

Design and Access Statement

Land at Fountain Lane

Davenham

May 2014



CONTENT

01 Introduction	05
02 Policy context	09
03 Appreciating the context	15
04 Towards a masterplan	43
05 The proposal	53
06 Detailing the place	63
07 Summary and conclusions	84

Contact:
Neil Woodhouse
Senior Urban Designer
neil.woodhouse@turley.co.uk

Office Address:
9 Colmore Row
Birmingham
B3 2BJ

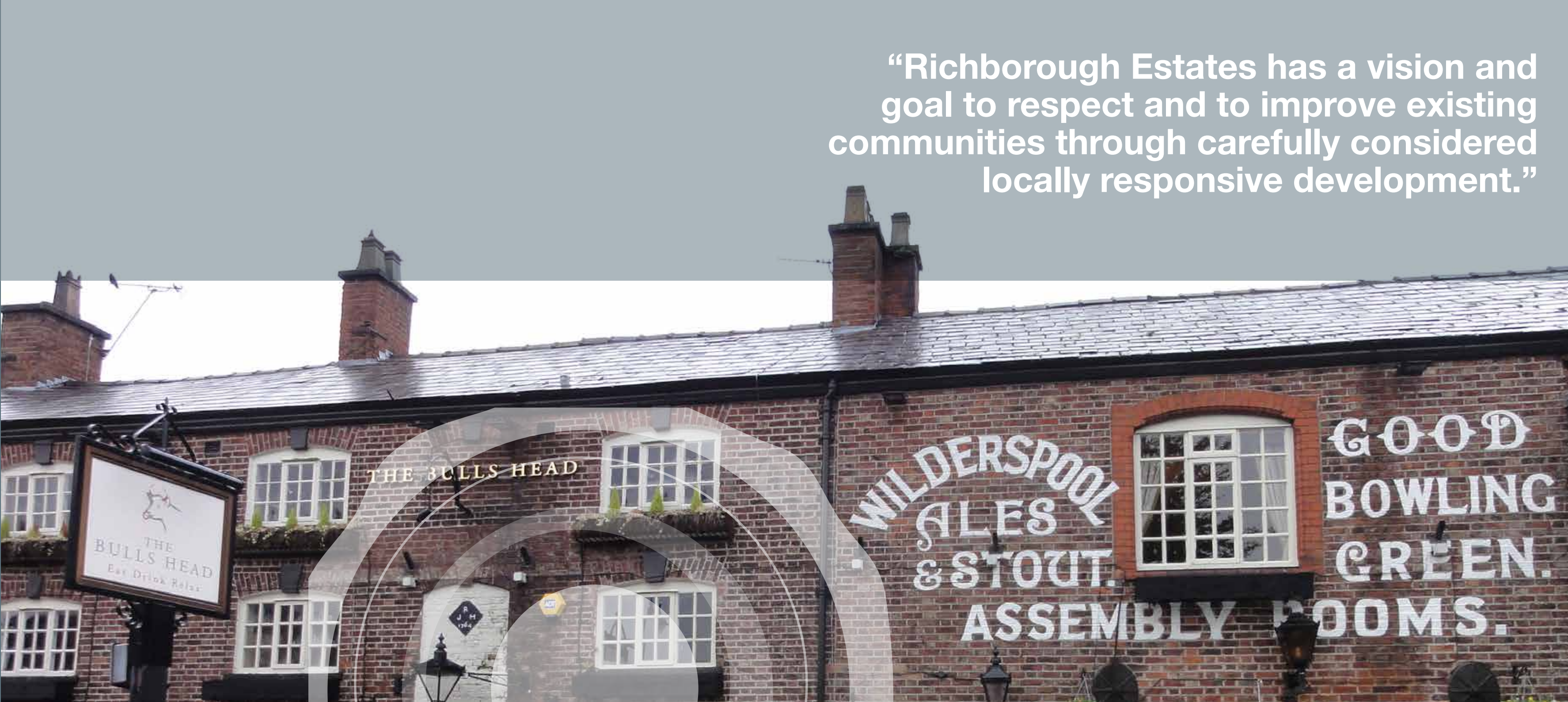
Telephone:
0121 233 0902

Date of issue:
May 2014

Disclaimer
This drawing/document is for illustrative purposes only and should not be used for any construction or estimation purposes. Do not scale drawings. No liability or responsibility is accepted arising from reliance upon the information contained in this drawing/document.

Copyright
All drawings are Crown Copyright 2012. All rights reserved. Licence number 100020449.

“Richborough Estates has a vision and goal to respect and to improve existing communities through carefully considered locally responsive development.”





“The development of the Fountain Lane site is an opportunity to deliver high quality housing to meet the needs of Davenham.”



Introduction

01

1.1 This Design and Access Statement has been prepared by Turley Associates on behalf of Richborough Estates (the ‘Applicant’). It supports an outline planning application for the development of land to the South West of Fountain Lane in Davenham, Cheshire for the purposes of a new high quality residential community.

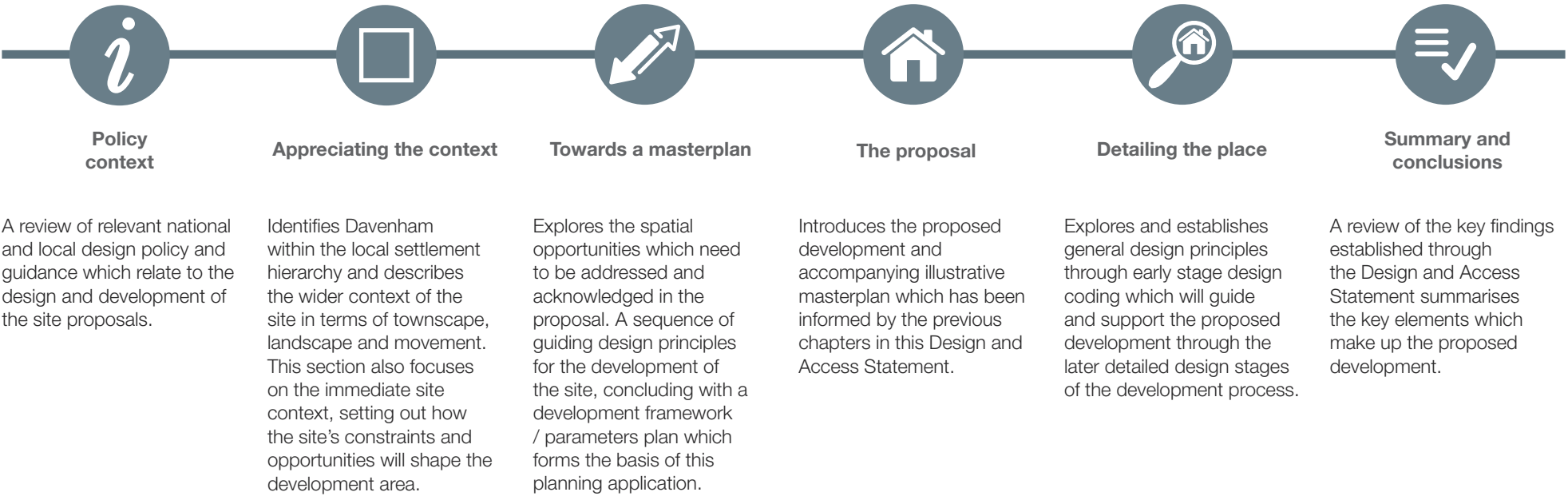
1.2 This application is submitted in outline form with approval sought for use and access arrangements only. All other matters including layout, scale, appearance and landscape are reserved for subsequent approval. This approach has been informed by and has followed a full contextual appraisal of the site, identification of constraints and opportunities and thorough pre-application consultation with representatives from the local planning authority.

Purpose of the document

1.3 The need to provide a Design and Access Statement to accompany planning applications is set out in the DCLG’s publication ‘Guidance on Information Requirements and Validation’ (March 2010) and its amendment published in June 2013. It is in response to the recognised need to deliver high quality, locally responsive and sustainable developments through the UK planning system. The guidance sets out the role of Design and Access Statements to illustrate the processes which have led to the proposed development, and to justify the proposals in relation to their context in a transparent, legible and structured way. This approach is embedded and endorsed by the National Planning Policy Framework (NPPF).

1.4 The purpose of this Design and Access Statement is therefore to demonstrate that the proposed development is responsive to its surrounding context and in accordance with local development plan policies. It should therefore be read in conjunction with the supporting documentation which make up this planning application.

