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LAND OFF CRAYTHORNE ROAD, STRETTON

DESIGN & ACCESS STATEMENT

5191 - May 2014 - Rev: A

CONTENTS

1	Background	04	4	Design Principles	30
	The Vision and Summary	04		Design Evolution and Principles	30
	Design Objectives	05		The Framework	32
	Introduction and Purpose	07		Illustrative Masterplan	34
	Building for Life 12	08		Access and Layout	36
				Scale of Development	38
				Character	40
2	Response To Context	10		The Avenue	42
	Location and Housing Need	10		The Main Street	44
	Planning Policy	12		Secondary Streets	46
	Site Location And Context	13		Green Lanes	48
	Historical Context	14		Housing Plot Arrangement	50
	Topography	16		Street frontage	51
	Landscape and Visual	18		Parking	52
	Access, Movement and Facilities	20		Pedestrian and Cycle Linkage	52
	Townscape Character	22		Density	53
	Nature Conservation and Ecology	24		Appearance	54
	Arboriculture	25		Trees	55
				Water and Drainage	55
				Sustainability	56
				Green Infrastructure	58
3	Evaluation and Evolution	26	5	Conclusions	60
	Constraints and Opportunities	26		Building for Life Summary	60
	Consultation	28		Summary	63

01. BACKGROUND



The Vision

The overall vision for the site is to provide a distinctive and high quality place, which enhances the qualities and character of Stretton.

The development will create up to 425 dwellings with associated public open space, which provides a choice of housing to meet the needs of the area, whilst respecting and enhancing the site's environmental and cultural assets. It will also promote the use of sustainable transport and plug into the existing public right of way network.

Housing will be set within a robust green infrastructure, which will include existing mature trees and hedgerows. This will help to integrate development within the landscape and create a distinctive sense of place.

Design Objectives

The vision responds to current conditions and future needs, with the overall aim of providing a high quality environment. There are a number of key design objectives which inform the Illustrative Masterplan and which are explained in detail in the DAS:

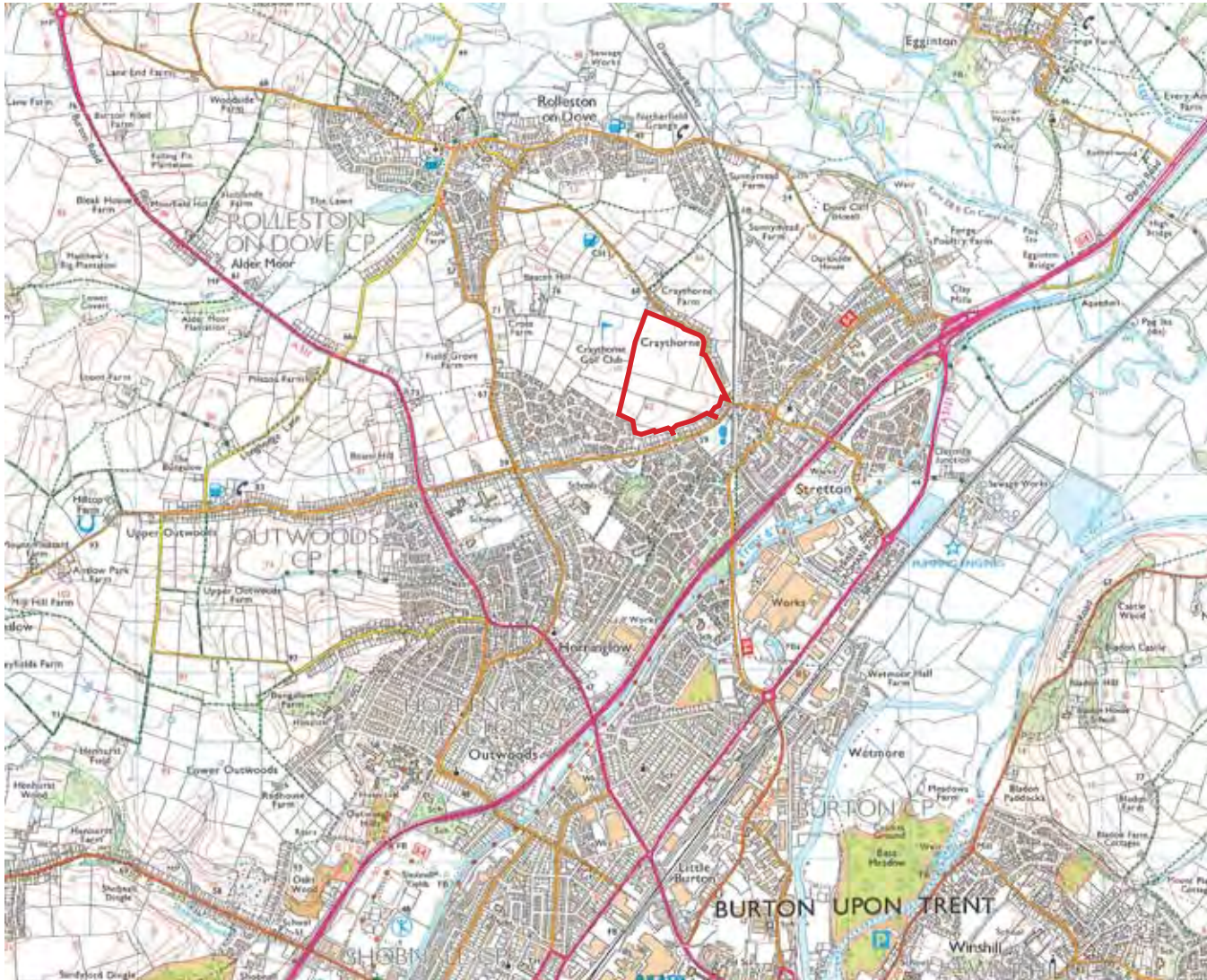
- To deliver a high quality “place” which is sustainable, safe, and attractive; The masterplan and DAS provide a high quality built and landscaped design.
- To deliver a mix of housing - up to 425 new dwellings, offering 2-5 bedroom properties, comprising a range of house types from linked townhouses to detached properties.
- To provide an integrated network of public open spaces and a new play facility.
- To establish a legible environment, with a choice of interconnecting attractive streets and pedestrian routes which provide excellent connectivity across the site into both Stretton and the surrounding countryside.
- To adopt inclusive design, by making the place accessible for all.
- To promote sustainability and reduce energy consumption.

- To ensure well designed pedestrian links with the surrounding village to the south east and countryside to the north.

Identifying the distinctive components that define local character has been a fundamental starting point for the design of the site. Local character comprises of a variety of design elements, from the way in which streets interconnect, development blocks and buildings are arranged, the use of common building materials, visual containment and boundary treatments etc. The site does not specifically seek to recreate, or generate what has gone before, but instead to look forward to contemporary sustainable design solutions which effectively integrate into the existing fabric of Stretton by way of referencing common building materials, layout and street hierarchy.



01. BACKGROUND



 Site Boundary



Figure 01: Location Plan
N.T.S

Introduction and Purpose

This Design and Access Statement accompanies the outline planning application made by Gladman Developments Ltd for a residential development and open space on land off Craythorne Road, Stretton. The application seeks outline planning permission for the residential development with detailed approval sought at this stage for access only. All other matters are reserved for subsequent approval. The location of the site is illustrated in **Figure 01**.

The National Planning Practice Guidance (NPPG) was adopted on 6th March 2014. This document provides the following guidance on Design and Access Statements.

“What is a Design and Access Statement?”

- A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.
- Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal.
- The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.
- What should be included in a Design and Access Statement accompanying an application for planning permission?

A Design and Access Statement must:

- a) Explain the design principles and concepts that have been applied to the proposed development; and
- b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. A development’s context refers to the particular characteristics of the application site and its wider setting.
- These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly. Design and Access Statements must also explain the applicant’s approach to access and how relevant Local Plan policies have been taken into account
- They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.”

Building for Life 12

The scheme has been developed embracing the Building for Life 12 criteria developed by CABE and the Home Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for Life criteria are used to evaluate the quality of schemes against this vision.

This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained. The twelve Building for Life Questions are grouped under three headings, and are set out below:

Integrating into the Neighbourhood

- 1) 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) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
- 3) Does the scheme have good access to public transport to help reduce car dependency?
- 4) Does the development have a mix of housing types and tenures that suit local requirements?

Creating a Place

- 5) Does the scheme create a place with a locally inspired or otherwise distinctive character?
- 6) Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
- 7) Are buildings designed and positioned within the landscaping to define and enhance streets and spaces and are buildings designed to turn corners well?
- 8) Is the scheme designed to make it easy to find your way around?

01. BACKGROUND

Street and Home

- 9) Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
- 10) Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
- 11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
- 12) Is there adequate external storage space for bins and recycling as well as vehicles and cycles?



02. RESPONSE TO CONTEXT

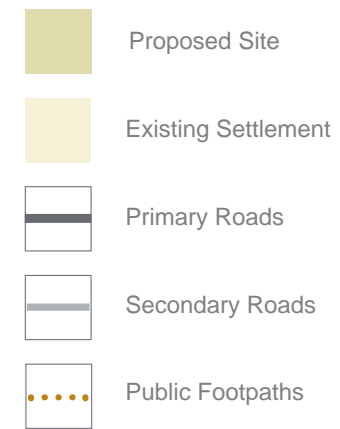


Figure 02: Context Plan
N.T.S

Location

The site is located to the west of Stretton and north of Burton on Trent between Craythorne Road and Bitham Lane. To the south, the proposed site backs on to existing housing and to the east and north housing fronts onto Craythorne Road .

To the west the site is bound by Craythorne Golf Course with fields beyond.

National Planning Policy Framework

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Local and neighbourhood plans should aim to ensure that developments:

- 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;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- Respond to local character and history, and reflect the

identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;

- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

To deliver the recreational facilities a community needs, planning decisions should:

- Plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.

Local Policies: East Staffordshire Borough

East Staffordshire Borough Council Local Plan Adopted 2006 (saved policies).

