



Illustrative View of Informally Arranged New Homes within an Enhanced Landscape Setting

Northern Edge

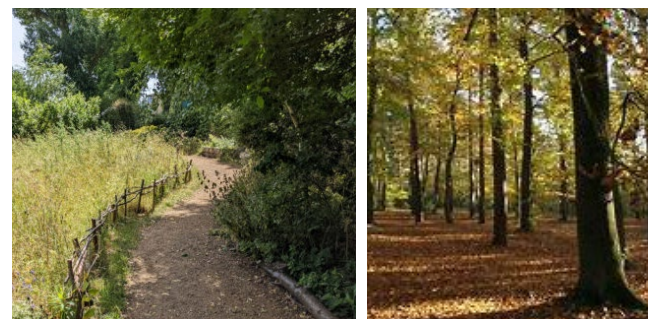
The proposed development edge is shown set back from the northern boundary, positioning new built form within the site at a lower landform level, rather than on the periphery of the site affording a better integration of the development. The resultant space affords the opportunity for an extensive interconnected liner green swathe.

The northern edge should provide a continuous green edge to the scheme and could be treated as a soft landscape edge to the neighbourhood, like a rural ride with pathways framed with new native tree planting, native structure and scrub planting, improved grassland small woodland plantations. It will be connected with the wider Green Corridor network, and would afford landscape amenity and habitat creation, whilst best integrating the scheme into the wider Stoke Golding Farmland setting beyond the shallow ridgeline and beyond.

Key features include:

- An area of green space providing greater landscape, ecological and recreational benefits.
- Enhance and improve the existing tree cover with groups of tree planting – native species of local importance, and small woodland plantation to reflect the scale and pattern of such planting locally within the open countryside, allowing also for native fruit trees found locally to the area.

- Provide ecologically diverse wildflower and species grassland, broadleaf trees in groups and the planting or orchard fruiting trees for bio-diversity and habitat creation.
- Enhance existing hedgerows, and provide new hedgerow planting to retain the existing field pattern, and pedestrian linkages into the wider network of Green Corridors in the proposed scheme.



Allotments

New built form is inset from the eastern boundary which is defined by the rears of existing residential dwellings along Ashby Road. A new community allotment is shown in this space with proposed dwellings set out to overlook it. An existing tree could be retained within the allotments area as a mature feature, with landscaped frontage to the new homes also an opportunity.

The adopted highway is shown on the Illustrative Layout extending to the allotments, allowing for car parking to be provided for users and access to be gained by pedestrians and cyclists.



Play Spaces and Play-on-the-Way

Successful play spaces are;

- 'bespoke'
- well located
- make use of natural elements
- provide a wide range of play experiences
- are accessible to both disabled and non-disabled children
- meet community needs
- allow children of different ages to play together
- build in opportunities to experience risk and challenge
- sustainable and appropriately maintained
- allow for change and evolution

Whilst the design of the play spaces is for reserved matters, there could be a focus on fixed play equipment as well as natural and more intuitive play opportunities. The natural play elements would be integrated into the wider landscape features, including 'play-on-the-way' facilities arranged around the active travel route for the new neighbourhood allowing opportunity for play, exercise and meeting through the proposed scheme.

Where play areas are a small part of provision for children and young people, trees and wildlife focussed planting will be provided to create a 'micro-habitat' to the setting of the play space. Tree planting will provide protection from the sun and there would be plentiful areas of planting to create green wildlife corridors that link the provision for children and young people to nearby amenity green and informal playing spaces.



Surface Water Drainage

The proposed development has been reviewed against other potential sources of flood risk including, canals, surface water, sewers, groundwater and reservoirs and large water-bodies. None of these flood sources have been found to represent a potential barrier to development.

To mitigate the development's impact on the current runoff regime, it is proposed to incorporate surface water attenuation features at the lower part of the site. It is proposed that foul water from the development will be treated separately to surface water. Further information regarding the management of surface water runoff and foul water is outlined in the Sustainable Drainage Statement that accompanies this application.

In compliance with the requirements of National Planning Policy Framework, and subject to the mitigation measures proposed, the development could proceed without being subject to significant flood risk. Moreover, the development will not increase flood risk to the wider catchment area subject to suitable management of surface water runoff discharging from the site.

Sustainable Drainage Features are shown that could, in addition to fulfilling their primary function, also enhance both streetscene and character, and also contribute to the ecological enhancements offered by the proposals. This could include the use of street-side swales/rain gardens and areas within basins that are designed to retain areas of standing water.

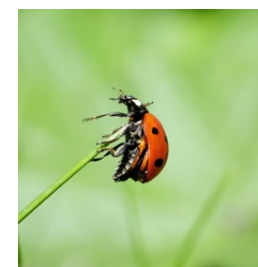
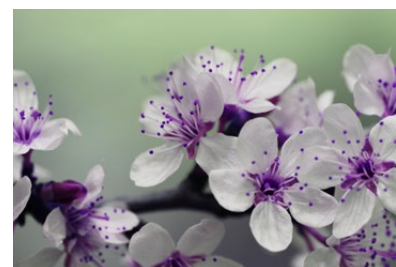
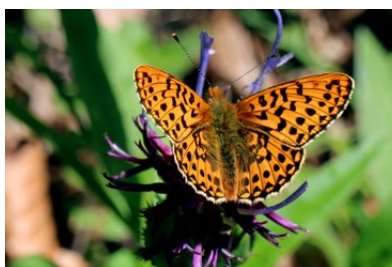
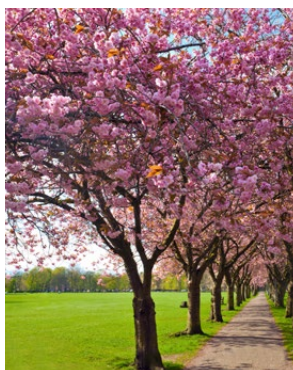
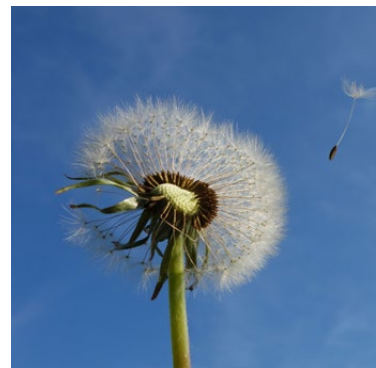


Ecology

Ecology has been at the forefront of the considerations and design for the scheme with early recognition of the higher value habitats on site. As such, from the outset the design has retained the mature hedgerow and tree lines within to maintain connectivity across, recognising their importance for bird nesting and corridors for foraging animals. Value has been placed in the masterplanning process to retain, enhance and maintaining ecological resource not only on site but being clear that the site serves part of a much wider ecological resource and linkage off site to the north and south have been key drivers in our designs.