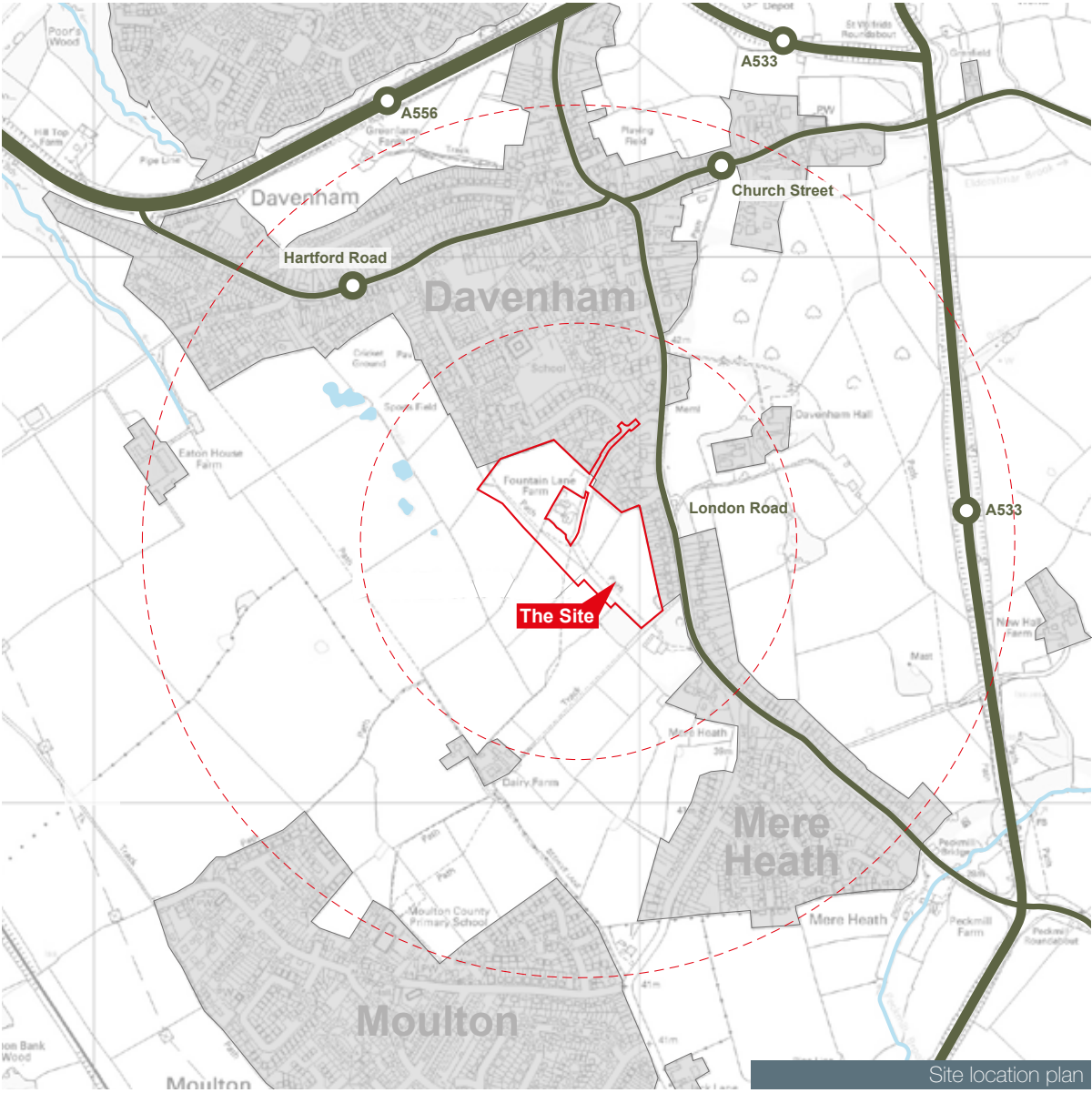
Structure of the statement



The site

1.5 The application site extends to approximately 4.95 hectares (12.2 acres), of which 3.83 hectares (9.5 acres) are developable, on the land south west of Fountain Lane, approximately 0.6km south of the centre of Davenham village and consists primarily of greenfield land, currently used for the purposes of arable farming.

1.6 The site is defined to the north and east by the rear gardens of residential properties on Mount Pleasant Road, Fountain Lane, Whittington Gardens and London Road. To the south the site is defined by an unnamed country lane and open countryside to the west. The edge of the site is clearly defined by a number of well-established hedgerows which form field boundaries. Beyond the site's immediate boundaries the village of Davenham extends to the north, whilst the village of Moulton is situated to the south. To the east and west open farmland extends out into the surrounding countryside.



Site location plan
Fountain Lane, Davenham | Design and Access Statement



“The development of the Fountain Lane site is an opportunity to deliver high quality housing to meet the needs of Davenham.”



Policy context

02

National Planning Policy

National Planning Policy Framework (2012)

2.1 National planning policy is provided in the National Planning Policy Framework (NPPF), which was published in March 2012. This sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. This document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

2.2 The Ministerial Foreword to the NPPF explains that 'the purpose of planning is to help achieve sustainable development... sustainable means ensuring that better lives for ourselves don't mean worse lives for future generations...development means growth...including housing a rising population which is living longer.'

Achieving Sustainable Development

2.3 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. At the heart of the NPPF, is a presumption in favour of sustainable development (paragraph 14).

2.4 The NPPF contains 12 core principles for plan-making and decision-taking, which include the need for planning to be:

- Genuinely plan-led, empowering local people to shape their surroundings
- A creative exercise in finding ways to enhance and improve the places in which people live their lives
- Identifying and meeting the housing, business and other development needs of an area
- Always seeking to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Taking account of the different roles and character of different areas, including promoting the vitality of our main urban areas and protecting the Green Belts around them
- Supporting the transition to a low carbon future in a changing climate
- Contributing to conserving and enhancing the natural environment and reducing pollution
- Encouraging the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value

- Promoting mixed use developments and encouraging multiple benefits from the use of land
 - Conserving heritage assets in a manner appropriate to their significance
 - Actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable
 - Taking account of and supporting local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.
- 2.5 The NPPF also identifies that there is a requirement for housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. Based on the Core Strategy housing figures, we consider that the Council cannot demonstrate a five year supply of deliverable housing sites.

National Planning Practice Guidance

2.6 This resource was published in March 2014 to provide further guidance on the implementation of national planning policy. The design section of the guidance establishes the importance of high quality design as part of wider sustainable development and considerations alongside NPPF policies. This guidance supersedes previous planning guidance such as ‘By Design’.

2.7 The guidance states that proposals should be responsive to the local context. However, it is established that highly sustainable, well-designed developments should not be refused where there are concerns about compatibility with existing townscape, unless proposals cause significant impact or material harm to heritage assets. In addition, great weight is given to outstanding design quality which raises the local design standard. Importance is placed on liaising with local communities on matters of design, to establish their views on proposals.

2.8 The guidance establishes that good design can help schemes achieve social, environmental and economic gain and that the following issues should be considered:

- Local character (including landscape setting)
- Safe, connected and efficient streets
- A network of green spaces (including parks) and public places
- Crime prevention
- Security measures
- Access and inclusion
- Efficient use of natural resources
- Cohesive and vibrant neighbourhoods.

2.9 Acknowledgment is given to the value which is attributed to well designed places. The criteria establishing what a “well designed place” should seek to achieve are listed within the below:

- Be functional
- Support mixed uses and tenures
- Include successful public spaces
- Be adaptable and resilient
- Have a distinctive character
- Be attractive
- Encourage ease of movement.

2.10 Guidance is given on how buildings and the spaces between buildings should be considered. In terms of layout, developments should promote connections with the existing routes and buildings, whilst providing a clear distinction of public and private space. Care should be taken to design the right form for the right place, but the extent to which this is achieved can depend on architectural and design quality. In terms of scale of buildings, consideration should be given to size and massing and how they can impact upon surrounding spaces. Individual elements of detailing should be developed with specific consideration to how they act independently and how they come together. Materials should be practical, durable, affordable and attractive whilst having a clear function.

2.11 The guidance acknowledges that various stages of evolution within the design process can assist in achieving good design. Pre-application discussions with the local authority and Design and Access Statements can assist in promoting design quality of application proposals.

2.12 Housing, specifically, should be functional, attractive, sustainable and adaptable to the changing needs of its occupants. Consideration should be given to servicing, waste and parking. Guidance for streets is also established, stating that streets should be unique whilst relating to local characteristics. Legibility is a factor which impacts upon how likely users of the street are likely conduct journeys on foot. Design for the safety of pedestrians and other road users should be integral of design and not a secondary consideration through the addition of barriers.

Local Planning Policy

Vale Royal Borough Local Plan

2.13 The Local Plan was adopted in June 2006 and covers the period to 2016. With the exception of Policy GS1 and H1, all policies of the adopted Local Plan remain extant.

2.14 It lies outside the settlement boundary of Davenham within the countryside and an area designated as being of significant local environmental value. Policies GS5 and NE12 of the Local Plan are therefore relevant. Policy GS5 restricts development in the countryside unless provided for through other policies of the Local Plan. Policy NE12 states that development in ‘Areas of Significant Local Environmental Value’ will only be permitted where there is no unacceptable harm to the value of the area.

2.15 The following design policies included in the adopted Local Plan are relevant to the application proposals:

- Policy NE7: Protection and Enhancement of Landscape Features
- Policy NE8: Provision and Enhancement of Landscape in New Development
- Policy NE9: Trees and Woodland
- Policy BE1: Safeguarding and Improving the Quality of the Environment
- Policy H12: Density
- Policy H13: Mixed Communities
- Policy RT3: Recreation and Open Space in New Developments
- Policy T1: General Requirements
- Policy T8: Pedestrians and Walking
- Policy T9: Cycling
- Policy T13: Car Parking
- Policy T15: Provision of Access for People with Disabilities

2.16 A detailed summary of these policies is provided in the Supporting Planning Statement submitted with this planning application

Cheshire West and Chester Local Plan (Part 1) Strategic Policies

2.17 The Cheshire West and Chester Local Plan (Part 1) Strategic Policies were submitted to the Secretary of State in December 2013 following public consultation on the Publication Draft Plan in September/October 2013. An Inspector has now been appointed to examine the Local Plan. The hearing sessions are scheduled to commence in June 2014.

2.18 The following design policies included in the emerging Local Plan are relevant to these development proposals:

- Policy SOC3: Housing Mix and Type
- Policy SOC6: Open Space, Sport and Recreation
- Policy ENV2: Landscape
- Policy ENV3: Green Infrastructure
- Policy ENV4: Biodiversity and Geodiversity
- Policy ENV6: High Quality Design and Sustainable Construction

2.19 A detailed summary of these policies is provided in the Supporting Planning Statement submitted with this planning application.

Relevant Supplementary Planning Document (SPD)

2.20 A series of Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPG) remain in place until superseded by the emerging Local Plan. This includes a number of relevant design documents adopted by the Vale Royal Borough Council as follows:

- SPG1: Outdoor Space Standards for New Dwellings (July 1996)
- SPG2: Provision of Public Recreation Space for New Housing Development (July 1996)

2.21 A detailed summary of these documents is provided in the Supporting Planning Statement submitted with this planning application.

