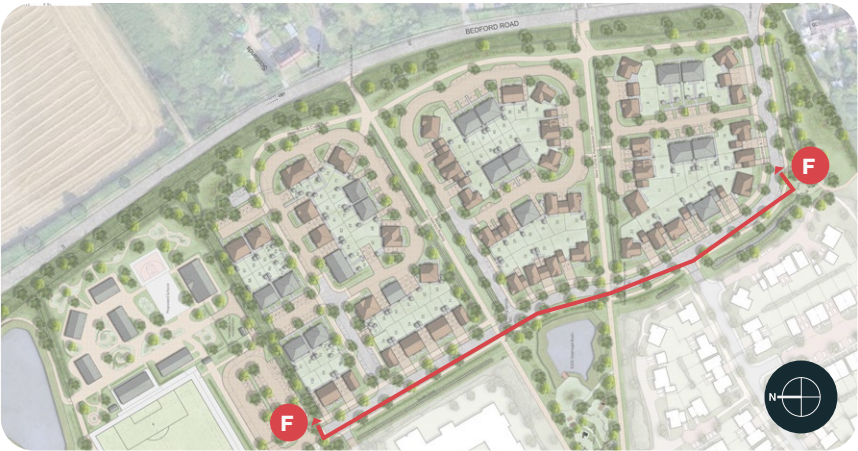


Street Scenes



Street Scenes



Street Scene F-F

Not to scale



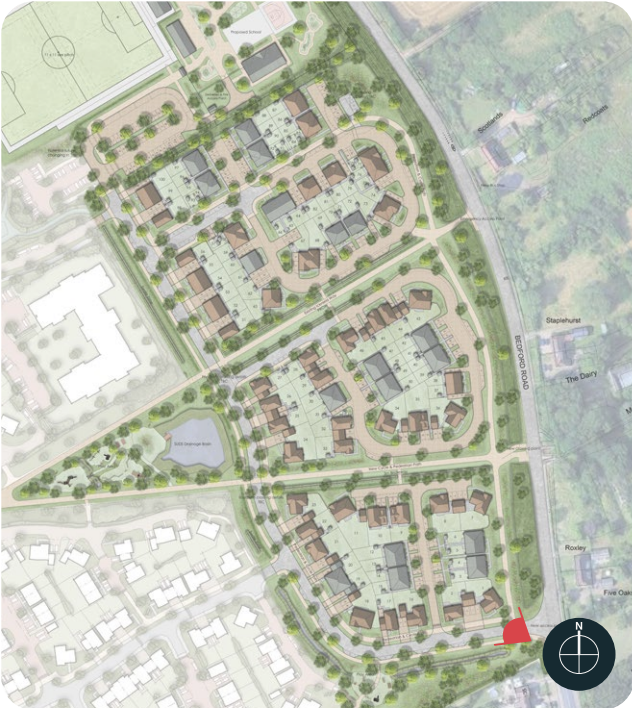
Street Scene F-F Continued

Not to scale

View From Proposed Access



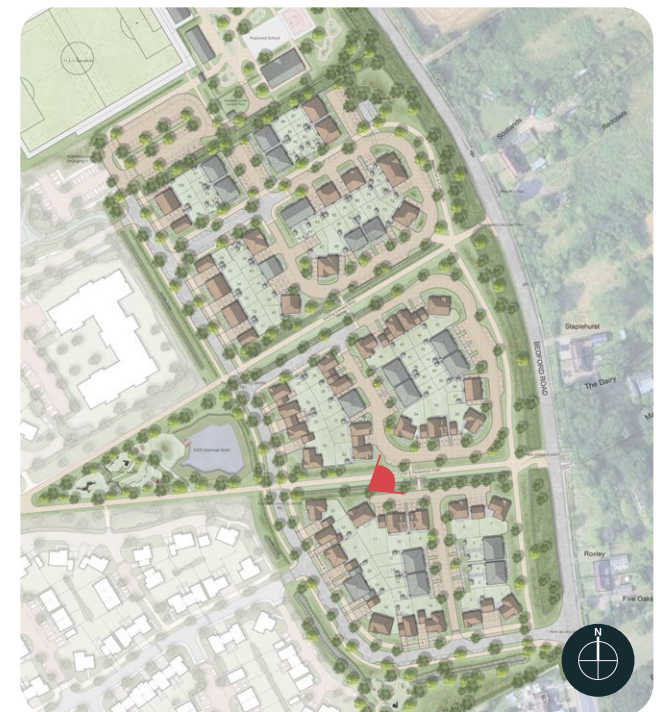
Computer Generated Image 01



View Along New Cycle & Footpath



