns", garages etc will not be supported. Likewise retention of outhouses and stores along the opeways will be supported.
- Windows – Detailed advice on windows can be found in the NCDC guidance notes Camelford Heritage Guidance No 2: Windows
- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.
- Conversions of empty traditional buildings which are no longer used for their original purpose but which make an important contribution to the landscape or settlement, will be supported. Their adaptation and re-use is an important principle of sustainable development, but this must be done with great care to ensure that the essential character of the original building is not lost.

Photographic Evidence

Fig 11: Entrance to Enfield Park, Market Place and Enfield Park

Fig 12: Historical features in Fore Street, the Library and example of historic opeways

Fig 13: Parking an issue on Chapel Street   **Fig 14: Example of listed building on Chapel**
Street
Cars parked on double-yellow lines due to lack of garages with residences

1.2 **Character Area 2 - Fairground Area**
CSUS Summary

At the top of the medieval town's two southern streets, where the slope levels out, is the site of Camelford's fairground known as the Clease. It was probably an integral part of the original medieval planted town complex, especially given the 1260 charter provided for an annual three-day fair in the middle of July. The Clease has become a transition area between Camelford's historic core and its modern extensions on the higher land to the North West and South West. One of the town's two main car parks is situated in the Clease, servicing Camelford Hall and the town. There are a few local organisations including Souls Harbour Church, Little Acorns Nursery/Pre-School and a Care Home business.

Key Features

- Old Wagon and Carriage Building (which is currently being redeveloped into housing)
- Green space and skate park owned by the Town Trust
- Mainly residential.

Design Principles

- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.

Photographic Evidence

Fig 15: The Green (site of the Old Fairground)

Fig 16: Clease House by the Green

Fig 17: Example 60s/70s development Clease Meadow

Fig 18: Public car parking and Camelford Hall

1.3 **Character Area 3 - High Street**
CSUS Summary

Most buildings are shown on a 1753 map of the town (see CSUS Historic Characterisation for Regeneration document page 19) and many, while fairly plain, have distinctively early features such as massive chimney stacks (some perhaps 17th century) and uneven patterns of fenestration. Although predominantly dwellings there are several stores, semi-industrial buildings and carriage arches through to rear yards and shops. Due to the narrowing of the road by the Cooperative, air quality is an issue. Standing cars and HGV fumes have an adverse effect on the render of the buildings along that stretch of High Street. There is some limited parking to the left before the narrowing of the road into Camelford.

Key Features

- Linear development along the main road out of town to the South.
- Line of beeches on the hedge to the south.

Design Principles

- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.
- There should be no infilling behind the buildings along the street front. An important view from across the valley is dominated by the relationship between these houses and the medieval field patterns blow.

Photographic Evidence

Fig 19: High Street houses

Fig 20: Views down High Street down to Fore Street and Market Street beyond

Fig 21: Beech trees lining A39

1.4   **Character Area 4 – Victoria and Trefrew Road**
CSUS Summary

An area of mainly 19th century residential development along the road leading of Camelford to the east, Victoria Road. Dominated by a row of early 19th century cottages set back from the north side of the road above terraced and sloping gardens.

Key Features

- Substantial Victorian villas along Trefrew Road
- 17th Century Culloden (formerly a small farmstead)
- Former Bible Christian Chapel and Sunday School buildings.

Design Principles

- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.