Other considerations

Relevant Appeal Decision

2.22 An appeal was allowed for a residential development of land off Barnside Way, Moulton on 30 December 2013 (Appeal Ref. APP/A0665/A/13/2198931). The site is located approximately 0.5km to the south of the application site and the proposed development is for up to 148 residential dwellings, open space and access off Barnside Way.

2.23 In assessing this appeal, the Inspector concluded the following:

- The planning authority cannot demonstrate a five year housing land supply and as a consequence little weight can be attached to the Council’s policies for the supply of housing. It was agreed at the Inquiry that the supply of housing land is 2.54 years (Council’s figure) or 2.78 years (appellant’s figure).
- Little weight can be attached to Policy GS5 of the adopted Vale Royal Borough Local Plan, which seeks to restrict development in the open countryside.
- The Inspector also attached little weight to Policy NE12 which seeks to protect Areas of Significant Local Environmental Value (ASLEVs) from inappropriate development. He noted that there is no specific policy basis for the protection of the gap between Moulton and Davenham.
- Whilst the proposed development would affect the character and appearance of Moulton and the surrounding area, including the gap between Moulton and Davenham, it would not cause unacceptable harm in these respects.

2.24 For further information regarding this appeal decision, please refer to the Planning Statement which accompanies this planning submission.

Building for Life 12

2.25 Building for Life is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods. Local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.

2.26 The 12 questions reflect our vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, BfL 12 is based on the new National Planning Policy Framework and the Government’s commitment to build more homes, better homes and involve local communities in planning.

2.27 The 12 questions are designed to help structure discussions between local communities, the local planning authority, the developer of a proposed scheme and other stakeholders.

2.28 BfL 12 is also designed to help local planning authorities assess the quality of proposed and completed developments; and as a point of reference in the preparation of local design policies.



Integrating into the neighbourhood

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

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

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

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

Creating a place

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

6 Working with the site and its context
Does the scheme take advantage of existing topography, landscape features, wildlife habitats, existing buildings, site orientation and microclimates?

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

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

Street & Home

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

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

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

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

“Davenham hosts a range of local facilities and good transport links making it a sustainable location for future housing growth”



□ Appreciating the context

03

3.1 This chapter sets out the urban design analysis of the site and surrounding context to inform a series of locally responsive and sustainable design principles. The three scales of context are set out as follows:

- Strategic context – The location of the site within the district setting including key transport connections.
- Village context - The wider setting of the site, the area's historic growth, and the current relationship between the site and the surrounding built form, urban grain, and its key connections to the surrounding urban area.
- Site context – A more detailed appraisal of the site and its immediate surroundings, including topography, landscape, ecology and hydrology.

3.2 This approach will demonstrate how the proposed scheme has identified, acknowledged and responded to the design considerations unique to this specific site.



Strategic context

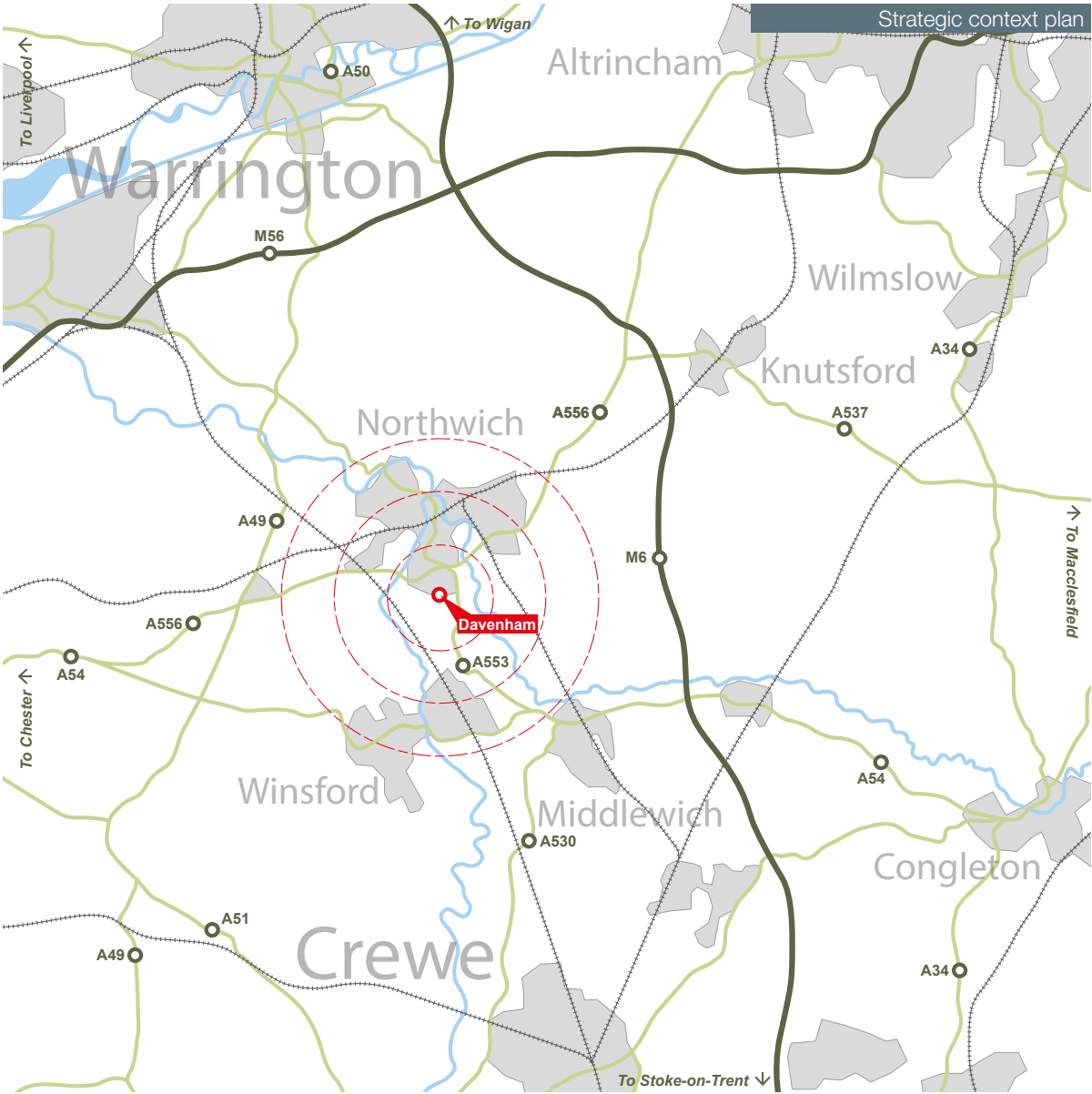
3.3 Davenham is a small rural village located in the heart of the Cheshire Plain between the River Weaver and River Dane and is largely surrounded by undulating pasture. Immediately 3 km north lies the town of Northwich, south east is the market town of Middlewich and south west is the town of Winsford, all three grew around the salt mining industry and settlements have been present since the time of the Roman occupation. Davenham is located approximately 20 km south of Warrington and 16 km north of Crewe.

3.4 This traditionally rural village is well connected to the regional road network with the A556 providing connections to the A54/A51 to Chester and the A553 providing connections to the immediate local towns of Northwich, Middlewich and Winsford. The Davenham site is 7 miles from junction 18 of the M6 and 8 miles from junction 19 via the A54 and A556 respectively. The M6 allows good connectivity with Warrington, Crewe and Stoke-on-Trent as well as the M56 and M62 which lead to Manchester, Liverpool and Ellesmere Port.

3.5 Although Davenham is a small, rural village there are sustainable transport services available which offer connections to the surrounding larger towns and regional cities. Together routes 31 and 31A provide a half hourly bus service from Davenham to Northwich, routes 37 and 29 are both half hourly services. Rail services are available from Northwich (Northwich and Greenbank stations) which provide direct access to Manchester, Stockport and Chester.

“Initial design thoughts...”

- The development structure, scale and density should reflect the site's location and role within its wider context.
- The new development should provide convenient access to adjacent road and public transport links.



Village context

3.6 The site is located on the southern edge of the built up area of Davenham village. Located at the end of Fountain Lane which branches from London Road, the site is located approximately 800m (a 10 minute walking distance) from the village centre. The small rural village characteristic of Davenham means that the site is within a 10 minute walk from all of the village's amenities. The village of Moulton is just over a ten minute walk away and offers a small number of complementary amenities.

3.7 The site is bound by residential back gardens along its northern and eastern edges. The southern and western edges of the site open out on to agricultural pasture land. The red line boundary wraps around a cluster of residential properties located central to the site. The urban core of the village lies to the north of the site. The developed envelope of Davenham is a loose inverted triangular shape defined on the south eastern and south western edges by agricultural pasture land with hedgerow field boundaries and mature trees. The northern edge of the village follows the line of the A556 with a green buffer in part.

3.8 Within 400m (a 5 minute walk) of the site, local amenities including Davenham Church of England Aided Primary School, a recreational area with pitch markings and a bus stop. Within close proximity, an 800m/10 minute walking distance from the site the village centre of Davenham hosts a small number of facilities including two local public houses, two places of worship, a petrol station, a post office, a pharmacy, a café, a takeaway, a hairdressers, an off-licence, additional bus stops and another recreation ground with a children's play area.

