



# Church View

at Mansell Farm

Newbold-on-Stour

Design & Access Statement

November 2014



 Richborough  
Estates

e\*SCAPE  
urbanists



Strategic Land Promotion  
*helping places evolve*



# Contents

1.0	Executive Summary	Page 05
2.0	Physical Context	Page 09
3.0	Constraints & Opportunities	Page 23
4.0	Design Parameters	Page 29
5.0	Design Evolution & Evaluation	Page 33
6.0	The Illustrative Masterplan	Page 37
7.0	Sustainability & Building for Life 12	Page 49
8.0	Conclusions	Page 53







# 1.0 Executive Summary





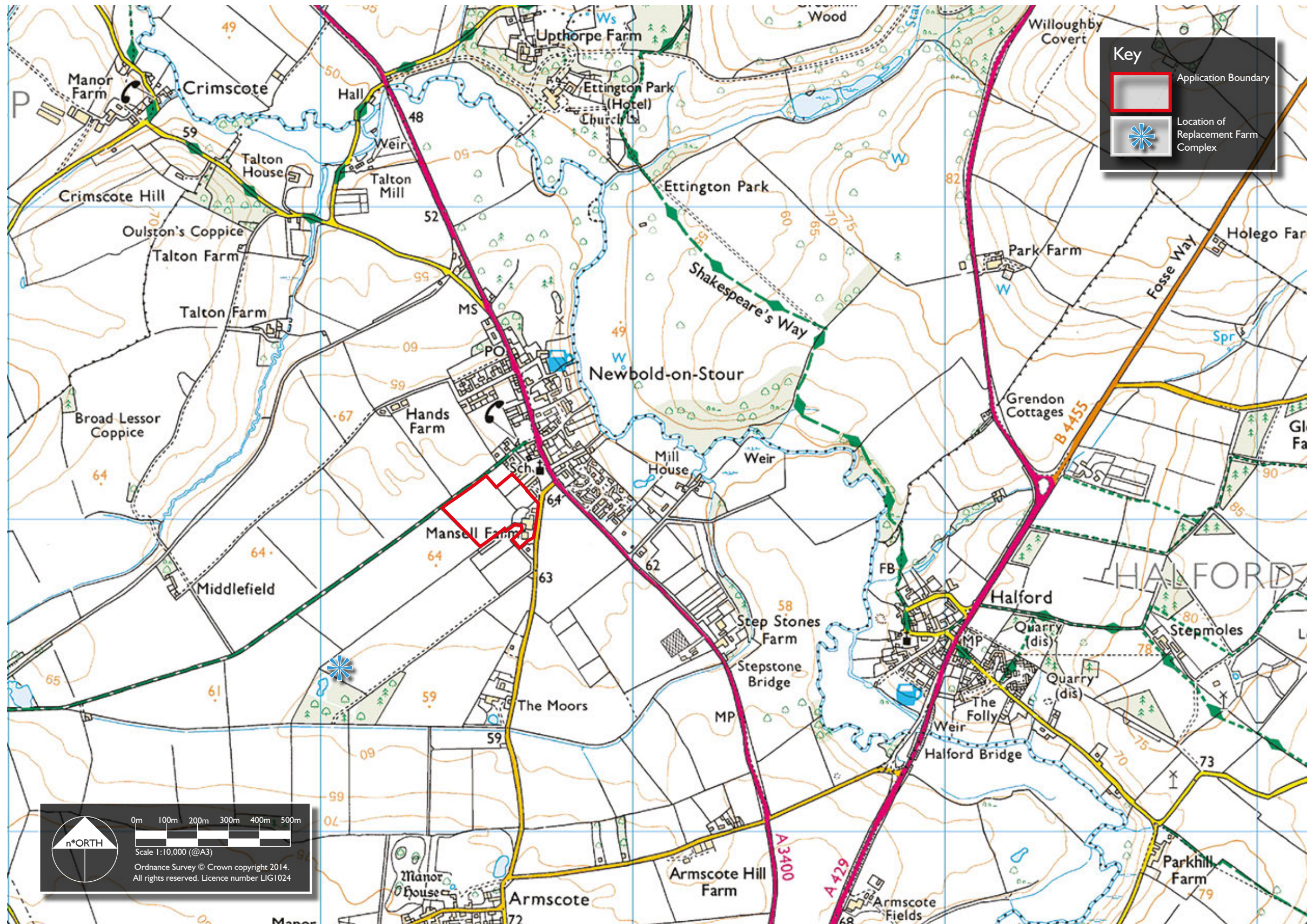


Figure 01:01 Site Location



## Purpose of this document

- 1.1 This document has been prepared to support an outline planning application (all matters reserved save access) for a proposed residential development referred to as Church View at Mansell Farm, on the south western periphery of the settlement of Newbold-on-Stour in the district of Stratford-on-Avon, Warwickshire.
- 1.2 This outline application is in connection with land controlled by the Spencer family and Richborough Estates as illustrated by the red boundary in Figure 01:01 opposite with a site area of 4.54 hectares.
- 1.3 The scope and content of this document sets out an organic and evolving design process, which works with the 'grain' of the landscape, using topography, existing vegetation and the current surrounding uses, vernacular and context to develop a proposal which is grounded and seamlessly integrates into its setting and the existing settlement pattern.
- 1.4 The outline application seeks to deliver a complimentary residential led development of 60 homes, 21 (35%) of which will be affordable housing for local people. Homes will vary in size and location from two bed mews to five bed detached properties situated on streets, lanes, squares and mews or overlooking the surrounding open spaces, woodlands and countryside.
- 1.5 In addition to the above the application also proposes to create a new Village Green, Woodland and Church Car Park for use by the wider village and local primary school. It is also proposed to offer a shared private drive to properties adjoining the site with off-road parking spaces to enable them to access their properties more easily.
- 1.6 Indeed the proposed Green Infrastructure network and the open spaces within it are a key feature of the development. This, the low density nature of the design and the large gardens and spaces within the development parcels emulates the character and layout of the existing village to ensure this development is 'of the place'.
- 1.7 The Green Infrastructure network, some 1.7 ha (37%) of the site is made up of the retained woodland, Village Green, landscape buffers and other areas of incidental open spaces.
- 1.8 Richborough Estates are working with the land owners, the Spencer family to enable this established local farming family to relocate their farm operations into a modern purpose built farm complex. The proposed new farm will be away from the village to ensure that the agricultural operations do not cause a nuisance to villagers in terms of odours etc.

- 1.9 In order for this to happen the Spencer family require this application to be approved to enable them to cross-fund the new farm.
- 1.10 The masterplan illustrates a layout which allows:
  - Homes to become part of the environment into which they are placed,
  - The village to grow in a sympathetic and organic way so that the development is immediately part of the wider settlement,
  - Residents and visitors to navigate their way around the development intuitively via the hierarchy of streets, lanes and spaces,
  - Passive solar gain is maximised through the orientation of the layout,
  - Space for the community to 'breathe', through the low density nature of the development and creation of paths and streets which provide direct access to open spaces, offering space to play, the discovery of nature and interaction with neighbours and the wider community,
  - Provision of a junior football pitch for use by the village and primary school,
  - Retention of existing site features such as woodlands and hedgerows to ensure the proposals are grounded at part of the landscape into which they're set,
  - A strong green and blue infrastructure network providing space for natural habitats and thus the wildlife using them,
  - A well surveilled site which allows the wider community to use and enjoy the open spaces in a safe environment,
  - A connected development which is part of the wider settlement, is outward facing and completes the south western edge of the village.

## Site

- 1.11 The site is located on the south-western edge of Newbold-on-Stour with good vehicular access out to Armscote Road and the A3400 Stratford Road with pedestrian/cycle access provided via Armscote Road and the Moss Lane bridleway back into the village or out to the surrounding countryside or Illmington to the south west.
- 1.12 The site is within a 5 to 10 minute walk of the whole village including shop, pub, a number of bus stops, Village Green and Village Hall.
- 1.13 The topography of the site is such that it gently falls from the north west adjacent to the bridleway to the south east on Armscote Road. The site is well contained by the existing settlement edge, established hedgerows, woodlands and tree belts within the wider landscape which soften and screen the site from much of the surrounding area. The proposals will strengthen the existing landscape structure of the site and further reduce the development's impact.

## Process

- 1.14 The design team has used what they term as 'organic masterplanning' which is a landscape led approach, which in turn draws on New Urbanism, as well as national and UK best practice guidance, their own considerable experience and the stakeholder feedback received from the consultation events to evolve and develop a contextually responsive masterplan, which is site specific and unique in form and structure.
- 1.15 This statement details the contextual relationship of the site to its surroundings, the design process undertaken and the design's evolution. That process establishes the development parameters, leading to an illustrative masterplan and layout, demonstrating the mix and housing numbers can be delivered in terms of the sites capacity, functionality and detail.





## 2.0 Physical Context





Figure 02:01 Regional Context

- 2.1 In order to understand how the development proposals should interact with the village, an evaluation of the various levels of context which affect both the village and the site must be undertaken.

## Regional Context

- 2.2 Newbold-on-Stour is an historic village on the northern edge of the Cotswolds, close to the Market Town of Shipston-on-Stour. It lies to the east of the historic Roman road, the Fosse Way (now the A429).
- 2.3 As Illustrated here in Figure 02:01 Newbold-on-Stour sits within the Stratford-on-Avon District in the county of Warwickshire with main road links to Stratford itself, Banbury, Evesham and Warwick. The M40 runs close to Warwick and heads in a south easterly direction towards London. These major towns have good rail links to Birmingham, Reading and London.
- 2.4 Newbold-on-Stour sits within a rolling rural landscape and is part of a series of picturesque villages on the northern edge of the Cotswolds.

## Sub-Regional Context

- 2.5 Newbold-on-Stour sits on the River Stour and within the landscape of which it is part. The village straddles the A3400 Stratford Road as illustrated in Figure 02:02, which forms the villages main high street running roughly north to south. Stratford-upon-Avon lies 6 miles to the north with Shipston just 2.5 miles to the south.
- 2.6 Newbold-on-Stour lies in the Parish of the same name and is one in a network of villages and farmsteads in the area. Villages which can be identified within the surrounding landscape from Newbold-on-Stour via their church spires/towers include Tredington and Illmington. Due to the nature of the rolling landscape the other surrounding villages and hamlets, such as Halford are hidden by ridges and tree belts.