Photographic Evidence

Fig 22: New development Victoria Gardens   **Fig 23: Villas on Victoria Road**

Fig 24: Older style cottages Victoria Road

1.5   Hamlet 1 – Tregoodwell

Key Features

Tregoodwell is a small hamlet half a mile East of Camelford. The "centre" village comprises of 34 houses/cottages and bungalows, a mix of detached, terraced and semi-detached dating back to 1850. There is one converted property, which used to be the local pub. Later properties were built in the 1990s. There is a high percentage of holiday homes (23%) and parking is an issue due to holiday makers bringing multiple cars. Whilst 18 homes have their own parking (areas in front of the house), only 12 have garages which are mainly used for storage. It is on the road to Rough Tor and Bodmin Moor which is a designated International Dark Sky Landscape. There is no direct public transport into Camelford Town, and roads are unpaved and narrow. Many properties have average sized gardens often including walled front gardens. The section of road leading to Roughtor Road has a number of trees with TPOs (https://map.cornwall.gov.uk/website/ccmap/?zoomlevel=9&xcoord=211407&ycoord=83799&wsName=ccmap&layerName=Tree%20preservation%20order%20points:Tree%20preservation%20order%20areas:Areas%20of%20Outstanding%20Natural%20Beauty:Conservation%20Areas)

There are no facilities (post office, shops, pub or public transport).

Design Principles

Except for Pre-Approved Application Sites (PA17/04617) (see Map M11 within Appendix "Rationale for Formation of the Development Boundary) housing development will not be supported. Any new housing within this site must:

- Respect the rural character of Tregoodwell and is not out of keeping by way of scale, design or layout.
- The benefits of developing the site outweigh the disbenefits;
- It accords with the full suite of policies elsewhere within the development plan.
- The contextual analysis of the site should consider how development positively contributes to local character, including the landscape setting where appropriate. There is a need to sensitively manage new development within Camelford Parish in recognition of its special character as a historic market town in North Cornwall. The specific features of the landscape and settlement pattern of the area are described in the relevant landscape character assessments prepared by CC.
- Street lighting should comply with Dark Sky Landscape policies (more efficient down lighting, reduced power over night, or even turn off lights after midnight on streets not on the main roads). See Policy 5b (External Lighting)
- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.
- Parking is an issue due to a high percentage of holiday homes and narrow roads/lanes within this hamlet. It is vital that any new development provides sufficient parking spaces – see 1.9 above in Introduction and Overview Appropriate Car Parking Design).

Photographic Evidence

Fig 26: Terraced cottages in heart of hamlet

Fig 27: 23% are holiday homes

1.6   Hamlet 2 – Valley Truckle
Key Features

Valley Truckle consists mainly of new developments at Treclago View and Weeks Rise. Buildings are of poor quality with many suffering from fungus/bad weathering on the render. Houses mainly have allocated parking spaces and on-street parking, no front garden and small back gardens. There is a high density of houses on the Weeks Rise Estate and Treclago View. Open spaces on these developments are poorly maintained. On the main A39 road into Camelford, there are some older cottages (c 1900) including an Old Smithy and a few larger detached properties. Behind Camelot Garage, there are a row of terraced late 1950s housing. Towards Advent there are a number of large detached bungalows with gardens to the front and rear.

Photographic Evidence

Fig 28: Poorly maintained open spaces.

Fig 29: Typical design of new housing

Fig 30: Example of late 1950s housing

Fig 31: Old Smithy on main A39

Fig 32: Older cottages on main A39

Fig 33: Larger properties on A39

1.7   **Hamlet 3 – Trevia**
Key Features

A small close-knit hamlet to the West of Camelford. Dwellings comprise mainly large detached properties, dating back to 16th Century, farm-house design with large gardens in excess of 1 acre. There are a few terraced cottages with walled front gardens. The roads are very narrow and without footpaths. There are Grade II Listed Buildings within this hamlet. There are no facilities (post office, shops, pub or public transport).

Design Principles

Trevia is outside the development boundary. As CTC will not support any new housing developments within Trevia due to the key features noted above, design principles apply only to extensions to properties or conversions (e.g. barn conversions to residential).

- Any extensions/conversions should be sensitively designed in keeping with the main dwelling and not to the detriment of this characterful hamlet.
- Attempts to restore and preserve the character of buildings will be supported.
- The views from this hamlet out to the surrounding countryside to the West and North of the hamlet are unspoilt.