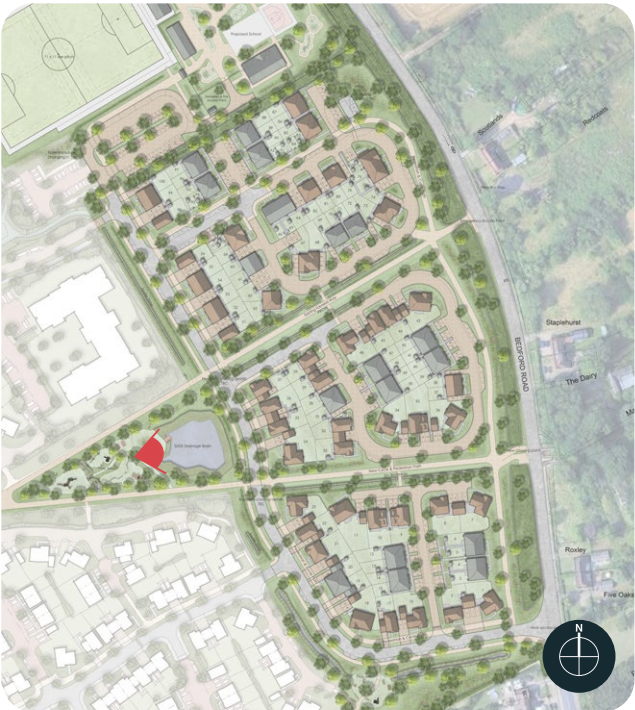
Computer Generated Image 02



View From New Central Green



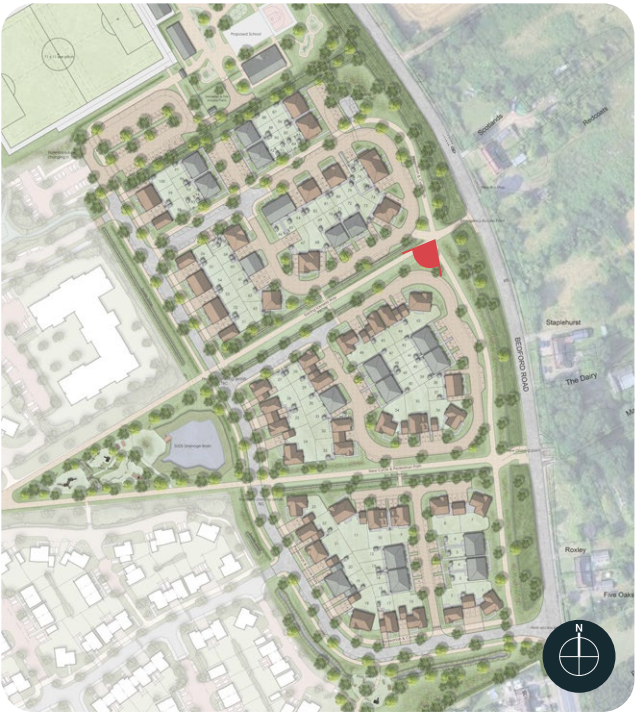
Computer Generated Image 03



View From Ickniel Way



Computer Generated Image 04



Building Form & Scale

All new homes are two storeys height, ensuring a consistent scale that aligns with the surrounding village context.

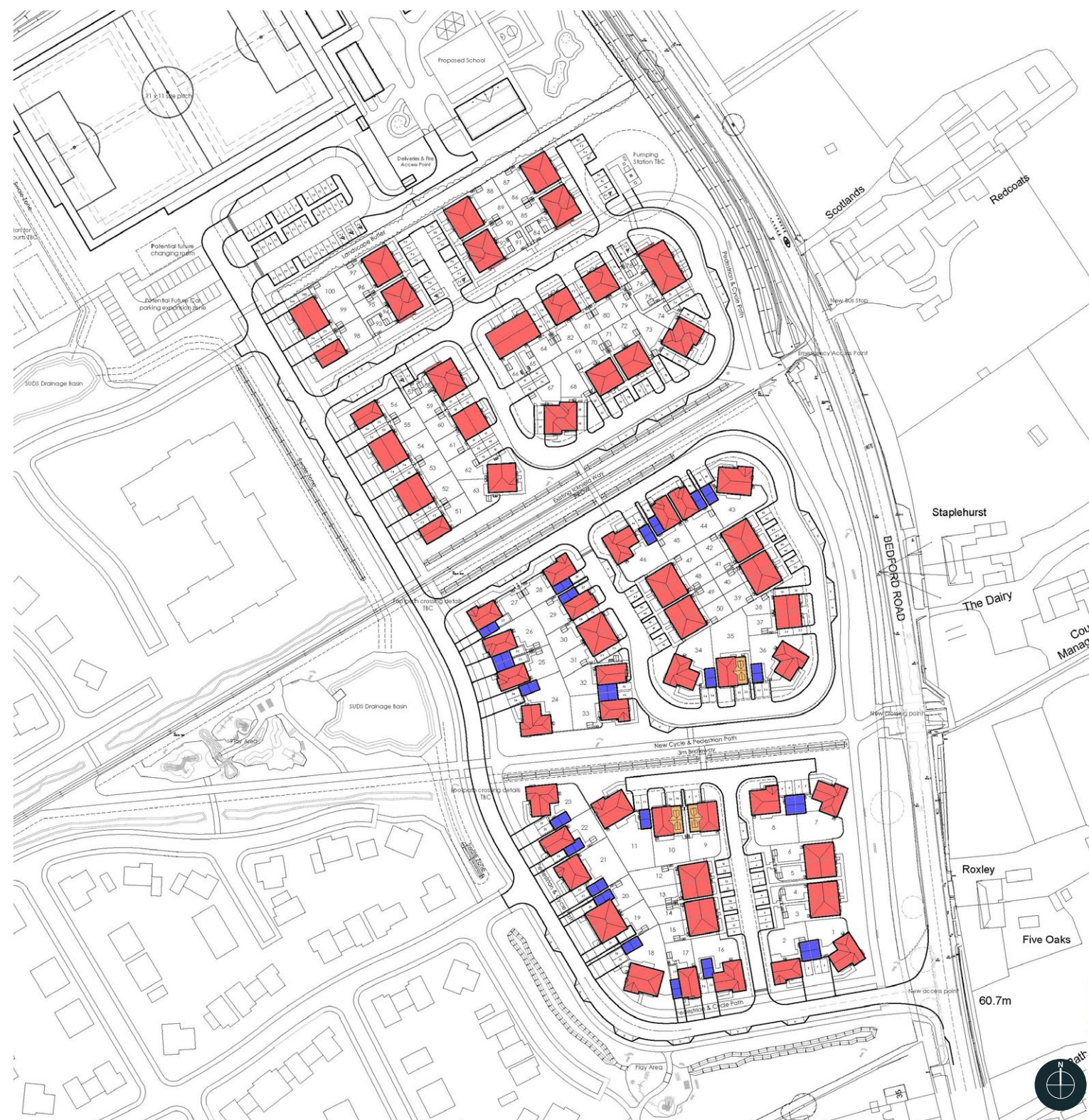
Variation in roof pitch, ridge height and orientation provides visual interest without compromising cohesion. Corners are marked by homes that address both frontages, creating active edges to the public realm.

Terraces and short rows of semi-detached homes are arranged to form coherent frontages, while detached houses are used more sparingly in key positions to frame views or mark transitions between character areas.

Angled plots are located at key node points to the east reflective of the angular nature of the existing development to the south.



- 1 Storey
1.5 Storey
2 Storey



Proposed Building Heights Strategy Diagram (not to scale)

Tenure Strategy

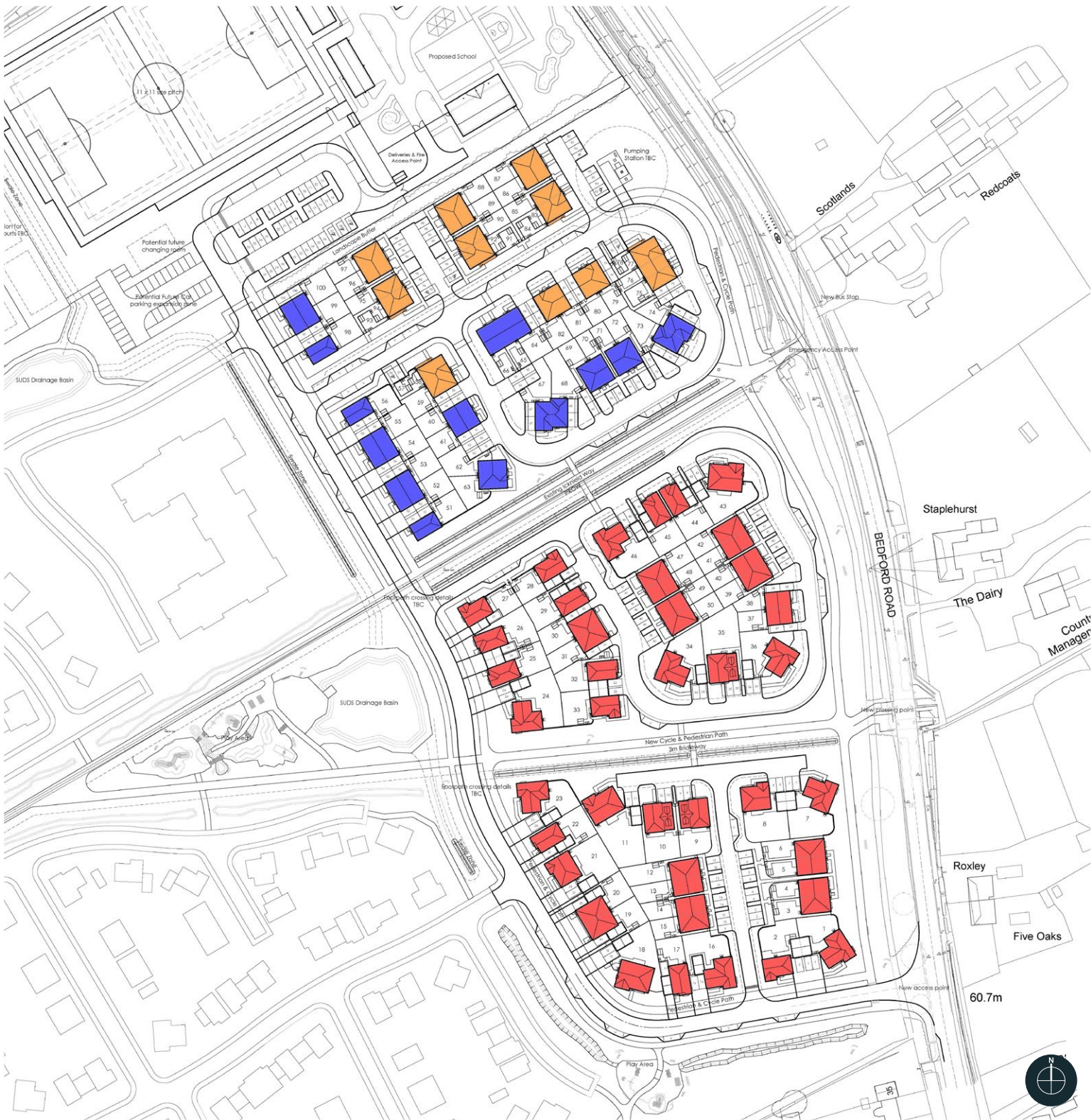
The development delivers a balanced and inclusive tenure strategy that supports a mixed and sustainable community while responding to local housing needs.

A range of tenures are proposed within the site to provide a mixture of affordable and market homes that are integrated within the overall layout and character areas to meet local need.

Housing types and tenures are designed to be visually indistinguishable and tenure blind maintaining a consistent architectural quality throughout the development. This approach promotes social cohesion, long term community stability, and a high quality residential environment.

Key

- Private
- Shared Ownership
- Affordable Rental



Proposed Tenure Strategy Diagram (not to scale)

Public Transport

Bus stops are located within comfortable walking distance of all dwellings.

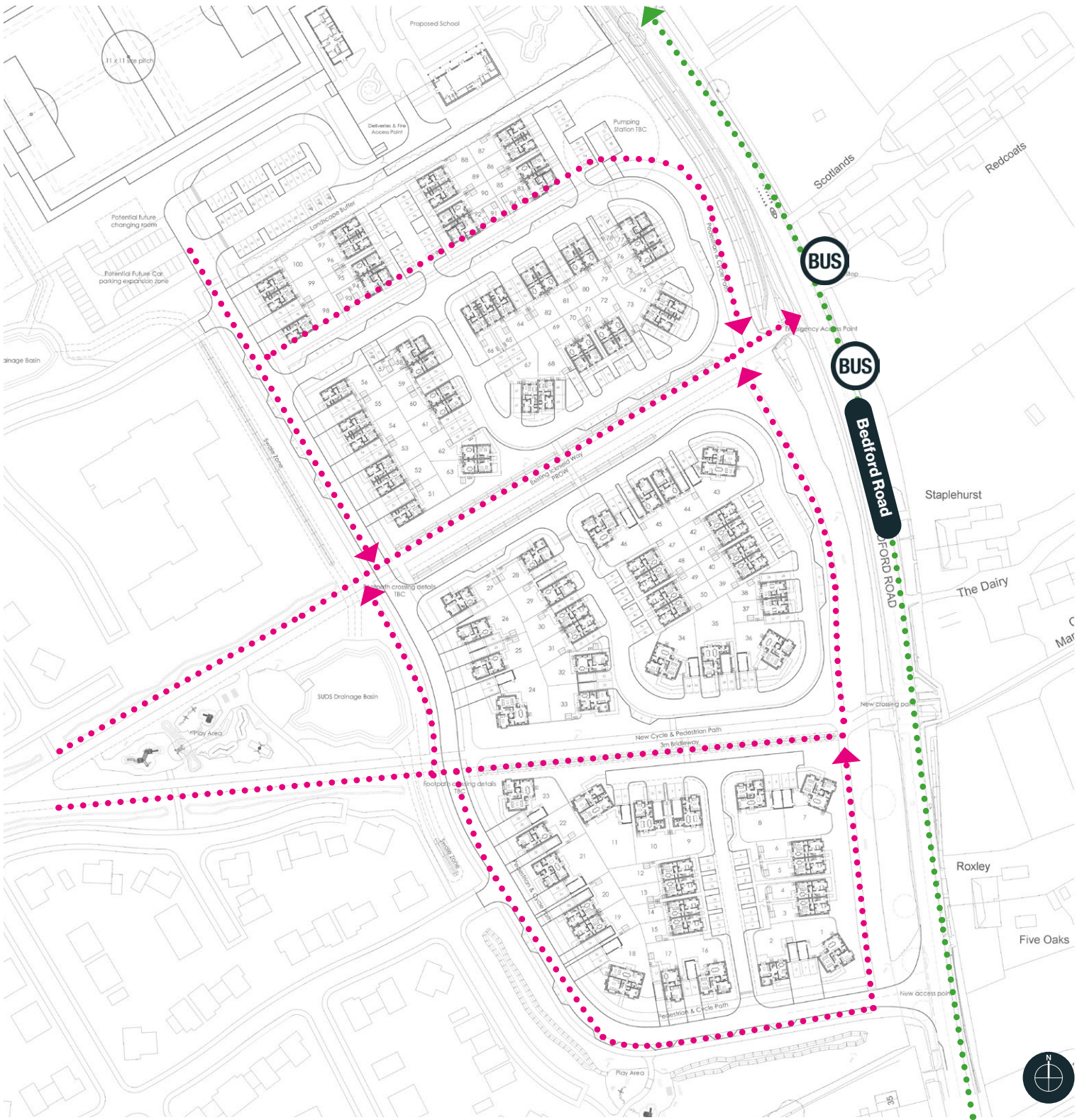
The existing bus stop to Bedford Road is to be improved and discussions could take place with local transport providers to ensure that services can be extended or adapted to meet future demand. The key pedestrian and cycle routes through the proposals provide convenient access to this public transport link.

A travel plan has been produced by DHA which looks into the strategy for managing travel needs and transportation provision. The Travel Plan serves as a strategy to manage travel needs and promote sustainable transport options for the site.

The document sets clear objectives to encourage sustainable travel, including reducing single-occupancy car use, promoting walking, cycling, and public transport, and improving road safety. Measures include enhancing pedestrian and cycling infrastructure, providing travel information, promoting car-sharing, and installing electric vehicle charging points. A Travel Plan Coordinator (TPC) will oversee implementation, monitoring, and promotion of the plan. Baseline travel surveys will be conducted within three months of the school's occupation, followed by annual reviews to assess progress toward a target of reducing single-occupancy car travel by at least 10% over five years. If targets are not met, additional measures will be implemented to address challenges and improve outcomes.

For further detail, refer to The Travel Plan by DHA [Report Ref PL/HB/34362](#), dated **January 2026**

- Key
- Primary vehicular access route
 - Pedestrian routes to bus stops
 - Bus Route
 - Bus Stop



Public Transport & Connectivity Diagram (not to scale)

Refuse Strategy

The layout has been thoughtfully planned to incorporate refuse storage areas and ensure accessible routes from these points to collection areas, in accordance with local and government distance requirements.

In addition, sufficient stopping and turning space has been proposed to ensure access by refuse vehicles is possible. Vehicle tracking has been completed by DHA Transport to confirm this is the case.

An extract of the refuse tracking is shown below. For further detail, refer to Transport Assessment – Land to the South of Pound Farm, Ickleford, prepared by DHA Planning, [Report Ref PL/HB/34362](#), dated [January 2026](#).



Key

- Owner Route
- Refuse Collector Route
- Refuse Vehicle Route
- Bin Location



Proposed Refuse Strategy Diagram (not to scale)