## Local Context

- 2.7 Figure 02:03 broadly illustrates the linear character of the village as it developed along and around Stratford Road and on the western banks of the River Stour.
- 2.8 The historic core of the village can be found between Saint David's Church in the south (close to site subject of this planning application) and the White Hart Inn to the north. Twentieth/twenty first Century development has occurred to the northern and southern edges of



## 2.0 Physical Context

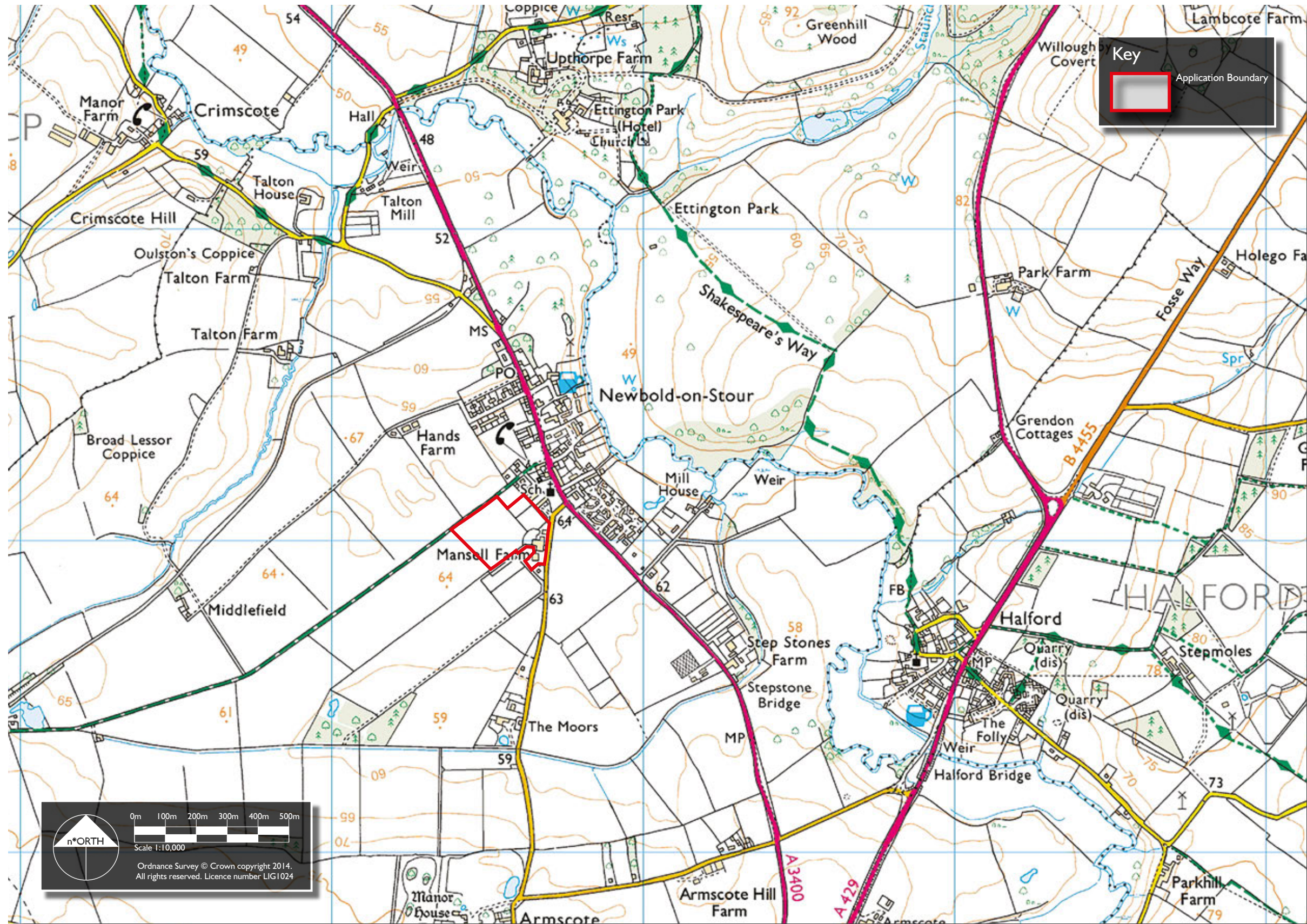


Figure 02:02 Sub-Regional Context



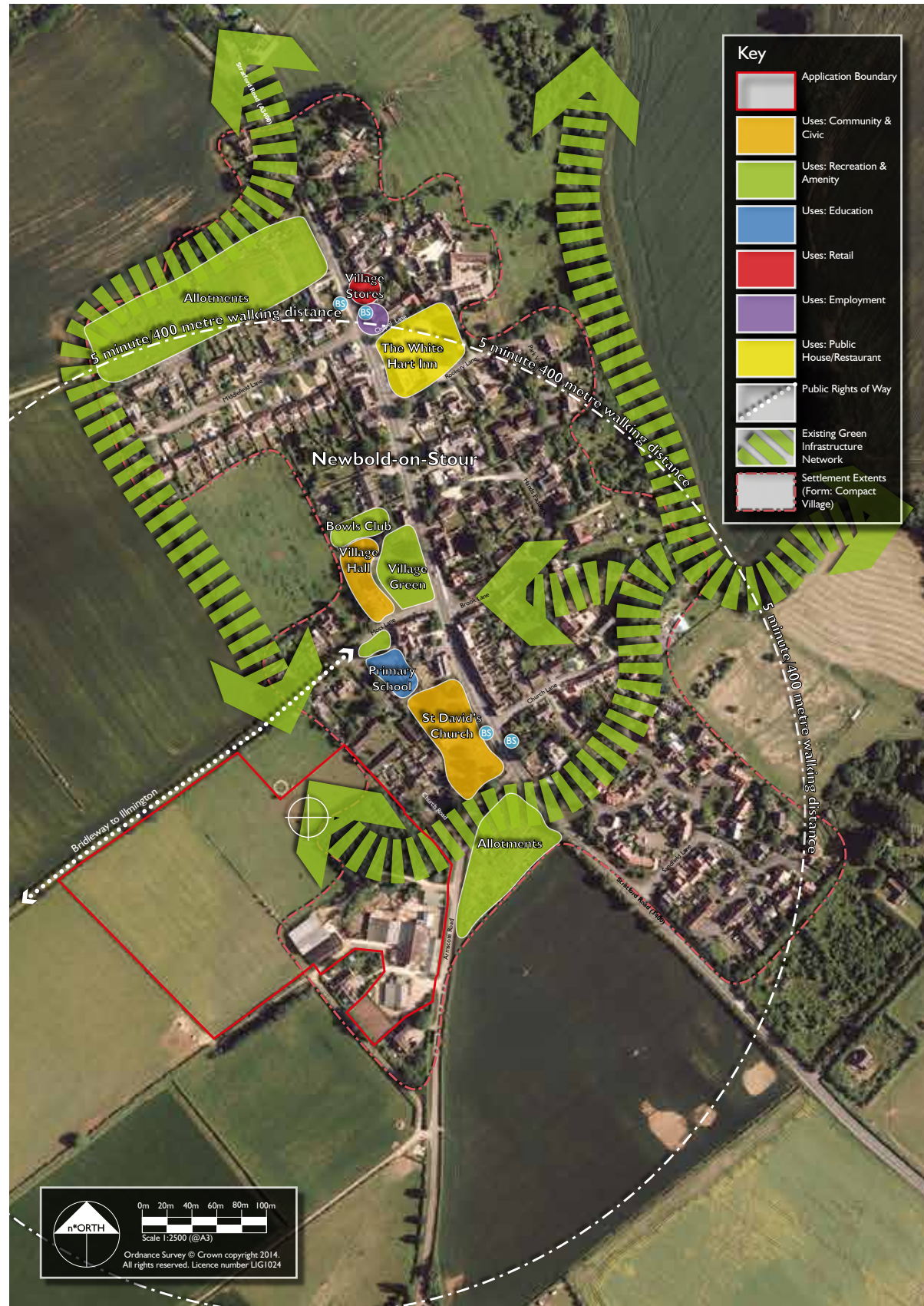


Figure 02:03 Local Context

the village, with some modest infilling to the east. The river is the natural boundary of the village on the east. Using the Stratford-on-Avon District Design Guide Newbold-on-Stour fits into the 'Compact Village' settlement type.

- 2.9 Figure 02:03 illustrates the broad mix of uses across the settlement which includes the Church, Village Hall, Primary School, a Chapel now converted to Offices, the Village Store and Post Office and the White Heart Inn.
- 2.10 The village is compact and therefore the application site is only a couple of minutes walk from the heart of the village, schools, and community facilities with the Inn, Shop and Post Office just 5 minutes walk from the site, making it a very sustainable location.
- 2.11 There are no footpaths currently crossing the site, but a Bridleway, Moss Lane borders the site to the north west which runs between the village and Illmington. The bridleway and Armscote Road are the potential primary pedestrian access points bordering the site.
- 2.12 Local bus services from the village to Stratford and Shipston are reasonably regular and daily, with buses from Shipston providing connections out to the surrounding towns and villages such as Whichford, Chipping Norton, Banbury, Moreton Morrell, Ettington, Upper and Lower Brailes, Tredington, Moreton-in-the-Marsh and Burmington. These Shipston services are variable, with particular services only operating once or twice a week.
- 2.13 There is an identifiable Green Infrastructure network existing within and around the village, as illustrated in Figure 02:03. Trees and linear belts of woodland border the river corridor with fingers of woodland running up into the village via paddocks and mature gardens.
- 2.14 A second finger of woodland straddles the main road to the north of the village and the Green Infrastructure network wraps around the north western peripheries of the village via the allotments and hedgerows.
- 2.15 These two networks link into the site via the woodland plantation in the eastern corner.
- 2.16 The application site sits on the immediate western periphery of the village, adjacent to Armscote Road. It consists of the existing farm complex (the two farmhouses shall be retained), three paddocks and a plantation woodland and is surrounded by substantial and mature hedgerows and shelterbelts.



2.17 The site is bordered by the edge of the current settlement to the east (consisting of mid-late twentieth century sheltered housing) with the church tower visible beyond, to the south east by Armscote Road, to the south west by hedgerows and shelterbelts with fields beyond and to the north east by the Moss Lane bridleway which runs between two hedgerows with more fields beyond it to the north. A paddock lies to the north of the site and adjoins the current settlement boundary, is owned by a third party and is not part of the application site.

## Use of the Local Vernacular

2.18 Richborough Estates believes in developing proposals which complement the character of the village and surroundings, working with the natural grain and flow of the land and utilising existing natural and man made features. This provides an immediate sense of place and maturity.

2.19 To work with the natural grain is not a new approach to design, instead it is a return to traditional best practice and an understanding of the local evolution of settlements.

2.20 The design team have been assessing Newbold-on-Stour and surrounding villages over the last few months and have also taken account of the District Design Guide. This initial appreciation of the settlements has been developed as a series of 'Worksheets' exploring in brief the vernacular character of the local villages including:

- Newbold-on-Stour
- Honington
- Tredington
- Illmington

2.21 In exploring the vernacular of Newbold-on-Stour and the surrounding villages, it became apparent that a dense housing development would not be suitable for the application site. Instead design cues have been taken from the surrounding villages which have a lower density and sympathetic and high quality architectural and landscape characteristics.

2.22 All these villages have a special sense of place, which the design team have used to inform the development of the masterplan, along with the use of Stratford-on-Avon's District Design Guide and inputs from the community.

2.23 The Summary Key Vernacular Principles which we can take from the worksheets are set out here.

## Summary Key Vernacular Principles:

- Varied architectural styles and use of materials and detailing
- Clear hierarchy of streets and more intimate laneways
- Properties set within an attractive landscape setting with mature trees and vegetation. Properties often seen against a backdrop of trees.
- A juxtaposition of grand buildings and more basic vernacular style buildings adds interest and richness
- Relationship of built form to street/footpath is varied with some buildings along the back of the footpath and others set back from the street in their own grounds
- A mix of property types including detached houses, large villas, cottages and terraces.
- Informal spaces created in the streets and lanes
- Acute pitched roofs with features such as chimneys and dormers adding interest to roofscapes
- Common theme in terms of predominant building materials including use of local materials including mud or cob and stone
- Properties vary in height adding variety
- Very active gables - many windows out of habitable rooms
- Muted colours of woodwork complement earthy colours of local stone/thatch/cob etc.
- Unfolding views of town and villages along curved streets
- Relationship of Farmsteads/Agricultural buildings to/within Villages





The Heart of the Village - Newbold-on-Stour



## Newbold-on-Stour

Newbold probably began as a cluster of cottages around an inn and toll house (still remaining). The village takes a linear form, stretching for approximately 1km along Stratford Road. Most buildings date from the Victorian or Georgian period although the village has also seen significant recent development, notably a 50 unit development south of Church Lane built in 1999. A single thatched roof building remains – a small structure known as the bothy with cobb walls which stands on the village green.