Photographic Evidence

Fig 34: Example of style of terraced housing

1.8   **Hamlet 4 – Helstone**
Key Features

A small Hamlet on the outskirts of Camelford Town. Properties date back to 16th Century and dwellings comprise mainly large detached properties with garages and sizeable gardens front and back. Properties facing the road have Cornish wall boundaries. At one end of the hamlet there are a wide range of bungalows dating from the 60s/70s. The main issue with this hamlet is pockets of overdeveloped land. There are no facilities within this hamlet (eg post office, shops).

Design Principles

- Helstone is outside the development boundary. Due to increasing overdevelopment of this hamlet, and the lack of facilities, CTC would not support housing developments but rather seek to preserve the character of this hamlet.
- Where extensions to existing buildings are sought, CTC would encourage design to be sensitive to the original dwelling and built using like for like materials.
- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.

Photographic Evidence

Fig 35: Properties c18th century

Fig 36: the Old Chapel built 1862

Fig 37: The Green (protected green space)

Fig 38: Example of older properties

1.9   **Hamlet 5 – Trewalder**
Key Features

A small hamlet on the outskirts of Camelford. The heart of the hamlet comprises mainly C17th century terraced cottages fronting directly onto the road, with newer (70s) properties at one end. The main road through the hamlet is narrow and there are no pavements. There are no facilities within this hamlet (e.g. post office, shops).

Design Principles

- Where extensions to existing buildings are sought, CTC would encourage design to be sensitive to the original dwelling and built using like for like materials.
- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.

Photographic Evidence

Fig 39: Older cottages fronting the road

Fig 40 – Example of roofing and natural materials

Fig 41: Old Chapel, example of hung slate and narrow roads with Cornish walls

1.10   **Hamlet 7– Newhall Green**
Key Features

A small hamlet with an old bridge to one end with c18th century cottages fronting the road. Modern properties (from 1970 onwards have been built at the top of the hamlet) with older properties to the bridge. Houses have been sensitively maintained incorporating more modern materials such as aluminium down pipes and guttering. Water surface runs into the river Camel. There are no facilities within this hamlet (eg post office, shops).

Design Principles

Newhall Green is outside the development boundary and it is not anticipated to see any new development. Rather, CTC would hope to see any extensions to property to be sensitively designed in keeping with the main dwelling and not to the detriment of this characterful hamlet. Attempts to restore and preserve the character of buildings will be supported.

Photographic Evidence

Fig 42: Old Bridge entering the hamlet. Cottages fronting the road.

Fig 43: Examples of materials used. Aluminium downpipe a good alternative to traditional materials but still sensitive to the setting.