The current Local Plan for East Staffordshire Borough Council was adopted in 2006. It contains saved policies relating to the development and protection of environmental features within the Borough. The council is currently producing a New Local Plan to replace this document which has just been submitted to the Secretary of State for examination.

Policy BE1: Design

The Borough Council will approve applications for development which respond positively to the context of the area surrounding the site of the application and in themselves exhibit a high quality of design which corresponds to or enhances surrounding development. Such considerations will apply equally to new development and development which involves the re-use of existing buildings. In considering whether design of development proposals is satisfactory, the Borough Council will have regard to the following factors:

- (a) The layout of the development in terms of its

circulation routes and arrangement of buildings and how they relate to such factors in the surrounding area.

- (b) How elements of any open spaces, both hard and soft, in the proposed development relate to each other, the proposed buildings, the characteristics of the site and the surrounding landscape's character and appearance.
- (c) The density and mix of the development in relation to its context and the uses to which the development will be put.
- (d) The massing of the development in terms of the shape, volume and arrangement of the building or buildings in relation to the context of the development.
- (e) How the height of the proposed development relates to the height of surrounding development and any vistas, views or skylines.
- (f) What materials will be used within the development and how they interrelate with each other, their immediate context and any traditional materials used in the area.
- (g) The detailing and construction techniques to be used in the development and how they interrelate with each other, and relate to the immediate and overall context.
- (h) Adverse impacts on the immediate and general environment in terms of emissions and other impacts

and any use of techniques or mechanisms to reduce those impacts.

- (i) The extent to which the design of the development takes into account the safety of users and reduces the potential for crime to occur in accord with s. 17 of the Crime and Disorder Act 1998.

Site Location and Context

The site is located to the north west of Stretton and is currently used for agriculture.

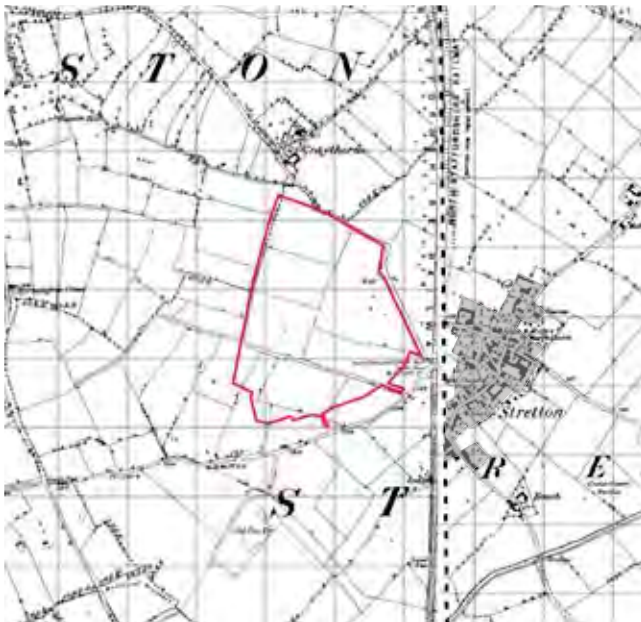
The site is clearly defined and contained within two field parcels with an additional area which forms part of the Golf Course also included within the assessment boundary. To the north and east the boundary is marked by Craythorne Road and to the south by residential dwellings which front onto Bitham Lane.

To the west the perimeter is marked by a line of mature hedgerow and trees with Craythorne Golf Course beyond.

Burton on Trent is situated to the South and Rolleston lies to the north west.



Historical Context



1884

The first map shows the site with very little development in proximity. Stretton can be seen to the east with a small number of residential buildings. The surrounding area is predominately farmland. Craythorne Road and Bitham Land can also be seen.



1973

By 1973 the area has changed significantly with built form now extending right up to the boundary of the site. Stretton itself has become more densely populated and there is ribbon development along the roads extending out of Stretton.

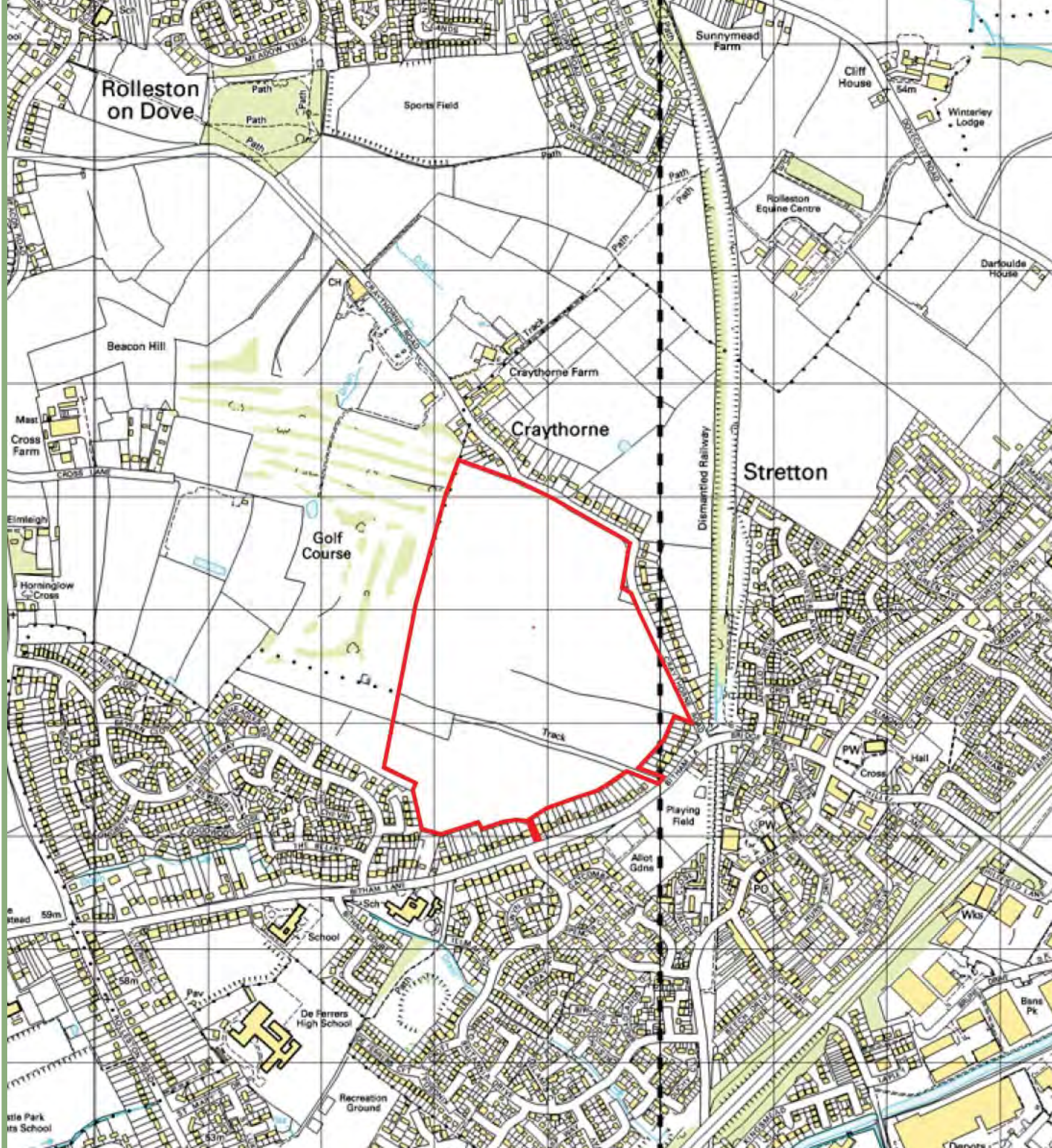


1993

This map indicates there has been further development to the east of the site and infill development is evident. There has also been development to the south of the site now joining the two areas of existing built form.

2012

The adjacent maps show the expansion of Stretton towards the proposed site and Burton on Trent over the past 130 years. The expansion of the village did not significantly occur until after the mid 1950s. The 1973 map clearly shows the expansion of housing to the west up to the dismantled railway line with ribbon development occurring along Craythorne Road and Bitham Lane.



— Site boundary



Key



Figure 03: Topography Plan
N.T.S

02. RESPONSE TO CONTEXT

Topography

Stretton sits within the Trent River Valley which runs broadly north south to the east. The surrounding landscape is predominantly agricultural land with Rolleston on Dove situated to the north and Burton on Trent situated to the south.

Within the site the land slopes broadly north west to south east starting at around 69m Above Ordinance Datum (AOD) and falling to around 56.5m (AOD). The floor of the Trent River to the west is at around 40m (AOD). To the east and west the land rises up to approximately 100m AOD. Burton on Trent was built up around the brewing industry and therefore lies in close proximity to the River Trent. As a result the town has grown causing the expansion of suburban areas within the valley.



Landscape and Visual Effects

A Landscape and Visual Impact Assessment of the site was undertaken by FPCR Environment and Design Ltd. The report concludes that a residential scheme can be accommodated without any significant adverse effects whilst also resulting in a number of beneficial effects through sensitive design.

The site lies on the northern edge of Stretton, to the west of Craythorne Road. The site mostly comprises gently rising farmland. The site's northern and eastern boundaries are defined by Craythorne Road and the single row of properties located along the road. Craythorne Road provides vehicular access into the site. There are also two existing agricultural access points off Bitham Lane to the south of the site.

To the south of the site is the residential edge of Stretton with existing properties along Bitham Lane and Athlestan Way defining the site's southern boundary. The western site boundary is defined by an established field hedgerow. Further west of the site lies the Craythorne Golf Club.

The site is relatively well contained within the wider landscape by a combination of boundary hedgerows, particularly the mature hedge on the western boundary, and by the built edge of Stretton, which helps to enclose the site.

