



Chapter 7

Phase 1

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7.1 Phase 1

The Phase 1 development is the first delivery phase of Wellesley and forms part of the 'Maida' Development Zone.

The Phase 1 site lies outside the Conservation Area, however part of the Duchess of Kent Barracks is connected to buildings within the Conservation Area, so CA Consent is being sought in parallel with this application. As part of this first delivery phase the Western School site will be handed over to Hampshire County Council.

7.2 Site Location

The site is bounded by Hope Grant's road to the North, Fire Station Road (partial) to the East, Hospital Road to South and Queen's Avenue to the West. These roads previously formed part of the grid pattern of the Military Town.

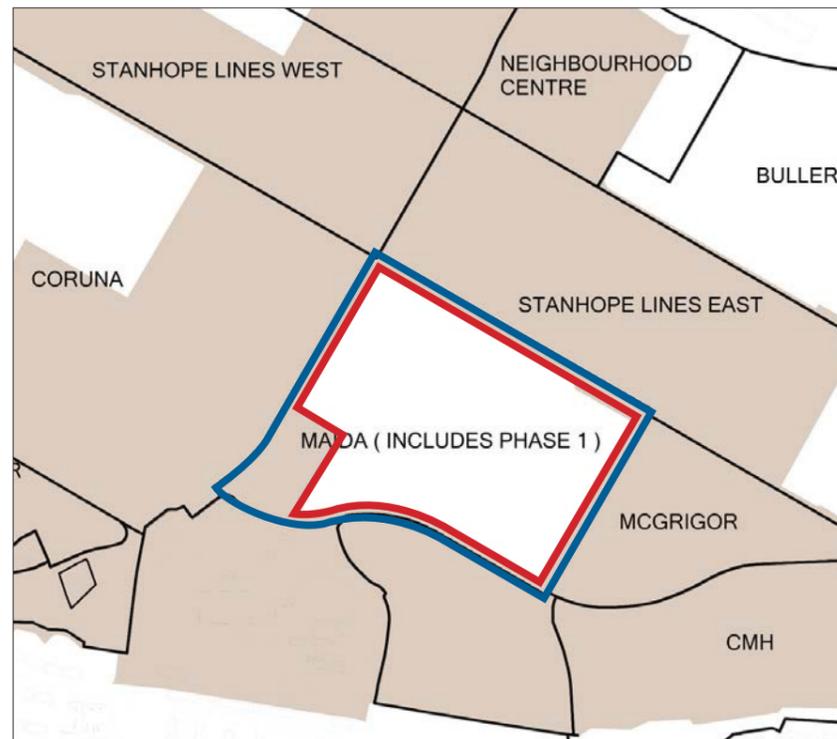
Smith Dorrien House and the Maida Gymnasium are both Listed Buildings adjacent to the Phase 1 site, and while they are within the Maida Development Zone, they are excluded from this Phase 1 application.



KEY

- Maida Zone Phase 1 housing delivery site
- Phase 1 school site

Phase 1 - Site Location



Plan Showing Development Zones and Conservation Area



Phase 1 site - View from Hospital Road looking northeast



Phase 1 site - View from Hospital Road looking west

7.3 Constraints

The existing site constraints are shown in the Design Code for the Maida Development Zone (Design Code Document 3) and are listed below:

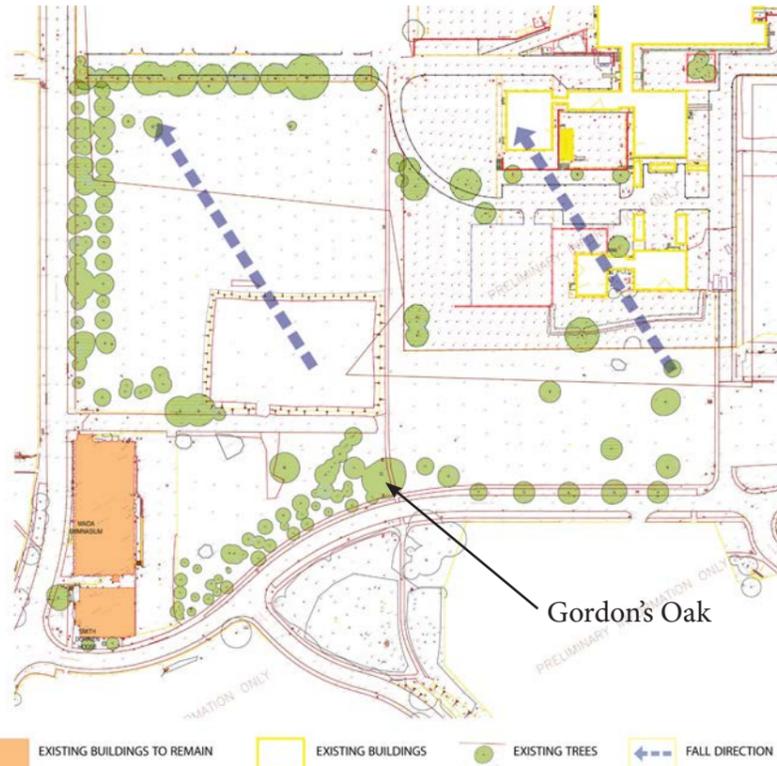
- The existing topography of the site generally falls away from the ridge along the southern edge of Phase 1 and slopes approximately 7.5m south to north and 5.5m from east to west.
- The existing roads, including Hospital Road, Queen's Avenue and Hope Grant's Road are to be retained, as is their tree-lined setting. Fire Station Road and Scarlet's Road are partially existing and are to be retained as new Tertiary Streets.
- The sloping site and existing road layout impose constraints on the orientation of access streets. The wider historic grid layout with minor roads and lanes running east to west, is proposed in order to avoid the need for terracing between properties and to allow level access to properties.
- Smith Dorrien House and Maida Gymnasium are Listed Building within the Maida Zone but are excluded from this Phase 1 application. Part of the Duchess Of Kent Barracks lies within the eastern part of the site, subject to a separate application for demolition.
- The presence of these neighbouring Listed Buildings and Conservation Area imposes the requirement to consider the architectural treatment of the new development carefully. The 1890 Maida Gymnasium reflects military architecture of the late Victorian period, with tall buttressed brick elevations and a steeply sloped slate roof. Smith Dorrien House was built in 1908 in a flamboyant Edwardian style, with red brick elevations and large stone-mullioned window and door surrounds under a sleep slate roof.
- The site has several mature tree groupings generally distributed around the periphery of Phase 1, particularly along its boundaries with along Hospital Road, Queen's Avenue and Hope Grant's Road. They include the historic 'Gordon's Oak' which is located on the north side of Hospital Road. This tree will form part of a future Heritage Trail. Existing trees within the site have been inspected and categorised, and those being worthy of retention should be adopted into the scheme design and incorporated into areas of public open space.