### Key Village Vernacular Principles:

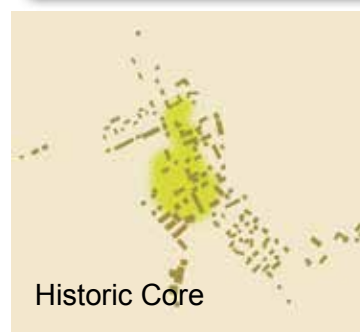
- A clear street hierarchy comprising of a main through-route which is bisected by a series of short laneways, each with a unique character, often culminating in dead ends or farm tracks providing glimpsed views of surrounding countryside.
- Role of church acts as key landmark at entrance into the village from south;
- A wide grass verge, landscaping and generous building setback along the east side of Stratford Road contributes significantly to the amenity and character of the village;
- Strong consistency in the height of buildings which are mostly two storey;
- Importance of the Village Green at the heart of the village contributes to a sense of openness along the main street;
- Juxtaposition of brick, painted brick and stone, often on the same building;
- Variety of boundary treatments including hedging, timber fencing, brick and stone walls and some open frontages, particularly along the lanes;
- The row of cottages between Brook Lane and Church Lane are a strong feature of the villagescape, providing definition and enclosure to the street and contrasting with the more open character elsewhere along Stratford Road.



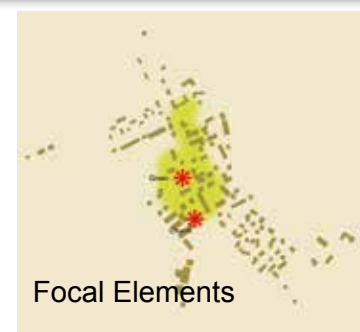
Materials and Details



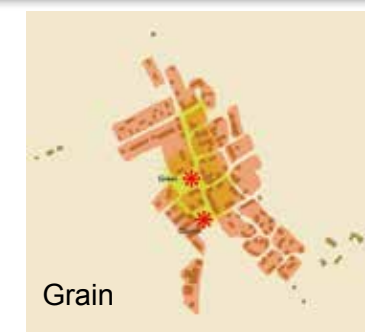
Figure Ground



Historic Core



Focal Elements



Grain



Lanes & Views to Countryside



Stepped Roof Lines



Varied Elevational Treatments





Houses overlooking the Green - Honington

# Honington

Honington is more of a hamlet, rather than a village and appears as a Country Estate model, as opposed a fully evolved village. The church is located by the Hall, along a Carriage Drive and the 15 to 20 properties which make up the settlement sit around a large Village Green.

A Farmstead sits within the village context and creates a counterpoint to the residential properties. This is a very quiet settlement with no real activity or focus within the village.

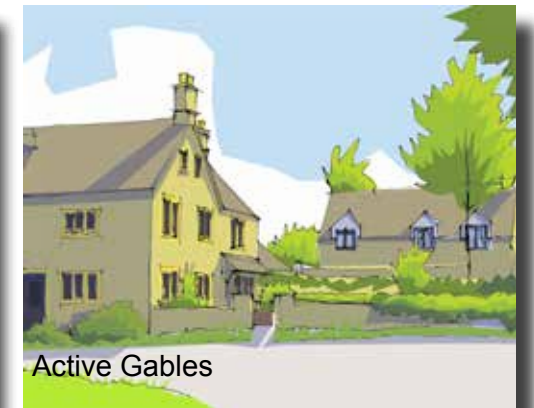
## Key Village Vernacular Principles:

- Cob Walls are the primary detail used to enclose the street and boarder the gardens of the properties.
- Stone cottages dominate, with an oak framed property offering relief from the traditional vernacular of the area.
- Parkland hurdles are used to field boundaries and are a simple aesthetic boundary which also allows panoramic views across the rolling countryside.
- Gables are not blank, but active.
- Rooflines are varied and create interest as part of the enclosure of the central Village Green.
- A variety of dormas define either the second storey or third storey of properties.
- The formal gates and lodge to the Hall act as a focal point in the village.
- The village is made up of a variety of materials including, cob, stone, brick and timber and includes interesting details such as gateposts, walling, copings, cappings etc.

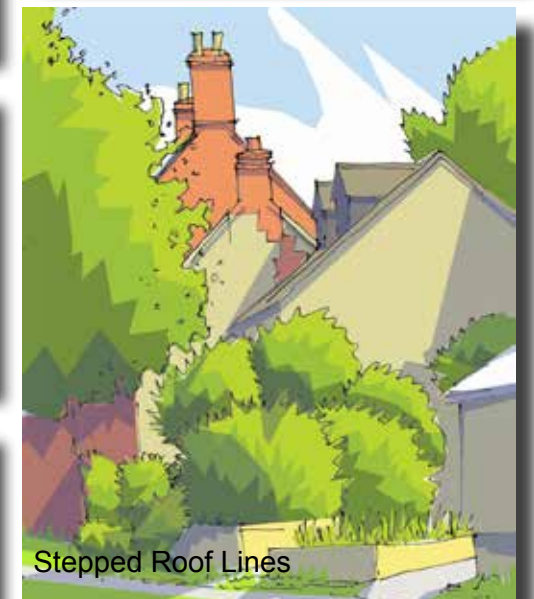
The space within this village and the maturity of the trees give this settlement a timeless feel, it however lacks vibrancy, with the Church tucked to one side and no shops or pubs within the settlement.



Materials and Details



Active Gables



Stepped Roof Lines



Gateways

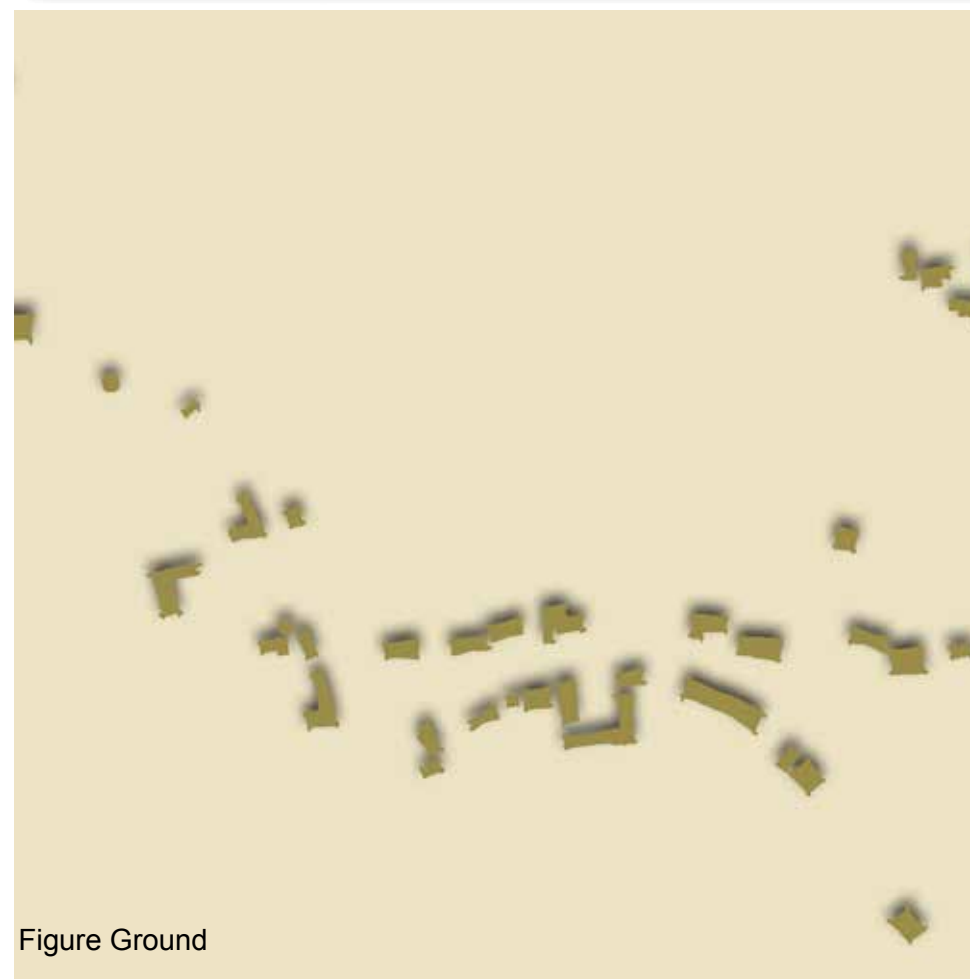
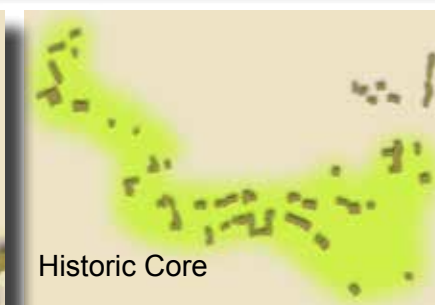
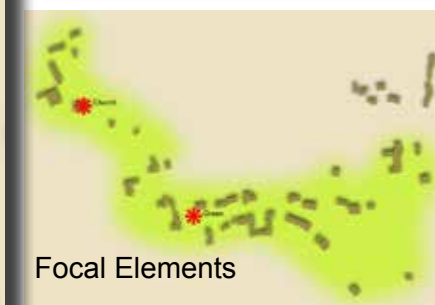


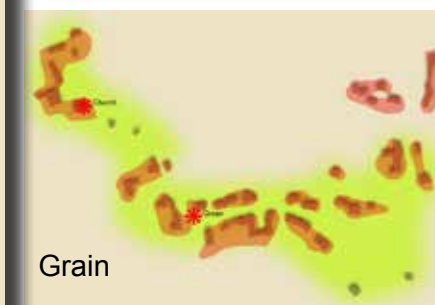
Figure Ground



Historic Core



Focal Elements



Grain





The main street - Tredington



## Tredington

Tredington is located just off the Fosse Way on the main road to Shipston-on-Stour. The village's historic core is located between a bend in the River Stour and the main road. The village appears to have been located here to take advantage of the river to power the mill and maybe also as a defensive position with three sides of the village protected by the river. The historic village has an interesting layout, as illustrated in the figure ground and has an identifiable block structure, which is not uniform, but very organic in form. This grain reflects the river bend and rising ground from the river up towards the road.

### Key Village Vernacular Principles:

- Townhouses and some detached properties jostle for position in the heart of the village.
- Detached properties become more dominant on the edges of the village.
- Many houses are hard up to lanes and streets.
- Incidental green space occurs between more densely packed lanes.
- Roof pitches have a very acute pitch which provides gables and roof lines with a specific character.
- The cob walls provide a good local detail which complements the local Cotswold stone.
- One and half, two and three storey properties provide variety within the villagescape.
- Gables are active with many windows from habitable rooms.
- Dormers, chimneys and a variety of complementary materials create a very interesting and vibrant feel to the architecture.
- The public realm is very simple with soft landscape elements adding the main interest.

Tredington has a richness of place created by the layering of development and evolution of the Village over hundreds of years. The village has a series of narrow lanes, small forecourts and open greens which create a fine grain patchwork of experiences to the visitor moving through the village.