Visual Analysis

The interaction of urban fabric, vegetation and topography determines the potential for views to the site. Key representative viewpoints have been selected to explore the potential visibility of the development. Receptors encompass residents, users of rights of way and views from highways. In overall terms, the first two categories are generally of higher sensitivity than the latter, although the context of individual receptors can have a bearing on their sensitivity. A series of representative photographs have been selected to illustrate the varying degrees of site visibility and the potential effect on receptors. Written descriptions are provided alongside each photograph. Key findings are summarised below:-

- The site has a relatively small Zone of Visual Influence due to a combination of local landform and existing vegetation as well as the existing built form of Stretton visually containing the site to the south.
- The visual envelope is mainly limited to views from a relatively small number of nearby properties, vehicular users of Craythorne Road and Bitham Lane, and partial views from the footpath north east of the site.
- There are relatively few residential receptors, significant views are restricted to close range views from properties along Craythorne Road, Bitham Lane and a small

number of properties off Wentworth Drive.

- The combination of field boundary vegetation and local topography prevents most views towards the site from the west. The existing vegetation along the western boundary and within the Craythorne Golf Course helps to further visually contain the site.
- The proposed development will relate well to the residential edge of Stretton, which will provide a backdrop for the new housing.
- There would be no significant effects upon any scheduled monuments, listed buildings or conservation areas.
- The site comprises of mainly agricultural land with little landscape or ecological value.
- Development of the site would not notably influence the character of the landscape beyond the immediate surrounds of the site.
- Development on the site will still allow an area of separation to remain between the settlements of Stretton and Rolleston.
- The proposals will retain existing landscape features where possible and the site will be enriched by green infrastructure within the site, which will help mitigate effects of the proposals as it matures.

02. RESPONSE TO CONTEXT



1 PHOTO VIEWPOINT 1: View south from Craythorne Road.



2 PHOTO VIEWPOINT 2: View south from Bitham Lane



Key












-  Proposed Site
-  Footpath/Cycleway
-  Walking Distance from Site
400m/800m/1200m
-  Primary School
-  Place of Worship
-  Pubs, Cafes and Restaurants
-  Local Shops
-  Post Office
-  Local Bus Route
-  Local Bus Stop
-  Sports Facility with playground



Figure 04: Local Services and Facilities
N.T.S

Access, Movement and Facilities

Site access is proposed from two new junctions onto Craythorne Road. This will access a circular route with secondary roads and shared drives.

The site is sustainably located with easy access to the village centre, existing community amenities and the public transport network. Amenities include a primary school and local shops. The Primary School and local playing field are located in close proximity to the site.

The site is also well placed in relation to existing footpaths into and out of Stretton and the site already has good public transport provision. A regular bus service runs along Bitham Lane and Main Street providing access into Burton on Trent Town Centre.

Facilities within Stretton are less than 800m south east from the site and there are a number of local amenities

These Include:

- Primary School
- Doctors
- Local shops
- Pharmacy
- Church
- Recreation grounds
- Public houses



02. RESPONSE TO CONTEXT

Surrounding Townscape

A medium density suburb with predominantly late 20th Century housing, Stretton has close links with the surrounding area. Occupying a position between the picturesque village of Rolleston and the industrial town of Burton on Trent, it has a village feel with the benefit of proximity to the town,

Within Stretton itself there is a mix of property styles with single storey houses common. The images shown are taken within Rolleston and illustrate some of the more common details and style within the local area.

The design of the proposed development should reflect the local character where possible and maintain strong visual and character links with the village core. Although the proposal will not replicate existing buildings within the area it should respect them.



Red brick cottage with brick detail and tile roof



Terrace cottages set close to the road.



Boundary details: red brick wall and iron railings



Window detail: painted sash with curved brick arch to top

Local Character

Stretton has a mix of family type dwellings with a variety of properties available. Many are detached or semi detached with single storey properties also common.

Local to the site the housing consists mainly detached single and double storey housing built in the late 20th Century. The images shown indicate the details and styles of property in close proximity to the proposed site.

For the new development to be sited successfully within the existing village the proposals should not only consider the existing dwellings within the village but also the wider area and layout aspects such as density, orientation and relationship to other spaces and buildings.



Single Storey dwelling with large front garden and integrated garage.



2 storey brick dwelling with large front garden



1.5 storey detached dwelling with modern red brick and tiled roof.



1.5 storey rendered dwelling with curved brick detail above window.

Nature Conservation and Ecology

The existing habitats within the application site are dominated by arable fields and hedgerows, with scattered broad-leaved trees. The on-site pond and hedgerows represent Habitats of Principal Importance and Priority Habitats of the Staffordshire BAP. The arable field is known to support a population of wild pansy.

Mitigation would ensure that all retained habitats are afforded suitable protection during construction. It is recommended that the loss of the on-site pond will be compensated through the creation of a new pond.

Survey has confirmed the presence of great crested newts within local ponds. Prior to clearance of the site a Natural England European Protected Species licence is required.

Development of the site should be accompanied by a scheme of habitat creation, which may include grassland and wetland features. The planting scheme for habitat creation should use only native species and accord with the aspirations of the East Staffordshire Borough Council Green Infrastructure Study and the Staffordshire BAP.

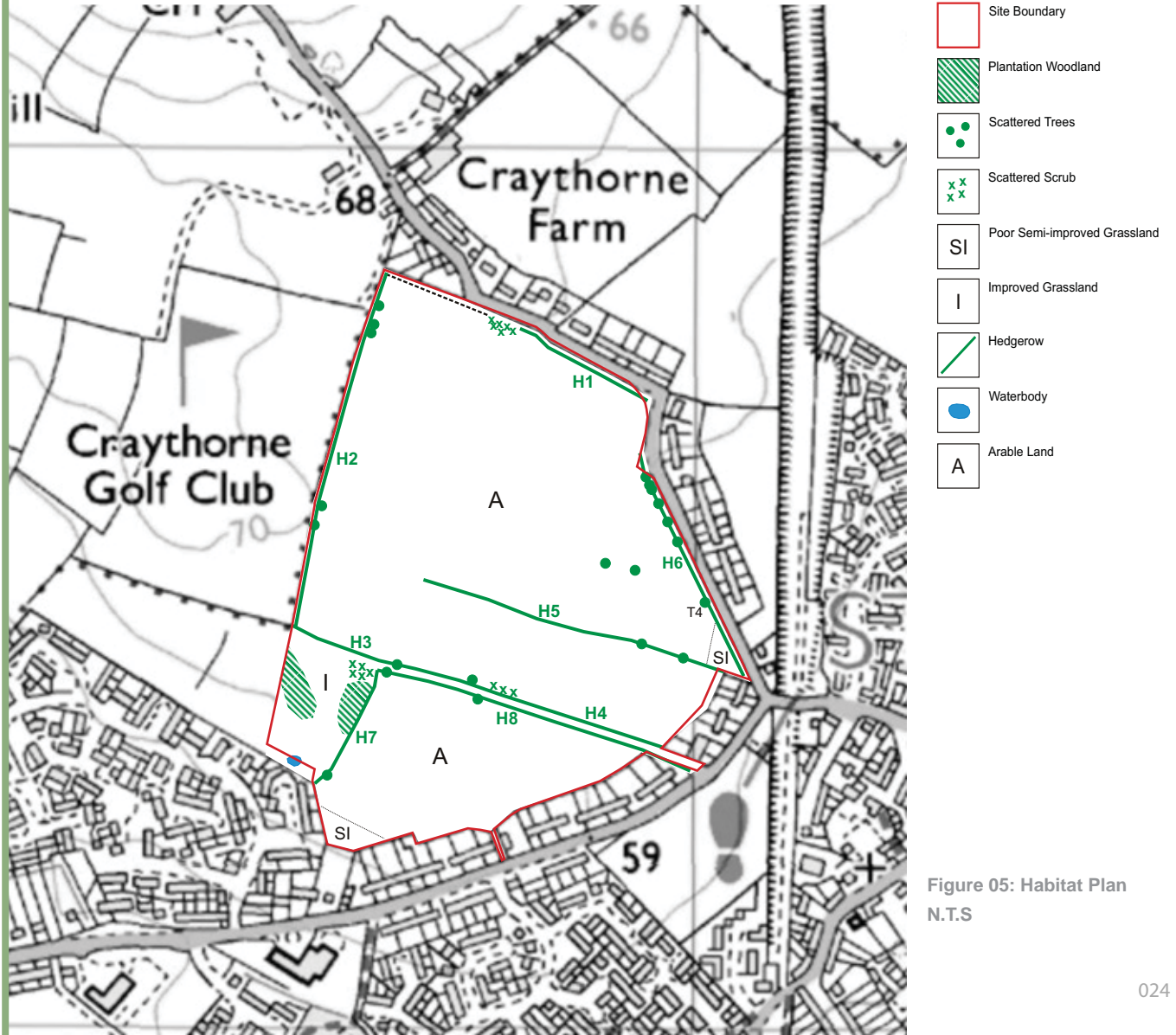


Figure 05: Habitat Plan
N.T.S

Arboriculture

Trees within the site were generally confined to the field boundaries due to the fields use as arable farmland. There were however also some trees located within the field parcel.

All trees were assessed as Category A, Category B or Category C (High, Moderate or Low quality).

All hedgerow and trees will be retained where possible. The proposal would however require the removal of some trees and section of hedge to allow access to the site and internal roads.

Overall the proposals have incorporated the existing trees and landscape features within the design and where tree losses would be necessary mitigation planting and new tree planting will successfully replace those trees.