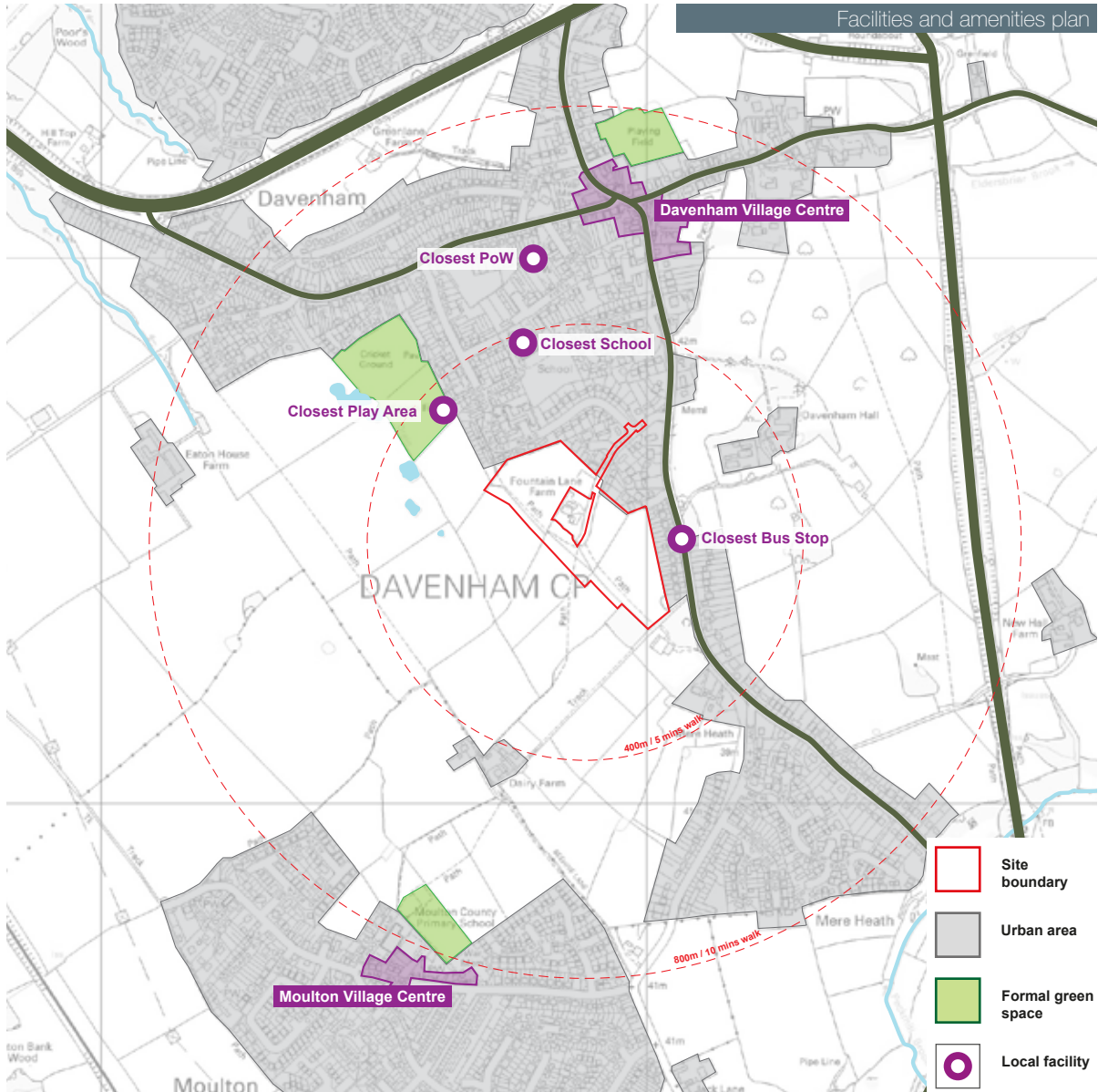
3.9 Beyond the 800m radius of the site the neighbouring village of Moulton offers some additional facilities which include a primary school, a recreation field with play area, two public houses, a place of worship, a village hall and a post office. When taking into consideration the scale and walkable nature of the village of Moulton these facilities are still in an easy and convenient walking distance to the site.

“Initial design thoughts...”

- Ensure the new development connects both visually and physically to the site's village context
- Provide a positive relationship to adjacent areas of open countryside
- Support local facilities within the village.



1. Local service located within Davenham Village Centre
2. Davenham Cricket Club
3. Davenham C of E Primary School
4. Shops located within Davenham Village Centre
5. Shops located within Davenham Village Centre
6. Shops located within Davenham Village Centre



Historic context

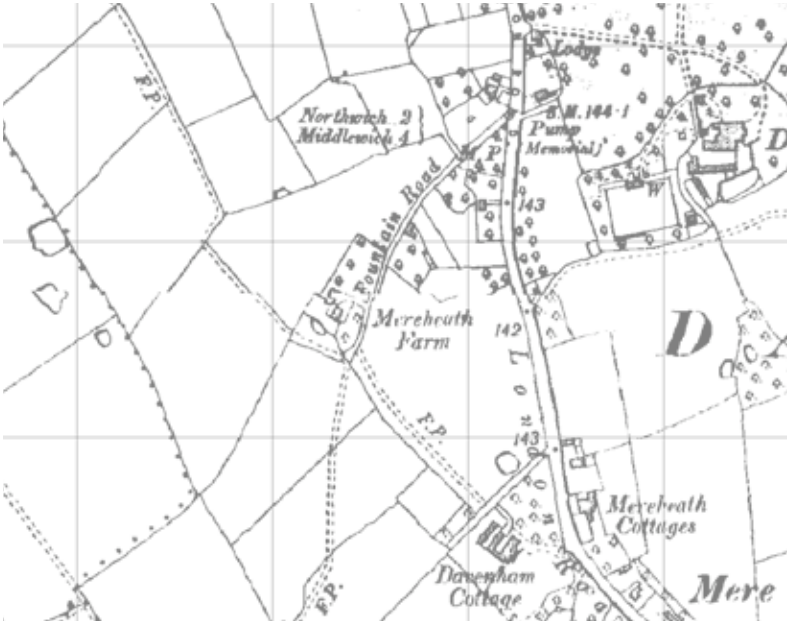
3.10 Many of the characteristics and opportunities of the site's village setting can be attributed to the historical growth and development of Davenham. It is important to understand this area's historical development context in order to help inform and support a responsive design rationale and approach. This not only ensures that the site is appropriately defined through any future development but also ensures that any future development compliments the wider village's historic development and growth pattern as a whole.

3.11 St Wilfrid's parish church of Davenham is one of only few mentioned in the Domesday Survey, the current edifice being the fourth in this location, and therefore its history and that of the village predates 1086. However, the area around Davenham has been exploited for its salt pans and strategic river crossing since the time of the Roman occupation. The settlement grew into a Victorian village, which forms the core of present day Davenham. Interwar development and that shortly after the end of the war saw little growth of the village however post war development between the 1950s and 1970s saw the village's most rapid period of expansion, growing outwards from the village core and encompassing the patchwork of farmsteads. The expansion of the urban edge was sensitive to the adjacent countryside by responding to historic field boundaries and footpaths and the village core has retained its well-established sense of nostalgic rural character and place. Future south westerly growth helps preserve the village's main assets and heritage whilst also providing an appropriate new village edge to the open countryside and pasture lands beyond which still responds to historic field boundaries and footpaths.

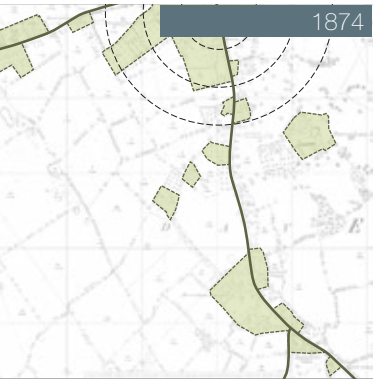
3.12 The adjacent plans illustrate the village's growth in more detail over the course of the last 125 years and demonstrates how the urban area has extended out to the north east towards the application site.

“Initial design thoughts...”

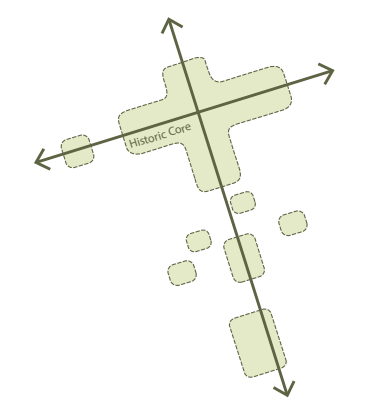
- Ensure development is of a scale and location which is sympathetic to the villages historic growth
- Ensure development positively contributes to completing the urban edge of Davenham providing a positive relationship with surrounding areas of open countryside



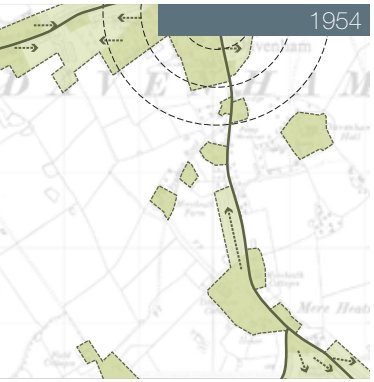
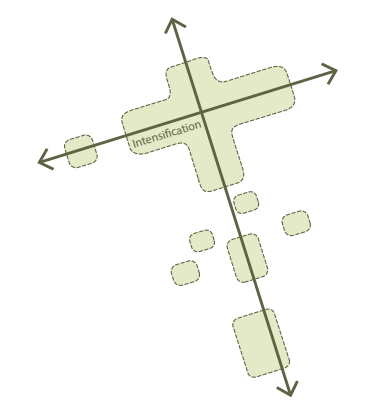
Right & above: Historic plans showing the application site through history



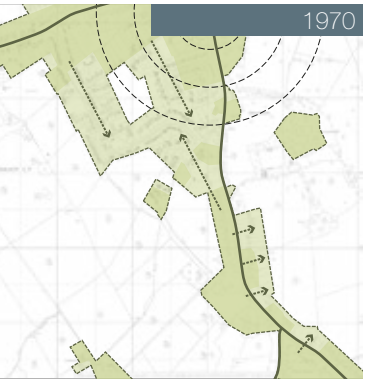
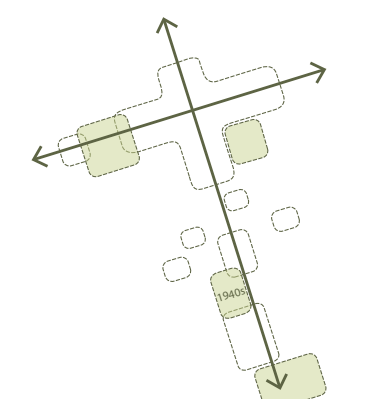
Victorian development
Davenham grows from the parish church along the two key intersecting routes to establish the village's Victorian core which is evident today. Farmsteads scatter the surrounding countryside.



