

Residential Development at

Land Abutting Cayton Village Caravan Park Mill Lane Cayton

March 2020



DAVID WILSON HOMES
WHERE QUALITY LIVES

Contents Amendment Record

Project: Cayton
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Date of Issue	Rev	Notes	Status	Completed By	Checked and Approved By		
					Designer	Landscape	Planner
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19.12.19	A	Submission	Sub	VS	SD	LB	LM
21.01.20	B	Amended Layout	Sub	VS	SD	LB	LM
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Introduction

This Design and Access Statement has been prepared by JRP in support of a Reserved Matters planning application for residential development.

The application relates to land abutting Cayton Village Caravan Park Mill Lane Cayton.

The application seeks the erection of 113 residential dwellings and associated infrastructure.

FIGURE 1 AERIAL VIEW



Purpose

This Statement responds to the requirements of the Town and Country Planning Development Management Procedure Order (England) (Amendment) 2015 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement are to ensure design is integral to the creation of this development.

Content

The statement also seeks to touch upon the following factors. More detail will be added through the iterative design process up to planning submission stage.

Use - What the land and buildings will be used for

Amount - How much development can the site accommodate

Layout - How the buildings and public and private spaces can be positioned and the relationship between them and buildings and spaces around the site.

Scale - How big the buildings and spaces could be in terms of appropriate height, width and length.

Landscaping - How open spaces could be treated to enhance and protect the character of the place.

Appearance - What the building and spaces could look like

The access element of the statement also includes two aspects of access to the development:

Vehicular and transport links

Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access

BS 8300-1:2018 promotes good practice design principles to ensure the external built environment, including streets, parks, landscaped areas, the approach to a building and the

spaces between and around buildings, is inclusive and can meet the needs of all who use it, not only disabled people.

Brief

The following points summarise the brief at an early stage of the design process:

- Deliver a high quality design which is sympathetic to the existing site.
- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is viable, sustainable and maintainable
- Be mindful of the aspirations for the site through the work already undertaken through the outline planning consent.

Aspirations

Our intention is to deliver a secure and sustainable development of modern family homes in a safe, green and welcoming environment.

Achieve this vision through careful design and communication with the local authority without preconception of the possibilities for this site.

02

Development Framework

2.0 Development Framework

This section of the Design and Access Statement reviews both National and Local Planning policies in relation to the design aspects of the scheme.

Scarborough

Scarborough Borough Local Plan 2017

SD 1 - Presumption in Favour of Sustainable Development
SH 1 - Settlement Hierarchy
DEC 2 - Electric Vehicle Charging Points
DEC 4 - Protection of Amenity
DEC 5 - The Historic and Built Environment
DEC 6 - Archaeology
HC 1 - Supporting Housing Development
HC 2 - New Housing Delivery
HC 3 - Affordable Housing
HC 10 - Health Care and Education Facilities
HC 14 - Open Space and Sports Facilities
ENV 3 - Environmental Risk
ENV 4 - Groundwater Protection
ENV 5 - The Natural Environment
ENV 7 - Landscape Protection and Sensitivity
INF 3 - Sustainable Transport and Travel Plans
INF 5 - Delivery of Infrastructure

Other Relevant Documents

Scarborough Borough Supplementary Planning Documents

- Affordable Housing
- Education Payments
- Green Space (Adopted November 2014)

National Planning Policy Framework (February 2019)

This document replaces the first National Planning Policy Framework published in March 2012.

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.



Paragraph 8 states the overarching objectives of the planning system is to achieve sustainable development. The objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- Achieving well-designed places

Paragraph 124 states in respect of achieving well-designed places that: The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 127: Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 130:

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision maker as a valid reason to object to development

National Design Guide, 2019

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.

The National Design Guide published by the Ministry of Housing, Communities & Local Government seeks to illustrate how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice

2.0 Development Framework

guidance on design process and tools.

The focus of the design guide is on good design in the planning system, so it is primarily for:

- Local authority planning officers, who prepare local planning policy and guidance and assess the quality of planning applications;
- Councillors, who make planning decisions;
- Applicants and their design teams, who prepare applications for planning permission; and
- People in local communities and their representatives.
- The 10 characteristics of well-designed places:

The design guide introduces 10 characteristics for well designed places as set out in the diagram and explained in depth in the design guide

The Design Guide states that a National Model Design Code, will be published setting out detailed standards for key elements of successful design. This will be subject to consultation and consider the findings of the Building Better, Building Beautiful Commission who are due to publish their final report in December 2019.

The National Model Design Code will set a baseline standard of quality and practice across England which local planning authorities will be expected to take into account when developing local design codes and guides and when determining planning applications.



The Building for Life 12 principles guide the creation of a great place to live. The Building for Life criteria are:

1) Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

2) Facilities and services

Does the development provide (or is close to) community facilities, such as shops, schools workplaces, parks, play areas, pubs or cafes?

3) Public transport

Does the scheme have good access to public transport to help reduce car dependency?

4) Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

5) Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

6) Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

7) Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn corners well?

8) Easy to find your way around

Is the scheme designed to make it easy to find your way around?

9) Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10) Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11) Public and private spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

12) External storage and amenity space

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

03

Site Area and Analysis

Site Location

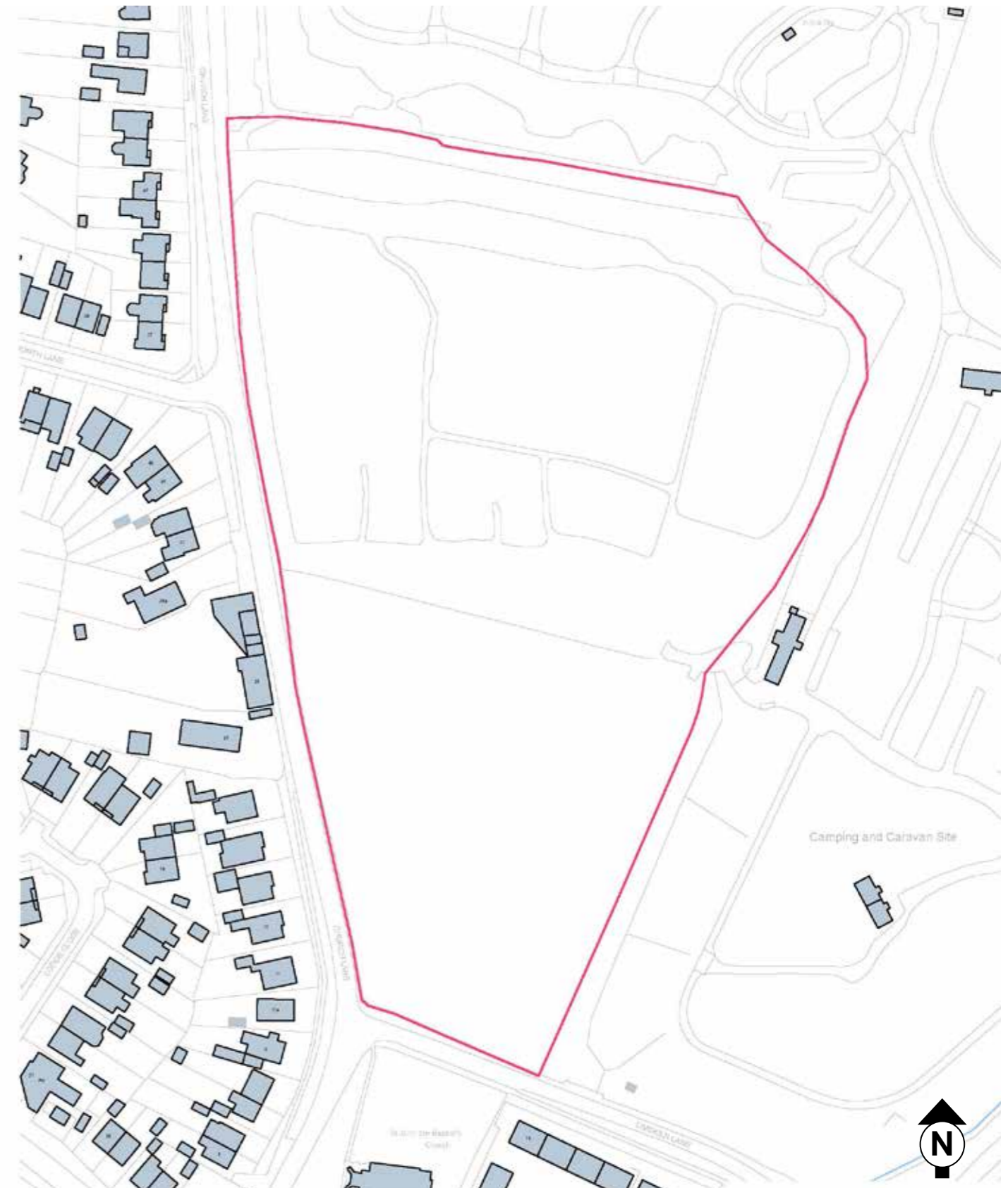
This site is situated on the North-eastern edge of Cayton. It is bounded by Cayton Village Holiday Caravan and Camping Park to the North and East, Church Lane to the West and Limekiln Lane to the South. The site area is 3.81 hectares. The site is grassed with no hard surfacing. All four boundaries are enclosed by substantial, mature hedgerows.