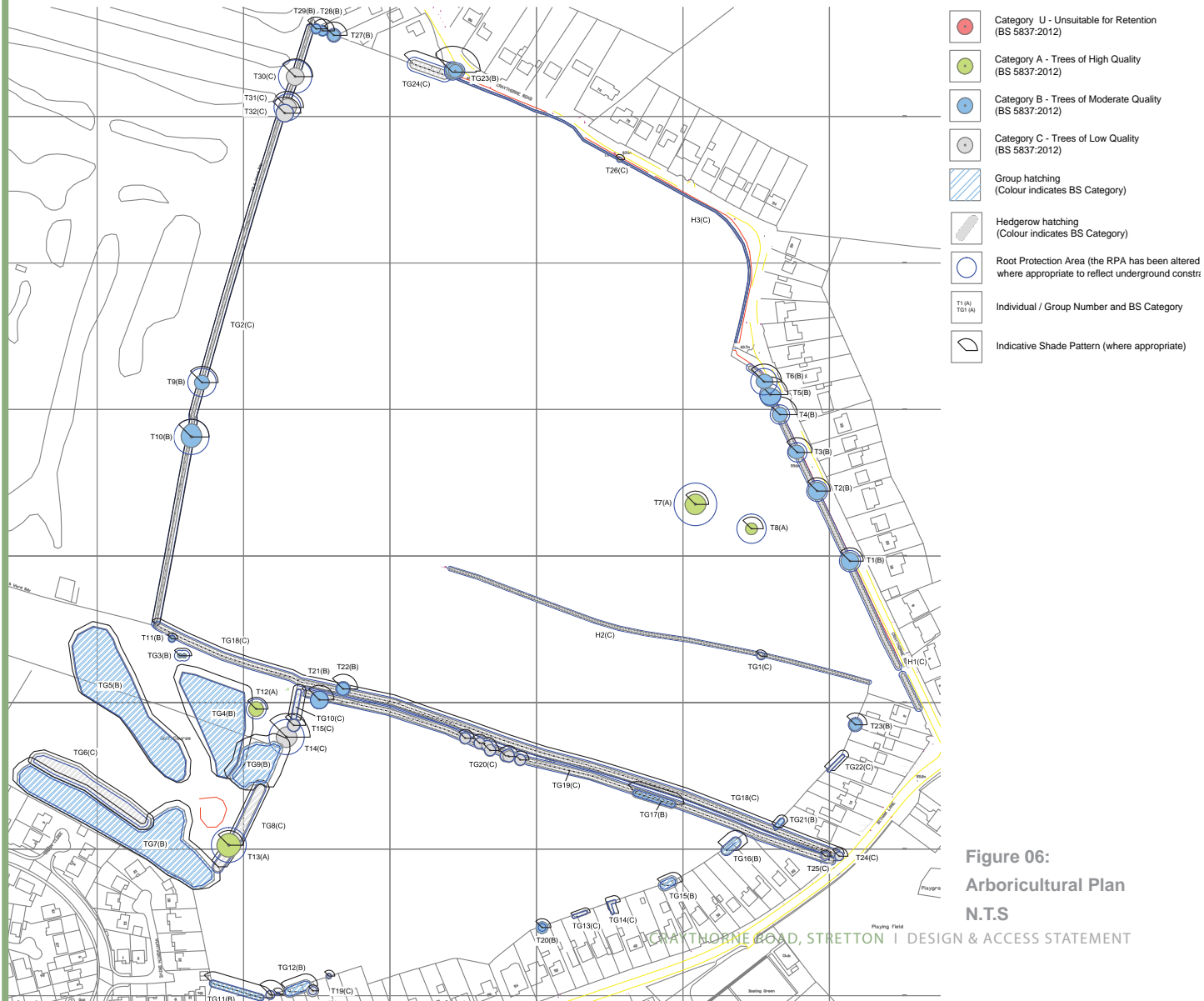


Figure 06:
Arboricultural Plan
N.T.S

03. EVALUATION AND EVOLUTION

Constraints and Opportunities

The evaluation of the site and its context has identified key on and off-site features which have helped to inform the design process of the development proposals. In summary the site has very few physical constraints to development of the type proposed, those that do exert an influence are as follows:

Constraints

The existing hedgerows and trees can be retained and utilised as the boundary framework for new green infrastructure corridors for sustainable movement, wildlife and recreational value.

The topography of the site itself slopes gently west to east with the lowest point in the eastern corner. Any required drainage would need to be located in this area.

The vehicular access will be off Craythorne Road. There will be two access points, one to the north and one to the east. There will also be pedestrian access from Bitham Lane.

There are existing properties which have gardens that back

on to the site to the south. To the east and north properties front on to Craythorne Roads which bounds the site.

The Craythorne Golf Course is located to the west, adjacent to the proposed site. A potential buffer landscaped area is required to provide a robust edge to the site.

A buffer landscape area is also required to Craythorne Road to provide effective screening to the existing properties along this road.

Opportunities

The site is located immediately adjacent to existing residential areas and provides an excellent opportunity for an appropriate housing development which respects the existing character of Stretton.

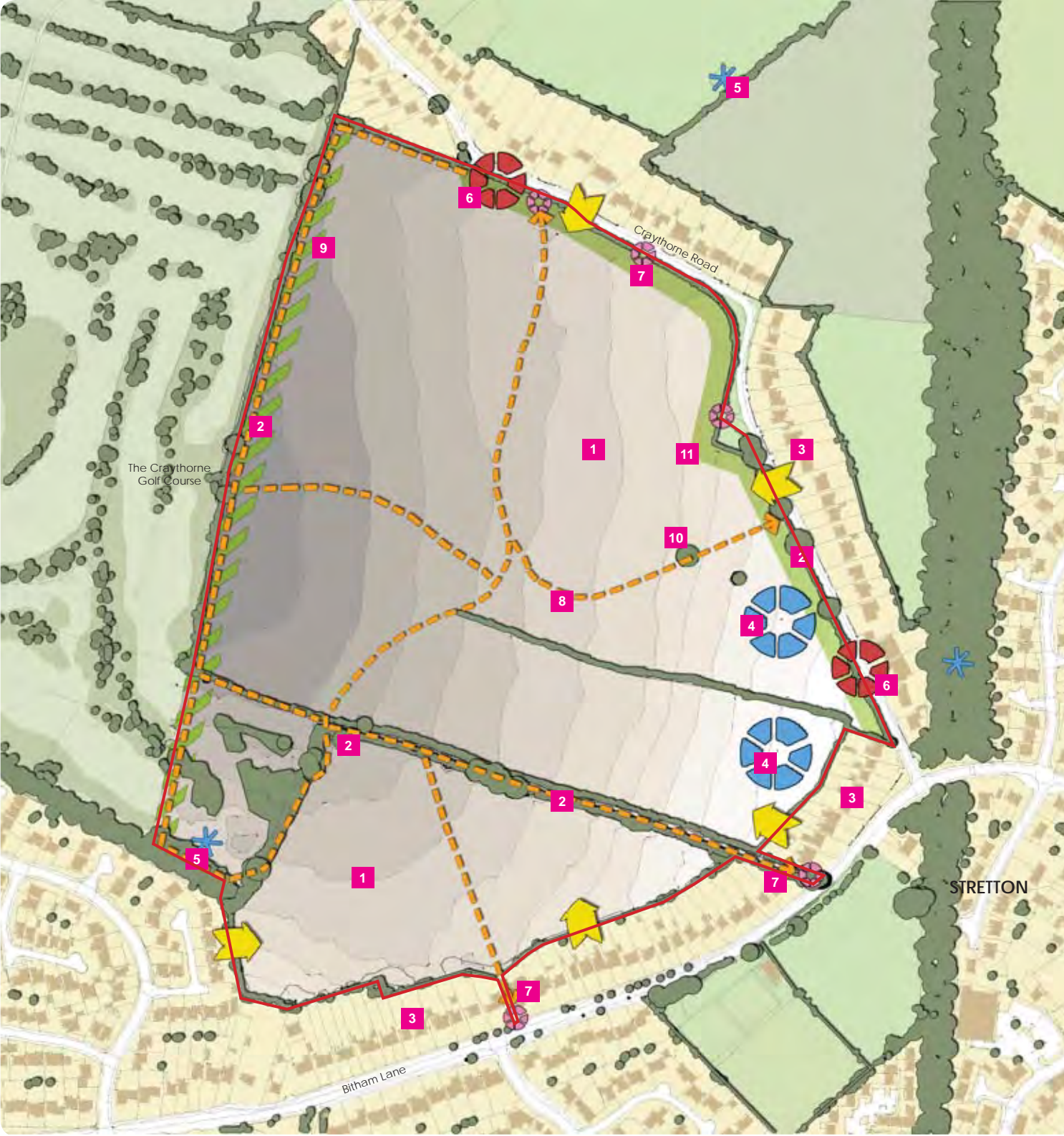
The site has a number of mature perimeter hedgerows with mature hedgerow trees which have some landscape and habitat value and these will be retained and enhanced. The domestic hedgerow along the eastern and southern boundaries could be managed and enhanced with additional

planting to reinforce screening for the existing dwellings.

There is opportunity to introduce a green ribbon through the development to provide a network of footpath and cycleways. This series of spaces will also provide space for a play area and the location for a series of attenuation ponds which will manage any surplus rainwater and provide further habitat creation. There is also opportunity to introduce a landscape buffer to the western perimeter, this will provide a filtered edge to the adjacent open landscape and a strong green infrastructure to the site.

A key central public open space can be introduced to provide amenity space for residents and additional routes for pedestrians through the site.

There is a playing field with play facilities to the south which can be easily reached from the proposed site.



Key

- 1** Contours
- 2** Existing Trees and Hedgerows
- 3** Consider Views from Adjacent/ Nearby Housing
- 4** Low Point of Site - Potential Sustainable Drainage Area
- 5** Existing Ponds
- 6** Potential Primary Access
- 7** Potential Pedestrian Access
- 8** Potential Pedestrian / Cycle Routes
- 9** Potential Landscape Buffer
- 10** Key Focal Point - Existing Mature Tree
- 11** Provision of 10m Wide Landscape Strip along the Craythorne Road Frontage



Figure 07: Constraints and Opportunities
N.T.S

Evaluation

The site provides an excellent opportunity for a development which integrates well with the existing residential area of Stretton. The site has no overriding environmental or physical constraints and provides the opportunity to establish a sustainable development which is both physically and visually well contained.

The following objectives are a direct result of the evaluation of baseline data, the site's context, constraints and opportunities and as a result of consultation responses:

- To promote the highest quality sustainable design, creating a 'place' which is both safe and attractive and which enhances quality of life, health and social well-being, supporting 'building for life' criteria.
- To make the most effective and efficient use of land which is well related to Stretton and its wider surroundings. Built development will respond to creating a transition between countryside and settlement edge.
- To provide a choice of housing size and tenure in order to help create a mixed community, including provision

of affordable housing. Affordable housing is to be appropriately distributed throughout the development.