Maida Gymnasium



Smith Dorrien House



Phase 1 - Site Constraints - from Design Code Document 3 - Maida

7.4 Opportunities

From early site analysis and reference to the illustrative masterplan, Design Codes, and other masterplan and Local Authority documents, including the AUE SPD, it was clear that the topography and grid pattern of the site were suitable and appropriately dimensioned to be replicated and transformed into residential streets with a domestic scale and character.

The design and layout of Phase 1 therefore demonstrates one of the key design principles demanded by the site - of maximising the benefits of incorporating the site's historic landscape and road structure and replicating the orthogonal geometry of the Stanhope Lines.

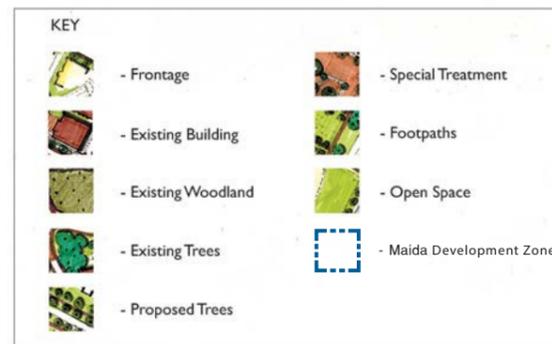
The location of this phase also brings the opportunity to design and implement the first part of the Key Primary route of Queen's Avenue.

Maida Gymnasium and Smith Dorrien House, with their Victorian and Edwardian styling are located adjacent to Phase 1 but are not included as part of the Phase 1 Application. However they have been used as a design inspiration, influencing the design of the proposals for this first phase of development.

The existing groups of trees can be utilised to frame areas of open space, lending the completed development a high level of landscape maturity normally lacking in new developments.



Extract of the Illustrative masterplan showing the indicative layout of the masterplan



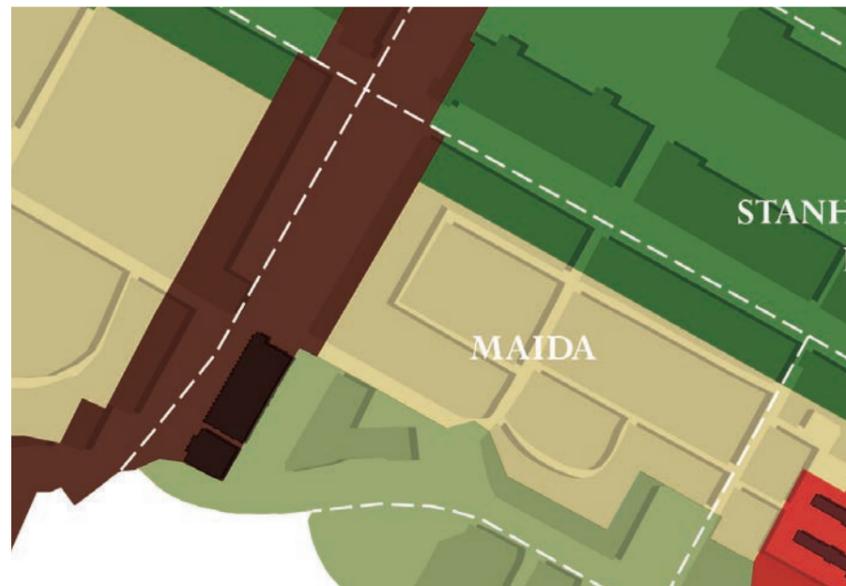
7.5 Phase 1 compliance with the Design Codes

Phase 1 must be designed to meet the requirements of the Design Code. The requirements of Design Code documents 1, 2 & 3 have been taken into account in the design proposals for Phase 1.

The Maida Zone has frontages onto 3 different Character Areas: Queen's Avenue, Stanhope Lines and The Ridge, and includes the General Neighbourhood Character Area across the centre of the Phase 1 site. For descriptions of these Character Areas refer to the Design Code Document 1.

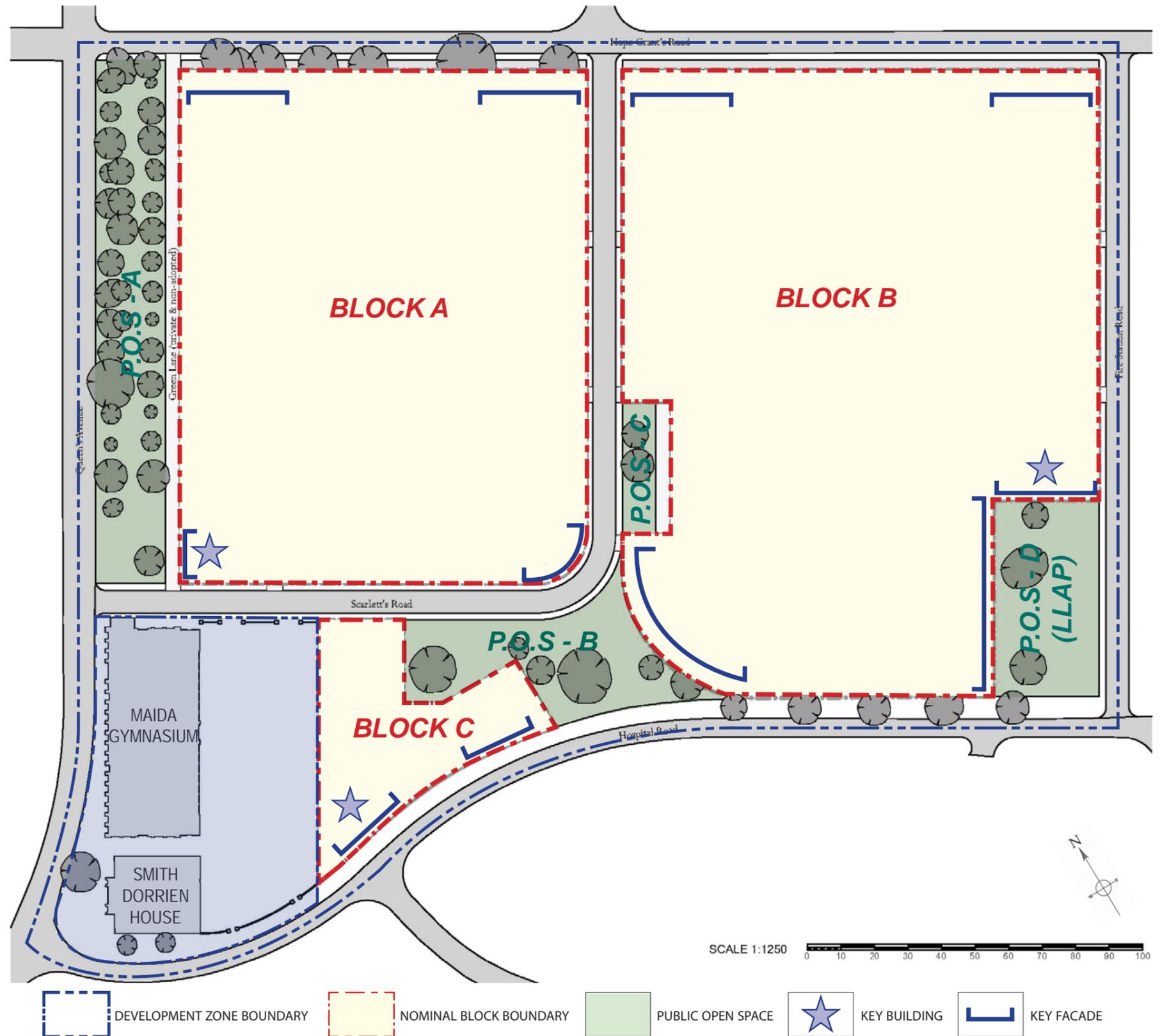
The form of the streets and the hard and soft landscaping materials for the public realm and public open spaces are designed to conform to the requirements set down in 'Design Code Document 1 - General Masterplan Principles' and 'Design Code Document 2 - Definitions'.