Materials and Details

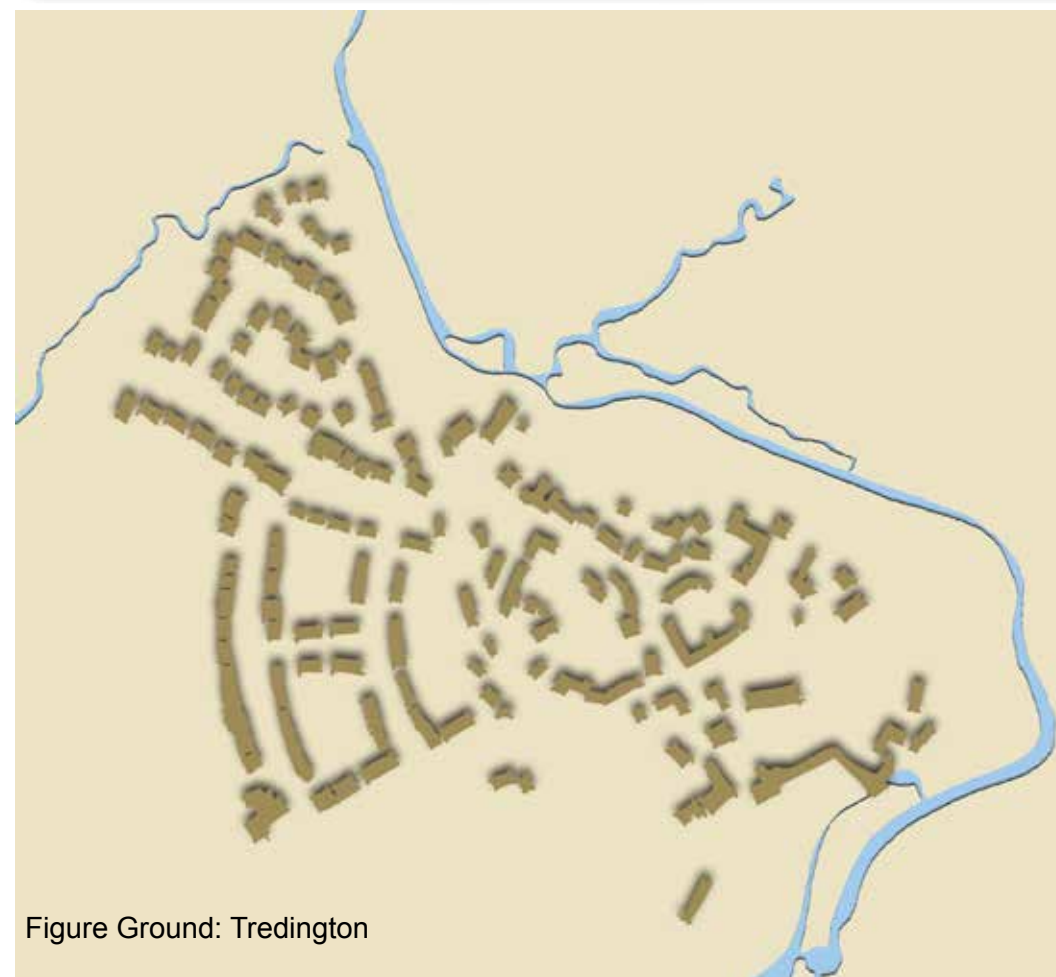
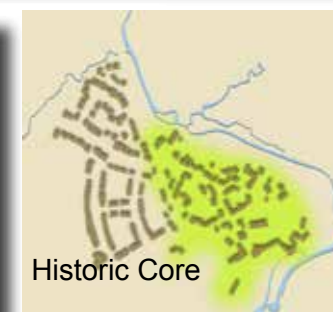
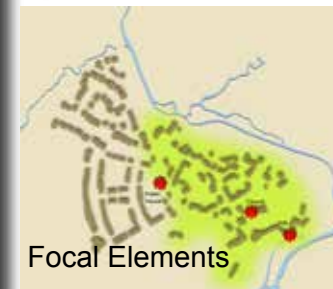


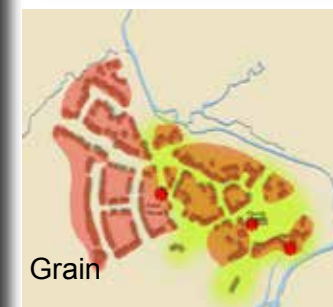
Figure Ground: Tredington



Historic Core



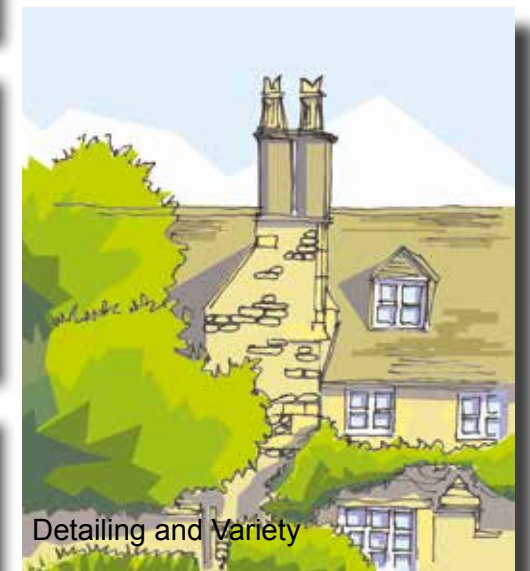
Focal Elements



Grain



Varied Layout and Lanes



Detailing and Variety



Stepped Roof Lines





A varied roofscape - Illmington

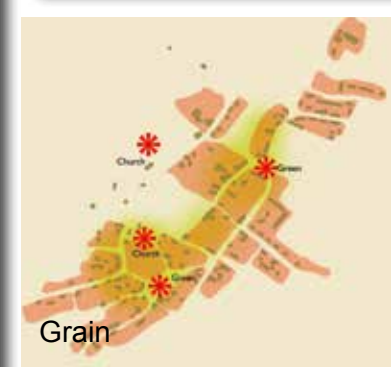
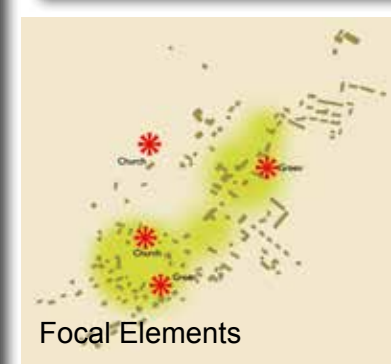
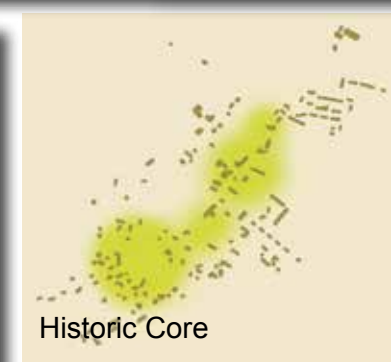


## Ilmington

The heart of the village, inside the Front/Back street perimeter, has an organic and irregular form, with buildings dispersed loosely around a network of intimate lanes. The balance between buildings and open spaces plays a key role: the two village greens, allotments, generously sized gardens, historic fish ponds and remnants of orchards providing a sense of openness within the village centre. The village has a strong rural character, with little through-traffic with pronounced changes in level providing views of the surrounding hills and farmland. There are a total of 36 listed buildings within the village, including the Grade 1 listed St Marys Church. Most of the village is designated as a Conservation Area.

### Key Village Vernacular Principles:

- The predominant building material is stone (both Ironstone and Cotswold stone) although there is some brick, particularly in 19th century buildings. The local tradition is for stone buildings to be built in coursed, squared or random rubble with variation in course depth and quoins of larger stones.
- A variety of architectural styles and materials. There are buildings from the 16th to the 21st century ranging from substantial Cotswold houses to simpler cottages.
- A network of lanes and footpaths, often defined by stonewalls, connecting principal roads.
- Ilmington has varied rooflines with steep pitches and chimneys at the gables. Detailing includes stone parapets or brick corbelling below the eaves. Dormers are also common. Roofing materials are mainly stone, slate or clay tiles with some thatch.
- Long rows of terraces are rare, with most buildings being arranged in small groupings or detached within their own grounds.
- Buildings and streets work with the natural topography, providing a strong sense of the village being 'set within the landscape'.
- A strong northern gateway centred around the Lower Green, Howard Arms public house and cluster of surrounding cottages.
- Boundary treatments and landscaping contribute strongly to the character of the village. There is a tradition of low stone walls and boundaries that allow views across the village.





## 3.0 Constraints & Opportunities







Figure 03:01 Site Boundary



## 3.0 Constraints & Opportunities

- 3.1 The previous chapter provided the background appreciation and understanding of where the village of Newbold-on-Stour sits in its relationship with the wider sub-region and the existing local context and character which gives the village its specific sense of place. Chapter 3.0 therefore is an exploration of the site today. It examines the key constraints and how they can be turned into opportunities, the interaction with the current villagescape and how all of this can be brought into play in developing a robust structure which then leads to grounded design parameters, as set out in Chapter 4.0.
- 3.2 Mansell Farm and its associated paddocks as illustrated in Figure 03:01 opposite have a number of interesting landscape features which have been retained and incorporated into the proposals. These are described below and illustrated in Figure 03:02.
- 3.3 The site gently rises up from the south east (Armscote Road) to the north west (by the Moss Lane Bridleway). On site the topography appears to be generally flat.
- 3.4 A plantation of native trees lies immediately adjacent to the north eastern boundary within the site and was planted to screen the farm from the village. This semi-mature woodland shall be retained. The trees are all of a similar age and requires some thinning, coppicing and planting of native and locally indigenous understorey species to enhance it's biodiversity.
- 3.5 There are few mature trees within the site, however a number of trees sit within the hedgerows which border the site, including a number of oak which shall be retained as part of the proposed Green Infrastructure network. In addition the tree belts around the two retained farmhouses shall also be retained, providing a mature backdrop and some softening of the development from the wider countryside to the west.
- 3.6 No streams or rivers cross the site. The site is very permeable and lends itself to a Sustainable Drainage system (SDs) which allows water to percolate into the ground rather than disposing of it into storm water sewers.
- 3.7 A series of swales and ditches shall be created within the Green Infrastructure network to intercept surface water from the site as part of the sustainable drainage management train.
- 3.8 Field boundaries in the form of native hedgerows define the site boundaries. The hedgerows are dense and well maintained and primarily of hawthorn, interspersed with mature oaks. The hedgerows are a strong feature of the site, acting as wildlife corridors

and especially as bat flights (as illustrated in Figure 03:02). The majority of the hedgerows shall be retained and where roads and paths need to cross their routes the loss will be limited to the bare minimum.

- 3.9 No Public Rights of Way cross the site although the site is bounded by the Moss Lane Bridleway to the north west.
- 3.10 Due to the topography, tree stands and woodlands within the wider local area views are localised and limited. However long distance 'glimpse' views out to the hills above Illmington can be had from the south western boundaries of the site as illustrated in Photograph 03:01 below.

3.11 Similar views can be had out across the countryside from the Armscote Road frontage towards Tredington, however the village of Tredington is in the main hidden from view by the topography and tree belts, with only the church spire being visible on the skyline.

3.12 Localised views can be had into and out of the site from the side of existing residential properties on the south western fringes of the village, adjacent to the church. However mature hedgerows and trees on the site boundary and the plantation woodland softens and restricts views.



Photograph 03:01 View west to Illmington Hills



Photograph 03:02 Vista across site to St David's Church Tower





Figure 03:02 Site Constraints & Opportunities



## Creating a Place

- 3.13 The church tower is a key landmark within the village and can be clearly seen from the site as illustrated in Photograph 03:02 on the previous page. The church forms a strong vista through the site along the edge of the plantation woodland. This vista shall be used as a key design parameter in the development of the proposals.
- 3.14 As stated previously the site immediately borders the south western edge of the village, this boundary will need to be handled sensitively to ensure the residential amenity of the existing residents is not unduly affected by the development. In order to do this the existing woodland and boundary hedgerows will be retained and a village green is proposed to ensure a wide landscape buffer is created adjoining the existing village.
- 3.15 The site is well connected back into the village by Armscote Road which directly links onto the A3400, Stratford Road, the main street through the centre of the village.
- 3.16 In addition the site is directly adjacent to the Moss Lane bridleway as stated previously. This route can provide pedestrian connections to the site back into the heart of the village creating good connectivity and the potential of safe routes to the primary school, church and village hall which are all within a couple of minutes walk of the site.