- To protect and extend the site's existing environmental assets and use them as a framework for the creation of new Green Infrastructure which respects the landscape and promotes bio-diversity. The site's landscape and ecological assets, and the conservation of natural resources are important both in terms of minimising the impact of development within the site but also in setting the development within its wider context.
- To create an enduring high quality built form, public realm and landscape that sensitively responds to its setting by using best practice contemporary design that is linked to local character. Using local townscape characteristics of block form and street layout; plot arrangement and materials will assist in creating a development that will positively respond to its immediate context, however the style of architecture and methods of construction should be current and in keeping with sustainable design objectives.

Consultation

Gladman Developments have followed a process of community engagement in advance of submitting this application. Full details of this are set out in the Statement of Community Involvement submitted with this application.

Through the Gladman Your Views website a series of information boards were displayed providing background to the proposals and identifying the factors which have potential to impact on the surrounding area. Viewers were encouraged to leave comments or email responses.

03. EVALUATION

01 Land off Craythorne Road, Stretton
WELCOME

Have your say




GLADMAN

02 Land off Craythorne Road, Stretton
INTRODUCTION

Planning Need



Why is the site a suitable site for development?

GLADMAN

03 Land off Craythorne Road, Stretton
EXISTING CHARACTER

Development of Craythorne Road/Highway



GLADMAN

04 Land off Craythorne Road, Stretton
CONSTRAINTS & OPPORTUNITIES



GLADMAN

05 Land off Craythorne Road, Stretton
VISUAL CONTEXT




GLADMAN

06 Land off Craythorne Road, Stretton
HISTORIC CONTEXT



GLADMAN

07 Land off Craythorne Road, Stretton
FACILITIES



GLADMAN

08 Land off Craythorne Road, Stretton
THE PROPOSED DEVELOPMENT FRAMEWORK



GLADMAN

09 Land off Craythorne Road, Stretton
ILLUSTRATIVE PERSPECTIVES



GLADMAN

10 Land off Craythorne Road, Stretton
THANK YOU

Thank you for being part of this process.

More info: www.pain-revax.co.uk/stretton



GLADMAN

04. DESIGN PRINCIPLES

Design Evolution

Having gained a good understanding of the existing site and place, through the various environmental and technical studies, and the consultation process feedback it is possible to formulate an appropriate masterplan response.

This section sets out the rationale which has informed the masterplan design. It considers the inherent and underlying characteristics of the site and how these should shape and structure the development. Overlying this, the process considers the location and extent of the built development and Green Infrastructure.

Design Principles

The site analysis and feedback has been translated into a number of specific design principles. These will help to structure the layout and design of the proposed site. These are followed in addition to the general design guidance that looks at the more specific aspects of residential developments.

The creation of an integrated network of green corridors and network of streets which incorporate pedestrian movement provides a further key layer in the process before the character and appearance of the future development is more closely analysed and the masterplan refined.



Landscape Grid

A network of green spaces provides a series of green links and corridors. These permeate the site and create links to the wider area network. Areas of Amenity green space and a strong structural landscape buffer to the west create both habitat and places for recreation. Attenuation ponds to the east provide further opportunity for habitat creation.

04. DESIGN PRINCIPLES



Hierarchy of Streets

A through road has been introduced in order to divert traffic away from Craythorne Road. This road will form the main access and route through the proposed site with two further loop roads creating the next level of access to the remaining development parcels. These will then lead to Secondary Streets and Green Lanes. The pedestrian footpath also forms an important part of the site accessibility and movement.



Focal Points

The green infrastructure within the site consists a series of linked spaces that provide stopping points for play and recreation. The centre of the site houses the play area and attenuation ponds, this then leads off to a series of smaller greenways and open areas all linked by a shared footpath and cycleway. The location of dwellings fronting on to the key space provides informal surveillance.



Development Parcels

The development parcels are located within the green infrastructure allowing opportunities to front onto green space to be maximised. All development parcels provide easy access to the pedestrian and cycle links around the site and to the wider area. This will encourage residents to walk and cycle within the local area and promote healthy lifestyles.



Key








-  Application Boundary (23.36Ha)
-  Residential Development (17.0ha)
-  Public Open Space/ GI (6.36ha total)
-  Amenity Green (1.99ha)
-  Semi/ Natural Greenspace (2.48ha)
-  Parks and Gardens (1.82ha)
-  LEAP - Equipped Children's Play Space (0.07ha)



Figure 08: Development Framework
N.T.S

Quantum of development and mix of uses

The outline planning application covers a total area of 23.36 hectares. In summary the amount of development proposed within the site is as follows:

Residential Development (17.0ha):

The development provides a total of 17.0 hectares for residential development, providing up to 425 dwellings based on a density of 25 dwellings per hectare. The development will provide for a broad mix of dwellings and house types, ranging from 2-5 bedroom units, offering a mix of market and affordable housing from first time homes to larger family homes.

Public Open Space/ GI (6.36ha):

The open space will include areas of amenity, a children's play area and buffer zones to the perimeter. There will also be an attenuation pond to the east of the site.

The Public Open Space/ GI consists:

Amenity Green (1.99ha)

Amenity green spaces will be located in the centre of the site

and to the entrance. Areas of open green space will provide space for recreational activities along with a strengthened link for pedestrian movement.

Semi/ Natural Greenspace (2.48ha)

There are existing mature hedgerow and trees to the sites boundaries, where the boundary has become gappy or particularly species poor, additional planting will be introduced to create a robust green infrastructure around the site. This will be particularly to the western boundary to provide a filtered edge to the countryside beyond.

Parks and Gardens (1.82ha):

There will be a parkland area to the east of the site providing a substantial open space for recreation.

LEAP - Equipped Children's Play Space (0.07ha)

An equipped children's play area will offer play provision for younger children and will be set within an area of public open space.



Key














-  Application Boundary (23.36Ha)
-  Proposed Residential Area (17.00Ha)
Up to 425 dwellings @ 25 dph
-  Proposed Greenspace (6.36Ha)
-  Proposed Main Site Access off Craythorne Road
-  Proposed Main Street (Loop Road)
-  Proposed Pedestrian / Cycle Access
-  Proposed Footpath / Cycleway
-  Existing Vegetation / Hedgerows
-  Existing Mature Trees
-  Proposed SuDs
-  Proposed Structural Landscape
-  Proposed Play Area
-  Potential Links to Golf Course



Figure 09: Illustrative Masterplan
N.T.S

Development Framework

The Development Framework indicates the key aspects of the design and forms the basis in which the Indicative layout is built around.

It considers the key aspects of how the land parcel is allocated to each of the required aspects of the development. This can then be developed further to consider the more specific parts of the design layout.

The Illustrative Masterplan is developed and tested against the design principles to ensure the layouts meet the needs and expectations of the local area.

Illustrative Masterplan

The Illustrative Masterplan along with supporting text and illustrations in this section of the Design and Access Statement indicate the principles of urban structure, (i.e. the framework and the layout of streets and pedestrian routes), and the urban grain, (i.e. the location, arrangement and design of the development areas, and green infrastructure).

In accordance with the provisions of the 'Town and Country Planning (Development Management Procedures) (England) (Amendment No3) Order 2012 there is no longer a requirement to provide details of the scale of development or general layout arrangements. These aspects of the development are therefore not presented as fixed features of the application proposals.

The details submitted for the outline application in this Design and Access Statement and the accompanying Illustrative Masterplan provide more general development and design information which will guide the development through the Reserved Matters application and should be viewed as one iteration of how the site can be developed.



04. DESIGN PRINCIPLES



Access and Routes



Vehicle Access Points



Existing Road



Proposed Avenue



Proposed Main Street



Proposed Secondary Streets



Proposed Green Lanes/ Shared Drives



Proposed Footway/ Cycleways



Figure 10: Illustrative Access and Routes Plan
N.T.S

Layout

To maintain good legibility of the site, appropriate to the scale of the proposed development, a simple street hierarchy is to be used. Two Accesses will be provided off Craythorne Road, this will provide a through route which will form The Avenue and provide the main access through the development. Leading off this will be The Main Street, a circular route with a further series of Secondary Streets and Green Lanes/ shared driveways.

The Avenue, a 5.5m wide main street will be designed to accommodate the main access traffic to the site but indicate a low speed design to provide a safe environment for pedestrians and cyclists.

The hierarchy of streets and the size and arrangement of development blocks and open spaces is a connected design discipline addressing the need to meet the following standards;

- Maximise connectivity to the existing settlement and wider area
- Design a street pattern which reflects local morphology

and place making character, with a main street providing access to a hierarchy of descending routes. These follow a progression of street and carriageway widths, plot sizes, building types and relationship to the street.

- Promote ready accessibility for the whole community, bearing in mind the needs of parents with young children and those with impaired mobility.
- Encourage the control of vehicle speeds and movement by urban design, by exploring local examples such as restricted forward visibility, narrow street widths, frequent connections, changes in direction and tight junction radii.

An open space provides a focal point within the site to the centre and east. There will also be an open space upon entering the development to the north which leads down to the central space. The layout of streets would provide a safe and well overlooked network of public spaces as set out by Best Practice.



Scale of Development

Within Stretton, the vast majority of dwellings neighbouring the site comprise of single and 2 storey houses and as such the development will seek to broadly reflect this range.