The urban form of the buildings facing the public realm conforms to the requirements set down in 'Design Code Document 3 - Design Code Requirements - Phase 1', which controls the general layout and the design parameters of the 'street wall', including heights, materials, setback distances and degree of frontage enclosure. This document also controls the boundary treatments and general requirements for the layout of the public open space within the Maida Development Zone.



Phase 1 - Character Areas

- | | |
|--|--|
| I General neighbourhood | A Cambridge Military Hospital |
| C Queen's Avenue | E Stanhope Lines |
| F The Ridge | |



Extract from Design Code Document 3 - Maida - General Spatial Arrangement Plan

7.6 Scale, Form and Orientation

The Design Codes establish a hierarchy of building setbacks, heights and enclosure and materials which define the 'street wall' enclosure.

Along Queen's Avenue, 3 storey dwellings with a high degree of frontage enclosure and small frontage setbacks front onto a private Green Lane and a wide area of green landscape incorporating the double Avenue of trees along this Key Primary Street.

The dwellings along Hope Grant's Road and Hospital Road are large 2-3 storey detached house types with large frontage setbacks allowing for existing and new street trees. The 3 storey dwellings are located at the street corners and fronting the park at the corner of Hospital Road and Fire Station Road, where the apartment building is nominated as a Key Building. Both Hope Grant's Road and Hospital Road have a lower level of frontage enclosure than Queen's Avenue, in line with the required character of the 'Ridge' and 'Stanhope Lines' Character Areas. Hope Grant's Road has predominantly rendered buildings with slate roofs, while Hospital Road has predominantly brick buildings with clay tile roofs.

The western end of Hospital Road have two flatted blocks, which are sensitively designed to relate to the scale, setting and materials of the adjacent listed Smith Dorrien House. Similarly, the flatted block directly north of the Maida Gym on Queen's Avenue is designed to respond to the scale, setting and materials of this listed building.

New internal tertiary roads (Scarlet's Road and Fire Station Road) have been placed to reuse existing accesses and reinforce the wider existing grided road structure. The minor internal Lanes are arranged to allow houses to front onto these Lanes and to follow the contours of the site, thereby reducing the need to cut and fill the ground to provide access.

Key buildings have been placed within the development to articulate street corners and to frame and enclose areas of open space and to provide a visual and architectural connection to adjacent historic buildings.

The resulting proposals form a perimeter development with dwellings which address the streets and provide a hierarchy of built form which corresponds with the Street hierarchy, with taller and more substantial buildings on the primary streets, and smaller scale behind buildings on the inner Lanes.

The orientation of the dwellings has been influenced by the topography and the existing grided street network. As a result most properties are oriented with gardens on the north-east or south-west side of the dwellings allowing either early morning or late evening sunlight into the gardens.

Most properties, including the flats have been designed with dual aspect internal layouts, therefore providing high levels of natural light to the

internal rooms at different times of the day. This also allows for good natural surveillance of the surrounding streets and open spaces, in line with Secured-by-Design principles. Most properties also benefit from having both a front and a rear garden.



Phase 1 - Heights Plan

7.7 Frontages and Enclosure: Setbacks and Corners

Frontage enclosures are again derived from the Design Codes, and the variance in boundary treatment reinforces the importance of the road hierarchy, with several types of metal railings along primary roads, picket fence designs along tertiary roads and low brick walls with several types of simple picket fences bounding the front gardens of the shared surface Lanes.

Corners and road junctions are characterised by more significant buildings that provide a visual emphasis, and a varied architectural treatment, providing definition at these important locations. Buildings located at important corners on higher category streets provide elevational treatments which 'turn the corner', while buildings at the corners of the internal Lanes provide informal 'gateway' features with flank side wall elevations located next to the shared surface carriageways, identifying these Lanes as the lowest street category with the lowest design speeds.

The design of neighbouring buildings and landscapes provides a balance between consistency and variety, with similar building types and boundary treatments located next to each other creating a defined and identifiable street character, but with a variety of different architectural elements on the dwellings, such as bay windows, canopies and windows types providing a degree of variety along the streets. The use of linked boundary walls, railings,

fences and hedges will provide a continuous and clearly defined boundary between 'public' and 'private' spaces.

7.8 Architecture and Streetscape

The proposed dwellings along Queens Avenue are three stories with terraced dwellings giving a high degree of enclosure, thereby giving a stronger urban edge to this important Key Primary Street. Hope Grants Road and Hospital Road have detached buildings of 2-3 stories, with a lower degree of frontage enclosure and large building setbacks which reflects the requirements of the Character Areas prescribed in the Design Codes.