A Biodiversity Impact Assessment of the proposals has been carried out in accordance with guidelines published by DEFRA and via the DEFRA Metric Calculation Tool. The existing value of individual habitats on site was initially calculated by accurately mapping the proposed development site from information collected during a Biodiversity Scoping Assessment/Phase 1 Habitat Survey and by dividing the land into individual habitat parcels.

Through the provision of new wetland habitat, orchards and species rich grasslands, we were able to demonstrate significant and measurable net gain for biodiversity post-development. The provision of these habitats has been included within the design of the site.



Access and Movement

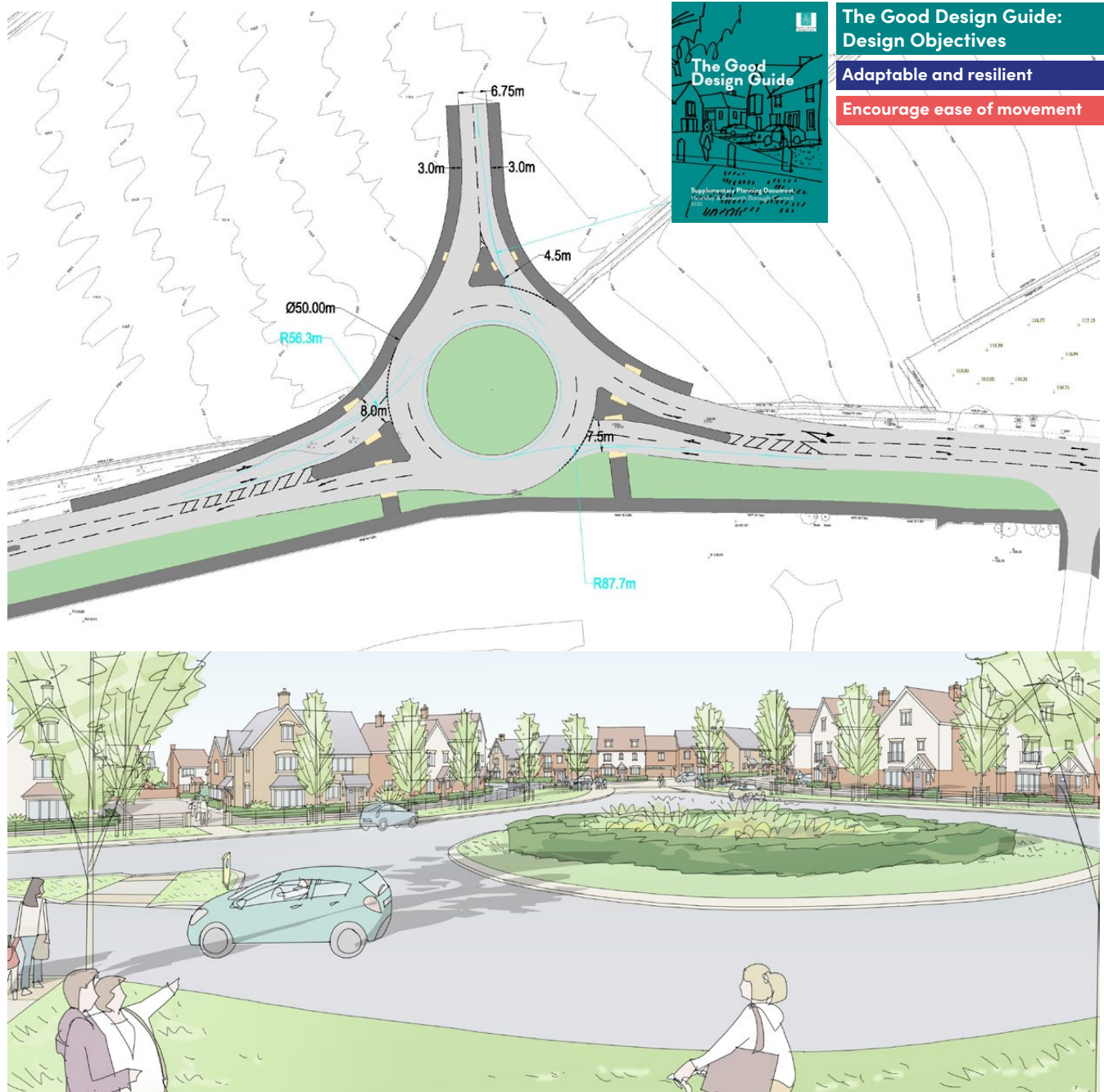
Access

This outline planning application seeks full approval for the means of access into the site, including formation of a new access from Normandy Way. Details submitted propose the formation of a 3-arm roundabout, with shared footway/cycleway provision along the northern arm, connecting to the existing footway/cycleway provision via informal crossing points.

The roundabout has been designed in accordance with DMRB CD 116 and provides a 6.75m carriageway width at the site access arm, which is in accordance with the Major Residential Access Road category set out in LCC's Highway Design Guide (HDG).

"Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries."

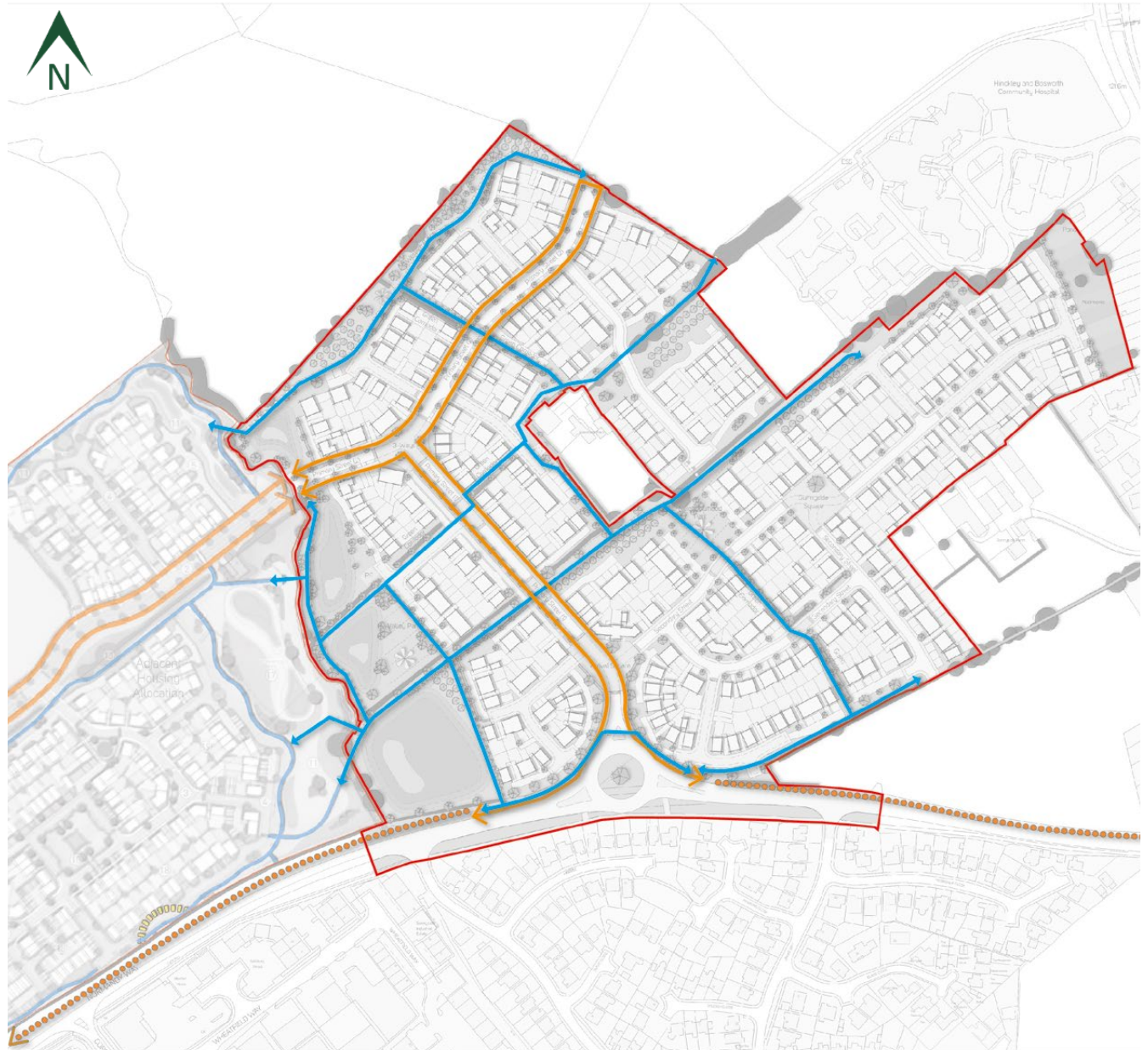
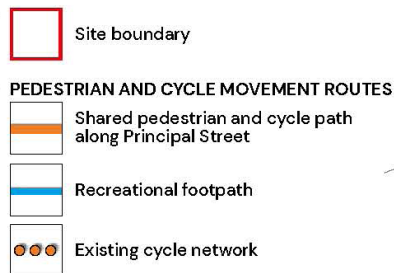
National Design Guide



Pedestrian and Cycle Access and Movement

A network of direct pedestrian/cycle routes is proposed within the green infrastructure network and across the street network which combine to provide opportunities to access all parts of the site, it's wider emerging context, the existing local services and facilities; and also to play and exercise. Spaces are shown where informal meeting places could be planned, providing people somewhere to stop at a bench to rest, relax and build relationships as part of a new community.

The routes shown lead to and converge at Valley Park in the east of the site and offer choices of various circular options. Children's play spaces and other open space uses have been located to act as "events" along and within the network, providing interest for children and young people and to encourage everyone to leave the car at home for shorter journeys.



Pedestrian and Cycle Movement Plan

Pedestrian and Cycle Priority

In order to establish pedestrian and cyclist priority across the movement framework, the Illustrative Layout shows crossing points which slow drivers and afford priority to pedestrians and cyclists wherever routes intersect with streets. The detail of these important intersections will be agreed at RM stage, but it is anticipated that they could include;

- Changes in surface material and/or continuous raised footways;
- Changes in horizontal alignment of the carriageway; and/or
- Changes in vertical alignment of the carriageway.



Street Hierarchy

The existing and emerging context of the site has informed the vision that has been developed. The Development Framework Plan shows how two primary streets of differing character could be set out to deliver connectivity within the site and facilitate potential wider highway benefits by linking this site to adjacent land in the west and the north.

The internal street hierarchy could then be defined, as is shown on the Illustrative Layout, to include several street typologies that respond to the place-making and character objectives set out later, and also to the safe function of streets for all users. It should also be designed to encourage vehicles to travel at an appropriate speed throughout the development, creating an environment which is safe and attractive to pedestrians and cyclists.

The Illustrative Layout has been influenced by "Manual for Streets 1 & 2" & "The Good Design Guide SPD", which encourages designers to move away from standardised prescriptive measures and to adopt a more innovative approach, in order to create high-quality places for all users, ages and abilities. It is anticipated that this approach will be embraced by future detailed designs.

A hierarchy of streets can be used to define a legible movement framework within the site which contributes to the character of this new place, and streets with clearly different characters can be more effective than 'character areas' in helping people grasp whether they are on, for example, a principal or secondary street.

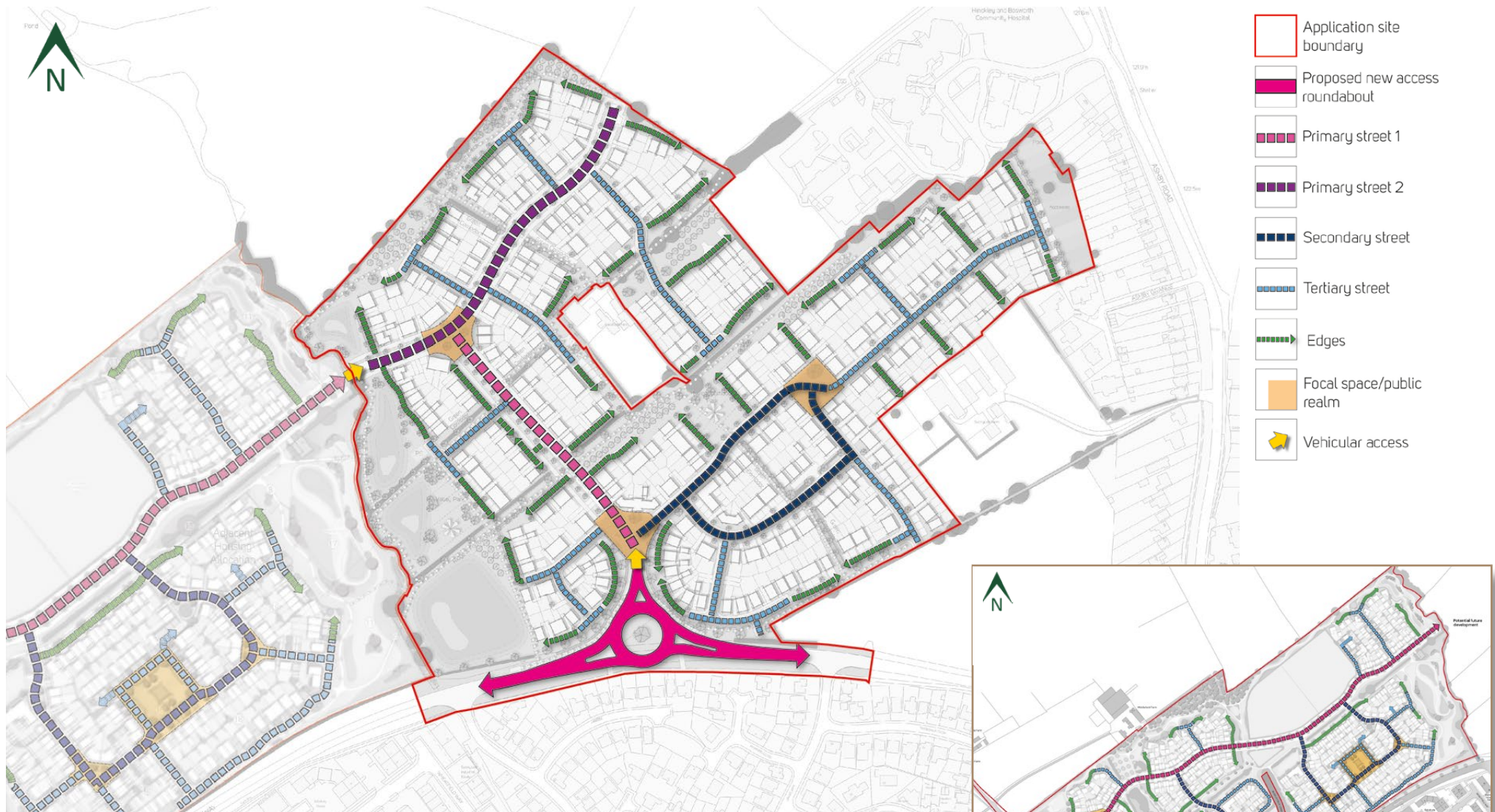
"Create well-connected street and path networks, providing opportunities for these to be extended beyond the site boundary in the future."

Building for a Healthy Life



The Good Design Guide: Design Objectives	
Adaptable and resilient	✓
Encourage ease of movement	✓





Street Hierarchy Plan

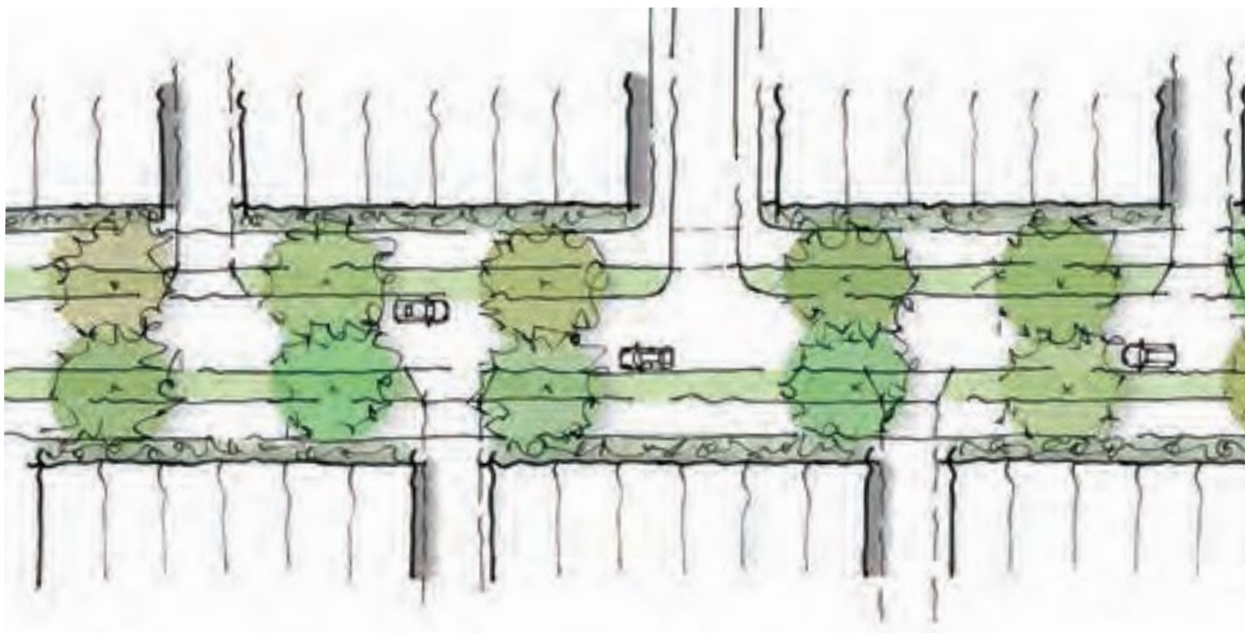


Extract from DAS for approved adjacent scheme: Street Hierarchy Plan

Primary Street (1)

Leading into the site from the new roundabout along Normandy Way, this street has been set out to reinforce the landscape-led approach adopted as a key element of the vision for this new community. The main elements of the street shown by the Illustrative Layout include;

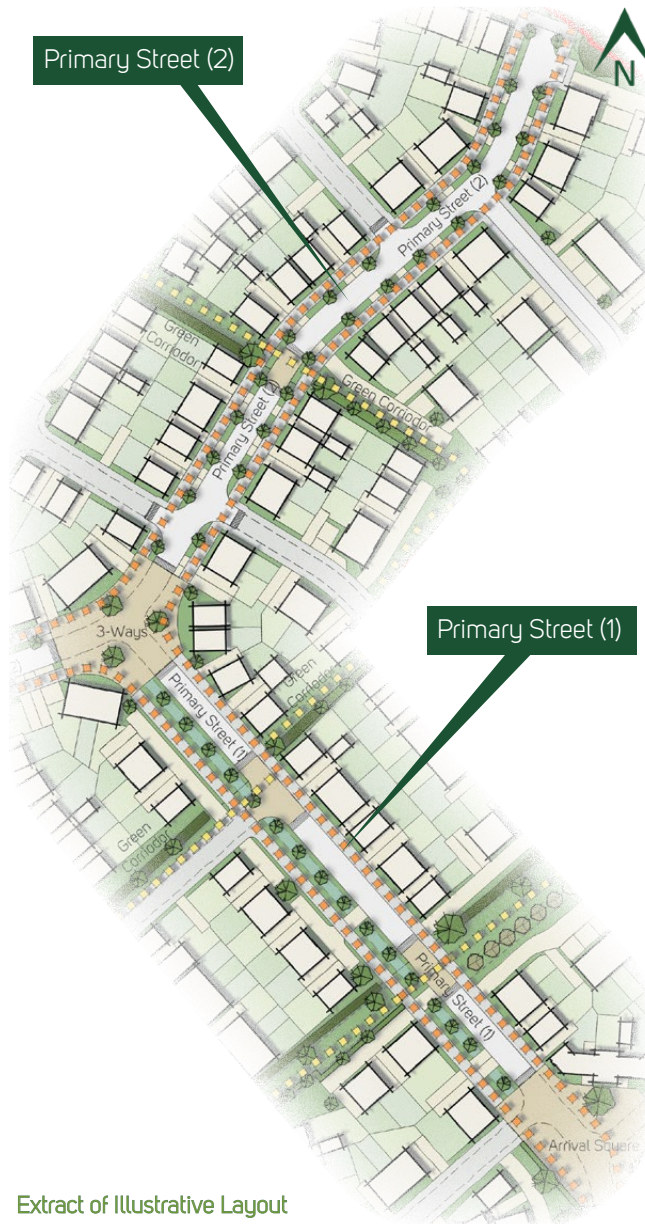
- A wide landscaped verge that allows space for street tree planting and SuDS features, with access to homes fronting the space carefully considered to avoid multiple crossings of the verge that would significantly reduce its visual impact.
- Carriageway width capable of accommodating a bus route.
- Combined footpath/cycleways on both sides of the street.
- A consistent building line defined on both sides of the street, with houses on the northern side set close to the back of the footpath.
- Buildings set out to address this street as a priority over others in the street hierarchy, creating an active streetscene and avoiding exposed side boundaries along the route.
- Focal spaces could be planned, as shown by the Illustrative Layout, at junctions and intersections with the green infrastructure network.
- Car parking set between or behind buildings, some dwellings on the southern side served by shared private driveways. No frontage car parking is shown as this pushes the building line back.



Extract from The Good Design Guide: Primary Street Plan and Section



Primary Street (2)



Extract of Illustrative Layout

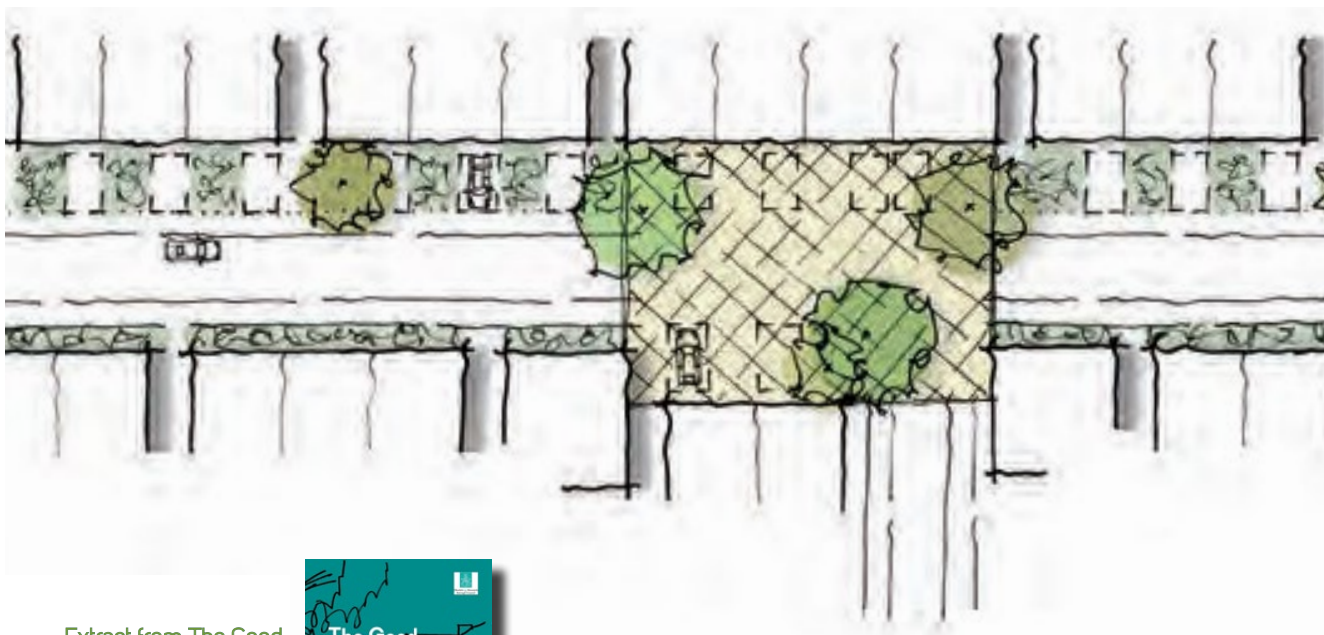
Forming the central part of a potential wider highway route that includes land beyond the site to the west and north, this route has been set out to follow a similar approach to that explained in the development proposals for the land to the west. The main elements of the street shown by the Illustrative Layout include;