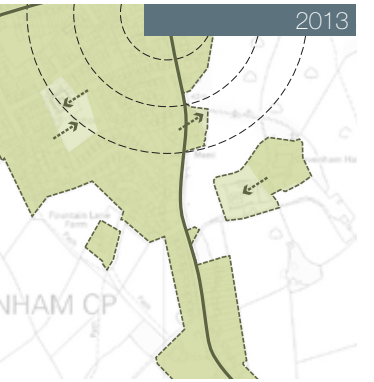
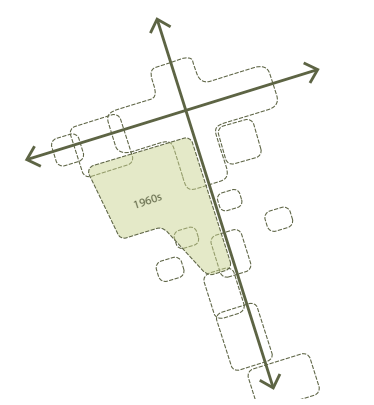
Pre-war growth
The footprint of the village experiences little change with a majority of the village's growth being accommodated via intensification of existing plots and small peripheral farmstead developments.



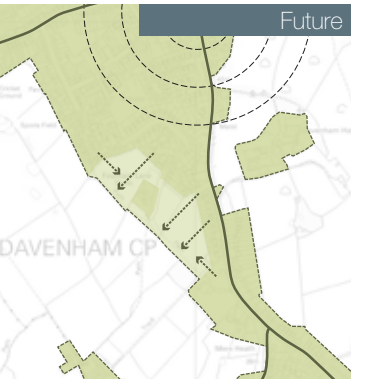
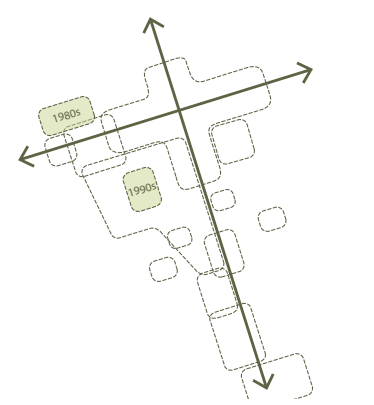
Inter-war development (1910's-50's)
Growth of the village is facilitated through development expanding along the two key routes, on Hartford Road this connects individual clusters to create a whole village footprint.



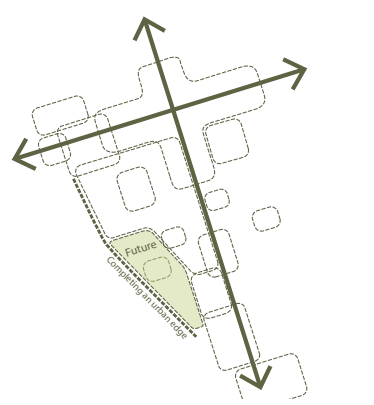
Post-war development (1960's-80s)
The period of most rapid expansion in the village's modern history. Its expansion merges north and south and expands west but is contained by historic field boundaries and lanes.



Recent development (1990's)
Expansion and intensification to accommodate remaining land within the village's urban envelope is undertaken leaving very little unutilised space.



Embracing future growth
Future growth of the village completes Davenham's expansion to the south west defining a robust urban edge to the village without compromise to the village's Victorian core.



Urban context and townscape

3.13 The townscape and character of the village has been largely influenced by its historical development and periods of expansion, which is illustrated on the adjacent plan.

3.14 Davenham's village core is characterised by its Victorian architectural style and heritage which provides the village with its picturesque sense of place. Period development in this area is typically dense, with development focused along the key streets which intersect in the centre of the village forming the main nodal point. Building lines are relatively consistent but building heights and roof pitches vary between 2 and 3 storeys. Varied building facades within the historic areas of the village, which are finished in a variety of brick and timber work, add architectural variety to the local street scene.

3.15 Housing immediately to the east of the site on London Road is characterised by interwar housing and housing completed shortly after the end of the Second World War. The village core was also extended along Hartford Road, one of the villages key streets, in the same period and therefore have very similar architectural appearances. These property types are formal, mostly two storeys, semi-detached with pitched roofs and generous front gardens with low boundary walls or hedges. The building line is very consistent and there is less architectural variation than is found in the historic parts of the village. The properties along London Road turn their back on the site and form a solid front to London Road thus restricting views and neglecting the opportunity to overlook the adjacent countryside.

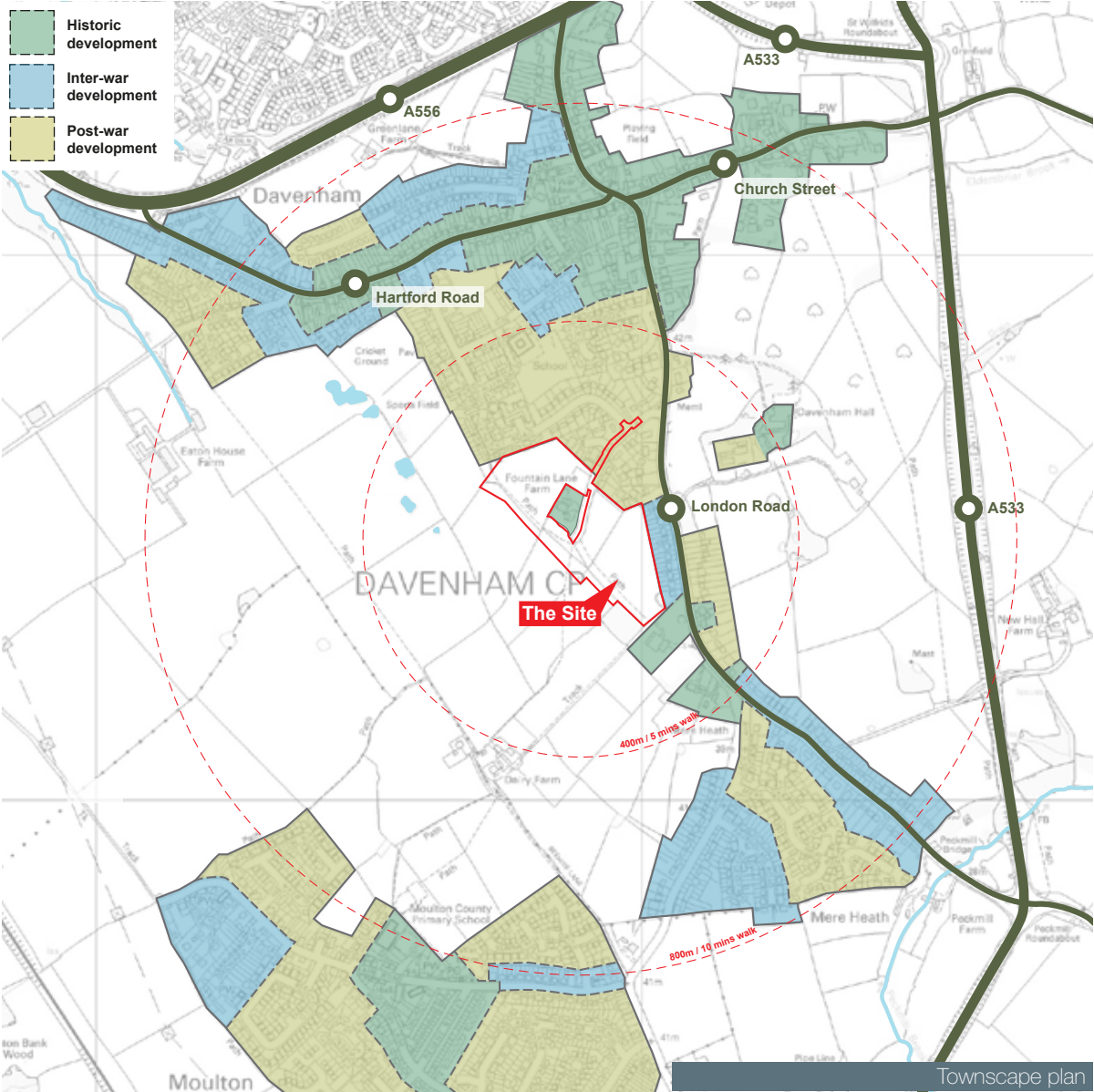
3.16 To the north of the site lies post war 1960s development characterised by high-medium density dwellings formed along a permeable arterial street with small impermeable private residential cul-de-sacs. House typologies within these areas tend to be semi-detached 2 storey properties creating a consistent building height and uniform skyline, with areas of bungalows. Due to the insular nature of the suburban cul-de-sac many of the properties turn their backs on to the site, with the majority having their rear gardens facing onto the surrounding countryside. This has resulted in a rigid western edge to the development and the wider village, with no visual or physical connections to the rural hinterland.

“Initial design thoughts...”

- Create a strong sense of character and place within the new development through architectural detailing and quality public realm and landscape proposals inspired by the local character
- Ensure new development creates a positive frontage with adjacent countryside and existing dwellings which back on to the site



Above & right: Examples of the varied architecture and townscape characteristics evident across Davenham.



Built form

3.17 Examples of how the built form and appearance of buildings across the village vary according to their age and era are shown on the following photographs. Buildings from each period of the village's expansion exhibit similar design characteristics which need to be considered in the later stages of the design process with regard to the detailed design of proposed dwellings.