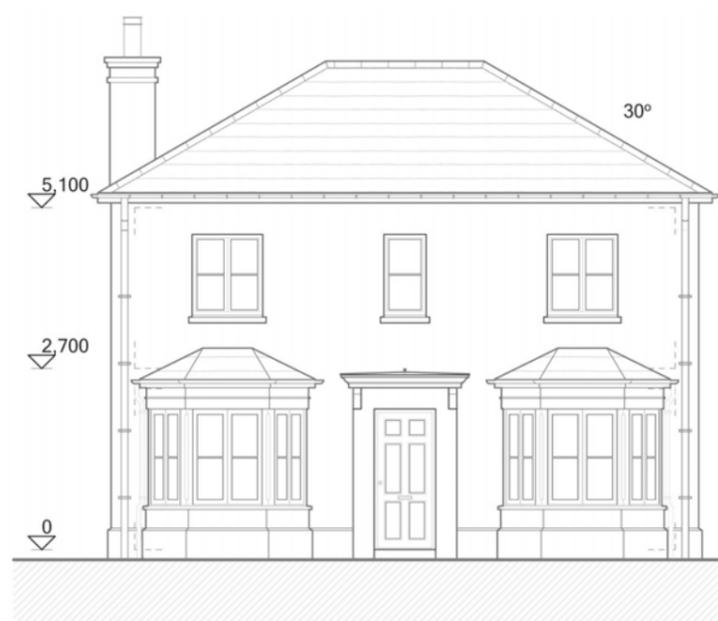
The buildings on Queen's Avenue and Hospital Road are constructed of red brick with slate or tiled roofs to match Smith Dorrien House and the Maida Gymnasium, whereas those facing Hope Grant Road the buildings are predominantly rendered with slate roofs.

The buildings located on the new internal tertiary roads and lanes will generally be narrow frontage, semi-detached dwellings of 2-2.5 storeys with small frontage setbacks. Elevations will be predominantly brick under clay tiled roofs and will have slightly differing boundary treatments, bay windows, dormers, door canopies depending on which road they are located.

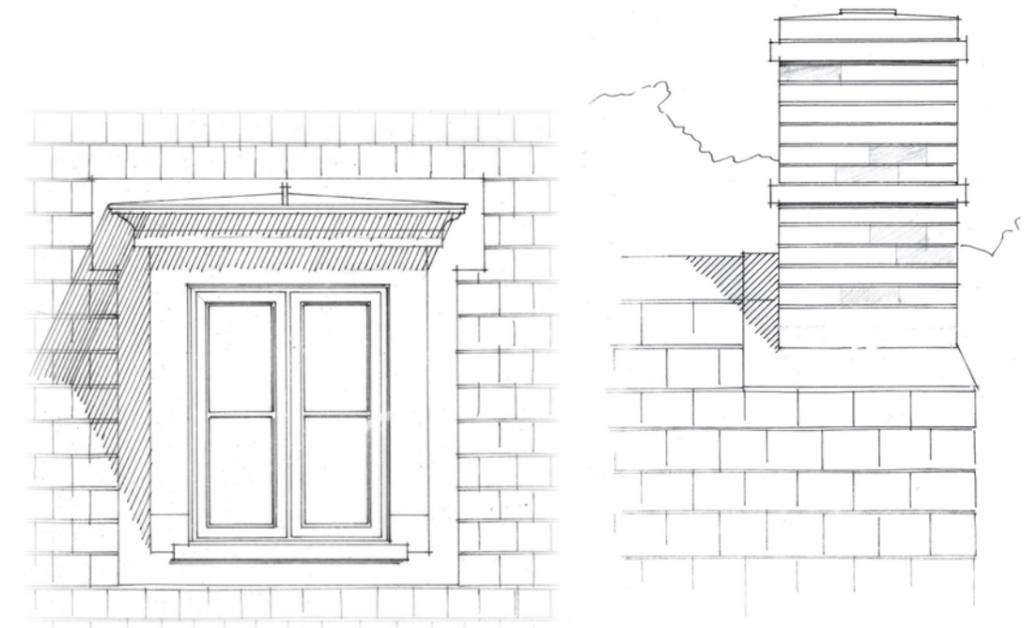
It is intended that the shared surface internal lanes will have a predominantly 'hard' landscape character, with occasional small street trees providing some green relief. These narrow Lanes are designed to promote slow traffic speeds through natural traffic calming methods incorporated within the design of these spaces, providing a pleasant and pedestrian friendly neighbourhood street environment.

Car parking spaces are generally located off road, inside garages or carports and within the curtilage of properties and away from the front elevations of the dwellings, ensuring the front facades are not dominated by cars.

The site layout has been designed to provide good levels of privacy between dwellings, within the context of a dense urban layout, by arranging dwellings so as to limit overlooking opportunities.



Unit type 'D' - Hope Grant's Road - Two alternative versions of the same house type



Sample Dormer Detail

Sample Chimney Detail



Phase 1 Housing Tenure Plan

7.9 Landuse and Tenure

Phase 1 is entirely residential, with a mix of house types and sizes provided.

A mix of affordable housing is provided to meet local needs and which will help to create a mixed and sustainable community. The affordable dwellings are designed to be 'tenure blind' and are distributed across the site in several small clusters, avoiding a situation where a whole street is composed of only affordable units.

A site-wide target of 35% Affordable Housing has been agreed with the Local Authority and Phase 1 achieves this target. The affordable component is composed of 60% social rented accommodation and 40% intermediate housing.

2 of the Affordable Social Rented units have been designed as wheelchair units, as agreed with the Local Authority, which includes 1 x 2 bedroom (4 person) flat and 1 x 4 bedroom house.

7.10 Lifetime Homes and Code for Sustainable Homes

All affordable housing has been designed to meet Lifetime Homes Criteria 6-16 as a minimum standard and also to comply with Part M of the Building Regulations. All affordable homes also comply with current HQI standards.

All properties in Phase 1 are designed to meet at least code 3 of the Code for Sustainable Homes, with a portion of the affordable units in Phase 1 being delivered to Code Level 4. Sustainable technologies include the use of renewable energy, mechanical heat recovery, water harvesting and high levels of insulation. Refer to the 'Maida Development Zone - Phase 1 Sustainability Statement' for details of the sustainability proposals for Phase 1.

7.11 Phase 1 Access and Movement Strategy

Access to the site

The site is currently well connected with existing roads and as such the proposed development will continue to utilise the existing Queen's Avenue, Hope Grant's Road and Hospital Road. There are also proposed new Tertiary Roads, Green Lanes and Lanes provided with new junctions configured where they meet existing streets.

The proposed street network for Phase 1 conforms the street hierarchy proposed in the masterplan documents and each street has been designed to meet the specific criteria set down in the Design Codes.