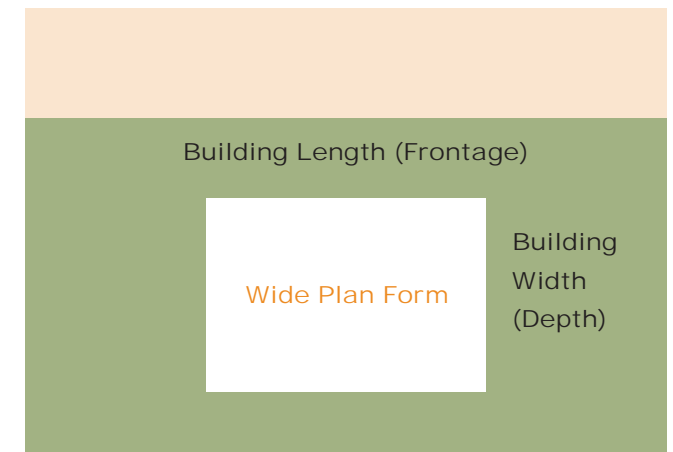
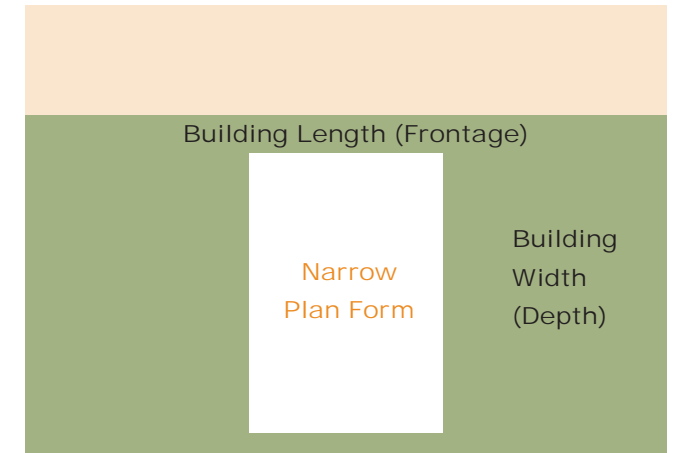
The vast majority of buildings will be no more than 2 storeys in height, between 7.5 to 8.5m but in some areas there will be 2.5 storey dwellings – reaching a maximum of 10.5m in height to act as landmark buildings and indicate key areas.

Attention will be given to the impact of height and massing of development on neighbouring streets. Higher buildings will be positioned adjacent to the main street and at key points such as corner plots to provide focal points.

Buildings will be designed to have a variation in their height from ground to ridge or eaves, and the arrangement of buildings within a plot will seek to ensure subtle changes in height to create a varied roof line across the development. There will also be a variation in the step of roof lines to reflect the local building style.

Wide frontage buildings allow for greater opportunity of facade variation along the street, whilst a narrow frontage approach will establish a run of linked dwellings and continuous frontages. The design uses both forms to create a varied street scene.

Design details that are relevant to Stretton will also be considered to reflect local character and provide coherence within the design.











Arrival Points and Focal Spaces

Upon entering the site there are a series of spaces that indicate the hierarchy. The Avenue forms a through route which links to a main street loop around the site providing access to the secondary streets and green drives. This creates an informal structure on which to overlay the green corridors.

To the centre of the site is a focal space which acts as a meeting point for these connections. The buildings surrounding the space front on to a green with a play area. Structural planting draws the eye through the space and conveys the importance of the connection.

- | | | | |
|---|-------------------------------|---|---------------------|
|  | Assessment Site Boundary |  | Arrival spaces |
|  | Focal Point/Landmark Building |  | Focal spaces |
|  | View/Vista |  | Structural Planting |

 **Figure 11: Illustrative Focal Spaces**
N.T.S

Character

Within the development there are 4 specific character areas that help to define and differentiate between the spaces.

These are:

- **The Avenue**
- **The Main Street**
- **Secondary Roads**
- **Green Lanes**

Each area has subtle differences in the road width, planting, offset to road, building orientation and density. These variations provide each street with its own character.

The Avenue provides the main access into the development. This through route is designed to alleviate traffic from Craythorne Road whilst also creating a strong link between the new development and the existing area.

The Main Street leads off The Avenue providing further access into the development parcels. This road comprises two loops that pass through the whole area of the site.


The next level of access is provided by the Secondary Streets. These streets are narrower than the Main Street and The Avenue and are more pedestrian focused. These streets provide access to the Green Lanes.

The Green Lanes are shared drives and small lanes that face onto the green edges of the development parcels. The Green Lanes have no footpaths but are designed to give priority to pedestrians with very slow vehicle speeds.



Character Areas

-  The Avenue
-  The Main Street
-  Secondary Streets
-  Green Lanes

 **Figure 12: Character Areas**
N.T.S



The Avenue

Tree lined with dwellings set back from the road to allow a green frontage, semi continuous building line with linked properties and low walls and hedges to the boundary detail.

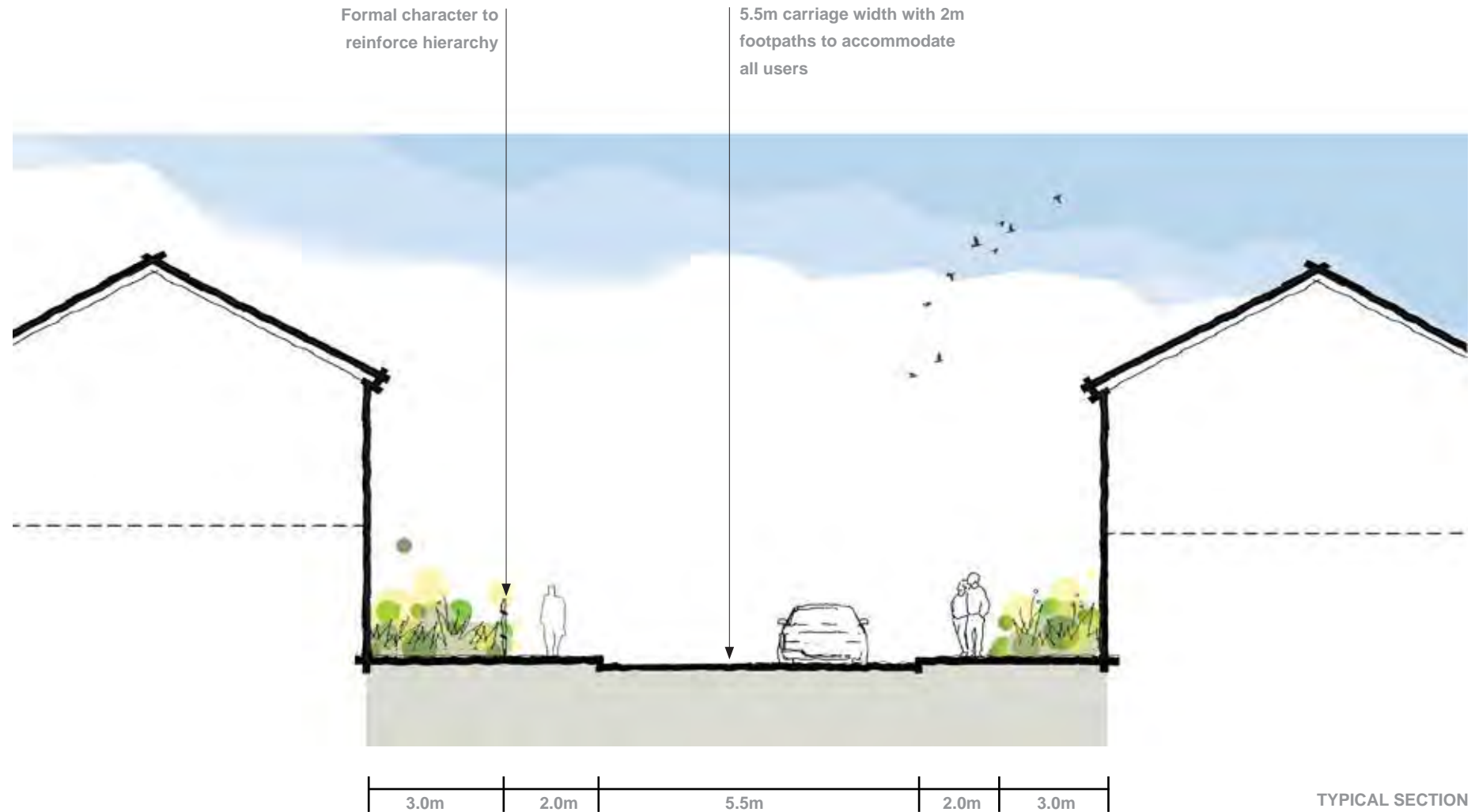
Frontage should be minimal with feature areas included to add character and encourage legibility. Tree planting should also be included to allow the character to clearly differ from other streets.

Building form along the Avenue should have a higher percentage of taller buildings in comparison to the rest of the development and appear more formal to convey hierarchy.

Provides the gateway to the development whilst also allowing through traffic to divert from Craythorne Road. Carriageway should be 5.5m wide to accommodate vehicles and cyclists.