This site is allocated for housing in the recently adopted Scarborough Borough Local Plan.

Policy HC 2 allocates the whole of this site for residential development with an indicative threshold of 80 dwellings; site reference HA13. However the subsequent Outline planning consent does not give approval to a specified number of dwellings.

The principle of developing this site for housing and its deliver ability has been closely examined through the Local Plan process and examination in Public and accepted as suitable.

Along with policies SH1 which identifies the Scarborough Urban Area including Cayton as the main focus for housing development, and HC 1 which supports new housing development within settlements that is compatible with other Local Plan policies, this proposal is considered to be acceptable.



Opportunities and Constraints

The opportunities and constraints for the site were fully reviewed and identified as part of the site wide development brief and can be seen below and opposite. These elements remain applicable to the development of this next phase and will therefore form the basis of any detailed design.

- Landscape buffer to the caravan site boundary - minimum 10m
- The Grade I listed Church of St John the Baptist has C12 origins and sits on an elevated position which allows views out of the churchyard northwards. These views into the open rural landscape make a positive contribution to the setting and significance of the building. For most of its 800-year history, the church lay to the North of what was, essentially, a linear village. It was only since the 1960s that the agricultural land to the north of the buildings fronting Main Street was developed for housing with the result that the Church became surrounded, on its eastern and western sides, by suburban residential estates. The proposed development site represents the last vestige of what was the rural setting of this important building and, as such, makes an important contribution to its significance.
- ← Outward facing development to all public spaces.
- Single access point to the development to be taken from Church Hill. The northern position will minimise the loss of hedgerows for sight lines to be achieved.
- Retention of existing trees / hedgerows and enhancement for biodiversity gains.

The Local Plan makes specific provision to protect the setting of the Listed Building and Conservation area including:

- Single storey development at the southern end of the site,
- Set back from the road and the existing hedgerow retained and reinforced along Limekiln Lane;
- Providing a buffer of open space at least 40m in depth at the southern end of the site between the church and housing;
- Setting development back at least 15m from the Church Lane boundary, with reinforced planting; and,
- A layout that provides key views from roads and footpaths within the site of the church and churchyard.



3.0 Site Area and Analysis

The images opposite identify the existing residential development immediately adjacent to the site particularly to the west. As the images demonstrate, these homes are a mix of single and 2 storeys in height and are a mix of detached, semi detached and limited terrace buildings.

The properties within the immediate context of the site are dominated by brick buildings with few rendered properties adding highlights to the street scene. Architectural styles are relatively simple.

The site is located close to the north of the Cayton Conservation Area with the Grade 1 listed church immediately set to the south.

The roof form in the immediate vicinity is a mix of simple pitched roof or gable covered in red or brown clay pantiles. These tiles vary slightly in scale and form reflecting the variety of sources used to build up the characteristic roofscape.

Front Boundaries

The treatments to the front of dwellings are a mix of hedges and walls creating a range of different characters to individual streets.

Parking

Parking is usually on plot, serviced from the road with detached / integral garages and driveways. Parking courts are an occasional occurrence and are present within more developments away from the main roads through the settlement.

The set back of properties are generally large with sizeable front gardens containing mature landscaping or parking provision. Little examples exist of properties immediately abutting the pavement.



3.0 Site Area and Analysis

The images opposite identify the existing residential development within the wider context of the site.

The images demonstrate the more traditional styles of dwellings within the centre of Cayton. Here the terrace forms are more prevalent immediately abutting the pavement.

Red clay tiles are still prominent however red brick, stone and render can be seen in terms of materiality. The stone relating more to the historic forms within the locality.

Varied heights with examples of single, 1.5 and 2 storey dwellings can be seen however providing variation and visual interest.

Front Boundaries

Hard edge with no front gardens or treatments to the frontage of properties along the historic core.

Development as you move away from the Main Street are of a lower density with varying garden depths. Here low walls or hedges are present.

Parking

Parking along the Main Street would be generally set behind the building. For other lower density forms, the parking is within the plot in either garages or drives.

Some architectural features include the following: -



04

Design Evolution

Technical Considerations

Ecology

The Ecological Appraisal identifies the habitat and species within the site as common within North Yorkshire with no evidence of protected species within the site. Various recommendations are made to enhance the ecological value of the site, e.g. the provision of bat and nesting boxes and care with external lighting, which should be secured by condition, especially given the rural fringe location of the site.

The Arboriculture Report describes the trees and hedgerows, which are mainly on the site boundaries, as being in good condition. The only removal proposed is an area of Blackthorn Scrub at the anticipated entrance to the site. It was recommended at the outline stage that any planning permission be subject to tree protection and hedgerow retention conditions.

The ecological value of the site is relatively low, much of it can be retained post development by the retention of trees and hedgerows, and mitigation measures such as the provision of bat and nesting boxes. Therefore it is considered that the ecological impact of the proposed development will not be significant.

Flood Risk

The site is designated as Flood Zone 1 by the Environment Agency, which is land with the lowest level flood risk. However the Flood Risk Assessment which accompanies the application highlights surface water flooding as a potential risk to the site with high risk areas identified within the vicinity of the site. The FRA states that the site itself has not previously flooded during flood events in Cayton. It concludes that overall flood risk to the site is low. However, it acknowledges that the development could increase flood risk in Cayton due to the sizeable increase in impermeable area. It recommends consultation with the Lead Local Flood Authority to confirm on site attenuation and discharge rate requirements and that the finished floor levels be set 300mm above existing ground levels.

The LLLFA have not raised any objections in respect of Flood Risk per se, although have requested details of exceedance routes for surface water should the capacity of the surface water drainage system ever be exceeded.