Access to the site will be achievable from a number of locations surrounding the development. These include:

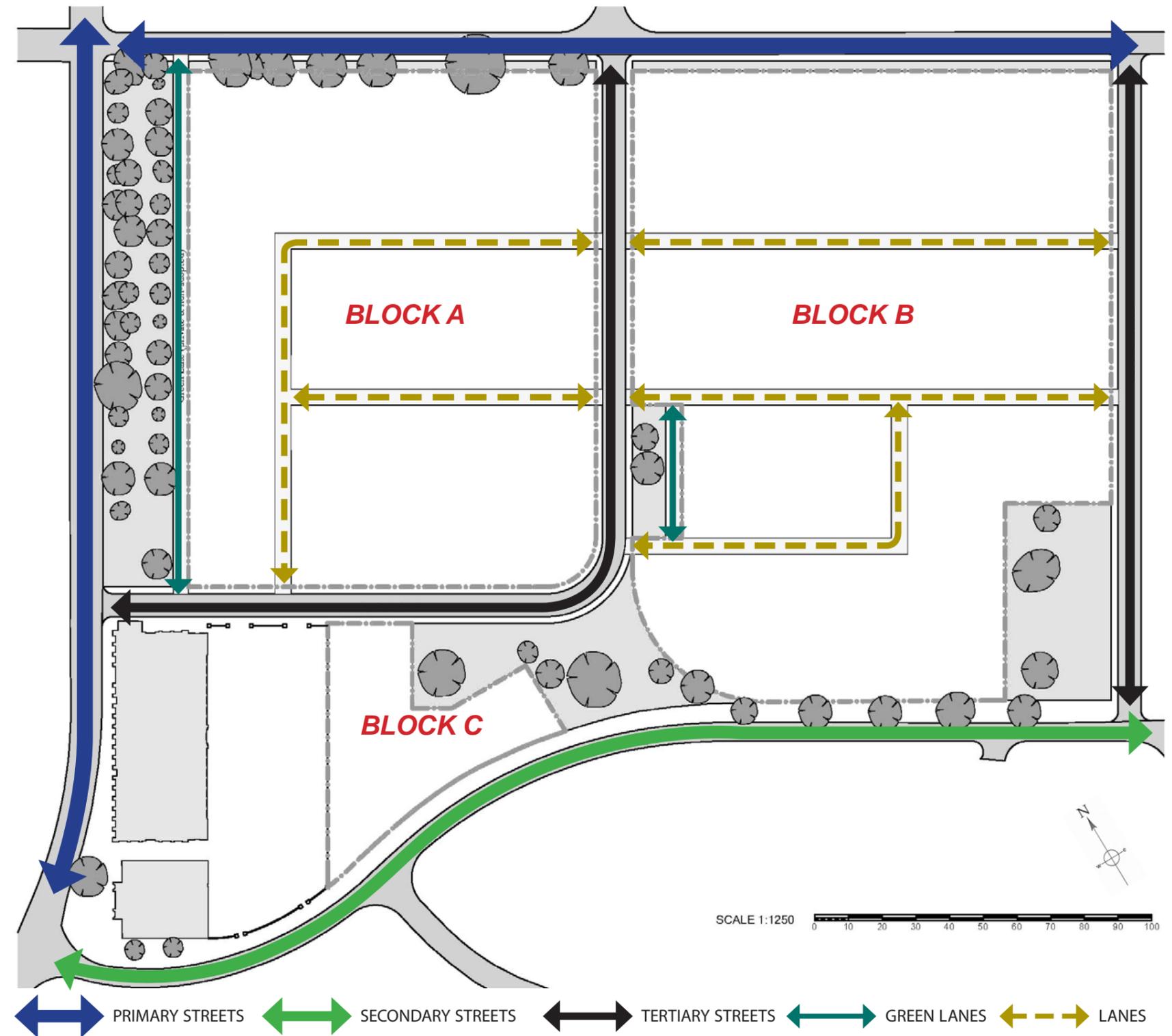
1. A325 Farnborough Road / Alison's Road
2. Queens Avenue
3. Queens Avenue/Hospital Hill
4. Ordnance Road
5. Government Road

Phase 1 is located near to Aldershot town centre, which is easily accessible on foot and bicycle through Gun Hill, Middle Hill, and Hospital Hill. Existing signal-controlled crossing points on A323 Wellington Avenue provide safe passage for pedestrians into the town centre area. Access to the SANG areas will also be possible via Queens Avenue.

Public Transport Strategy

Due to the low levels of passenger demand generated by Phase 1, the existing Gold Route 1 bus service will be utilised along its current alignment. This will provide residents of Phase 1 with a high frequency bus service to Aldershot town centre and train station, North Camp, Farnborough Main Station, and Camberley.

Discussions with Stagecoach, the operator of the service, have confirmed that occupancy within the southern sections of the route adjacent to Phase 1 are at approximately 50% of capacity during the peaks and can therefore accommodate the level of passenger demand generated by Phase 1. To serve the low level of demand for secondary education journeys the existing Gold Route 1 and Service 15 will be utilised, providing a journey time of 30 minutes. Bus stops for Route 1 will be provided on Queens Avenue, in accordance with DfT 'Inclusive Mobility' guidance, and located within a 400m walk of all units within Phase 1.