04. DESIGN PRINCIPLES



The Main Street

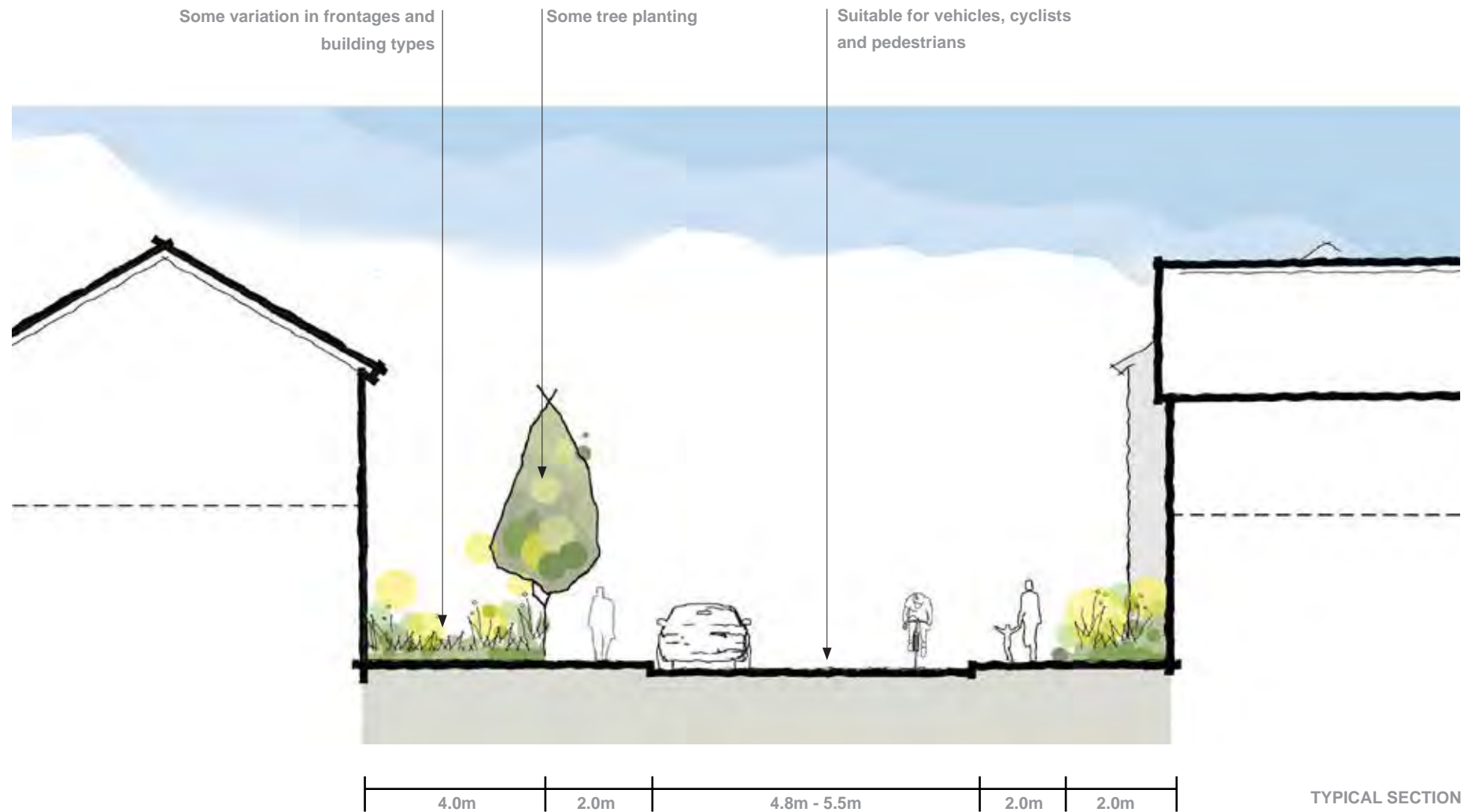
Main vehicular access route around site therefore will need to accommodate safe movement for pedestrians, vehicles and cyclists. Provides main connection between development parcels.

Carriage way width should be 5.5m to accommodate the range of users with a 2m footpath to either side of the road. Some tree planting should be included with green space to the front of properties.

Relatively formal character to reinforce hierarchy provided by semi continuous frontage of linked terrace properties with occasional use of taller properties to define spaces and corners.



04. DESIGN PRINCIPLES



TYPICAL SECTION

Secondary Streets

The building line should be broken up with variation in property to add character.

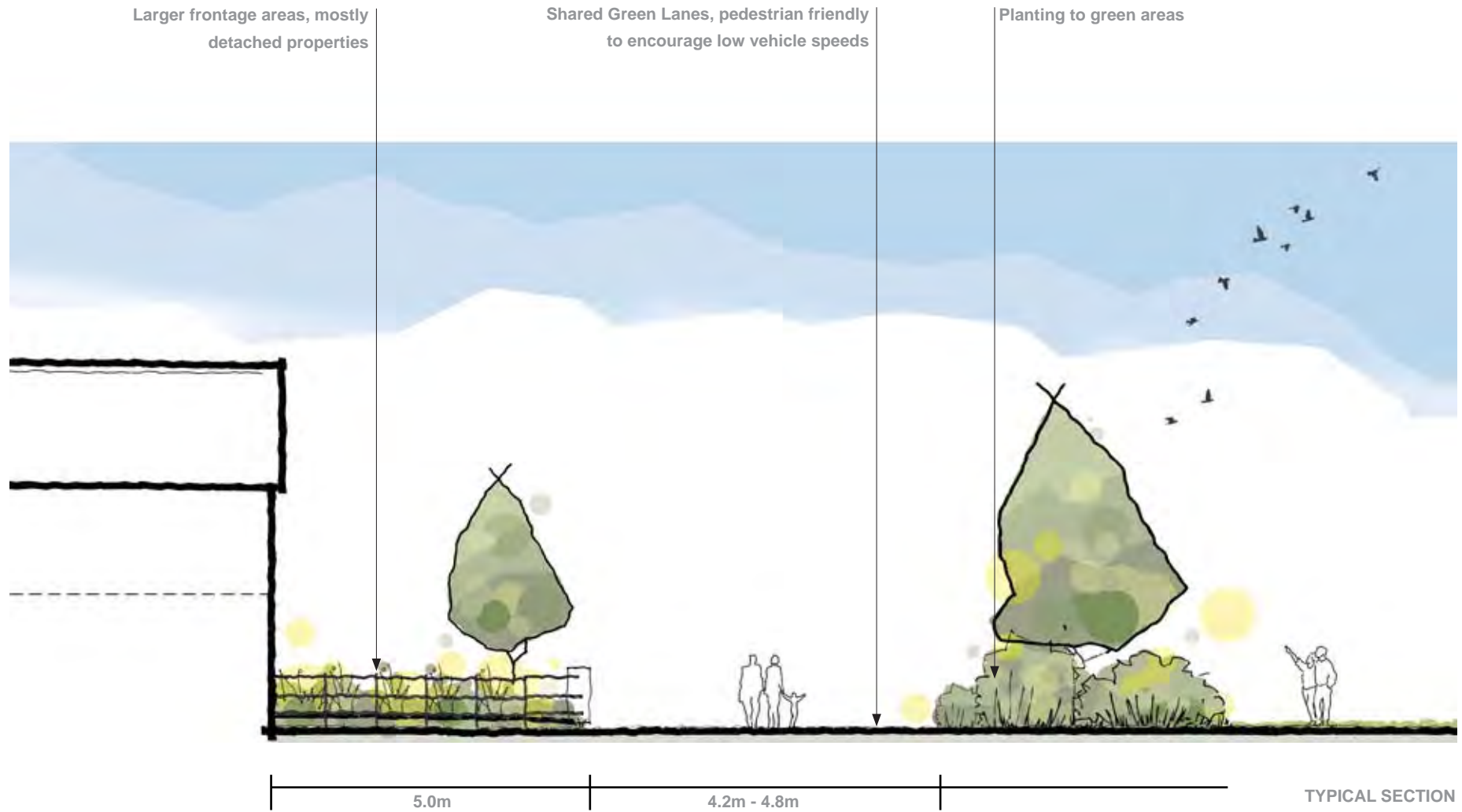
In general have narrower carriageway widths between 4.8m and 5.5m. Generally more informal in style and layout and of medium density. Variation in setbacks and frontage depth.

Varied plot layout and property type with less linked town houses and more semi detached and detached properties.

Provide connection between The Main Street and the Green Lanes to the edges of the development. Should accommodate safe movement for cyclists, pedestrians and



04. DESIGN PRINCIPLES



Green Lanes

Larger landscape areas at key spaces and junctions to include some new street trees and ornamental shrub planting and grass verges

Pavements and some shared surfaces to provide a pedestrian friendly environment and reduce traffic speeds.

Car parking will be mainly situated on the driveways to the side or rear of the dwellings. Dwellings fronting on to the Lanes will provide informal surveillance of the streets.

The Lanes are accessed via tabled and shared surface areas off the secondary routes. Well defined boundary treatments will help to distinguish between private and public spaces.



Housing Plot Arrangement

In broad terms, the street network is based around an irregular pattern of development blocks. A regular block structure, such as the Victorian layout of terraced housing is often represented by long and narrow rectilinear blocks, with narrow plan dwellings, small frontages and on street parking. An irregular layout such as the one illustrated in the Illustrative Masterplan generally comprises of a variety of block sizes, being more organic in character.

It is vital that the development is easy to navigate, and for that reason a 'distorted grid' is adopted. The use of a 'distorted grid' will provide a choice of interconnecting routes made identifiable through the use of landmark features and key spaces within the layout. Creating a more 'regular' form will help residents and visitors to easily navigate around the place and will ensure a high degree of legibility.



Corner Plot Arrangements

How blocks change direction, or move around corners, is an essential part of place making. The design will follow the best practice example of using, where appropriate a continuous built frontage 'wrapping' around corners, and thus enclosing and defining spaces. The benefit of this approach is that it maintains a positive definition to the street, and avoids 'weak' ill-defined edges. This will provide opportunities for locating landmark buildings on corners which in turn will help terminate, or frame views along the street.



Landmark Features

The use of landmarks such as a building projecting onto the street, or a gable end facing onto the street in an otherwise straight line of buildings will provide identity within the layout. Other distinctions will be achieved by the careful use of building height and mass. A taller 2.5 storey building, if well located, can add prominence within a street of 2 storey buildings. The subtle use of materials and colour will also achieve this effect. Streets that lead to landmark spaces will be a key design principle. These will be formed by the distorted grid and the intersection of blocks, as well as building groups.

Street Frontage

To define the boundaries between private and public space, all dwellings will have some form of private frontage. These will tend to be small in higher density areas, appropriately 0.5 to 2 metres in depth, whilst in lower density areas there will be the opportunity for increased frontages. However, it is important that frontages are not excessive and that buildings still relate and interact with the public realm. In general, the use of smaller private frontages with larger rear gardens should be the predominate theme along the main routes and around public spaces, with larger front gardens used to define corners or vistas, along the Lanes and towards the edges. Frontages will be defined by the use of consistent boundary treatments, which reflect the local vernacular.

Design and Safety: Creating Safer Places

A desirable place to live, work and play, which is safe and secure, is fundamental. This will be achieved by the way the development is laid out and by the street, block and plot design.