Historic development (1850-1910)
High density dwellings within the core of the historic village. Properties vary in height up to 3 storeys, often offset from footpaths with small gardens and exhibit decorative features.



In addition to exhibiting similar design features, all buildings of this period exhibit very similar materials such as red brick, painted timber and traditional tiles helping to define the local vernacular.



Inter-war development (1920-1950)
Lower density development located along key routes in the village. Semi-detached 2 storey properties with generous details and front gardens with low walls/hedges and are served by private driveways.



Building types in Inter-war areas exhibit very similar features, plot sizes and layout whilst extensions and modifications added more individuality.



Post-war development (1960-1970)
Medium density formally planned development dominates large areas of the village. Properties include front gardens, stripped back building details, and varying amounts of front driveways.



Building materials are very similar including red brick and brown/ grey roof tiles which is also typical of the area however building detail is minimal and personalisation to plots varies greatly.



Streets and spaces

3.18 The streets and spaces which run through the village help to define its character by providing a hierarchy of nodes and routes through Davenham. These influence the legibility of the village and how people move through it.

3.19 Responding to and respecting local street hierarchies within the proposed development will help integrate any future development into existing movement patterns through the village.

Feature spaces
Marking key nodes around the village, notably key junctions and meeting places, these informal spaces help improve the legibility of the area and also act to slow traffic speeds.



Small pocket public spaces with seating can be found in and around Davenham, they are supported by larger recreation grounds with play and sport equipment.



Residential streets
Formally planned developments have allowed for standard street widths with footpaths and medium density dwellings. Properties offer a weak relationship to surrounding countryside.



Existing housing in Davenham has poor visual connections with the countryside and focus on the streetscape instead, the urban edge is largely impermeable.



Village lanes
Narrow lanes typically found in the historic core of the village are characterised by relatively consistent facades and heights but building lines and front garden size vary.



Village lanes within the historic core are characteristically high density, typically congested with on street parking and have narrow pavements usually located on just one side of the street.



Landscape character and views

Landscape character

3.20 Before being amalgamated into Cheshire West and Chester, Vale Royal Borough Council produced the SPD5: Landscape Character Assessment (2007). The Site falls within the local landscape type ‘4: Undulating Enclosed Farmland’ and the character area ‘4E: East Winsford Undulating Enclosed Farmland’. This area is described as:

“a finger of gently undulating farmland sandwiched between the valleys of the Weaver and Dane which lie to the west and east respectively.”

3.21 SPD5: Landscape Character Assessment establishes that the undulating nature of the landscape means the low lying areas are hidden while ridge tops are open and visually more sensitive. Also that the presence of undulating topography, hedgerows, hedgerow trees and woodland means there is some potential for mitigating visual impact of low lying features without the mitigation measures in themselves having an adverse effect on the character of the landscape.

3.22 The LVIA, which supports this planning application, has concluded that the Site’s features and identified elements contribute to the ‘4E: East Winsford Undulating Enclosed Farmland’ character area. As it consists of small, irregular historic field enclosures and is bounded by hedgerows, which contribute to a semi-enclosed landscape. It is also located near a main road, which links both the 20th century development that surrounds three sides of the Site. Due to its location, the Site is not remote or tranquil, the hedgerows are of poor quality, gappy and in some places have been removed completely.

“Initial design thoughts...”

- Ensure development is sensitive to the landscape character of the area and adopts design principles which mitigate against and potential visual impact on its surroundings.



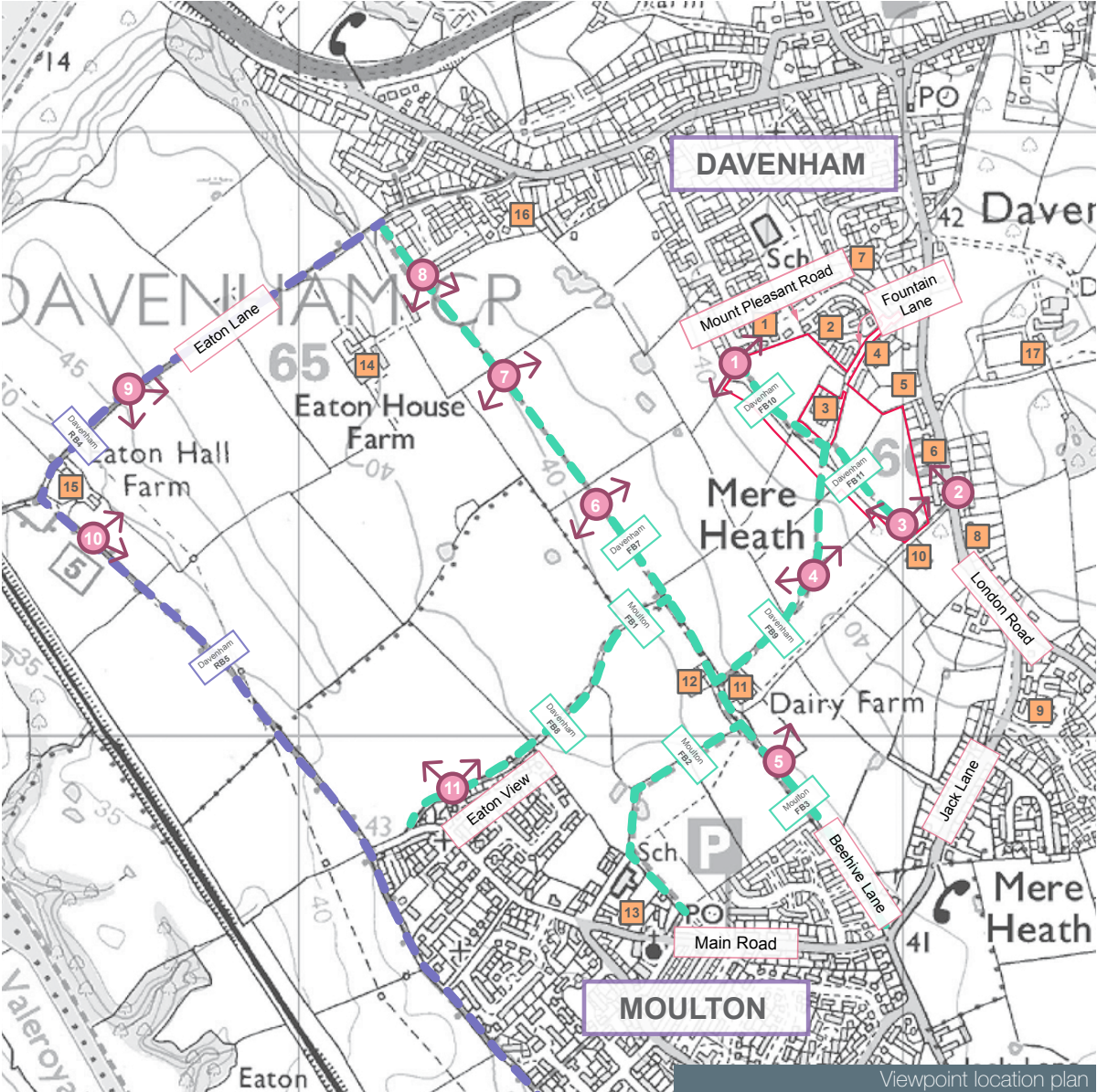
Right and below: A selection of images from viewpoints 5, 6 and 7 showing views of the application site.



Views

3.23 In consultation with Officers at Cheshire West and Chester Council eleven representative viewpoints have been identified to establish the visibility of the Site from the surrounding area. These viewpoints include the following:

- Viewpoint 1 taken from the northern corner of the Site where FP10 meets Mount Pleasant Road, looking southwards into the Site.
- Viewpoint 2 taken from London Road, looking westwards towards the Site through the existing residential properties.
- Viewpoint 3 taken from the southern corner of the Site where FP11 (Davenham) meets the Dairy Farm access track, looking northwards towards the Site.
- Viewpoint 4 taken from a section of FP9 (Davenham), looking north eastwards towards the Site.
- Viewpoint 5 taken from Beehive Lane and FP3 (Moulton), looking north eastwards towards the Site.
- Viewpoint 6, 7 and 8 taken from FP7 (Davenham), looking south eastwards towards the Site
- Viewpoint 9 taken from a gap in the hedge along Eaton Lane, looking south eastwards towards the Site
- Viewpoint 10 taken from along RB5 (Davenham), looking eastwards towards the Site
- Viewpoint 11 taken from along FP8 (Davenham), looking north eastwards towards the Site