Extract from Design Code Document 3 - Maida - Street Hierarchy

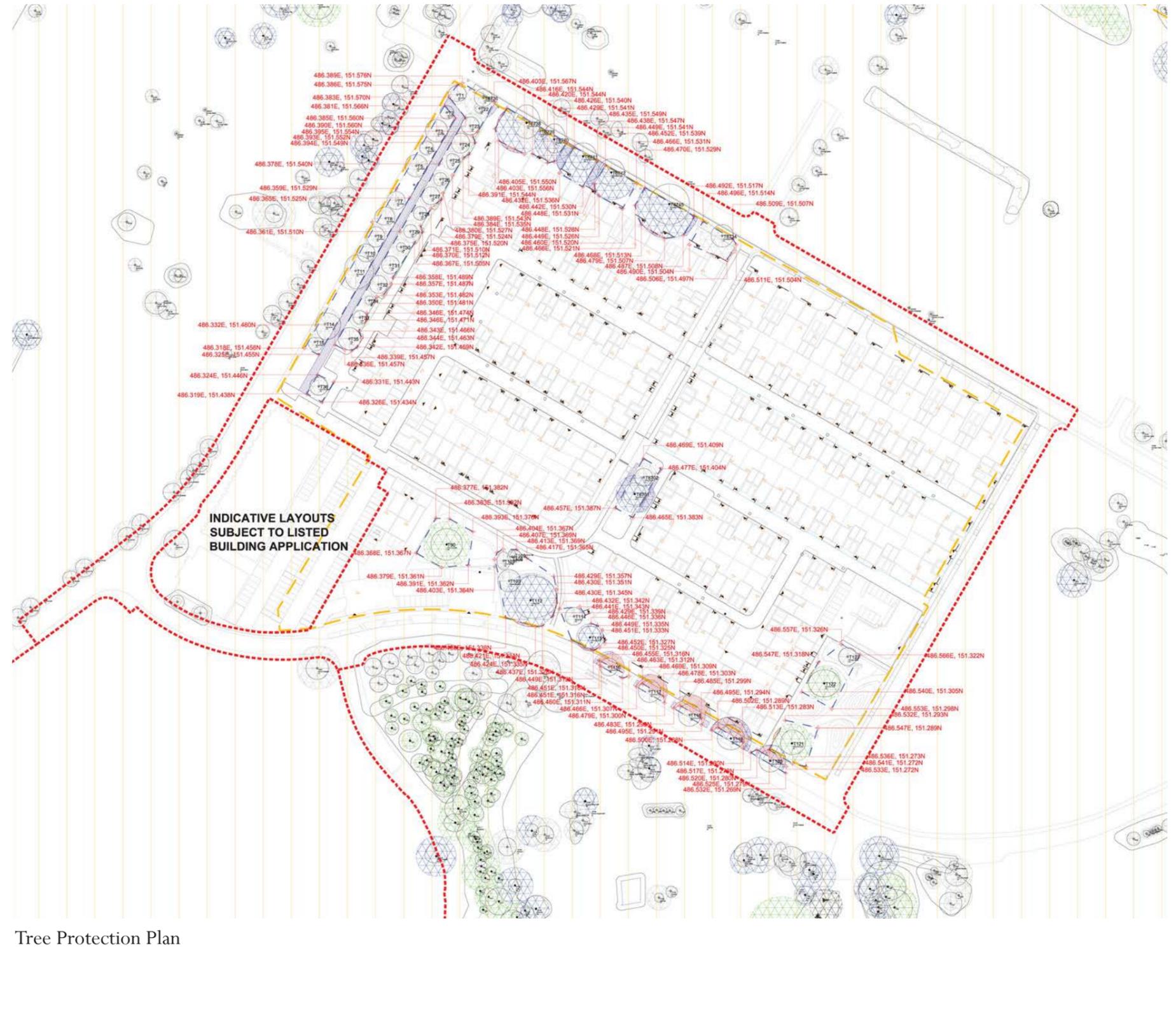
7.11 Phase 1 Green Infrastructure Strategy

Phase 1 incorporates the requirements of the Green Infrastructure (GI) Strategy, which includes retaining existing trees which are identified within the GI Strategy as key elements of the public realm, and integrating these within a network of connected green public open spaces which are well defined by the built form of phase 1.

The retained trees within Phase 1 have informed the design and location of the public open spaces. A LLAP is to be provided for informal play within a new park located at the corner of Hospital Road and Fire Station Road and other areas of informal green open space are provided along Queen's Avenue. Hospital Road and Scarlet's Road. Existing street trees along Hope Grant's Road are to be retained and new street planting added to enhance this avenue setting.

Access to part of the SANGS will be delivered as part of Phase 1 – please refer SNAGS Strategy document for details. The first part of the site-wide cycle network is to be built into the design of Phase 1, with a segregated north-south footway/cycleway running through the double avenue of trees on the east side of Queens Avenue. An east-west connection running through the centre of Phase 1 is also to be provided, making use of the shared surface network of Lanes within the centre of each block. These routes will connect with cycleways in future development phases.

Phase 1 will also benefit from later Green Infrastructure improvements as they are delivered as part of future phases of development, including sports pitches, play spaces, green open spaces, SANGS and allotments.



Tree Protection Plan

7.13 Proposed Planting Strategy

The planting strategy for Phase 1 has been designed in accordance with the requirements of the Design Code documents. Design Code Document 1 describes the general landscape characters in each of the Character Areas and Design Code Document 2 specifies the hard and soft materials palettes (including species), from which the planting for Phase 1 has been selected.

Along Hope Grant's Road existing mature trees along the southern side of the road are retained and additional tree planting is proposed to continue and reinforce this avenue planting. A small green verge is also proposed between the

An existing double avenue of mature trees along Queen's Avenue will be retained and the design of this green open space conforms to the wider proposals for this road as shown in the masterplan documents. A segregated cycle/footway runs centrally through this space, beneath the trees and away from the road to improve safety and the pedestrian experience. Additional tree planting is proposed in this area to reinforce the existing double avenue of trees. Grass and meadow planting is proposed beneath the trees in this area.

Along the north side of Hospital Road are two areas of green open space which incorporate existing mature trees, including the historic Gordon's Oak. Informal tree planting in the parks alternates with more formal tree planting related to residential units.

Within the Tertiary Streets (Scarlet's Rd & Fire Station Rd) and within the internal Lanes a street tree strategy has been developed which will add a green structure and character, creating a distinguishable identity for these lower category roads, which will also assist with traffic calming.

- Legend**
- Application Boundary
 - Existing tree to be retained
 - Proposed tree
 - Hospital Road
 - Hope Grant's Road, Fire Station Road and Scarlett's Road
 - The Lanes
 - Car park
 - Private driveways
 - Crossover between Hope Grant's Road and Fire Station Road / Scarlett's Road
 - Pavements to Hope Grant's Road and Hospital Road
 - Pavement and parking bays to Scarlett's Road and Fire Station Road
 - Paths to open spaces
 - Public open space
 - Shrub and hedge planting
 - Grass mounds for play
 - Integrated seating
 - Playable elements
 - Private rear gardens
 - On-street parking



Phase 1 - Landscape masterplan

7.14 Proposed Play Strategy

There is a provision for a Local Landscape Area of Play (LLAP) space to provide informal play in the green open space located at the corner of Hospital Road and Fire Station Road. This is in line with the site-wide play strategy which has been established for the whole of the Wellesley development.

This play space will provide an informal play area, which is to be latterly supplemented with Destination play spaces constructed as part of future development phases.



Phase 1 - Vision for Local Landscaped Areas of Play



Local Landscaped Areas of Play (LLAP)

MAIDA PHASE ONE TREES: (050416-DA-410)

CAPITA SYMONDS

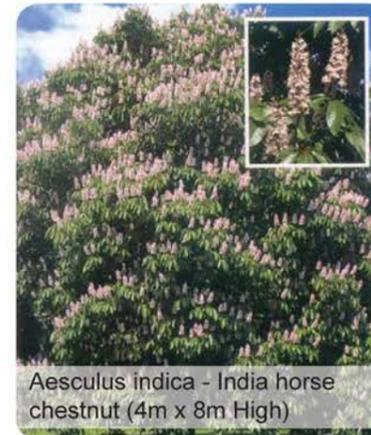
Queens Avenue



Hope Grant's Road



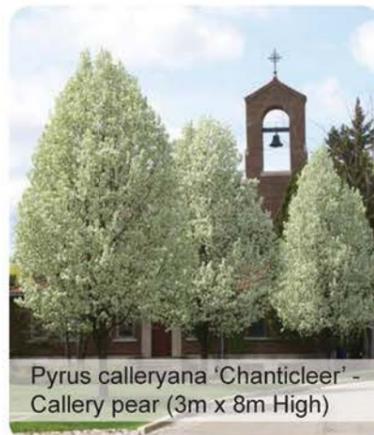
Hospital Road



NOTE: Average approximate tree spread and height dimensions indicated are Maximum estimated sizes after 25 years of growth, & grown in optimum conditions.