Groundwater Protection

The site lies within Source Protection Zone 1 for groundwater. This is the most sensitive and vulnerable area. The site is underlain by the aquifer which holds most of Scarborough's drinking water resource. Yorkshire Water's abstraction borehole is situated relatively close to the site along Station Road at Cayton. Both the criteria for the development of this

site set out in the Local Plan and Policy ENV 4 require that it must be demonstrated that the development of this site will not adversely affect the groundwater resource and its abstraction. No such information has been provided at this stage by the applicants. However, the LLFA has advised that further consideration of water quality will be necessary as part of the detailed design and Yorkshire Water has not objected, but recommended a condition requiring details of the surface water drainage scheme. On this basis your Officers are satisfied that groundwater protection issues can be satisfactorily dealt with at the detailed design stage.

Surface Water Drainage

Surface water drainage of the site has significant implications for flood risk and groundwater protection.

Detailed drainage proposals have not been submitted but a broad outline of options has been considered within the Drainage Strategy. This rules out infiltration to ground as boreholes have shown that ground conditions are unsuitable, this is clay. Swales have been described as being suitable but then discounted by the applicants on the basis that Yorkshire Water will not adopt them. Above ground on site storage of surface water run-off in ponds and basins is identified as a suitable option. Underground storage in attenuation tanks is also identified as a potential method of drainage. Permeable paving has also been suggested. It is stated that there is no capacity in the main sewer to accept surface water run-off from the site.

It is stated that foul drainage from the site can be discharged into the public sewer in Church Lane and that new foul sewers must be protected in accordance with Yorkshire Water Standards to ensure that groundwater does not become contaminated in the event of a leak or break in the system. No objections were raised to this proposal at the outline stage.

Heritage and Archaeology

The Cayton Conservation Area lies immediately to the South of the site along Limekiln Lane. On the Southern side of Limekiln Lane, directly opposite and in close proximity to the site, is the Church of St. John the Baptist. This is a very significant Grade 1 Listed Building with a nave and chancel dating from the 12th Century and tower and northern chapel from the 15th Century.

The proximity of the development has the potential for a significant impact on the setting of both the Church and this part of the Conservation Area. The Local Plan makes specific provision to protect the setting of the Listed Building and Conservation area including: single storey development at the southern end of the site, set back from the road and the existing hedgerow retained and reinforced along Limekiln Lane; providing a buffer

of open space at least 40m in depth at the southern end of the site between the church and housing; setting development back at least 15m from the Church Lane boundary, with reinforced planting; and, a layout that provides key views from roads and footpaths within the site of the church and churchyard. These issues will be addressed at the reserved matters stage, although it is suggested that, to avoid doubt, these requirements are secured by condition.

The Archaeological Desk Based Assessment and County Archaeologist recognises that the site has potential archaeological interest. The County Archaeologist has recommended that a pre-determination archaeological assessment should be undertaken.

An Archaeological Evaluation by Trial Trenching was carried out by MAP Archaeological Practice Ltd, on land east of Church Lane, Cayton, North Yorkshire between the 28th and 29th October 2019. The evaluation was undertaken to assess the potential of archaeological remains and to allow the Principal Archaeologist at North Yorkshire County Council to make a reasoned decision regarding further mitigation that may be required prior to the development of the site. The work was undertaken on behalf of Barratt/ David Wilson Homes.

The evaluation revealed two archaeological features and a possible third within the southern half of the site possibly dating to the Late Iron Age / Romano British period.

The findings should not affect the layout of the site.

Pre-Application Discussions

The plan opposite was submitted to the LPA to facilitate pre-application discussions.

The comments received with regards to design are outlined below and annotated opposite: -

- 15 metre stand off is required to Church Lane which should not include properties or private drives.
- 15 metre buffer required to northern boundary - there is some encroaching shown on the proposed plan.
- Views through the site is required to the Grade 1 listed church to the south.
- Concerns raised about the amount of front parking, particularly along the main routes through the development
- Upon review, it is considered that the buffer along the northern boundary can be used for POS however the Authority would like some of this to be overlooked
- The Moresby at plot 2 is not acceptable.
- Affordable types are to be NDSS types
- Affordable is to be 15%
- The Local Authority believe there will be noise issues from the caravan park on the eastern boundary and this should be considered.
- Plots 67 + 75 – The primary outlook to these dwellings are not to the open space and these should be revised to provide overlooking.
- The Bungalows proposed around the southern POS are to be in stone, however the Council would consider 2 storey “cottage” type units.
- A section of hedge will need to be removed from the southern boundary to allow pedestrian access to Limekiln Lane.



The scheme identified opposite identifies the evolved scheme following initial pre-application discussions.

By way of a summary, this revised layout picks up the following changes: -

- 15 metre stand off to Church Lane now incorporated;
- 15 metre buffer on the northern boundary now incorporated;
- Views through the site to the Grade 1 listed church to the south have been created via amendments to the main spine road through the site. Views through are annotated yellow on the layout plan for reference.
- Front parking has been significantly reduced through the introduction of parking courts and side parking which has allowed the provision of additional landscaping to further breakup front parking where necessary;
- Selective properties now front onto the northern boundary and a number of cul de sacs will be provide natural surveillance for the area of POS created;
- The site entrance has been amended to appear more traditional as suggested;
- Affordable housing is at 15% provision and pepper potted across the site;
- The properties along the eastern boundary now back on with rear gardens providing the additional distance to address concerns regarding amenity;
- All the properties now front onto Church Lane as requested;
- Bungalows are still proposed along the POS frontage as required.
- Section of hedge removed from southern boundary to allow pedestrian access to Limekiln Lane.



4.0 Design Evolution

Draft Layout - Pre-Application Discussions

The plan opposite was submitted to the LPA to facilitate further pre-application discussions. The comments received with regards to design are outlined below.

It is considered that the layout on the western side is a great improvement, with the 15m buffer, private drives and pathway.

The re-configuration of the internal road (running north-south) to provide the views of the Church is also welcomed.

There is concern that the pathway in the buffer to the northern side does not have sufficient natural surveillance, it is suggested that private drives similar to those used on the western side be considered.

There are considered to be too many car parking spaces to the front of the plots, which will provide a car-dominated and poor visual outcome.

Again, it is suggested that drives and parking areas are located to the sides of properties. This could also assist with increasing spaces between properties, and help provide views between buildings to the Church and surrounding countryside in this rural area, and help break up the mass of buildings and reflect its rural location.

There are concerns about the design, scale and roof design of the single storey properties facing the Open Space on the southern side. The single storey 5.5m height limit imposed by planning condition could be re-considered if a property of traditional vernacular was proposed. The requirements on these southern plots relate to objections from Historic England about the residential allocation and its close proximity to the Grade 1 listed building. It is strongly advised that bespoke designs are considered for these plots to ensure a satisfactory relationship with the Grade 1 Church and the Conservation Area. It was also suggested that parking should be to the rear and not to the front of these plots.

It was agreed on site that an emergency access is preferred onto Church Lane and not onto Limekiln Lane - which should be a pedestrian/cycle access only.

On site, a 10m buffer on the eastern side was discussed and seems reasonable to ensure the proposed dwellings and the existing caravan park can coexist.

Where parking courts are necessary, it is noted that properties fronting these parking courts have been successfully used at Derwenthorpe, perhaps such an arrangement can be considered?

The pumping station on the revised layout is too prominent and needs to be tucked away and not be so focally located. Are there any cross sections of the drainage area?