Buildings will be located to actively face streets and public areas in order to promote 24 hour surveillance, and to encourage safer places. Public areas such as the streets and play areas will be designed so that they are safe, easily accessible and attractive to use. All users will be considered as part of an inclusive design approach. It is important that there is good surveillance of public spaces by a number of properties and buildings, and that barriers, blank walls and 'dead ends' are avoided. Locating windows and doors on corners, or gable ends is a key principle, and occurs within the local context. Across the whole development careful attention will be paid to designing out crime through the layout, and promoting privacy and security.

This will be achieved by;

- High quality active streets.
- The position of buildings to the front of the plot.
- Well located windows and doors that survey the public realm clearly defining public and private spaces.



Parking

Parking will be provided close to the properties. This will:

- Avoid parked vehicles dominating the street scene
- Consider highway safety within residential areas
- Maximise natural surveillance and security
- Allow access to parking spaces and mobility for all users

Pedestrian and Cycle Linkage

The Masterplan creates walking and cycling routes through a connected pattern of streets, footpaths and connections to existing footpaths. This overall strategy will encourage the community to walk and cycle and will promote healthy active living.

These will serve all significant desire lines within the site and offer safe and secure routes to facilities.

This network is arranged so that it will provide routes into the town to the south east with further connections to the countryside to the north.

The street design will also include footways to provide priority for pedestrians and cyclists in terms of movement and crossing points. This will help to facilitate safe and easy pedestrian and cycling movement through the development.



Density

Typically, the housing density determines part of the character of the streets, the design of the development blocks and the types of houses. Providing up to 425 dwellings at an average net density equates to 25 dph. This is considered to be an appropriate density level given the surrounding urban edge.

The layout will be designed with a variety of individual block densities. Slightly higher densities will be achieved along the higher order main street, which will include some linked buildings to reinforce the character of these streets as the principal routes through the development. Currently lower density development will be located at the plot edges, overlooking the public open space and the edges of the site providing a sympathetic buffer to the existing landscape.

Housing types will be mixed with varying densities to provide transition from the higher density areas along the main circular route to the lower density areas concentrated to the edge of the built development. Dwellings will predominantly be detached and semi-detached with occasional linked properties.



Denser core with linked houses

- aid in demarcating the space
- define the main route around the site
- indicate hierarchy
- aid legibility and understanding of the space
- provide enclosed safe areas



Less dense outer with detached houses

- allow views through site to the surrounding area
- indicate change of character
- provides filtered green edge
- allows surveillance of Public Right of Way
- reflects character of existing village

04. DESIGN PRINCIPLES

Appearance of Development

Although much of the local context around the site has been developed during the latter half of the twentieth century, the local area is distinctive.

Whilst the development does not advocate historic solutions, it is important that the new development has some connection with local character and place making. This is achieved through an analysis of street character, built form and materials. One of the most obvious ways of achieving a response will be by using traditional building materials. This will be the guiding rationale for the development. Local details will be used as key indicators to refine the detailed design and enable the proposed development to sit comfortably within Stretton.



Trees

Trees will be located along the perimeter to enhance visual interest, to provide identity and to provide further screening for the surrounding residential areas. Trees will help to soften the built form, provide shade and create ecological habitats.

This will include tree planting to the western landscape buffer and to the open areas to the central area of the site.

Tree planting may also be required to the central space and along key routes to highlight important connections. It is essential that suitable trees grown for urban locations are specified, with a narrow compact form, and a medium height. Trees species will be native and will also be introduced into gardens and frontages to create visual interest.

Water and Drainage

The proposed drainage strategy for the development will be to introduce a series of attenuation ponds to the lowest part of the site which is located on the eastern side of the site. This will reduce the risk of flooding both on and off site and will be used to manage the surface water runoff from the proposed development. The lines of drainage will follow the natural falls of the land. The pond will also act as a stilling basin to maintain the water quality within the site. Careful integration of this feature into the site will create potential habitats for wildlife and promote bio-diversity, providing valuable open space and amenity value.



04. DESIGN PRINCIPLES

Sustainability

The Green Infrastructure has evolved as a result of analysis of the site and its setting, and by responding to the best practice design guidance.

The landscape features of merit within the site include hedgerows and trees of which the majority can be retained and enhanced within the development.

The following key landscape features are proposed;

- Creation of a landscape buffer to the western boundary to provide a filtered edge to the wider landscape.
- A green edge to the site to screen views from existing residential areas to the north and east.
- Creation of informal green spaces to the northern entrance and central area of the site to allow recreation and spaces for play.
- Creation of green route/ footpath through the site to provide easy pedestrian access to local amenities.
- Planting along key routes to highlight main spaces and hierarchy.



04. DESIGN PRINCIPLES



Green Infrastructure

The Green Infrastructure has evolved as a result of analysis of the site and its setting, and by responding to the best practice design guidance.

The following key landscape features are proposed;

- A quality landscape is essential to provide structure and detail to the character of the development. Green infrastructure includes a framework of structural planting around the site's perimeter which is both existing and proposed.
- Creation of an equipped play area for the proposed housing within a central open space.
- The vegetated west and east boundaries will be reinforced with new native planting to create a soft development edge.
- Tree planting will punctuate the primary routes within the site. Throughout the site, trees and semi-ornamental planting will be used to establish a visually appealing environment for each building plot, to soften parking areas and the overall building setting.
- An open space for use by the public will be located in

the centre of the site which leads to a series of other public green spaces with retained hedgerow and trees and proposed footpaths and cycleways

- In addition to accommodating surface water runoff, the pond will provide a seasonal wetland habitat. The periphery of the basin which is likely to be dry for the majority of the time will support meadow grassland to provide additional biodiversity opportunities and habitat linkages.
- Amenity green spaces will also be provided to the entrances of the site. The central space will be the location for a play area.



Play Area within centre of site with greenways providing pedestrian and cycle access.



Attenuation Ponds to lowest point of site on eastern boundary.



Green Infrastructure






-  Application Site Boundary
-  Buffer/ Landscape
-  Green Open Space
-  Attenuation Pond
-  Area of Equipped Play (LEAP)



Figure 13: Green Infrastructure Plan
N.T.S

05. Conclusions

Conclusions - Building for Life 12 Summary

The following section provides a summary of the evaluation against the 12 Building For Life Questions, and links to the evidence that supports the evaluation. If the standard is met for each question then a green light will apply.



Integrating into the Neighbourhood

1) 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?

Evaluation: The pedestrian / cycle links from within the site to Craythorne Road, Bitham Lane and the existing footpath network would provide access to the surrounding areas, the playing field to the south and the village to the south east.
Score: **Green light**

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

Evaluation: The development will provide a new public open space featuring an area for play. It is also within a short walk of an existing playing field with facilities. The development is close to a range of local facilities including shops and pubs within Stretton Village centre. All of these are within walking distance.
Score: **Green light**

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

Evaluation: The development has easy access to public transport with close links to existing bus routes along Bitham Lane. Access is available to Burton on Trent via these routes.
Score: **Green light**

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

Evaluation: The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the local community, and would provide a balanced and robust mix of tenures.
Score: **Green light**

05. CONCLUSIONS

Creating a place

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

Evaluation: The layout, density and green infrastructure for the scheme would respond to its context and provide a distinctive character. At a detailed level, features would be included in the design to reflect local vernacular. This could include selected use of traditional materials.

Score: **Green light**

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

Evaluation: The scheme exploits the existing landscape and topography by retaining the existing boundary planting where possible and enhancing it where practicable. The retained trees and hedgerow form part of the green infrastructure within the site.

Score: **Green light**

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

Evaluation: The scheme is based on a series of development blocks, which interlock with the landscape. There would be a clear definition of the private and public realm, and properties would overlook the public space. The orientation of the buildings facilitate and highlight the sites connections with the village and describe the hierarchy of the layout.

Score: **Green light**

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

Evaluation: The layout for the scheme follows a simple approach with a distinct set of character streets to allow residents and visitors to easily find their way around. The relationship with the green infrastructure would allow easy orientation. Footpaths follow desire lines and make access to the wider area easy and available.

Score: **Green light**



05.CONCLUSIONS

Street and Home

9) Are streets designed in a way that encourages low vehicle speeds and allows them to function as social spaces?

Evaluation: The building layout has defined the street network, so that highways and car parking do not dominate. Where main pedestrian routes cross the streets, levels would be raised to assist in calming traffic. Dwellings located close to the road provide pinch points that slow traffic and give priority to pedestrians.

Score: **Green light**

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

Evaluation: Car parking would be integrated into the overall layout and design. Car parking would be mainly within curtilage, to the side and rear of the dwellings.

Score: **Green light**

11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

Evaluation: The streets and public spaces would be overlooked by adjacent dwellings, allowing informal surveillance and safe routes. Footpaths run through the public open space. Frontages will generally be narrow allowing a connection with the public spaces that link them.

Score: **Green light**

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

Evaluation: The building layout will allow for bins and recycling stores to be stored out of sight and minimise their impact on the streetscene.

Score: **Green light**



Conclusions - Summary

Our vision is to provide a distinctive, high quality new neighbourhood place which fits sensitively within its context and which delivers a sustainable development tailored to contribute towards the housing needs of Stretton. The proposals are for the creation of a high quality sustainable development, delivering new homes, open space and habitat creation and provision for new pedestrian and cycle routes.

The application site covers an area of 23.36 ha on the northern and western edges of Stretton. It broadly consists of land between the existing built up edge of Stretton and the Craythorne Golf Course.

The development will comprise of high quality housing, catering for families, an increasingly aging population and those that work from home for example. As such the development seeks to respond to current conditions and future needs, with the overall aim of providing a high quality environment in which to live and play.

The development will create up to 425 dwellings with associated public open space, providing a choice of housing to meet the needs of the area, whilst respecting and enhancing the site's environmental assets. A proportion of new homes will be in the form of affordable housing.

Housing will be set within a robust green infrastructure extending to over 6 hectares (27% of the total site area), which will include existing mature trees and boundary vegetation, public realm and open space, sustainable drainage systems, and provision for a play area. Coupled with modern architecture and an attractive palette of building materials common to the wider area, this will help to integrate the development within the landscape and create a distinctive sense of place.





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