Transitional Trees - Tertiary Roads

Scarlett's Road



Fire Station Road



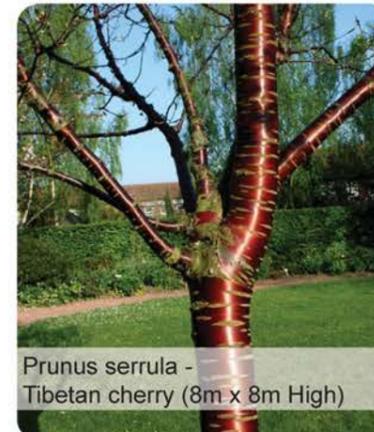
Residential Trees - The Lanes

The Lanes



Feature Trees - Open Spaces

Open Spaces



MAIDA PHASE ONE INDICATIVE PLANTING PALETTE (050416-DA-411)

Shrubs and
Herbaceous



Viburnum davidii



Lonicea pileata



Alchemilla mollis



Skimmia japonica 'Rubella'



Viburnum x burkwoodii 'Anne Russell'



Polystichum setiferum



Agapanthus 'Bressingham White'



Hebe vernicosa



Heuchera 'Chocolate Ruffles'



Rosmarinus officinalis 'Sissinghurst Blue'



Cornus sanguinea 'Midwinter Fire'



Cornus sericea 'Flaviramea'



Lavandula angustifolia 'Hidcote'



Libertia grandiflora



Liriope muscari 'Big Blue'

MAIDA PHASE ONE INDICATIVE PLANTING PALETTE (050416-DA-412)

Bulbs



Allium 'Mount Everest'



Galanthus nivalis 'Flore pleno'



Tulipa 'White Triumphator'



Narcissus 'February Gold'



Crocus tommasinianus - 'Ruby Giant'

Hedges



Fagus sylvatica

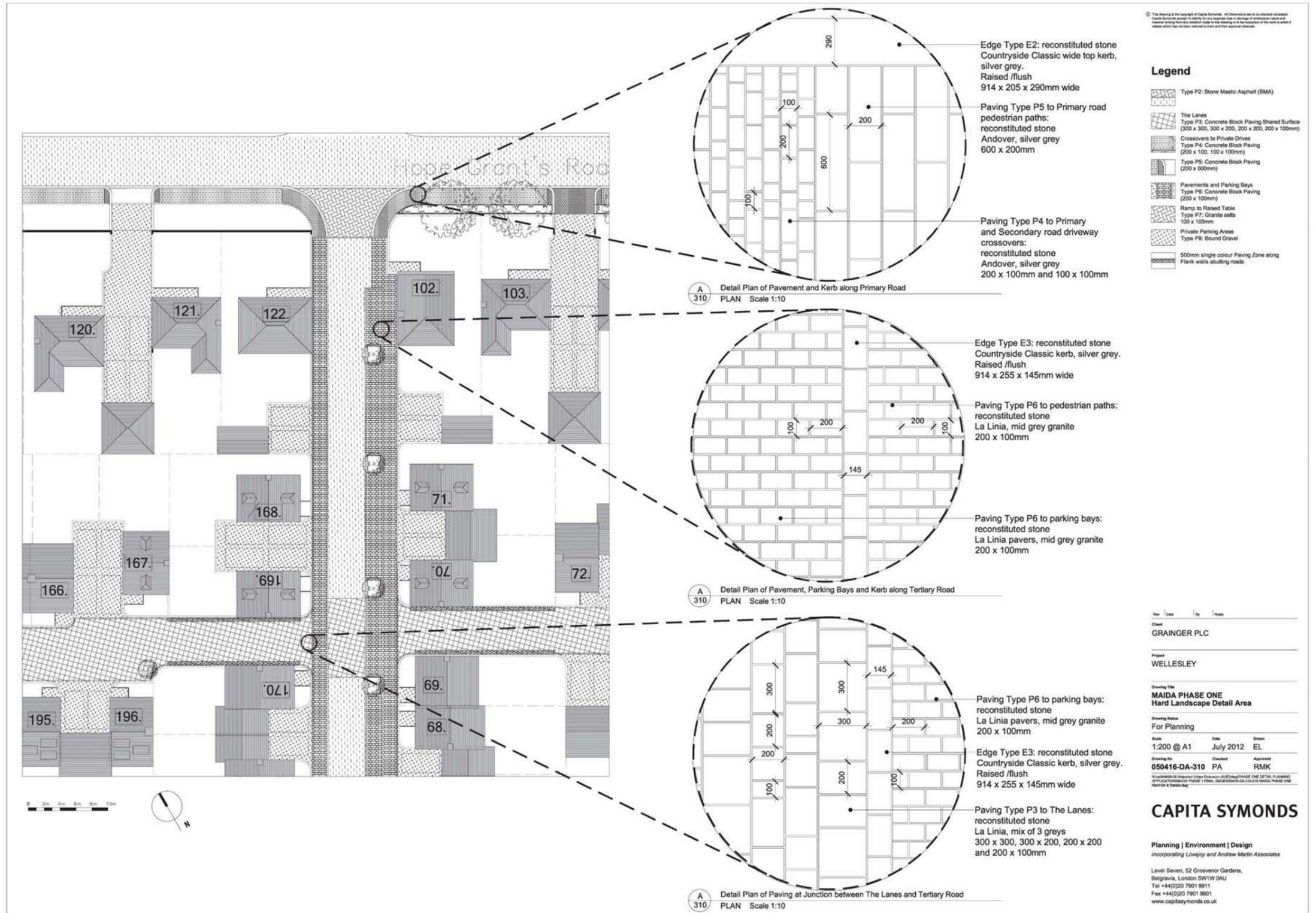
Wild Flower Mix



Papaver rhoeas (Poppy) Cornfield Annual Mix

7.15 Proposed Public Realm Strategy

The public realm strategy for Phase 1 has been designed in accordance with the requirements of the Design Code and masterplan documents. Design Code Document 1 describes the general landscape and street characters in each of the Character Areas and Design Code Document 2 specifies the street layout parameters for each street type as well as the hard landscape materials palettes, from which the materials and layouts for the streets within Phase 1 have been established.

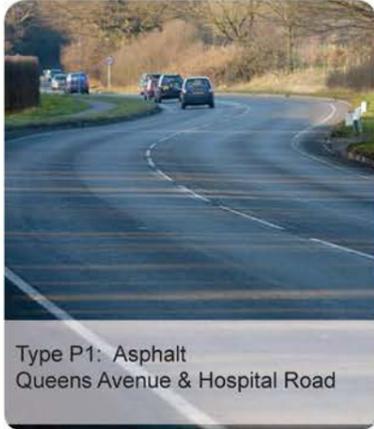


Phase 1 hardscape detail

MAIDA PHASE ONE: Hard Materials Palette (050416-DA-320)

CAPITA SYMONDS

Surfaces



Type P1: Asphalt
Queens Avenue & Hospital Road



Type P2: Stone Mastic Asphalt (SMA)
Hope Grant's Road & Scarlett's Road



Type P3: La Linia mix of three grey colours (300x300, 300x200, 200x200, 200x100mm) The Lanes



Type P4: Andover Silver Grey (200x100mm/ 100x100mm)
Crossovers to private drives along Hope Grant's & Hospital Road



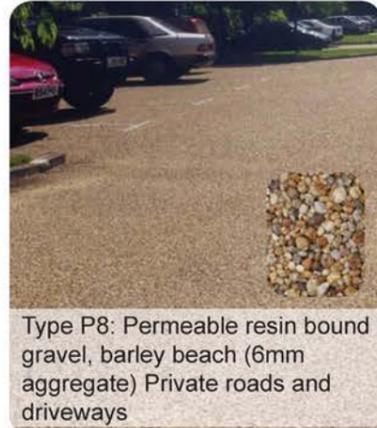
Type P5: Andover silver grey (600x200mm) Pavements to Hope Grant's & Hospital Road



Type P6: La Linia mid grey granite (200x100mm) Pavements & Parking Bays to Scarlett's Road



Type P7: Granite Setts (100 x 100mm) Ramp between Hope Grant's Road & Scarlett's Road & Hope Grant's Road & Fire Station Rd



Type P8: Permeable resin bound gravel, barley beach (6mm aggregate) Private roads and driveways



Type P9: Permeable resin bound gravel, golden pearl 10mm aggregate- Footpaths through open spaces

Edges



Type E1: Standard Concrete Flat Top Pin Kerb(50x150x914mm)
Hope Grant's Road Planting & Footpaths through Open Spaces



Type E2: Countryside Classic - Concrete wide top kerb (914x205x 290mm wide) along Hope Grant's Road & Hospital Road



Type E3: Concrete kerb (914 x 255 x45mm wide) along Scarlett's Road & Fire Station Road

7.16 Proposed SUDS Strategy

The proposed layout for Phase 1 has been evaluated in detail and the pre development permeable/impermeable percentages for the developable area are approximately 25% and 75% respectively. Analysis of the proposed construction layout indicates that those will change to approximately 46% and 54% respectively. This is before the application of permeable paving techniques.

This site is at a high point and investigation of the existing surface water sewers indicate that they are most probably unsuitable for reuse within the development. The new sewer layout will be sized in accordance with Sewers for Adoption but the opportunity is available to oversize sewers in some areas as part of the attenuation system.

The second and important contribution to the SuDS will be the use of permeable paving on private driveways and minor roads within the residential areas. If the results of the soils investigation confirm that infiltration is feasible the relevant proportion will be accommodated and traditional soakaways could be used for surface water disposal. Should the SI indicate that infiltration rates are poor then the connection of under-drainage from permeable areas would be connected to the main collection system. The latter system thus incorporates a significant delay in discharge rates from the site to receptors as well as pollution control.

The area where permeable surfaces could be used could be as much as 53% of the indicated impermeable area, i.e. approximately 30% of the entire development area for Phase 1 and would include roads, footways, private drives and apartment parking areas.

Storage of water in underground crate type storage would be a potential at the apartment blocks in Phase 1 collecting flow from the very highest point of the development and regulating the flow to the system. The existing ground levels would favour this position



Phase 1 SUDS options - underground storage systems and permeable paving

7.17 Sustainability Strategy

All aspects of the design proposals have had sustainability as a core design principle, with sustainability being designed-in from the project commencement.

A separate 'Sustainability Statement' for Phase 1 and a 'Phase 1 Energy Statement' have been prepared and submitted as part of the Phase 1 Planning Application, which detail the specific sustainable achievements of this first development phase, including transport and access facilities, play space and other open space, sustainable urban drainage (SUDS) features, utilities infrastructure, energy and waste management provisions.

The sustainability strategy for Phase 1 incorporates the overarching principles that form part of the sustainability strategy for the whole of the Wellesley development which are categorised and analysed under 7 broad themes:

1. Green Infrastructure
2. Energy and Utilities
3. Built Environment
4. Public Realm
5. Access and Movement
6. Waste and Recycling

A principal sustainable objective for Phase 1 is for all units to meet CfSH Code Level 3 as a minimum. In addition, the landowner has agreed to go beyond the current required statutory standards and provide an additional 10% of all homes (23 units) at CfSH Code Level 4.

This is achieved primarily through the use of photovoltaic panels located on the south side of roofs (see roof plan opposite). This 10% provision includes both Affordable and Open Market homes to the same 10% provision. The locations of these PV units have been carefully selected to provide minimal visual impact on the public realm.



Phase 1 Roof Plan showing homes which achieve CfSH Code Level 4

7.18 Conclusion

This part of the Design and Access Statement covers the detailed aspects of Phase 1 design proposals and shows how they relate to the wider Wellesley site proposals.

The design of the Wellesley development shows how the historic features of the site have been incorporated into the development and how the removal of redundant structures can aid the appreciation of the remaining heritage assets. It shows how the landscape structure which was established for barracks buildings can be adapted to frame residential areas; and it shows how this sustainable urban extension can establish a new identity for Aldershot.

The design of the first phase takes this a step further by concentrating on the needs of families and creating a safe, secure and attractive environment which will eventually become the hallmark for Wellesley, providing a series of residential neighbourhoods connected by a network of green spaces, parks and recreation areas and punctuated by carefully chosen and refurbished historic buildings.

Phase 1 has been designed to conform to the requirements of the Design Code, which establishes a clear character for each area and sets clear parameters for the design ensuring delivery of an urban form and character of public realm that will be consistent with future development phases.

Phase 1 also conforms to the wider design principles included in the supporting masterplan documents including this Design & Access Statement, the Parameter Plans, the Heritage Strategy, the Sustainability Statement and the Green Infrastructure Strategy.