- Avenue street trees within a verge on both sides of the carriageway.
- Carriageway width capable of accommodating a bus route.
- Combined footpath/cycleways on both sides of the street.
- A consistent building line defined on both sides of the street, with houses set back behind shallow private frontages and with no frontage car parking.
- Buildings set out to address this street as a priority over others in the street hierarchy, creating an active streetscene and avoiding exposed side boundaries along the route.
- Focal spaces could be planned, as shown by the Illustrative Layout, at junctions and intersections with the green infrastructure network.
- Car parking set between or behind buildings. No frontage car parking is shown as this pushes the building line back.

Secondary Street

Creating an internal highway loop within the eastern part of the site, this street links from Primary Street (1) and both serves dwellings directly and also leads to tertiary streets. The main elements of the street shown by the Illustrative Layout include;

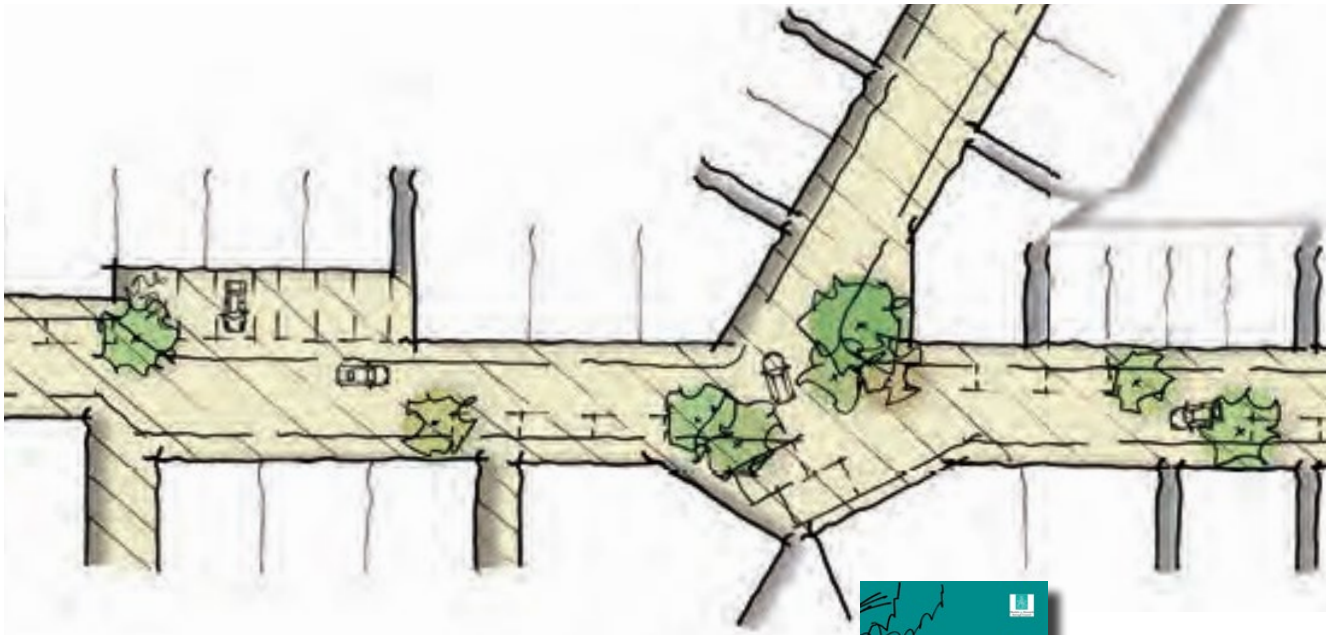
- Houses with deeper private frontages used on one side of the street to create space for on-plot landscaping (that could be controlled by a management company). Deeper frontages here could include some frontage car parking, potentially so that up to 50% of dwellings have frontage parking and 50% have parking located to the side of/between buildings.
- Houses set close to the back of the street on the opposite side, with car parking to the side/between dwellings and landscaped frontage boundary treatments.
- A section of the street is shown parallel to a retained hedgerow, using the mature feature as a characterful element of the streetscene. Here, houses beyond the hedgerow could be served by shared private driveways that reduce the need to break through the hedgerow.
- Buildings maintain a reasonably consistent building line and interest could be created through the use of different building/roof forms to elsewhere.
- Focal spaces could be planned, as shown by the Illustrative Layout, at junctions and intersections with the green infrastructure network.



Extract from The Good Design Guide: Secondary Street Plan and Section



Tertiary/Informal Streets



These streets should be clearly different from other higher-order streets and could include the following elements/measures;

- Narrower carriageway, including localised narrowing.
- Narrower overall corridor width.
- Shared surface treatment.
- Changes in surface materials.
- Variation in private frontage depths and car parking solutions.



Extract from The Good Design Guide: Tertiary Street Plan and Section



“Streets have a fundamental role to play in contributing to the creation of variety within a development, allowing a wealth of difference between a formal, primary route secondary, tertiary and informal street typologies”

The Good Design Guide



Edge Lanes

Serving dwellings at the edges of the development zone, shared private driveways can be used as part of a lower-density response, as is shown by the Illustrative Layout. Homes can be set out with a less consistent building line and more variety in the depth of private frontages, but usually so that an outward-facing edge is created.