2   SECTION 3 - BUSINESS DEVELOPMENT

Landowners have been consulted regarding development of their land, and any development will require the support of said land owners. It is anticipated that CC, and the LEP will be involved in the development of business in the Parish. Map M8 (blue lines) below shows region of search where businesses would be favoured.
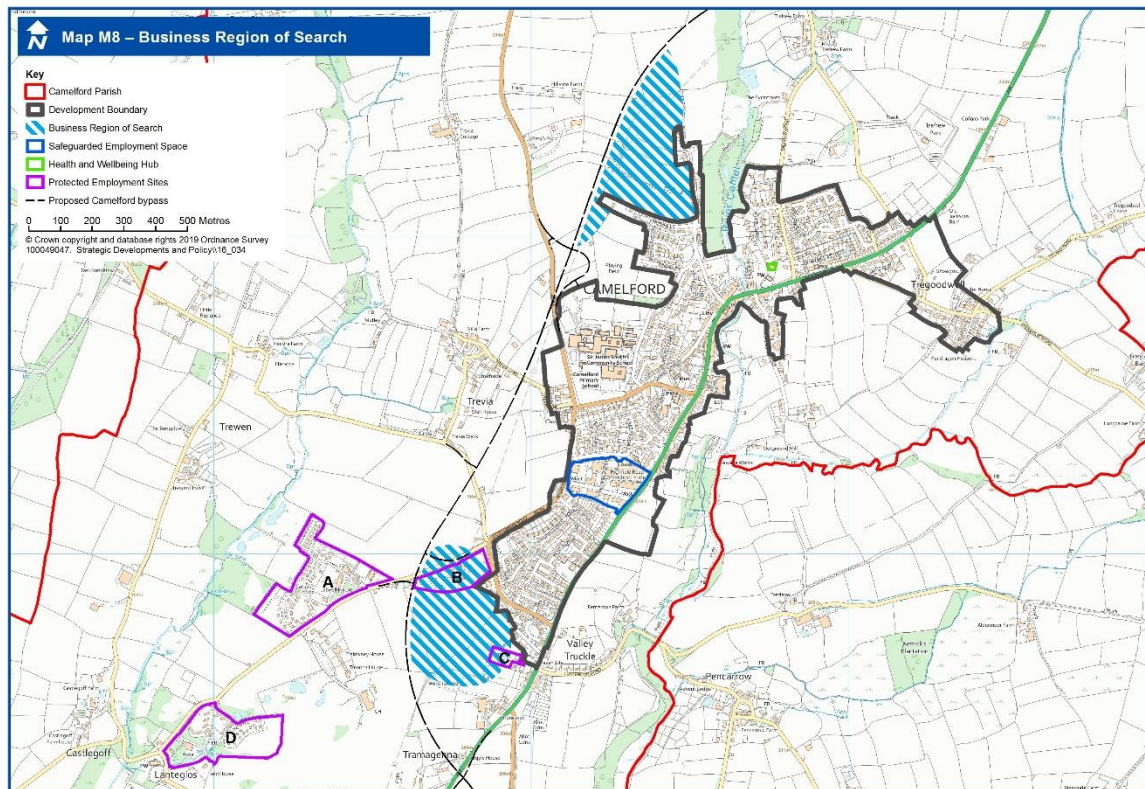
Map M8 – Business Region of Search

2.1   **Business Development – Region of Search**
   a)   Support for development will be given provided that:
       i.   All new business developments to include appropriate vehicle access directly from the proposed by-pass.
       ii.   There must be sufficient car parking spaces to avoid the necessity for on road parking.
       iii.   The development is in scale and harmony with the surrounding area and will not have an adverse affect on nature conservation, heritage and landscape assets.
   b)   The development provides effective cycle routes from the development sites to/from the town.
       i.   The development provides sufficient traffic management and calming measures to avoid congestion or harm to highway safety, including traffic lights and pedestrian crossings.
       ii.   Unit/building design includes the use of sustainable building technology and efficiency measures (e.g. solar panels, heat source, low carbon technologies)

c) Scheme design demonstrates innovative design and layout and use of landscaping and tree planting in accord with the Design Guide at Appendix 1 of the NDP.
d) Provision of electric car charging points as part of any proposed development.
e) Businesses support the vitality and viability of the town centre.
f) Bin stores and recycling facilities must be considered early in the design process and integrated into the overall scheme. Bin stores and recycling facilities should be easily accessible for businesses and collection vehicles.
g) Outside storage areas should be adequately screened from public view, including from neighbouring residential properties (where applicable).
h) Development must provide sufficient car parking spaces to avoid on road parking.
i) The Wildlife and Countryside Act 1981 (as amended) fully protects all species of bat and all wild birds during their breeding season. Bats are also fully protected at EU level by the Habitats Directive 1992, which in the UK, is The Conservation of Habitats and Species Regulations 2010. It is the developer's responsibility to ensure they are not affecting either during their work.
j) Opportunities to incorporate biodiversity in and around developments will be supported. For example:

- Existing trees and Cornish hedges should be retained as part of new developments and buffered where possible.
- Planting of avenues of native trees and hedges alongside highways will be encouraged.
- Proposals must include details of appropriate treatment of boundaries, and means of enclosure and surfacing within the site.

- Any new business developments to include appropriate vehicle access directly from the proposed by-pass . There must be sufficient car parking spaces to avoid the necessity for on road parking.
- Development should have no unduly adverse effect on residential amenity.

Examples of preferred design: