

- 3) the function of the open spaces around the development;**
- 4) the amenity of neighbouring buildings and land-uses; and**
- 5) amenity provided to occupiers of the development.**

Protection of Spaces and Open Areas of Visual Significance

4.13 Spaces and open areas within the settlements make an important contribution to the quality of the built environment. They may provide views out of an otherwise built up street scene, allow views of significant local features or buildings beyond them, enhance the setting of a settlement, create a sense of space or otherwise contribute to the locally distinctive character of an area. Trees and vegetation within such spaces and walls enclosing spaces may also be important to the street scene or landscape setting of a settlement. Such spaces are often highly valued by local people. The identification of an area to which Policy Q2 applies does not imply that there is public access to it.

Policy Q2 – Protection of Spaces and Open Areas of Visual Significance

Permission will not be granted for development which would harm the contribution to distinctive local character made by a space or open area of visual significance.

Access

4.14 The Government's and Local Transport Plan policies for transport seek to reduce reliance on the private car, encouraging instead people to walk, cycle and use public transport. It is therefore important that development links into the surrounding footpath, cycleway, bus route and local road networks.

4.15 The travel demand of new development will be carefully considered before planning permission is granted. Planning applications for development likely to generate significant numbers of journeys will need to be supported by additional information to enable impacts to be established.

4.16 To assist in reducing the need to travel by car, provision should be made for access to all developments by a variety of means of travel. Development will be assessed to see how easily and safely people can travel to and from it on foot, wheelchair, bicycle, or by bus or train. Developers will need to show how their proposals will link to the surrounding footpath, cyclepath and public transport networks, and in some cases to the bridleway network, and the design and layout should encourage use of these. The relative priority given to each different mode of transport will be assessed on a site by site basis according to the location and the nature of the development, the availability and penetration of public transport and existing or proposed traffic management/calming measures or traffic reduction targets in the area. For small developments such as those of one or two houses, satisfactory provision for access may not require high levels of accessibility by all modes.