Extract from The Good
Design Guide: Secondary
Street Plan and Section





Illustrative View of Streets and Spaces that Promote
Community and Sustainable Travel

Appearance

"Appearance" is the aspect of a place or building that determines the visual impression it makes, including external built form or the development, its architecture, materials, decoration, lighting, colour, and texture.

As Appearance is reserved at this stage, no specific information on the issue is required to be provided. A DAS is however, required to explain the principles behind the intended appearance and how these will inform the final design of the development.

Character

Character areas are a useful way of helping assimilate a new community into its surroundings (including here both existing and emerging residential areas), whilst also allowing for elements of new character and/or innovation to help form a distinct sense of place. It is anticipated that the character of the proposed development could incorporate individual design components which reflect the local area, including: built form principles such as changes in building height; building setbacks, etc; landscape treatments; architectural detailing; and materials.

With reference to the emerging adjacent proposals, the site has indicatively been divided into four character areas that broadly respond to the proposed street typologies, so that each has a clearly defined character relating to location within the proposals and the localised context. The following pages describe how the character areas could be designed to create an active and interesting townscape. The character areas are detailed as follows:

"Create a place with a locally inspired or otherwise distinctive character."

Building for a Healthy Life

- CA1: Primary Streets
- CA2: Development Core
- CA3: Suburban Greenway
- CA4: Rural Greenway



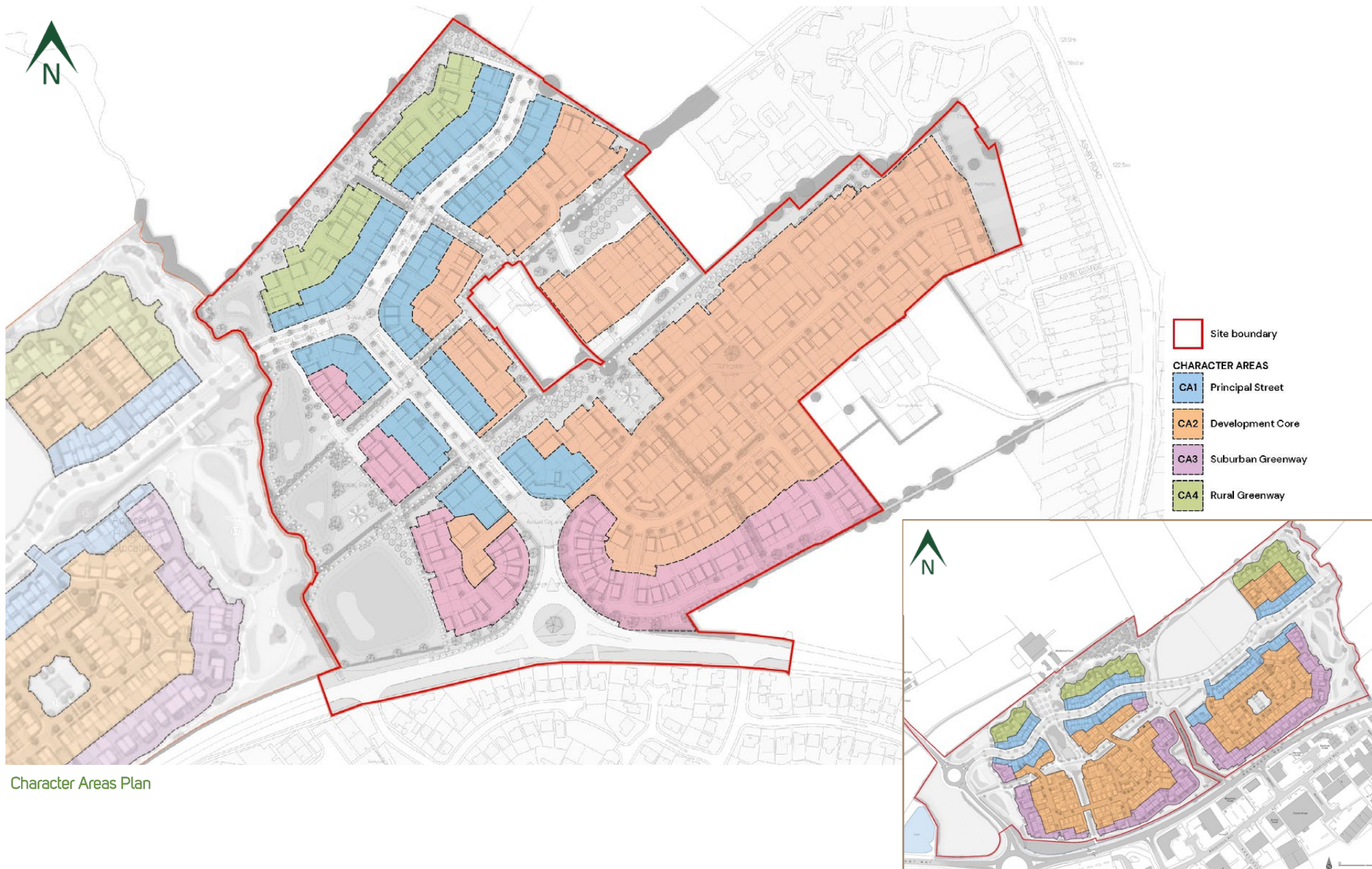
**The Good Design Guide:
Design Objectives**