- 3.17 The constraints and opportunities have been identified and a structure can be created in the form the parameters masterplan, using the contextual analysis and the site's own specific qualities, the masterplan will evolve.
- 3.18 The contextual appreciation and the site specific constraints and opportunities analysis are the first stages in the design process which lead into the development of the site structure in the form of a series of parameters.
- 3.19 Each design stage evolves from the previous and provides reasoning and understanding to the approach adopted in accordance with the evolving nature of the design process.
- 3.20 Usually these stages are hidden or in some cases ignored by the designers. However in order to create a masterplan that is truly sustainable and 'of the place' they need to be explored in full. This means not only going through the process, but also going back through the process as new information or inputs from stakeholders or the wider consultant team are received.
- 3.21 Design is an iterative process and should be flexible enough to accommodate new information at any given time to ensure proposals are robust. This iterative and evolutionary process is described in Chapter 5.0.



Photograph 03:03 The existing Plantation Woodland



Photograph 03:04 View of existing Plantation Woodland from farm track









## 4.0 Design Parameters







Figure 04:01 Parameters Plan



4.1 Out of the existing site based building blocks springs the masterplan concept in the form of Design Parameters which provides spatial relationships and the beginnings of a hierarchy and layout for the movement, mix of uses, built form and external environment. At Church View at Mansell Farm due to the existing retained features the concept is instantly strong, dynamic and mature, thus grounded.

4.2 Figure 04:01 opposite illustrates the structure in the form of the design parameters. Each parameter is described below:

## The Green & Blue Infrastructure Network

4.3 The proposed Green Infrastructure network is now clearly visible and the proposals preserves the majority of the valuable woodlands, hedgerows and trees within the site. This creates a green mesh which overlays the development parcels and retains the particular character related to the area as described previously. This includes the ability of the vegetation to soften views into and out of the site and create a backdrop, which adds diversity and instant maturity to the proposals.

4.4 Small stands of trees in the form of copses are proposed within the Green Infrastructure network. These tree stands are typical of the wider landscape character area in which the development is proposed to sit and will assist in integrating the development into the wider landscape and villagescape

4.5 Set within the Green Infrastructure network will be a Sustainable Drainage system (SDs). It will consist of a series of balancing ponds, connecting swales, pipes and water meadow style inundation zones which will have the capacity to hold and safely disperse storm water collected from the site. Due to the permeability of the site the SDs will only retain water during extreme storm events which will then percolate down into the ground. One balancing pond will be partially lined to hold some water as a permanent feature creating a wildlife pond on the site to enhance its biodiversity as illustrated in Figure 04:01 opposite.

## Public Open Space

4.6 A series of open spaces in the form of a Green, a woodland and a linear park have been created around the site which are all interconnected via the Green Infrastructure network.

4.7 These open spaces provide space for informal recreation, play and biodiversity and create the setting for the development. The open

spaces are also located to provide recreation space between the proposed and existing residential areas, thus ensuring the site is part of the wider established neighbourhood.

4.8 It is proposed that the Green shall contain a junior sized football pitch for use by local children away from the main road. This resource could also be used by the local primary school whose current outside play spaces as somewhat limited.

4.9 Indeed the Spenser family are enthusiastic in offering both the Green and Woodland as a community and educational resource for use by the village and particularly the school.

## Amenity

4.10 The amenity of existing and future residents of the development and surrounding neighbourhoods will be protected as part of the masterplan.

4.11 Existing neighbours are not overlooked by the development with the distance between the existing properties to the northern corner of the site and new properties of around 70 to 80 metres, incorporating native tree planting to further lessen the impact of the development on adjoining properties.

4.12 Where development is closer to the existing village edge in the north eastern corner of the site (adjacent to the proposed Church Car Park) the existing boundary hedgerow and plantation woodland shall provide a screen. This woodland will be enhanced through sympathetic and considered management to ensure the woodland is healthy, species rich and retains the current screening effect in this location.

## The Emerging Movement Hierarchy

4.13 Site access points have been fixed by the existing access locations i.e. the existing vehicular access points to the farm shall provide the location for new vehicular junctions onto Armscote Road. The southernmost access point is to be the main vehicular access into the site, with the northern access providing access to the church car park and some proposed properties.

4.14 This main vehicular access will also provide access to one of the retained farmhouses, whilst the other is served directly off Armscote Road, as it is currently.

4.15 The internal road layout is not fully explored within the parameters plan, but will be explored further as part of the illustrative masterplanning process in Chapter 6.0. However the location of the vista to the church tower will be a governing factor in locating key streets/spaces within the development parcels.

4.16 In addition pedestrian access points are proposed to connect the site back into the village and out to the surrounding countryside. These are illustrated in Figure 04:01 with two links onto the Moss Lane Bridleway and an additional link (if existing residents agree) onto Church Road.

4.17 The pedestrian network from the access points is set out in the parameters plan and provides direct and logical connections through and between the open spaces and development parcels.

4.18 The Spencer family have also offered space for a ten space car park for use by the Church as illustrated in Figure 04:01.

4.19 Also illustrated in Figure 04:01 is a shared private drive within the site along the north eastern boundary, along the alignment of an existing farm track. Residents within three properties on Church Road and Rimell Close have requested that an access be provided, along with some parking provision to enable them to have secure parking spaces in an area which is currently somewhat restricted at present.

## Self Build Zone

4.20 A point that emerged from the community consultation event and is currently a topic of interest generally, is the idea of providing self build plots. Richborough Estates have therefore proposed the inclusion of two self-build plots, located as illustrated in figure 04:01 opposite. This will not only encourage self building to occur, but also to add to the diversity of the architectural styles within the proposed development.

## From Parameters to Layout

4.21 Demonstrating this staged approach to developing the masterplan clearly illustrates our thought processes from first principles in terms of appreciating the local context, design approach and the utilisation of the site's own unique features to govern and guide our proposals.

4.22 As stated previously this evolutionary approach to design culminates in an initial illustrative masterplan as illustrated in Figure 06:02 and described below.





## 5.0 Design Evolution & Evaluation







Figure 05:01 Design Evolution



## A Developing Design

- 5.1 As stated previously design should be an evolutionary process. If a masterplan is developed for any form of development that proceeds along a straight line between points 'A' and 'B', then the process is invalid and has not been undertaken in a considered and comprehensive manner. Figure 05:01 graphically illustrates the process.
- 5.2 Initial options work was developed from the early constraints work and formed the basis of masterplanning approach. These early ideas explored the form and structure of the site whilst technical surveys were being undertaken, the proposals were thus refined as the constraints information, context and character studies were undertaken. The work was at this stage reviewed by the whole consultant team, client and was subjected to scrutiny, e\*SCAPE further refined the parameters masterplan in preparation for the community consultation event.

## Refining the Design

- 5.3 This evolution of the parameters masterplan can be seen in Figure 05:01 and generally encapsulated in the figures and accompanying narrative of this Design and Access Statement.
- 5.4 **The Preferred Option** - illustrated centre bottom of Figure 05:01 was presented at a community consultation event, providing focus and additional detail for the community to be able to articulate any concerns. A Statement of Community Involvement has been prepared by OPR Communities and has been submitted with this application. A summary of the overall consultation process undertaken is set out below, along with a description of how the scheme has evolved in response to comments received. The engagement programme has been managed in the following ways;
- 5.5 **Pre-application meeting** – the applicants have requested a pre-application meeting with officers of Stratford-on-Avon District Council, however at the time of submission this has not taken place. A meeting will still take place with Officers, but this will be post-submission.
- 5.6 **Stakeholder Meetings** – A series of meetings/correspondence with the Parish Council, District Councillors and the local Primary School were undertaken as part of the pre-application process. The purpose was to discuss the draft proposals, giving an opportunity to discuss them in depth and allow the councillors and school to contribute to the design of the proposals.

5.7 **Community Event** – A publicised community event was also held for stakeholders and local residents as part of pre-application process. The community event gave everyone the opportunity to view the draft scheme proposals and provide comments and alternative suggestions. 73 residents signed the attendance register at the event and the team have received 38 feedback forms on the night, which have been analysed and used to influence the final illustrative masterplan.

5.8 **Letter Distribution** – Letters detailing the proposals were posted to households in the village, providing neighbours with the details of how the scheme has evolved from the consultation event and addressed their concerns, either by post or via the consultation website.

## Finalising the Content

- 5.9 In summary, the design of the scheme has responded to the comments and concerns raised by the local community and stakeholders in the following ways:
- 5.10 **Traffic, Access and Sustainability** – No specific issues were discussed other than the general premise that additional homes will create additional traffic. Our transport consultants are thus liaising with the local authority highways officer to ensure our proposals do not adversely affect the movement network.
- 5.11 In addition to the above the site shall be well connected by footpath/cycleway links to local bus stops, the village and other facilities to ensure car journeys from the site are reduced. The site is between a 1 and 10 minute walk from all of the village, making it highly sustainable.
- 5.12 **Infrastructure Capacity** – Concerns were raised over education, health, foul and surface water drainage capacities. In terms of education and health, Richborough Estates shall work with the District and County Councils and the Clinical Care Commissioning Group to understand if the development will adversely impact on these services. Richborough Estates will, if required, make financial contributions as agreed with the above stakeholders to ensure additional capacity within these services.
- 5.13 In terms of surface water drainage a sustainable drainage system (SDs) is to be developed which will hold and disperse surface water on the site via percolation.

5.14 Meeting have been held with Severn Trent regarding the foul sewage network. They have confirmed that there is sufficient capacity in the current network to accommodate the development.

5.15 **Character, Ecology and Wildlife** - A number of ecology and landscape studies have been carried out and these have directly influenced the proposals as set out in the previous chapters. The proposals retain and pro-actively manage the vast majority of the existing landscape features, as well as planting new trees and hedges, creating wildflower meadows, wetlands and watercourses. In essence the sites biodiversity shall be improved via the landscape proposals. Also by not developing visually sensitive areas of the site, retaining the existing features and planting new trees and hedges the existing landscape character shall be retained and the visual impact on the surrounding area minimised.

5.16 **Local Housing Needs** - A growing and ageing population with more people living alone is putting pressure on housing across the country. 21 affordable housing units (35%) will be created on this site and will be offered first to local people. In addition interest was shown in self build opportunities and this has been built into the application.

5.17 For further information relating to the programme of consultation please refer to the Statement of Community Involvement.

## Developing the Illustrative Masterplan

- 5.18 The last drawings in Figure 05:01 illustrates the developing Illustrative Masterplans, which also doubles up as the Indicative Layout that has developed from the above process for the outline application. The final Illustrative Masterplan is illustrated in Figure 06:01 on Page 40 of this Design and Access Statement.
- 5.19 The design evolution did not stop at the parameters stage. As can be seen in the Illustrative Masterplan, the landscape, SDs system and provision of access and parking for existing residents evolved and developed further as the drawings became more 'real' in terms of developing the green infrastructure and movement networks and using building footprints and refining street widths and overlooking distances etc.
- 5.20 The lessons learnt in the evolution of the masterplan was by no means straight forward, but the final proposals benefited greatly from the process.