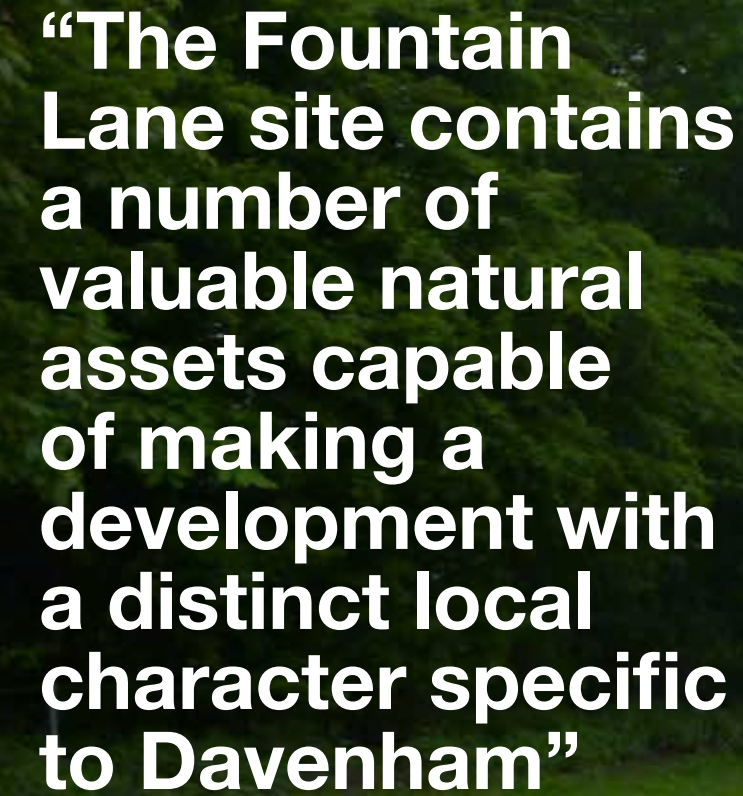
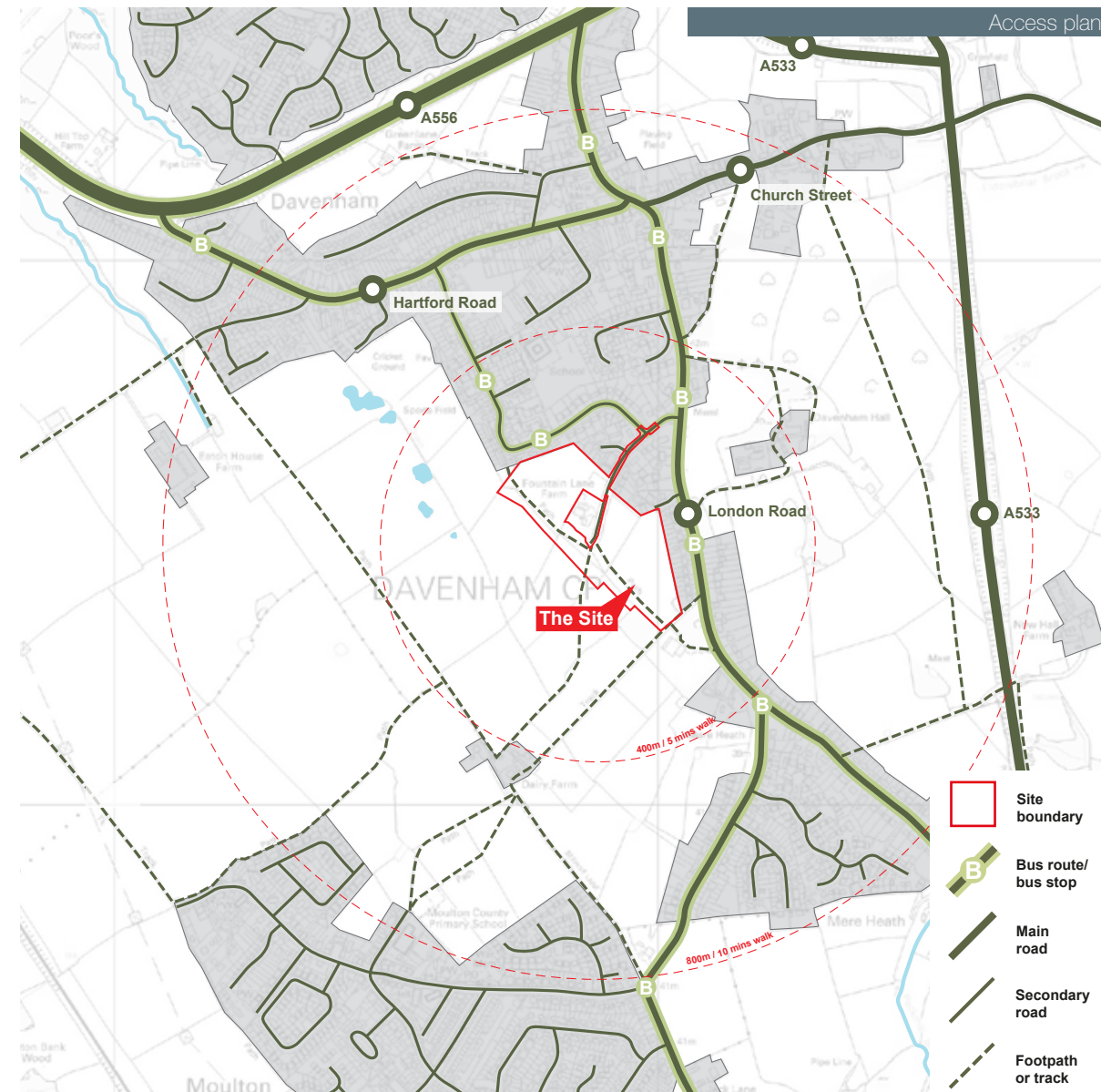
Access

3.24 Vehicular access onto the site is currently via Fountain Lane which branches from London Road. London Road is one of the key routes passing through Davenham village and connecting to the A556. The A556 provides connections to the A54/A51 to Chester and the A553 providing connections to the immediate local towns of Northwich, Middlewich and Winsford. The site at Davenham is 7 miles from junction 18 of the M6 and 8 miles from junction 19 via the A54 and A556 respectively.

3.25 The site also benefits from regular high quality public transport links. Together routes 31 and 31A provide a half hourly bus service from Davenham to Northwich and routes 37 and 29 are both half hourly services. Bus stops already exist on London Road directly outside the site. Rail services are available from Northwich (Northwich and Greenbank stations) which provide direct access to Manchester, Stockport and Chester. The footpath network from the site into Davenham village is continuous, direct and of good quality.

“Initial design thoughts...”

- Capitalise on and extend the safe and direct pedestrian connections to sustainable transport provision including bus stops in the village centre and the surrounding footpath network



“The Fountain Lane site contains a number of valuable natural assets capable of making a development with a distinct local character specific to Davenham”

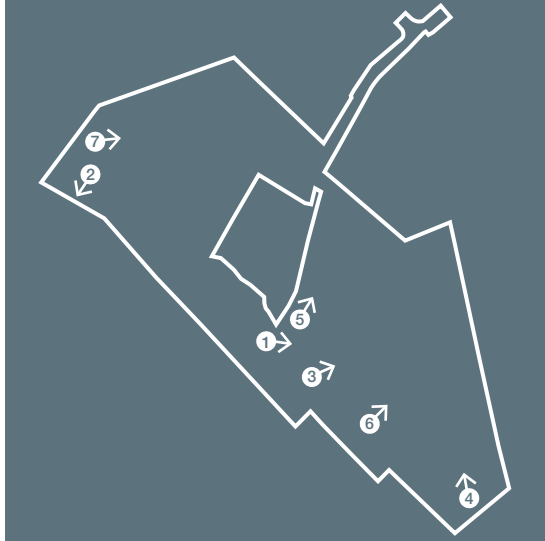
Site context

3.26 Having assessed the character of the wider and local context, a detailed assessment of the site itself is required to determine the immediate parameters in which development will have to be accommodated. This analysis will identify fixed parameters which need to be accommodated within any proposal, and parameters which are able to be addressed as part of the scheme's design through either mitigation or substitution.

3.27 Having made a full assessment of the site, the key factors of the site which are deemed to be most relevant to this scheme are as follows:

- Landscape and visual impact
- Drainage and topography
- Access
- Ecology and hedgerows

3.28 A full suite of documents have been produced as listed at the start of this Design and Access Statement. A summary of the key findings of these reports are documented in the following sections. For more technical detail on any of these or other matters regarding the site, please refer to the specific report associated with that topic.



Landscape character and views

Landscape character

3.29 At a local level the Site and its immediate surrounding area can be split up into four different local landscape and townscape character areas (LCA or TCA).

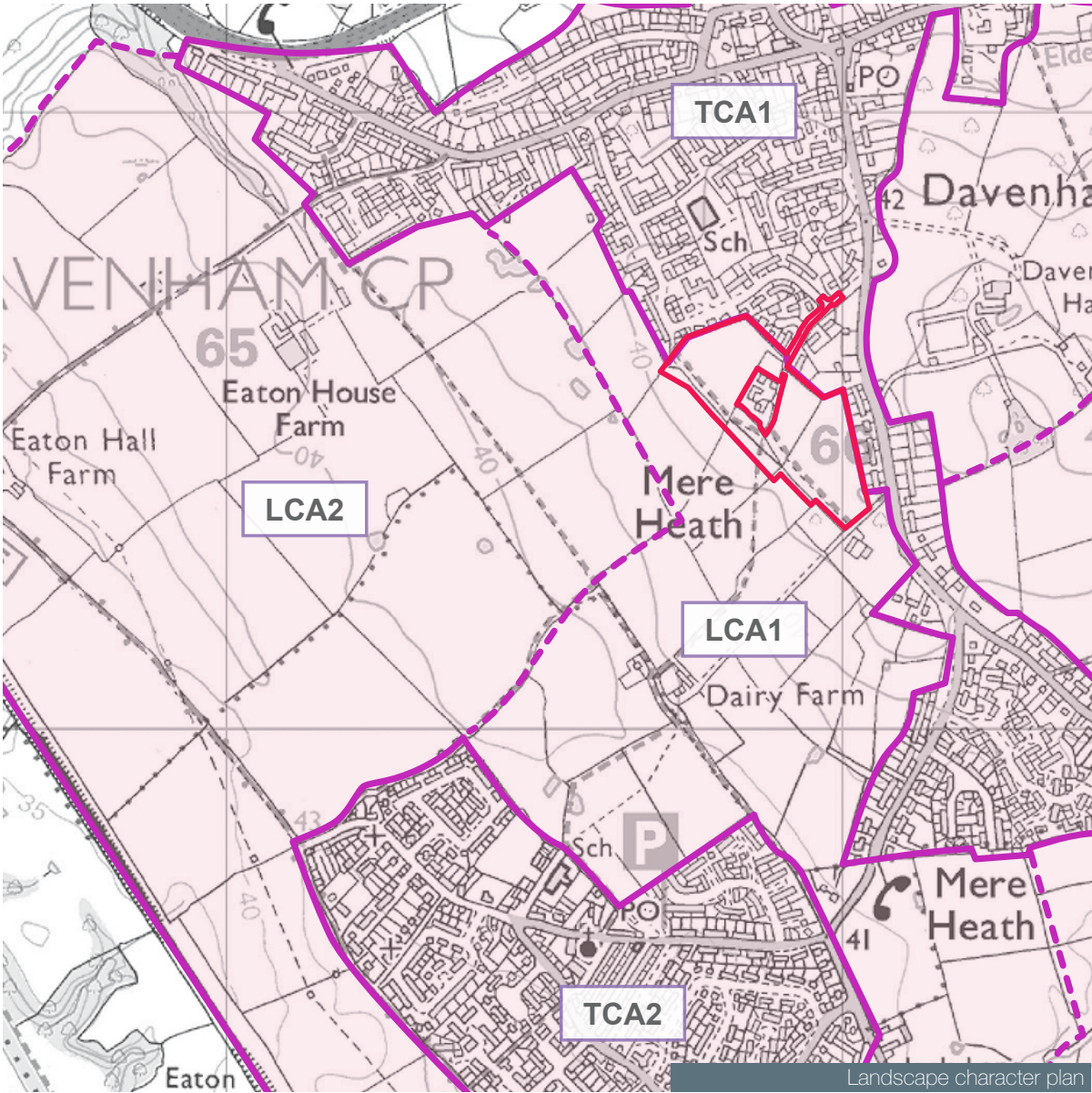
- LCA1 – Small scale fields and paddocks
- LCA2 – Large to medium scale arable fields
- TCA1 – Davenham
- TCA2 – Moulton