Distinctive Character



Attractive





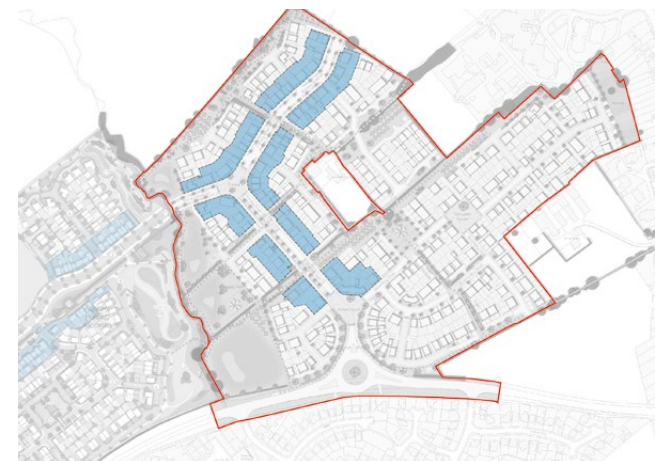
Character Areas Plan

Extract from DAS for approved adjacent scheme: Character Areas Plan

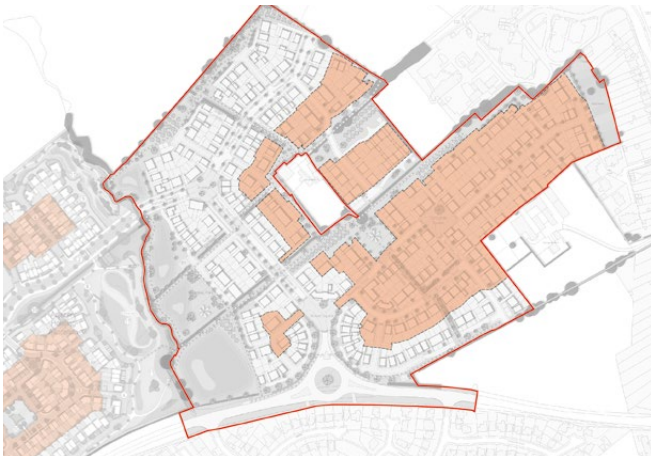
CA1: Primary Streets

Key characteristics:

- Medium to high density circa 35-40dph development;
- Forming a “gateway” to/from the adjacent proposals to the west;
- Predominantly detached and semi-detached homes fronting the street;
- Dwelling types used that respond to levels;
- Consistent roofscape with punctuation at key corners and junctions;
- High sense of street enclosure with storey heights of up to 2.5 or 3-storeys (depending upon maximum acceptable building height informed by location across the site);
- High levels of enclosure with minimal front gardens;
- Consistent building line and set back from the back of the footpath; and
- Consistent elevational treatments (other than for landmark buildings)



CA2: Development Core



Key characteristics:

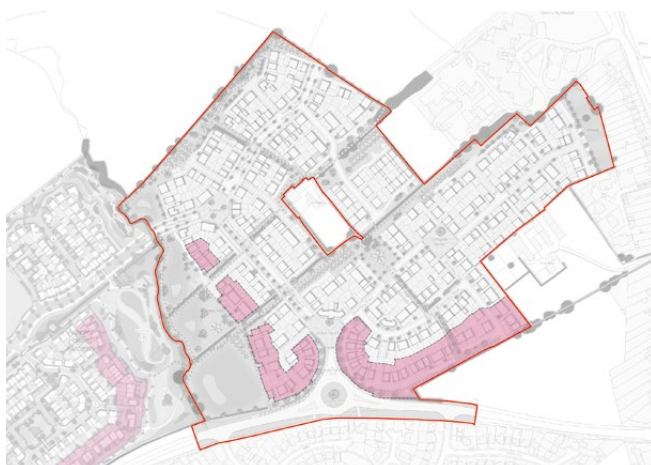
- Higher density development circa 40dph;
- Streets and parcel orientation responsive to levels with streets set out to run along contours where feasible – and with consideration to place-making aspirations;
- Range of dwelling types including detached/semi-detached/ terrace and apartments;
- Punctuation in building line and articulation in street scape at appropriate locations to enhance legibility;
- Active frontages of buildings used to terminate views;
- Enclosure of streets defined with buildings generally of 2-2.5 storey;
- Potential for variation in the roofscape; and
- Consistent elevational treatments with consideration of street hierarchy and focal buildings/groups of buildings at key junctions and public squares.



CA3: Suburban Greenway

Key characteristics:

- Medium density development circa 35-40dph;
- Formation of a “Gateway” entrance feature to the scheme from Normandy Way.
- Formal build line as a response to the existing settlement edge and to define a new outward-facing frontage to Normandy Way;
- Detached and semi-detached buildings;
- Buildings generally of up to 3 stories; and
- Variation in roofscape with potential for strong frontage to be defined using gable-fronted dwellings.



CA4: Rural Greenway

Key characteristics:

- Lower density development circa 30dph;
- Larger detached/semi-detached dwellings to work with level changes;
- Buildings predominantly up to 2 storeys tall
- Increased breaks in the build line (as per car parking strategy set out by street typologies); and
- Informal/meandering building line







**"Nature contributes to the
quality of a place, and to
people's quality of life, and it
is a critical component of well
designed places."**

National Design Guide

7

Summary



Conclusion

This Design and Access Statement has set out a clear explanation of the design process that has also included: a comprehensive and thorough assessment of the site and its immediate context; and the development of a clear set of principles to guide the design of the site.

Development of land north of Normandy Way, provides a unique opportunity to create a new neighbourhood, building on the legacy and distinctive character of the site. Creating housing choice and provide areas of truly accessible public open space, whilst improving public access across the site and the wider movement network.

The masterplan is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area.

Development here could become a highly desirable place to live, potentially reflecting the desirable elements of the local vernacular but also with opportunities to define a new character. The proposals that moves towards a more sustainable future

Development will accord with the principles of high quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing and emerging local community.

These development proposals offer the following main benefits:

- The delivery of up to 415 new homes in a range of dwellings types, sizes and tenure, offering an accessible and acceptable choice of lifestyles;
- The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement;
- Delivery of new open spaces for the benefit of both new and existing residents in the area.
- Provision of a development that is well connected, readily understood and easily navigated, with the delivery of a new access roundabout from Normandy Way and the potential for connectivity to emerging adjacent development land;
- The creation of legible routes through the development, complementing existing routes and providing sustainable transport choices;
- The retention of existing landscape structure and creation of a strong new green infrastructure framework, focused around boundary vegetation, internal hedgerows and tree belts;
- Promotion of the objectives of sustainable development through layout and design;
- Compliance with Public Open Space policy requirements; and
- Conforms with Good Design Guide principles.



 Richborough

nineteen47
CHARTERED TOWN PLANNERS
& URBAN DESIGNERS