## 6.0 The Illustrative Masterplan







Figure 06:01 Structure



## Applying the Principles

- 6.1 A lot of work has gone into understanding the area and the site itself. This chapter clearly demonstrates that all the work culminates in an exciting and vibrant Masterplan, which not only delivers residential development on this site, but creates a three dimensional place with varied spaces, built form and layers of interest in sympathy with its context.
- 6.2 This depth and breadth is picked up in the form of the street hierarchy and public realm, the variety and choice of homes proposed, the plot sizes, as well as the naturalistic and ecological nature of the open spaces. It must be stressed that this masterplan is only the start and as stated it is an 'illustrative masterplan' solidifying the concepts and illustrating how it can be delivered. It also demonstrates site capacity and viability.
- 6.3 Figure 06:01 illustrates the structure developed from the parameters in Chapter 4.0 and provides the foundation upon which the Illustrative Masterplan has developed.
- 6.4 The Illustrative Masterplan in Figure 06:02 is supported by the following narrative and other supporting technical documents submitted as part of this proposal. The plan demonstrates site access, movement, overlooking distances, plot sizes and depths, street widths, sufficient space for on and off street parking and the relationship of the development to the existing surrounding neighbourhoods.
- 6.5 The following narrative therefore covers:
- Land Use and Quantum of Development
  - Scale and Massing
  - Spatial Layout - A Legible Hierarchy
  - Secure by Design
  - Access
  - Landscape Strategy
  - Sustainable Urban Drainage Strategy

### Land Use & Quantum of Development

- 6.6 The density of homes varies according to their position within the development. Around the Main Street, Squares and Mews the number of houses increases as more townhouses and semi's are used to enclose the spaces creating a more intimate, village heart character.

- 6.7 On the Armscote Road frontage the properties increase in density as they move closer to the village creating an incremental approach to the village, typical of historic approaches into the villages in the area.
- 6.8 Overall the number of homes illustrated in the masterplan stands at 60 homes over a site of 4.54 ha. This provides a gross density of 13 units/ha, similar to that found in Newbold-on-Stour. The residential development itself covers just 2.7 ha (59%) of the site leaving more than 1.7 ha (37%) as public open space in the form of open spaces and woodlands, providing recreational opportunities for the benefit of the wider community and primary school. The other 4% is made up of incidental elements such as the church car park and private access to existing properties.
- 6.9 The public realm within the development is also considered to be part of the wider open space network, with the Streets, Squares, Lanes and Mews offering additional formal spaces within this new village extension for the community to interact within.

### Scale and Massing

- 6.10 In order for this development to positively add to the existing villagescape, create a statement at gateways and provide variety in terms of a skyline, the building storey heights shall vary according to their position in the layout. At the heart of the development around the Village Street some 2.5 storey properties are proposed to create landmarks (as illustrated in Figure 06:01), as housing densities drop the storey heights also drop from 2.5 to 2/1.5.
- 6.11 The massing in key locations will not only add variety to the streetscape, but also to the skyline with varied ridge heights offering relief to the usual 'one height house types' of past developments.

### Spatial Layout - A Legible Hierarchy

- 6.12 The hierarchy of routes, as touched upon previously is expanded on here. In effect the development should be legible; a visitor should be able to find their way around the development intuitively by understanding the importance of the streets and spaces through which they are moving. It should also be permeable; a visitor should be able to get from 'A' to 'B' without having to go around the houses.

- 6.13 A movement and street hierarchy has been developed and is set out below in the order of importance:
- The Street
  - The Lane
  - The Square & Mews
  - Shared Drives
- 6.14 The **Street** is at the top of the route hierarchy and provides the main access into the residential areas from the entrance. It is traditional in form with a bitmac carriageway and pavements. Parking is accommodated off street within integral garages and/or private driveways. The built form is set back from the road, allowing sufficient room for the planting of street trees. These add scale to the streetscape and reinforce the green character of the development; the rhythm of the tree planting creating a an informal avenue that frames views into the surrounding open spaces and Green Infrastructure. Native hedgerow planting will also be used to provide necessary structure and identity to the streetscape. Field gates will be used on driveways to define entrance ways and provide a rural feel to the main street as illustrated in Figures 06:06 and 06:08.
- 6.15 The **Lanes** are the secondary access route, linking the Street into the heart of the residential areas. Similar to the Street, it is traditional in form with both bitmac carriageway and pavements. The scale of the road has a more domestic feel, as the built form is set slightly closer to the road and street tree planting will incorporate smaller growing species. Gardens will again be enclosed by native hedgerows.
- 6.16 The **Squares and Mews** are at the heart of the development and are fronted and enclosed by the homes which surround them, with corner buildings rotated to focus views onto the central space. They are designed as a shared surface space, providing a raised surface with small unit paving which calms traffic and instead gives priority to pedestrian and cyclists. Designed as a piece of public realm, rather than a traditional road, it provides a focus within the development for residents and other users.
- 6.17 The design and layout is simple, allowing flexibility in its use and form by the residents, with subtle changes in colour and texture used to define parking bays within the Square or Mews and contrasting flush kerb to define the pedestrian refuges and through-routes for the partially sighted. These spaces will be planted with street trees, used to define the entrances to the Square or Mews, frame views into and out of the space and provide shading of parked vehicles.







Figure 06:02 Illustrative Masterplan



**6.18 Shared Drives** are the last element in the hierarchy of access routes. They are domestic in nature, designed as a simple shared surface route which provides access to only a small number of properties along its length and often connects onward into pedestrian and cycle paths at its end. Use of a bound gravel or small unit paved surface reinforces the more domestic and semi-rural nature of the route. Traditional upstand kerbs and raised pavements are also avoided to create a more seamless transitional space between the residential properties and the landscape beyond. This approach also assists with the SDs strategy by facilitating the movement of surface water flows from the roads onto grassed transition strips and from there to swales and the wider system.

6.19 The layout of the illustrative masterplan demonstrates a strong sense of enclosure around the defined route network. The Street is clearly defined by strong building lines offering good surveillance over this important route. The definition of public and private spaces is delivered through the use of built form, corner turning archetypes and boundary treatments such as hedgerows and boundary walls.

6.20 The overall form of the neighbourhood maximises solar gain with many of the properties having a southern or south-eastern rear aspect which allows for the use of outdoor private space. Many of the properties also include opportunities for extension, alteration and conservatories as there are large gardens provided on many of the properties.

6.21 There is a strong open space element to the proposals which will extend to the wider Green Infrastructure network within the site.

6.22 Whilst this is an outline application and external refuse, recycling and bike storage has not been indicated on the drawings it has been accounted for in the amount of space within, and accessibility to rear gardens of all properties. The detailing of this would form part of any reserved matters application.

#### Secured by Design

6.23 The layout responds to Secure by Design principles in terms of maximising the opportunities for overlooking of the streetscape, public realm and open spaces from habitable rooms. The streets and spaces are designed to be legible in terms of movement and their public, semi-private or private nature. Pedestrian/Cycle routes are safe, secure, overlooked and direct to ensure they reflect the aspirations for the reduction of the occurrence and perception of crime.



Figure 06:03 Impression - Square

#### Access and Accessibility

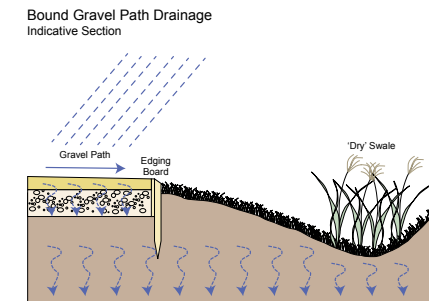
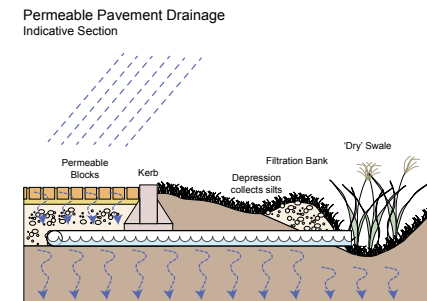
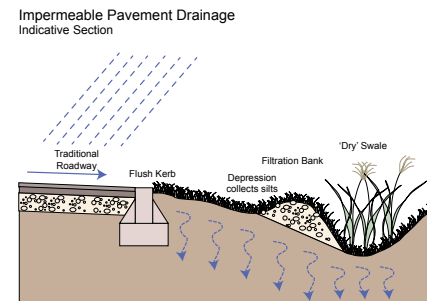
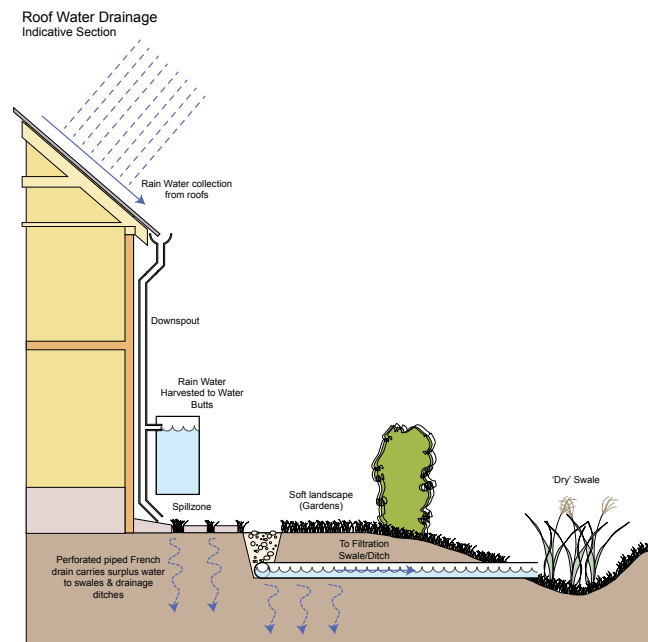
6.24 As described previously the site is intended to be highly permeable, allowing and offering easy access into the development for all forms of movement. Access and movement is an integral element in the design process. Vehicular access to the development is via the main gateway, with traffic speeds reduced using a number of traffic calming techniques which are seamlessly integrated into the design proposals. Vehicles are dispersed from the gateway via the main street. Provision for the turning and manoeuvring of larger vehicles, including refuse and emergency vehicles has been allowed for within the Masterplan.

6.25 Pedestrian and cycle access is a strong integral element of the masterplan. The new footpath/cycleways link into existing road network ensuring good connectivity between the site, wider settlement and countryside beyond. The footpaths also provide good direct access to the surrounding bus stops and public transport network.

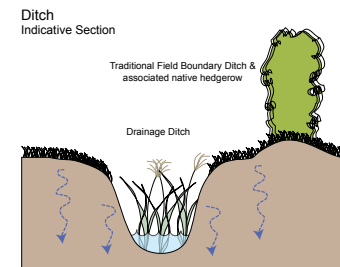
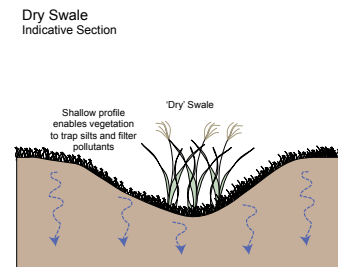
6.26 Parking provision for residents has been allowed for in the masterplan in accordance with best practice parking standards. The final parking provisions would be agreed with Local Planning Authority. Allowance within the masterplan for parking has been made in terms of space around each property.

6.27 Access for All is tackled as far as possible at this outline stage of the design process. Traffic calming has been designed as an integral part of the proposals to ensure traffic speeds are low, thus reducing conflict between pedestrians in general and disabled users specifically. All aspects of the development shall accord with the Building Regulations Part M and associated national and local guidance.