Some green areas within the inner parts of the site would be welcomed to help break up the buildings and help retain a rural edge of settlement feel.

There are some individual plot orientation and detailed issues but at this stage, prefer to stick to the broad layout and design issues. One notable example is Plot 1 and 2. It is suggested that the double garage in between these plots if pulled back or omitted, or access is taken from the internal road.

It is considered that areas of planting are required along the northern and eastern sides.

Given the cut and fill required, it is advised that existing ground levels and proposed finished ground floor levels are required including existing levels on the land immediate abutting the red line. Together with a couple of cross-sections east – west and north-south.

I have forwarded the Highway Authority's comments separately.

The Council's Affordable Housing Officer is also happy with the location and number of affordable housing units (17) on the revised layout plan.

The images below identify the alternative solution to the sensitive southern boundary of the site, This evolves the original design and proposes the following:

- We have removed the standard bungalows and replaced them with non-standard house types which have the appearance of a more traditional barn conversion;
- Terracotta clay pantiles have been incorporated to match the local vernacular. Traditional Kneeler details are proposed and Heads and Cills are shown to traditional portrait format windows. There is also the opportunity to incorporate rise and fall guttering;
- Parking has been switched to the rear;
- Small front gardens have been created bounded by traditional stone walling;
- The 40m standoff to the edge of Limekiln Lane has been respected;
- Dual fronted gateway plots have been incorporated in order to frame the important views through to the Church.



Draft Layout - Pre-Application Discussions

Following favourable feedback towards the traditional barn conversion solution to the south, the scheme opposite was further evolved in response to the remaining concerns. The annotations identify the amendments undertaken.

The northern buffer provides a pleasant walkway along the northern periphery of the site. Dual aspect dwellings allow a high level of surveillance and overlooking.

Integral dwellings utilised along the main road and a variety of types helps to break up the front parking and allows greater levels of landscaping within the streetscene

The emergency link is now demonstrated to Church Hill rather than Limekiln Lane as required.

The southern area now incorporates the barn conversion style of dwellings with parking to the rear. The Pumping station is also set behind to avoid this being visually prominent.

The planting to the properties along the eastern boundary has been added and gardens extended to the boundary.



05

Design Solution

Site Layout

The layout opposite identifies the detailed proposals of this development taking into account the pre-application comments of the Local Authority. This is simply an evolution of the latest draft scheme demonstrated within the Design Evolution section of this statement.

The key points to note are as follows: -

Access is taken from Church Hill at the north west corner of the site. This is the sales complex and care has been taken to ensure parking does not dominate as you enter the development.

The road pattern and form of development allows the view through to the church.

Bespoke development designed to the southern part of the site respecting the setting of the Listed Church. This is provided in the form of lower storey cottage style properties, parked from the rear maintaining the car free frontage.

The pumping station has been relocated away from the originally visually prominent position.

The car parking within the layout has been carefully considered to prevent car dominated streetscenes particularly along the higher hierarchy streets,

The set back to Church Hill, 10m buffer to the northern boundary and the additional planting to the east ensures the development sits comfortably with the neighbouring uses.

The emergency link is created to Church Lane from within the development.

All dwellings are designed to be outward facing to ensure all public spaces are surveilled and active streetscenes created. The wide mix of accommodation ensures the development is attractive to a wide demographic promoting varied use throughout the day.

The open space to the south has a high quality landscape design. The design encourages its use by both existing and new residents of the site and would be of benefit socially for residents and visitors alike.

Summary of development

Number of Dwellings: 113

Dwelling Type: Detached, Semi Detached and Terraced.

Bedroom Range: 1, 2, 3 and 4 bedroom



Landscape Design

The landscape strategy for the site aims to achieve the following:

- Retain and enhance existing tree belts
- Provide mitigation for the loss of vegetation through the planting of new hedgerows, specimen trees and woodland areas.
- Provide protection and enhancement for wildlife by providing new grassland, hedge, tree & woodland planting of native species.
- Provide an attractive and distinctive environment for residents through the use of ornamental tree, hedge and shrub planting on internal streets and in front gardens

TRIM TRAIL

5 pieces of timber trim trail equipment (by Playdale or similar) are stationed alongside the footpath route on the western boundary.

Equipment to be:

1. Hurdles
2. Sit-Ups
3. Arm stretch
4. Straddle Jump
5. Press Ups

The Trim Trail provides a challenging exercise circuit offering physical activity for the whole community. Equipment should be installed directly into grass areas and conform to EN 16630 for permanently installed outdoor fitness equipment.

TREE PLANTING

Extensive planting of semi-mature and extra heavy standards trees are proposed throughout the development to create a structure to the new housing which is in keeping with the scale and context of the development and helps to filter views into the site, breaking up the rooflines of the housing when viewed from a distance. Planting at the site entrance, the public open space areas and focal points will aid navigation within the scheme and complement the existing mature trees and hedgerows on site.

Where practical there will be an emphasis of native species which are locally provenant and trees will be procured and planted in accordance with BS8545:2014.

SHRUB PLANTING

A mix of evergreen and deciduous shrubs/ climbing plants and herbaceous perennials will be planted throughout the site to give enclosure and structure to the development and all year round interest. This follows the same principles as previously approved.

Medium/ large species will be planted against screen fences and walls where space permits and medium / low mixes will be will be planted into front gardens, mews courts and around parking areas.

ORNAMENTAL HEDGE PLANTING

Beech and Hornbeam hedges are proposed in various locations throughout the site to define plot frontages. Lower growing evergreen hedging is proposed in situations where demarcation between public and private space is required without the need for tall enclosure. Deciduous hedging will be planted as a double alternate row of 60-80cm transplants, or larger.

The evergreen hedges will be planted in various sizes according to species availability.

NATIVE HEDGE PLANTING

All existing hedgerows have been retained except for where access to the site is required. Native species hedging will be planted into frontages on the outward facing parts of the development to extend and continue the existing hedgerows. Native hedgerow will also be planted in selected areas of the site to gap up existing sections of hedgerow and introduce additional habitat value within the site.

GRASS TREATMENTS

A variety of grass treatments are proposed throughout the site to define different areas of space and use:

Amenity Turf

Front gardens will be turfed with a quality amenity turf.

Areas indicated on the plan will be seeded with native wildflower-rich seed mixtures. These will create an attractive backdrop to the development, as well as provide a source of shelter, nectar and pollen for a wide range of insect

life, and in turn, will attract the animals that prey upon them, such as birds and bats.

Species Rich Meadow Mix

EL1 - Flowering Lawn Mixture*, or equivalent

* Seed mixtures supplied by Emorsgate Seeds - <https://wildseed.co.uk/mixtures>

Preparation

No more than 5cm of topsoil will be spread over the subsoil profile. This will be loose tipped and spread with a back actor to avoid compaction, and harrowed to a fine tilth ready for seeding.

Seeding

Seed according to supplier's instructions. If soils have been spread before September, any weed growth that has established in the meantime will be sprayed with glyphosate and a seedbed be re-prepared.

Seed will either be broadcast by hand or by approved lightweight machinery at c. 40Kg /Ha. Following seeding, the area will be lightly rolled to incorporate the seed with the growing substrate.

Management Year 1

Five cuts, collect arisings and remove from site.

Use a weed wipe three times in year 1 to kill off weeds - Spear thistle, creeping thistle, broad-leaved dock, clustered dock, wood dock, curled dock, nettle, ragwort and others according to ECoW recommendations. Operative must be proven competent in identifying these in their early stages to prevent killing off sown wildflowers.

Year two onwards

EL1: Cut as normal amenity grass, as specified in the overall landscape maintenance contract. Cutting should not be more frequent than every three weeks. Longer periods (four weeks plus) in mid-summer are advantageous.

Year 2 Ecologist survey to record relative cover values according to objective 1 and 3.

Remedial actions Localised weed control or over sowing with wildflower seed under the instructions of the ECoW.

ECOLOGICAL ENHANCEMENTS

The following enhancements are to be carried out which are in excess of those recommended in the Ecological Appraisal prepared by Rod Strawson as part of the Outline Planning approval:

- New species-rich hedgerow and native trees would be planted across the site to increase habitat connectivity
- The identified areas of POS will be sown and managed as species rich grassland
- All enclosed garden areas will have hedgehog 'cut-outs' in walls & fences to create full permeability
- Integral bird and bat boxes to be installed in dwellings
- Enhancement of the onsite drainage ditch

SWIFT BRICKS

'Manthorpe Swift Nesting Bricks' are to be installed 3 per gable where indicated on plan. 10 locations are highlighted, meaning a total of 30 are to be installed. Swift bricks are also suitable for Sparrows & Tits.

The Swift Bricks should be located high within the gable wall of the property, ideally at 5 metres high and above and over the level of the insulation zone. Where possible, install in locations that are unlikely to receive large amounts of direct sunlight during the hottest times of the day, ideal places include below the overhang of the verge and barge board.

BAT BOXES

Integral bat boxes are to be installed in the highlighted locations. 6 locations are highlighted. The bat boxes are located on south or south east facing elevations adjacent to green corridors or quieter routes, at a height of at least 5m.

Boxes are not located above windows, doors or paths.

Products such as Istock B & C or Habitat 001 should be used.



Amount of Development

The layout demonstrates that this phase of development can accommodate 113 dwellings.

This is based upon the creation of an informed scheme which considers all specialist technical requirements and the aspirations of the initial masterplan and development framework.

The land under the applicants ownership is 6.37 acres / 2.58 Ha. This equates to a density of 44 dwellings per hectare.

The achieved 44 dwellings per hectare is considered an appropriate density for this development providing an efficient solution which maximises the development potential whilst achieving the design parameters set out through the initial masterplan and aspirations for the site.



Scale of Development

Scale is the height, width and length of each building proposed within a development in relation to its surroundings. This relates both to the overall size and massing of individual buildings and spaces in relation to their surroundings, and to the scale of their parts. It affects how a space can be used and how it is experienced. The relationships between the different dimensions of a building or component are known as its proportions.

The existing residential development immediately adjacent to the site comprises single and two storey dwellings with a variety of detached and semi-detached houses. Some terraces are present though these are not prominent immediately close to the site.

As the plan identifies the scheme proposes the erection of two storey dwellings to the majority of the site however a bespoke solution is demonstrated to the southern boundary. This respects the setting of the Listed Church. Although this is of a higher height than the envisaged single storey, its bespoke design to the site is considered acceptable as established through the pre-application process.

- Single storey garages
- 1.5 storey dwellings
- 2 Storey dwellings



Appearance

The design ethos for this site was to use complementary elevations that relate well to each other within the site, and that these elevations are simple and well proportioned.

The proposals are for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the architectural style and detailing used reflect these needs and aspirations.

Features to the properties proposed include window surrounds, brick details. Canopies provided to the front doors provide articulation. The images below provide examples of the range of house types proposed as part of this development.



Examples of semi detached and terraced forms.



Example of true dual aspect dwellings utilised within the development to enable active streetscenes and natural surveillance over all public spaces.



Examples of larger dwellings which are detached in form. Varying solutions are proposed in terms of parking with detached garages and integral garages. The detached units are predominantly 2 storeys in height. Gables and single storey projections provide articulation and interest to the streetscene.

Images of the bespoke units proposed to the southern edge of the site. This demonstrates the set back of the dwellings and the reduced height to minimise impact.



Access

This section of the Statement will address access issues to the site, including the following aspects:

Policy – justification of the relevant national, regional and local planning policies.

Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.

Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

Policy

At a national level, National Planning Policy Framework (March 2012) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 32 requires that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.” Paragraph 39 states that a key tool will be a Travel Plan.

It directs that development should be located and designed (where practicable) to:

- Exploit opportunities for the use of sustainable transport modes
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

Manual for Streets, 2007

Manual for Streets supersedes Design Bulletin 32 and

its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way.

MfS aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

Site Circumstances

The Transport Assessment and Framework Travel Plan submitted by the applicant at the outline stage has assessed the traffic impact on the local highway network taking into account nearby committed developments. Upon a review of that documentation, The Highway Authority has advised that the site can be safely accessed from Church Lane and the Local Plan requires that the site be accessed off Church Lane towards the North end in order to minimise the loss of hedgerows for site lines. This is what is proposed as part of this Reserved Matters application.



This will require the removal of a section of the existing hedge along the western site boundary to ensure adequate visibility can be provided.

The expected traffic distribution from the development site indicates slightly more than half of all trips would be to and from Church Lane to the South of the development site, leading to a potential increase in movements at the Church Lane / Main St. junction. Although there is restricted visibility at this junction to the East there is no significant recent history of injury accidents. For traffic from the proposed site alternative routes via North Lane and Mill Lane are available, avoiding the Church Lane / Main St. junction.

However to safeguard against the impact from the additional development traffic, funding that could introduce a one way system to prevent vehicles from exiting the Church Lane /Main St junction was sought as part of the outline permission and is a requirement within the S106 agreement for the site.

External Access

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the house types will be compliant with Part M of Building Regulations.

This ensures that certain minimum standards for

disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself. Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

Bin Storage and Collection

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development and further checks will be made with the local authority to determine exactly what space is required.

In order to establish a successful development the distance between storage areas and collection points should be minimised within the development.

Where terraced housing is proposed, secure rear paths should be provided to the rear of properties allowing access to rear gardens for storage.

Individual dwellings should have access to their garden to allow bins/recycling to be stored safely in rear gardens.

References:

Approved Document M, Access and Facilities for Disabled People

BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled




Movement Framework

A well-designed movement network defines a clear pattern of streets that:

- Is safe and accessible for all;
- Functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- Limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- Promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- Incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.

The plan opposite demonstrates the movement framework and street hierarchy established within the development.

The design solution creates a hierarchy of movement which transitions from Church Lane through a series of primary routes, secondary streets and private drives.

-  Primary route into the development
-  Secondary routes through the development
-  Private Drives

As the plan demonstrates, a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing existing connections and providing easy and direct access to existing services and facilities within the wider locality.

Primary Route

This route provides footpaths to both sides and provides a connection from Church Lane into the development and through the site. Traffic speeds would be greater along these routes and therefore a segregation of pedestrians to the vehicle assists in the safe movement of pedestrians.

Secondary Streets

These streets are of a typical 6.5m wide carriageway but are of a shared surface nature. These streets are shorter in length and as such, encourage lower traffic speeds. The desire for pedestrians and vehicles to share spaces also encourage slower speeds.

Private Drives

Private drives are the lowest in the hierarchy of street types within the development serving no more than 5 properties.

-  An emergency link has also been created to Church Lane from within the development.