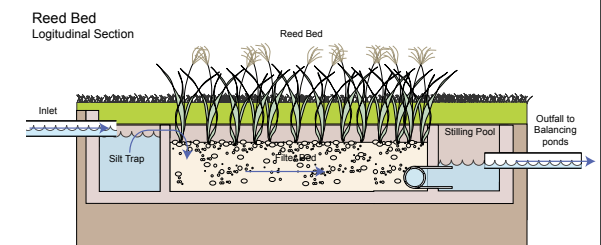
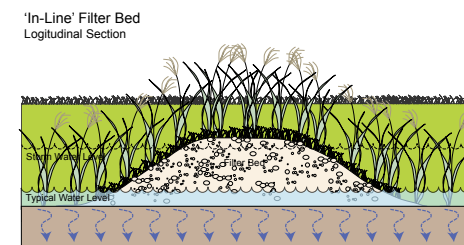
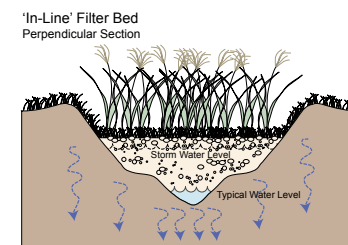
## Collection & Interception



## Distribution



## Filtration



## Retention & Release

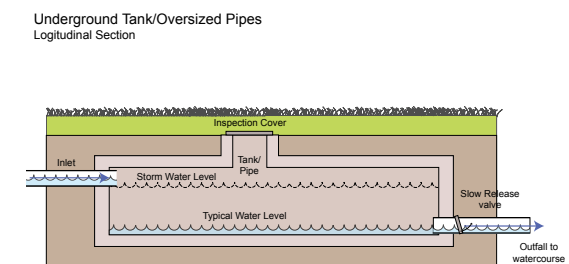
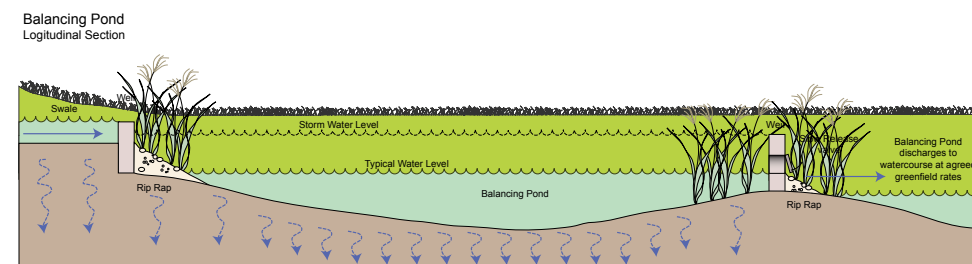
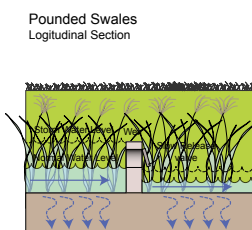
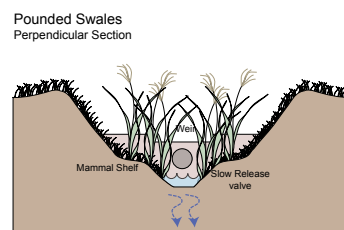


Figure 06:04 Sustainable Drainage Management Train



## Landscape Strategy

- 6.28 As described above, the landscape within the public realm and open spaces is key to creating a development of quality and character.
- 6.29 In terms of soft landscape elements; formal planting and ornamental species shall be restricted to the main street. Avenue trees shall be selected which are of a size and shape to compliment the streets width. Gardens shall be enclosed by native hedgerows.
- 6.30 Planting within the public open spaces shall utilise locally indigenous native species of trees, shrubs and herbaceous planting to create a naturalistic landscape. The Green Infrastructure network shall provide variety in terms of grasslands; with wet meadows, hay meadows and general amenity grasslands providing habitat diversity, as well as space for informal play. Where possible orchard trees shall also be incorporated into the open spaces to encourage informal picking and thus healthy eating.
- 6.31 As well as the informal play opportunities the Green is of a size to accommodate a junior football pitch. This is seen as a resource for not only the village to use, but also the Primary School, who at present do not have much external space for formal games. The location of the Green just a short walk from the school means that classes can access the site without having to cross busy main roads.
- 6.32 Hard landscape elements shall be drawn from a simple pallet to reflect those found in the surrounding areas. Street furniture including benches, lighting and signage shall all come from a common suite to ensure consistency and unification of the development.
- 6.33 The final detailing of the external environment will be tackled in more detail as part of a reserved matters planning application, as would be expected.

## Sustainable Drainage Strategy

- 6.34 Typically SDs aims to deal with water at source by:
- Percolation at source, use of porous pavements, french drains and unlined swales to allow as much surface water as possible to percolate into the ground at its 'point of contact'.
  - Retention of water on-site and allowing natural percolation to occur which has a much slower release rate into the surrounding watercourses.
  - Slow release of water via balancing ponds - where the possibility of percolation is restricted by underlying clays and other impermeable surfaces pools are constructed to retain storm

water surges on site, and, through controlled release of the water (via weirs or brake pipes) water is released (at greenfield rates) into the surrounding watercourses.

- Removal of pollutants and silts using filter beds and marginal aquatic vegetation to catch silt particles and draw in chemicals, hydrocarbons and organic compounds washed into the system from surrounding roadways.
- 6.35 Therefore SDs as part of the Blue and Green Infrastructure network at Church View has six site specific objectives:
- To efficiently drain the site whilst not causing flooding down stream,
  - To create suitable habitat for amphibians, invertebrates, birds, mammals, native aquatic and marginal plant life,
  - Create ecological corridors across the site to enable wildlife to move more freely and native plants to spread and colonise the wider area,
  - Create an aesthetically pleasing setting for development,
  - Promote the site as a sustainable place to live and work, and,
  - Use SDs features at property boundaries as part of the approach to Secure by Design .

6.36 Figure 06:04 illustrates the typical structure and elements which make up a SDs Strategy. Starting from the 'head' of the system:

- Roof Water
- Impermeable, Porous Pavements and Bound Gravel Paths
- Swales and Field Ditches
- In-Line Filter Beds and Reed Beds
- Pounded Swales, Balancing Ponds, Underground Tanks and Pipes
- Outfalls to Watercourses

6.37 All of the above is graphically illustrated here although not all elements may suit Church View and should therefore be treated as illustrative at this outline stage.

**6.38 Roof Water Drainage** will be harvested to water butts for use in domestic gardens and the washing of cars, which can in itself substantially reduce mains water consumption. Surplus water shall drain from the downspouts into a spillzone where the water can irrigate the garden or percolate into the soil with any surplus carried via a piped french drain out of the private curtilage to a swale located within the public open space network.



Figure 06:05 Massing Model from Armscote Road looking west





ILLUSTRATIVE STREETSCENE AA': ARMSCOTE ROAD FRONTAGE



ILLUSTRATIVE STREETSCENE BB': SQUARE - NORTH WESTERN ELEVATIONS

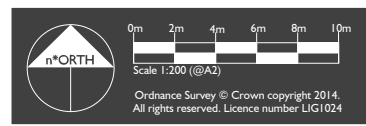


Figure 06:06 Streetscenes 001



**6.39 Impermeable pavements** such as bitmacadam, rigid bonded stone or close laid block paving are classed as impermeable paving systems due to the majority of rain water needing to be drained directly from the surface. Therefore impermeable road surfaces can drain directly into a swale. Where a pavement upstand is required a kerb drain or traditional gully can be installed which outfalls back into the swale via a drainage pipe and headwall.

**6.40 Permeable pavements** allow surface water to freely drain through the surfacing and collect under the paved areas in an 'open matrix' sub grade where it is then piped to the adjoining swales. Permeable pavement systems include wide joint block paving, grasscrete and geogrid style systems with the wide joints or cells filled with gravels, sands and/or a growing medium to encourage grass establishment

depending on the end use. Oil and other spilled liquids within the street will be absorbed by the paving material itself and the matrix, allowing the hydrocarbons to evaporate or breakdown.

**6.41 Bound Gravel surfaces** tend to drain by a mix of surface runoff and permeation through the path build-up, depending on construction and the material used. These paths are primarily used as recreation routes and do not require the same level of drainage as the other surfaces. As long as a ditch or swale is in close proximity to the path then surplus water will drain from the path to it. These types of paths should not be used on steep slopes or where water would freely flow from surrounding streets across the surface, as, in these situations the path would wash away and could cause blockages to the drainage system down stream.

**6.42 Swales** are a key element in the SD system. These gently sloping drainage channels slow surface water run-off by allowing the water to gently drain or percolate into them. The grasses and marginal wetland plants act as both a sponge and filter to slow the water further, allow some evaporation, trap silts and chemicals and where possible enable the water to slowly percolate back into the water table.

6.43 Swales can be both 'wet' or 'dry' as required. Dry swales are used in more built up areas where water features aren't as desirable due to the proximity of children or the heavy use of open spaces by the local community. Wet swales can be used as linear balancing ponds.

**6.44 In-Line filter beds** shall be located at a central point along a swale or ditch to act as a filter trapping silt and stopping the progression of pollutants further into the system. Filters should be located where maintenance equipment can be used (i.e. a backhoe digger) so that periodic desilting and the cleaning or replacement of the filter substrate can be undertaken. In-Line filter beds also stop the spread of noxious and/of controlled weeds as well as reducing the opportunities for fish to colonise the system and predate on newt and frog larvae.

**6.45 Reed Beds** provide much the same function as the in-line filters, but are usually located at the inlet to a balancing pond or outfall to the final watercourse that receives the discharging water. The beds are of a larger surface area so as to efficiently clean the water by using the nutrient absorbing functions of the reeds to extract hydrocarbons, organic compounds, nutrients, heavy metals and other chemicals.

6.46 As with the filter beds the reed beds should be located for ease of maintenance and the reeds should be cropped and removed from site in the late autumn thus removing any captured pollutants from site.

6.47 A **balancing system** is used so that storm water can be retained on site and given the chance to percolate into the water table. There are a number of ways in which this can be achieved, the chosen method or combination of methods will depend on the required capacity of the system, its location and amount of space available, all of which would be finalised at the reserved matters stage. However the various balancing systems are described below.

**6.48 Pounded Swales or ditches**, as touched on earlier provide an in-line linear storage facility by temporarily using the volume of the swale or ditch to retain storm water and slowly release it over a weir or through a braked pipe valve. The weir is usually made of concrete



Figure 06:07 Impression - Avenue & Mews along vista to St David's Church tower





Figure 06:08 Streetscenes 002



and the swale bed on the downstream side of the weir is lined with 'rip-rap' (sandstone no fines hard core) to stop erosion of the bed during heavy rainfall.

- 6.49 Balancing Ponds** can either be developed in the form of a grassed dry bowl or a permanent pond which has been profiled to accommodated storm water, slowly releasing back into the ground or surrounding water courses.
- 6.50 Dry ponds** could be design as part of the open space network and are to be seeded with a combination of a damp meadow wildflower and amenity grass mixes to create differentially mown area for passive and active recreation.
- 6.51 Underground storage tanks** or oversized pipes are more of a traditional solution to on-site storm water storage, but are just as much part of a SDs strategy as the balancing ponds set-out above. Prefabricated or constructed on-site the tanks or pipes could be located under pavements or within open spaces and accessed via an inspection cover. Other underground storage systems include open matrix cell systems which create large voids within which the storm water can be stored.
- 6.52** If underground systems are employed then the most suitable for the site and underlying soils should be chosen.

## Creating a Sustainable Neighbourhood

- 6.53** The site location, linked as it is with the existing edge of Newbold-on-Stour, the road and public transport networks means that Church View is in a highly sustainable location.
- 6.54** Specifically the form and layout also ensures it is sustainable in terms of orientation, social gain, variety and choice of homes, character and sense of place, landscape setting, biodiversity and accessibility. This site specific approach to sustainability shall also be delivered at the detailed individual building level later on in the design development process, looking to deliver energy efficiency to minimise impact on the environment.