Car Parking Strategy

A strategy for the provision of car parking within the layout has developed as a fully integrated urban design component, rather than as a separate afterthought or 'add on' to the proposals of the site. Car parking is not only a requirement of most new urban development proposals, but can be a key urban design opportunity that can contribute to the character, function, vibrancy, sustainability and viability of a new urban district if treated with care.

Car parking within the locality varies however the majority are generally set within the curtilage of the dwelling either as integral or side detached garages and driveways either to the front or the side. There are however opportunities to introduce different car parking solutions depending upon the type and character of street being proposed. This would include detached / integral garages, front parking courts, rear car parking courts and side spaces.

The development proposals achieve a minimum of 2 spaces with the larger 4 bedroom dwellings achieving a greater level. The parking provision is achieved through the following:

On Plot Parking

On plot parking provides a secure solution within residential layouts. This solution ensures that the cars are sited in front or adjacent to the properties they serve and have the benefit of high levels of natural surveillance.

Within Building Parking Solutions

Garages provide a secure off street parking solution and can be integral, detached or situated to the side as shown. Direct access can be provided from the garage to the property if integral or can be attached to neighbours garages also. Garage doors have been well designed and do not dominate the building façade.

Off Plot Parking

This solution is considered appropriate where on street parking is not ideal or where terraced or flatted development is provided.

All parking in blocks have been attractively and robustly landscaped and properly overlooked by the appropriate siting of dwellings and habitable rooms.

Cycle Parking

In line with condition 11 of the outline consent, each of the properties have been provided with a dedicated cycle storage facility. All properties with garages have storage within them. Sheds are provided to all other properties.

Condition 10 requires that all dwellings with a dedicated car parking space within its curtilage shall be provided with an electrical socket capable of charging electric vehicles. Again the compliance with this condition is identified on the Site Layout.



Examples of side drives and garages. This keeps cars away from the street with the garages providing varying spaces between the properties



Car free frontage with rear parking. This is a bespoke solution. The surrounding dwellings provide some surveillance to these areas.



Front parking is broken up by mature landscaping.



06

Designing Out Crime

In order to comply with the National Planning Policy Framework, developments should create safe and accessible environments where opportunities for crime are designed out.

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances and it will be at the discretion of the Local Planning Authority to determine whether the absence of any reference to this will invalidate a particular Design and Access Statement at the outset. In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

The NPPF states that developments “should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.”

The application seeks Reserved Matters approval for residential development and a detailed layout accompanies the submission. This section demonstrates how any concerns have been addressed as part of the design evolution process.

As this section demonstrates, designing out crime has been an important element in the development of this scheme and as such, the measures and approaches taken forward in this detailed design in order to design out crime are outlined below and opposite.

- The single access point proposed was considered acceptable at the outline stage as it keeps permeability at an appropriate level. This will make it more difficult for offenders to enter the area and move around without being conspicuous and not challenged.
- Proposed footpath links within the site have been clearly and logically positioned to ensure surveillance and promote the use of these links. This provides users of the footpaths with a feeling of security and deters criminal and anti-social behaviour.
- Parking solutions vary as previously demonstrated in terms of driveways and garages within the scheme. No matter what the solution, the majority is located within the curtilage of the dwelling or in highly surveilled positions close to the properties they serve. This ensures secure spaces are created with high levels of natural surveillance and no casual access. Where car free streetscenes are promoted (southern boundary), care has been taken to have these surveilled by other properties preventing casual access to those spaces. From a crime perspective, the proposed parking provision complies with best practice by either providing a garage, or having in curtilage parking and avoids the use of rear parking courts wherever possible.
- Public and private spaces are clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This is achieved through a well-designed and sensitive landscaping scheme and change in material, or through the careful choice of boundary treatment which delineates the public from the private realm particularly to the dwellings fronting the public open space. This ensures the creation of a high quality and attractive environment. The use of higher treatments have been employed where the rear / side garden boundaries abut the highway to ensure privacy for future residents. The use of robust boundary treatments i.e. 1800mm high fencing to the rear boundaries of dwellings with fencing or hedge planting subdividing plots ensures the creation of defensible space and achieves privacy for future residents. To streets facing open space, hedges are utilised. These are considered appropriate to the sites setting, allows clear

definition between the public and private realm but also allows a degree of natural surveillance to the front of the development.

- Rear gardens are generally plotted against other rear gardens in order to minimise the possibility of unwanted access. Any rear access paths provided have been kept to a minimum and are provided with gates in order to prevent casual intrusion.
- The use of defensive planting within the scheme will help to minimise the impact of the development, maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the dwellings have been designed to respond to the street with outward facing development. Front doors are designed to be clearly visible and located in a logical relationship to the accessible routes that serve them to ensure the creation of an active street scene. Gables are also appropriately treated with windows to ensure surveillance and true dual aspect dwellings achieved to key corners. The plan opposite further demonstrates how these considerations have been achieved at this site. These features strengthen community resilience to crime and disorder
- The areas of Public Open Space (POS) within the site can be accessed by both existing residents and new residents as part of the development. The POS is provided with good levels of natural surveillance from nearby dwellings, to offer a sense of guardianship and deter criminal and anti-social behaviour.
- The scheme has been carefully designed to avoid the creation of ambiguous Spaces. All spaces created offer public or private use or value and are designed to support biodiversity through additional planting.
- New planting is proposed to separate main footways from private footpaths, parking bays and to provide dwelling frontages. This planting is substantial enough to deter casual intrusion onto private frontages.
- The development has been designed so that gable ends do not abut public space. They are enclosed within the boundary of the properties private space.
- In terms of security for the pumping station, planting and boundary treatments are proposed in order to screen and prevent easy access to avoid criminal damage such as graffiti.
- The scheme is tenure blind in that the different types of tenure cannot be identified. This ensures a cohesive community to ensure tenure is not identifiable by house type or location within the site.

The above recommendations ensure that residents will be provided with a safe and secure environment to live by reducing the opportunities for crime and anti-social behaviour to occur. This will accord with the core principles and design objectives set out in the National Planning Policy Framework and local policy.

6.0 Designing Out Crime



07

Design Quality

National Design Guide - 10 Characteristics Assessment

Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework. These reflect to BfL aspirations which Barratt Homes aspire to achieve for all developments.

Design Characteristics	Comments / Assessment
Context	
C1 Understand and relate well to the site, its local and wider context	<p>As the evolution section demonstrates, the layout is the result of detailed review and negotiation from the outline stage through to this detailed concept.</p> <p>The opportunities and constraints for the site were fully reviewed and identified as part of the site wide development brief and can be seen below and opposite. The key elements considered are as follows:</p> <p>Landscape buffer to the caravan site boundary - minimum 10m required to protect amenity value of future residents.</p> <p>The Grade I listed Church of St John the Baptist has C12 origins and sits on an elevated position which allows views out of the churchyard northwards. These views into the open rural landscape make a positive contribution to the setting and significance of the building. For most of its 800-year history, the church lay to the North of what was, essentially, a linear village. It was only since the 1960s that the agricultural land to the north of the buildings fronting Main Street was developed for housing with the result that the Church became surrounded, on its eastern and western sides, by suburban residential estates. The proposed development site represents the last vestige of what was the rural setting of this important building and, as such, makes an important contribution to its significance. The scheme therefore provides the requisite distance from the Church providing a high quality green space for social interaction and play.</p> <p>A single access point to the development is to be taken from Church Hill. The northern position will minimise the loss of existing hedgerows for sight lines to be achieved.</p> <p>The general retention of existing trees / hedgerows has been taken forward and the landscape proposals seek enhancements for biodiversity gains.</p> <p>The Local Plan makes specific provision to protect the setting of the Listed Building and Conservation area, all of which have been considered as part of the proposals. These include:</p> <ul style="list-style-type: none"> • Bespoke development at the southern end of the site. Although not single storey these are designed bespoke to this part of the site. • Set back from the Church Lane and the existing hedgerow retained and reinforced along Limekiln Lane; • Setting development back at least 15m from the Church Lane boundary, with reinforced planting; and, • A layout that provides key views from roads and footpaths within the site of the church and churchyard. The proposals achieves this aspiration.
C2 Value heritage, local history and culture	<p>The Grade I listed Church of St John the Baptist has C12 origins and sits on an elevated position which allows views out of the churchyard northwards. These views into the open rural landscape make a positive contribution to the setting and significance of the building. For most of its history, the church lay to the North of what was, essentially, a linear village. It was only since the 1960s that the agricultural land to the north of the buildings fronting Main Street was developed for housing with the result that the Church became surrounded, on its eastern and western sides, by suburban residential estates. The proposed development site represents the last vestige of what was the rural setting of this important building and, as such, makes an important contribution to its significance. The scheme therefore provides the requisite distance from the Church providing a high quality green space for social interaction and play. The bespoke design of the dwellings to a lower barn conversion style respects the traditional form of Main Street along this most visually prominent part of the site.</p> <p>A single access point to the development is to be taken from Church Hill. The northern position will minimise the loss of existing hedgerows for sight lines to be achieved.</p>
Identity	

I1 Respond to existing local character and identity	An assessment of the locality has been undertaken and in summary it can be determined that there is no one architectural style to draw inspiration from for this new development with each being knitted together within their own areas through a careful choice of material. The development proposals for this site has therefore been inspired by the use of materials and proportionality rather than any architectural period. We believe that it would be inappropriate to simply copy previous architectural styles or “adapt” or “incorporate” certain details. The site has a strong landscape setting and the development has been careful to retain and enhance the existing landscape features particular to the boundaries of the site. The walkways created within the site allow connections to the new areas of open space allowing easy access for both existing and proposed residents of the scheme. The scale of the built form has been carefully considered particularly to the south protecting the setting of the Listed Church. The set back from Church Lane maintains the setting of the area and is in line with the Local Plan aspirations.
I2 Well-designed, high quality and attractive	A review of the wider locality in terms of the composition of streets show varied solutions. Traditional terraced forms along Main Street show higher density terraces with a hard edge to the footpath and rear parking. Other lower density forms see set backs from the street with more defined front gardens. Some developments have strong build lines where as others do not. The scheme now proposed also provides a variety of forms and set backs from the street allowing high levels of landscaping within the street and within private front gardens. This helps to create strong streetscenes.
I3 Create character and identity	
Built Form	
B1 Compact form of development	<p>This quantum has been based upon the creation of an informed scheme which considers all specialist technical requirements including ecology, highways and visual impact whilst also being compliant with Local Planning Policy. The provision of 113 dwellings are considered to be acceptable in creating a high quality scheme.</p> <p>The land under the applicants ownership is 6.37 acres / 2.58 Ha. This equates to a density of 44 dwellings per hectare.</p> <p>The achieved 44 dwellings per hectare is considered an appropriate density for this development providing an efficient solution which maximises the development potential whilst achieving the design parameters set out through the design evolution process and the overarching aspirations for the site.</p>
B2 Appropriate building types and forms	<p>The application proposes a wide range of house types with the provision of 1, 2, 3 and 4 bed houses. This therefore reflects the aspirations of the Local Plan in terms of the sizes and types of properties proposed. The house types are also appropriate in terms of size standards with regards to the affordable units specifically as demonstrated within the accompanying House Type drawings.</p> <p>The target for this site is that 15% of dwellings are to be affordable. This is achieved with the provision of 17 affordable types. Again a wide mix is provided here with 1, 2 and 3 bedroom dwellings.</p> <p>The scheme is tenure blind in that the different types of tenure cannot be identified. This ensures a cohesive community to ensure tenure is not identifiable by house type or location within the site.</p> <p>The heights of the dwellings have been carefully considered with the bespoke conversion style dwellings being created to the southern boundary respecting the setting of the Listed Church. The remainder of the dwellings are a maximum of 2 storeys.</p>
B3 Destinations	Destinations provide opportunities for people to meet, share experiences and come together as a community. By bringing existing and new together, destinations become a place for everyone. In this way, local destinations become recognisable features that help people find their way around and feel a sense of identity. With the development, the areas of green space are considered to be key destinations within the scheme. The pedestrian connections are continued into the development and provide direct links to these key spaces. All along the green routes the orientation and design of housing is focussed on ensuring high levels of natural surveillance and active frontages. The design of the roads within the scheme allows key views through to these key destinations and also a clear visual link to the Listed Church.
Movement	
M1 An integrated network of routes for all modes of transport	The scheme encourages cycling as an alternative mode of travel to work by implementing a number of initiatives, including the provision of cycle storage for residents in accordance with local authority guidelines. The garages proposed are therefore of a size which will be large enough to accommodate both vehicles and cycles. Where garages are not proposed, sheds are provided. Pedestrian connections are also available to local bus stops.

<p>M2 A clear structure and hierarchy of connected streets</p>	<p>As the Site Layout plan demonstrates, a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing existing connections and providing easy and direct access to existing services and facilities within the wider locality.</p> <p>The design solution creates a hierarchy of movement which transitions from Church Lane through a series of primary routes, secondary streets and private drives.</p>
<p>M3 Well-considered parking, servicing and utilities infrastructure for all users</p>	<p>Dwellings are served directly from the different street types in a variety of forms with the provision of integral garages and side driveways / detached garages, front parking spaces and rear parking courts.</p> <p>On plot parking provides a secure solution within residential layouts. This solution ensures that the cars are sited in front or adjacent to the properties they serve and have the benefit of high levels of natural surveillance. Communal parking within this scheme has been designed to be visible from the street for surveillance.</p> <p>Garages provide a secure off street parking solution and can be integral, detached or situated to the side as shown. Direct access can be provided from the garage to the property if integral or can be attached to neighbours garages also. Garage doors have been well designed and do not dominate the building façade.</p> <p>The desire to provide a mix of accommodation within the scheme including smaller terraced units has led to some frontage parking within the scheme. These are positioned to be well related to the properties they serve and have been carefully broken up with landscaping in order to minimise the impact of the car as much as possible. The solutions do vary meaning that there is not one dominant presence of the car within any streetscene of the development.</p> <p>The highway design ensures easy access and manoeuvrability for refuse collection and fire appliances.</p> <p>Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development and further checks will be made with the local authority to determine exactly what space is required through the course of the application.</p> <p>In order to establish a successful development, the following principles have been established in order to accommodate the required bin provision:</p> <ul style="list-style-type: none"> • The distance between storage areas and collection points have been minimised within the development and particularly considered where private drives are proposed. • The dwellings on the site are detached or semi-detached and therefore have access to their garden to allow bins /recycling to be stored safely in rear gardens. For small terrace runs, paths are created to the rear garden to allow storage. • Bin collection points have been provided to all private drives to ensure a safe place for storage on collection days. • The design ensures that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction to pedestrians. <p>The promotion of cycle use is also an important element and the size of the garages proposed will ensure safe and secure storage. Alternatively, rear gardens are of sufficient size to enable the erection of garden sheds for future storage by residents of the development.</p>
<p>Nature</p>	
<p>N1 Provide high quality, green open spaces with a variety of landscapes and activities, including play</p>	<p>The scheme provides different areas of open space. This includes the pedestrian walkway around the northern periphery of the site and also the key space to the southern boundary. This second area provides opportunities for formal and informal play, exercise and rest that are accessible to all. The accompanying Site Layout and Landscape plan identifies solutions for the maintenance of these key spaces.</p>

<p>N2 Improve and enhance water management</p>	<p>Provision is made for a sustainable approach to surface water drainage.</p> <p>Condition 12 of the outline consent requires the submission of a detailed design and associated management and maintenance plan of surface water drainage for the site based on sustainable principles.</p> <p>This surface water drainage design will demonstrate that the surface water runoff generated during rainfall events up to and including the 1 in 100 years rainfall event, to include for climate change and urban creep, will not exceed the run-off from the undeveloped site following the corresponding rainfall event (subject to minimum practicable flow control).</p>
<p>N3 Support rich and varied biodiversity</p>	<p>The Ecological Appraisal completed by Ecology and Forestry Ltd dated October 2016 provided a number of recommendations for the development site which will be taken forward. These include the following:</p> <p>Birds:</p> <ul style="list-style-type: none"> • Vegetation clearance to take place outside of the nesting season. • Retention of semi natural boundary features of the site. • Ash tree retained supporting the owl box. • 4 Artificial nest places to be provided. • Barn owl box to be provided to the northern boundary. <p>These recommendations are to be taken forwards and are included in the proposals.</p>
<p>Public Spaces</p>	
<p>P1 Create well-located, high quality and attractive public spaces</p>	<p>The position of the open spaces within the development is a result of the work undertaken with technical specialists and as a direct result of the existing characteristics of the site. The southern area of space provides a soft view of the development and respects the setting and characteristic of the existing Listed Building. The northern open space provides a pedestrian link and allows sufficient stand off to the north, protecting the existing mature landscaping. The peripheral open spaces continues this pedestrian link whilst maintaining a green setting for the site.</p> <p>The scheme has been carefully designed to avoid the creation of ambiguous Spaces. All spaces created offer public or private use or value and are designed to support biodiversity through additional planting.</p> <p>All areas of public space are designed to be overlooked through the careful siting of dwellings. This provides high levels of surveillance and creates active streetscenes.</p>
<p>P2 Provide well-designed spaces that are safe</p>	<p>The scheme proposed, demonstrates how a legible and high quality environment can be created for users of the development. This has been achieved in a number of ways as identified below: -</p> <ul style="list-style-type: none"> • Buildings are positioned to create focal points, which guide the visitor through the site and create visual stops. • Developing a clear distinction between public and private spaces avoiding confusion. Similar to existing developments within the locality this has been achieved through careful landscape treatments and / or appropriate boundary treatments. • Entrances to the properties are located along the main elevations making it easier for residents and visitors to find their way around. • Clear paths along desire lines lead pedestrians across the site with minimal effort, vehicle speeds are being kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner. • Careful material choice can also assist in creating a high quality legible environment.

7.1 Design Quality

P3 Make sure public spaces support social interaction	<p>The areas of open space are accessible to all and are considered to be social spaces providing opportunities for comfort, relaxation and stimulation for all, regardless of the type or tenure of the homes being proposed as part of the application. Their position ensures they are accessible for all and the link to the wider pedestrian routes ensures these spaces are usable for the wider community and not just the residents of this development.</p> <p>The position and orientation of the dwellings within the scheme generate activity and engagement between the building interior and the space outside.</p>
Uses	
U1 A mix of uses	The proposal relates to residential development in line with the local plan allocation and outline planning consent.
U2 A mix of home tenures, types and sizes	<p>The scheme proposes dwellings which are a mix of 1, 2, 3 and 4 bedroom types in a range of detached, semi detached and terraced forms. Quarter houses are also provided on site.</p> <p>It is therefore considered that this varied mix would address local housing needs appealing to all members of the community.</p> <p>Of the houses shown, 15% of the homes are identified as affordable in line with local policy. These units will be a mix of 1, 2 and 3 bedrooms. The style of those dwellings ensure these are indistinguishable to the open market.</p>
U3 Socially inclusive	The scheme ensures that there is no segregation or difference in quality between tenures by siting, accessibility, environmental conditions, external facade or materials.
Health and Wellbeing	
H1 Healthy, comfortable and safe internal and external environment	<p>The scheme will be designed to current building regulations which ensure the homes will be efficient and cost effective to run. The applicant works on a fabric first approach.</p> <p>Designing out crime has been an integral part of the design approach to the site to ensure the creation of a safe environment for residents and visitors of the scheme.</p>
H2 Well-related to external amenity and public spaces	All private and shared external spaces including parking are high quality, convenient and function well. Amenity spaces for the dwellings have a reasonable degree of privacy. As the landscape proposals demonstrate, all private or shared external spaces are fit for purpose and incorporate planting
H3 Attention to detail: storage, waste, servicing and utilities	Drainpipes, gutters and meter boxes are integrated into the wider design to avoid a cluttered appearance. Services including utilities and window cleaning: Simple electric, lighting and water systems are discreet and well designed within the houses. As mentioned above, careful consideration has also been given to the refuse collection and storage within the development. Storage and collection areas are demonstrated within the detailed layout.
Resources	
R1 Follow the energy hierarchy	As mentioned above the scheme will be designed to current building regulations which ensure the homes will be efficient and cost effective to run.
R2 Selection of materials and construction techniques	Materials are to be reviewed through the course of the application however as discussed within the pre-application process careful consideration has been given to the southernmost run of homes. Here Terracotta clay pantiles will be incorporated to match the local vernacular. Traditional Kneeler details are proposed and Heads and Cills are shown to traditional portrait format windows. There is also the opportunity to incorporate rise and fall guttering to these dwellings.
Lifespan	
L1 Well-managed and maintained	Open spaces, streets and other public spaces will be maintained and managed within the development. Future management and maintenance will be carried out by either the local authority via a commuted sum arrangement or by a management company appointed by the developer.
L2 Adaptable to changing needs and evolving technologies	The development and the design of the homes have evolved so that they are able to be adapted to the future needs of the residents. This includes adequate private amenity space to allow extensions if required and the ability to incorporate electric vehicle charging, the ability to work from home etc.
L3 A sense of ownership	As shown on the accompanying layout, the scheme seeks to clearly define the boundaries for private, shared and public spaces, making it more likely that occupants will use, value and take ownership of them. The open spaces are visible and easy to get to, so they feel accessible to their intended users. They are also flexible so can be used for a variety of activities. The management of these key spaces will make it more likely to be successful and used from the start.

This Design and Access Statement has demonstrated how the scheme accords with relevant national and local planning policy and design best practice in relation to Reserved Matters planning applications.

The principle of developing this site is of course already established through the outline consent and site allocation.

All technical considerations have been reviewed and incorporated into the design solution, specifically with regards to ecology, landscape and the design parameters in respect of the existing heritage assets.

By following the established set of design principles the scheme blends a variety of dwelling types with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form which is reflective and complimentary to the existing built form.

These elements will ensure the creation of a pleasant environment to live and a development which assimilates well into its surroundings.

Development Summary

Number of dwellings: 113 dwellings

Bedroom Range: 1, 2, 3 and 4 bedroom properties

Storey Heights: 1.5 and 2 storey

Property Types: Detached, Semi Detached, Terraced and quarter houses