Figure 06:09 Massing Model from Moss Lane Bridleway looking east



Figure 06:10 Massing Model from western boundary looking north to village





## 7.0 Sustainability & Building for Life 12



## Sustainability

- 7.1 The masterplan as described previously incorporates sustainability into the structure and layout; dealing with orientation, accessibility, connections and use of passive solar gain etc.
- 7.2 However in this chapter we can generally set out the approach to detailed design which will form part of the latter stages of design development, after the determination of this outline application. Any new development should be flexible enough to respond to future changes in use, lifestyle and demography. This means designing for energy and resource efficiency, creating flexibility in the use of property, public spaces and service infrastructure and introducing new approaches to transportation, traffic management and parking.
- 7.3 Developments should be flexible to accommodate changes of use and circumstances through changing social, technological and economic conditions.

## Sustainable building techniques

- 7.4 Where appropriate, sustainable building construction techniques will be used in line with current Building Regulations. Sustainable construction measures typically comprise a combination of the following:
- Improved energy efficiency through siting, design and orientation.
  - Airtightness of all buildings;
  - Water conservation measures;
  - An element of renewable energy production;
  - Construction materials with low environmental impact; and
  - An element of construction waste reduction or recycling.
- 7.5 The Code for Sustainable Homes assesses the ability of a development to achieve sustainability through a package of measures. These measures relate to the whole house and have been strongly informed by the Building Research Establishment Method (BREEAM) EcoHomes standard.

- 7.6 The code covers the following elements:
- Energy Efficiency and carbon emissions;
  - Water consumption;
  - Use and resourcing of materials;
  - Surface water run off and flood risk
  - Waste management and recycling;
  - Minimising/reducing pollution;
  - Health and well being;
  - Management, including security and construction; and
  - Ecological protection and enhancement.

## Sustainable Transport

- 7.7 The location of the site provides good access to local transport such that the need for car based travel will be reduced. Footpaths and cycleways form an important part of the infrastructure within the development and there are a range of local facilities within walking distance. The possibility of each home being equipped with a bike store in the garden area to encourage cycling and reduce reliance on car usage.

## Summary





- 7.8 The outline proposals for the development of this site, give due consideration to the aims, objective and requirements of sustainable development, climate change mitigation and climate change adaptation.
- 7.9 Key contributions to this performance include:
- applying the Energy Hierarchy to ensure energy efficient buildings;
  - incorporating on-site sustainable energy technologies to reduce CO2 emissions;
  - providing safe, comfortable and healthy internal and external environments;
  - protecting and enhancing biodiversity;
  - excellent public transport accessibility;
  - pedestrian and cycle routes and facilities;
  - sustainable drainage and flood protection;
  - proximity to local amenities;
  - promoting sustainable transport modes;
  - sustainable waste management during construction and operation;
  - water efficiency;
  - low impact construction materials;
  - meeting local housing demand; and
  - employment opportunities.
- 7.10 As such the development proposals are considered to accord with planning policy with respect to sustainable development, including the National Planning Policy Framework and relevant Stratford-on-Avon District Council planning policy, both current and emerging.
- 7.11 Richborough Estates's proposals for this development will contribute to the already well established local community, allowing more people to live in a sustainable way and offering individual flexibility in terms of their lifestyle choices.



## Building for Life 12 Assessment

- 7.12 The following table provides an assessment of the scheme at this outline application stage in terms of it answering the 12 questions as set-out in the newly updated Building for Life (BfL) assessment.
- 7.13 Under the former BfL scheme outline applications would have lost points for not providing enough detail to fully answer the questions, this approach is not only naive, but unbalanced and skews the final





## Integrating into the Neighbourhood

No	Question	Answer	Traffic Light
1	<b>Connections:</b> 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?	The primary access point from the site connects to Armscote Road and provides a logical access into the site and out to the wider village. Dedicated footpath/cycleways run through the site providing a choice of routes alongside roads or through the open spaces which make up the Green Infrastructure, all of which are overlooked by surrounding properties and link out to the village via a number of routes.	
2	<b>Facilities and services:</b> Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	The proposed development is within a 2 to 10 minute walk of a variety of facilities in Newbold-on-Stour including school, village hall, pub, post office and shop. Additional recreation and play facilities will be provided on site as part of the development, including a junior football pitch and is offered to the village and primary school for use to enhance their current sports facilities.	
3	<b>Public transport:</b> Does the scheme have good access to public transport to help reduce car dependency?	The site is directly accessible to local and regional bus services from stops close to the site. There is no local train service.	
4	<b>Meeting local housing requirements:</b> Does the development have a mix of housing types and tenures that suit local requirements?	It is intended that the proposed housing is aimed across the needs of the local area from young, growing and mature families, such homes are need with an aging population and a lack of inclination by older members of communities to 'downsize'. 3 to 5 bed homes would be key to ensuring vitality and vibrancy within the village of Newbold-on-Stour.	

scores unfairly. It cannot be expected to provide all information at this stage.

- 7.14 Therefore if any questions cannot be fully answered at this point they will be recorded as such and allowance made for the inclusion of missing information at the reserved matters stage.





## Creating a Place

No	Question	Answer	Traffic Light
5	<b>Character:</b> Does the scheme create a place with a locally inspired or otherwise distinctive character?	The use of the existing sites features and the study of and development of proposals using the local vernacular creates a place which is unique and grounded in its setting.	
6	<b>Working with the site and its context:</b> Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and micro climates?	The scheme is carefully designed around a strong Green Infrastructure network utilising the existing assets on the site such as the woodland, hedgerows and vista to the church. The sites orientation aids passive solar gain. The use of the above features and the connections back into the village stitches the site back into the existing fabric of the village.	
7	<b>Creating well defined streets and spaces:</b> Are buildings designed and positioned with landscape to define and enhance streets and spaces and are buildings designed to turn street corners well?	The Streets, Lanes, Mews and Squares as illustrated are enclosed by built form and through the careful choice of materials and planting enhance and develop the character of the proposals. Built form has been designed to turn corners in a number of ways either directly by using 'L' shaped buildings, buildings with two front façades or indirectly by using detached properties which sweep with the curve of a road or path on which they're located.	
8	<b>Easy to find your way around:</b> Is the scheme designed to make it easy to find your way around?	The legibility is enhanced by the quality and detailing of the public realm and the unique nature of each street and space. No two routes are identical. Built form and landscape has been utilised within the streets and spaces, as per the local vernacular making every part of the proposals unique and grounded.	

- 7.15 The table below indicates that the proposed scheme scores favourably with 10 green and 2 amber traffic lights. As all questions can in part be answered at this stage, we believe the scores will only improve as additional detail is added at the reserved matters stage.

- 7.16 Due to the lack of a railway station question 3 would remain on amber.

## Street & Home

No	Question	Answer	Traffic Light
9	<b>Streets for all:</b> Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	Traditional streets and shared surface lanes and spaces have been developed together to ensure traffic speeds are kept low and that the pedestrian is given priority throughout the scheme. The shared surface drives in particular relate to the open spaces and are dealt with as part of the same area, thus encouraging the use of both for play and general amenity by the residents, the wider community and visitors to the area.	
10	<b>Car parking:</b> Is residents and visitor parking sufficient and well integrated so that it does not dominate the street?	It is intended that parking is a mix of on-street, and in-curtilage parking. The in-curtilage parking will be a mix of frontage, rear access, garaged or car ports, and behind the building lines, either on drives or in garages.	
11	<b>Public and private spaces:</b> Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?	The layout demonstrates a strong sense of enclosure around the defined route network. Routes are clearly defined by strong building lines offering good surveillance. The definition of public and private spaces is delivered through the use of the well placed built form and the use of corner turning archetypes, as well as boundary treatments such as hedgerows, field gates and walls.	
12	<b>External storage and amenity space:</b> Is there adequate external storage space for bins and recycling as well as vehicles and cycles?	As this is an outline application the external refuge, recycling and bike storage is not indicated, but space has been allowed for it within the access to and size of rear gardens of all properties.	







## 8.0 Conclusions





Figure 08:01 Impression - Avenue & Mews along vista to St David's Church tower



## Community Benefits

- 8.1 This Design and Access Statement demonstrates the commitment of the Spencer family and Richborough Estates to deliver a high quality sustainable development at Newbold-on-Stour; based on a thorough process of contextual appreciation, design evolution and community engagement, embodying best practice in spatial planning and urban design.
- 8.2 The proposal seeks to deliver a high quality residential development of 60 dwellings, creating a new low density sympathetic extension to the village from the south west and a finished, outward looking edge to the settlement. It is intended that this site will become a positive asset to the settlement in terms of design, layout and open space. The development will create a logical south western boundary to the settlement and provide safe recreational and amenity facilities for existing and new residents.
- 8.3 This approach is clearly demonstrated in the BfL 12 assessment as set out in the previous chapter and is thus in accordance with current local policies, the NPPF and current best practice.
- 8.4 All matters of detail, except access, are reserved for subsequent approval, but in order to comply with legislative requirements, guidance on matters of detail is provided within this Design and Access Statement to assist in the consideration of design and access issues.

## Economic Investment

- 8.5 The development of the site will result in significant private investment and job creation. It will:
- Lead to investment into the local area through the construction process.
  - Produce funding from the Government's new homes bonus scheme to be spent by Stratford-on-Avon District Council in the area.
  - Produce new spending in the local economy from the site's new residents, which could support a number of jobs across various sectors.
  - Provide the potential for apprenticeships/training opportunities within the construction sector for the local community.
  - Provide the investment to develop a modern farm complex thus ensuring the Spencer family can continue to contribute to the economic prosperity of the village and wider rural economy.

- 8.6 The development of the site will also:

- Provide a range of open market housing comprising various types to meet the needs of the local community.
- Provide much needed affordable houses of a range and type to meet the identified need in the local area.
- Provide a large area of public open space for existing and future residents. The open space will also enhance the recreation facilities available to the existing residents in the area and will include woodlands, meadows and a new Village Green of a size to accommodate a junior football pitch.
- Provide a contribution towards Health and Education in accordance with development plan policies.
- Provide contributions to transport improvements e.g. bus services etc.
- Reduce the nuisance caused by odours from the current farming operations.
- Assist in the provision of other facilities where there is an identified need, in accordance with development plan policies.

## Process

- 8.7 The process undertaken in developing the masterplan and preparing the Design and Access Statement follows best practice set out in various guidance and policy documents.
- 8.8 This statement details the contextual relationship of the site with its surroundings, the national, regional and local policy context and the design process undertaken to establish the Design Parameters and Illustrative Masterplan. The Masterplan doubles as the Indicative Layout to demonstrate the site's capacity, functionality and detail.

## In Summary

- 8.9 The masterplan allows for:

- Homes to become part of the environment into which they are placed,
- The village to grow in a sympathetic and organic way so that the development is immediately part of the wider settlement,
- Residents and visitors to navigate their way around the development intuitively via the hierarchy of streets, lanes and spaces,
- Passive solar gain is maximised through the orientation of the layout,
- Space for the community to 'breathe', through the low density nature of the development and creation of paths and streets which provide direct access to open spaces, offering space to play, the discovery of nature and interaction with neighbours and the wider community,
- Provision of a junior football pitch for use by the village and primary school,
- Retention of existing site features such as woodlands and hedgerows to ensure the proposals are grounded at part of the landscape into which they're set,
- A strong green and blue infrastructure network providing space for natural habitats and thus the wildlife using them,
- A well surveilled site which allows the wider community to use and enjoy the open spaces in a safe environment,
- A connected development which is part of the wider settlement, is outward facing and completes the south western edge of the village.

- 8.10 These proposals demonstrate that residential development can be more than 'just another housing estate' by creating a contextually responsive finished edge to the settlement, which is outward looking, permeable and just as accessible to the existing community as well as new residents.



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