LCA1 – Small scale fields and paddocks This landscape character area consists of small-scale fields with hedgerows and associated trees, which reflect historic field patterns and are used for pasture and paddocks. The is located within this LCA. The key elements and features are:

- Predominately pasture and paddock fields
- Relatively flat in landform
- Vegetation is associated with managed and unmanaged hedgerows, and contains a number of mature hedgerow trees
- Built form consists of small farmsteads and cottages
- Access is gained from narrow tracks and a network of public rights of ways
- The flat topography and hedgerow create a sense of enclosure

LCA2 – large to medium scale fields This landscape character area consists of large to medium scale fields with narrow, gappy hedgerows. The Site is located to the east of this LCA. The key elements and features are:

- Predominately arable fields
- The landform is gently undulating
- Vegetation is associated with managed hedgerows, with a limited number of hedgerow trees and gaps are present
- Built form consists of large farmsteads
- Access to the fields is gained from private field gates and a network of public rights of ways.
- Open views to the surrounding undulating fields due to the limited boundary vegetation.



TCA1 – Davenham This townscape character area consists of a village that has developed in an irregular grid pattern connected to the wider area by London Road, Church Street and Hartford Road. The key elements and features are:

- Predominately residential in land use, with a local centre that contains a number of shops and amenities such as schools.
- The built form of Davenham sits within a shallow bowl and the landform slopes from the southwest to the north east.
- Vegetation is associated with gardens, public open space and the street.
- The built form is typically one to two and a half storey terraced to detached buildings.
- Access is provided by London Road, Church Street and Hartford Road to the A556 and A553.
- Views are limited to vistas created by the streets within the surrounding built form.

TCA2 – Moulton This townscape character area consists of a village that has again developed in an irregular grid pattern and is connected to the wider area by Jack Lane. The key elements and features are:

- Predominately residential in land use, with a local centre that contains a number of shops and amenities such as schools.
- The landform accentuates the visibility of the built form and slopes gradually from the west down to the east.
- Vegetation is associated with gardens, public open space and the street.
- The built form is typically one to two and a half storey terrace to detached buildings.
- Access is provided by Jack Lane to the A553.
- Views are limited to vistas created by the streets within the surrounding built form.



Views

3.30 In summary, it is considered that the Zone of Theoretical Visibility of the Site is reasonably contained to local views from the north, east and south due to the built form and vegetation. Glimpsed, medium distance views can be gained to and from the Site from the west, due to gaps within the existing field hedgerows. These findings are supported by a series of photographs taken from within the Site looking out at the surrounding context.

3.31 Panorama A is taken from the northern corner of the Site where FP10 meets Mount Pleasant Road, looking southwards. Open views are possible into the northern field of the Site in the fore and middle ground of the view. The two storey residential buildings associated with Mount Pleasant Road are visible in the foreground to the east (left) of the view. In the far middle ground, the residential properties associated with Fountain Lane cul-de-sac are visible. These properties have limited boundary treatments and overlook the Site.

3.32 To the south (central) of the view the vegetation and buildings associated with Fountain Lane Farm are visible in the middle ground. Beyond this glimpsed views can be gained to the properties associated with London Road. Dairy Farm.

3.33 Panorama B is taken from within the northern field of the Site, near FP10 and the northern boundary of Fountain Lane Farm. In the foreground the pasture field associated with the Site is visible. Its hedgerow boundary that defines the edge of the properties associated with Mount Pleasant Road and the cul-de-sac of Fountain Lane is visible in the north and east of the middle ground of the view (central and right of the panorama. This boundary treatment has gaps and views can be gained to the ground and first floor of these properties. The broadly flat landform means that glimpsed to no views are likely to be possible from the properties beyond.

3.34 To the west (left) of the view is a mature field trees that defines the northwest boundary of the Site. Beyond the Site's boundary are further pasture fields Glimpsed long distant views of the properties associated with Moulton can be seen to the west (left) of the view along with the properties associated with Beehive Lane. An arable field, which FP7 runs through, can be glimpsed to the northwest.



3.35 Panorama C is taken from the eastern boundary of the Site, along Fountain Lane. In the foreground Fountain Lane extends to the west and the southern paddock field associated with the Site is visible to the south (left) of the view. To the north (right) of the view the boundary vegetation associated with Fountain Lane Farm is visible and screens the buildings and the central and northern field of the Site.

3.36 In the middle to back ground the properties associated with London Road are visible to the south (left) of the view. In the far background glimpsed views can be gained to Dower House.

3.37 Panorama D is taken from the southern corner of the Site where FP11 (Davenham) meets the Dairy Farm access track, looking northwards. Open views are possible into the southern field of the Site in the fore and middle ground of the view. The two storey residential buildings associated with London Road are visible in the middle ground to the east (right) of the view. In the far middle ground the properties associated with Fountain Lane are visible. All of these properties have limited boundary treatments and overlook the Site.

3.38 In the background the vegetation and buildings associated with Fountain Lane Farm are visible, and glimpsed views can be gained to the roofs of the properties associated with Mount Pleasant Road.

3.39 Please refer to the Landscape and Visual Impact Assessment submitted as part of this planning application for further details.





Drainage and topography

- 3.40 The proposed development covers a gross area of 4.78 Hectares, and currently comprises agricultural land surrounding Fountain Lane Farm in Davenham, Cheshire.
- 3.41 A navigable reach along the River Weaver known as the Vale Royal Cut is situated at a distance approximately 1.4 kilometres to the west of the development; and a tributary known as the River Dane is situated approximately 1.2 kilometres to the east. The confluence of the watercourses lies in Northwich to the north of the proposed development.
- 3.42 A topographic survey of the site has been completed and the site appears to slope in a south and westerly direction. A topographic high point has been identified at 43.24m AOD located to the east of Fountain Lane Farm. A topographic low point has been identified at 38.59m AOD located adjacent to the hedgerow along the western boundary. Land in the north has been identified at approximately 42.45m AOD with land in the south at approximately 39.4m AOD. Land in the east is at approximately 42.64m AOD with land in the west at approximately 39.40m AOD.
- 3.43 The development area is located wholly within Flood Zone 1 of the Environment Agency Flood Map which is defined as land assessed as having a less than 1 in 1000 years annual probability of river flooding or the sea in any one year.
- 3.44 Primary flood risk at the application site is identified from an increase in surface water runoff rates and volumes resulting from the development.
- 3.45 In accordance with the National Planning Policy Framework, surface water discharges should be managed so as not to increase the runoff rates and volumes from the site; through provision of sustainable urban drainage systems (SUDS) to attenuate flows, which are appropriate for the site.
- 3.46 Due to the presence of natural ponds within the immediate vicinity of the site it is concluded that a pond feature or series of ponds would form the most appropriate option in terms of attenuation surface water runoff from the developed site.
- 3.47 Detailed information regarding the land drain is unavailable at this time; and therefore it is recommended that on-site investigation is undertaken at the earliest opportunity to determine the route and discharge point of the land drain; and estimate its capacity; in order to ensure that the discharge of surface water from the site at this location does not increase flood risk downstream.
- 3.48 For further information regarding flood risk and drainage of the application site, please refer to the Flood Risk & Drainage Impact Assessment submitted as part of this application.

Highways

- 3.49 The proposed residential site is located to the west of London Road and south of Mount Pleasant Road/ Fountain Lane in Davenham, Cheshire.
- 3.50 Fountain Lane is a local residential access road with a single carriageway that varies in width between 5.5m close to the proposed site, widening to between 6.0 and 6.2m as it approaches London Road, where it connects with a simple priority junction.
- 3.51 There are footways of varying width between 1.2m and 2.0m on both sides up to the point where Fountain Lane becomes Mount Pleasant Road, a distance of 55m from London Road.
- 3.52 At this point, the footway on the southern side of Fountain Lane ends abruptly at an existing hedge, whilst a single footway of around 1.5m then continues along the northern side of Fountain Lane (from a simple priority junction with Mount Pleasant Road) up to the existing cul-de-sac arrangement serving no's 10 to 26.
- 3.53 The Fountain Lane cul-de-sac (from the junction with Mount Pleasant Road) currently serves a total of 19 residential dwellings.
- 3.54 Mount Pleasant Road connects London Road (via a section of Fountain Lane) with Hartford Road and eventually the A556 (westbound only); it also serves as a local bus route through Davenham for service 37A.
- 3.55 London Road is traffic-calmed with speed cushions and table junctions along its length between the A556 to the north and A533 to the south; all of the roads in the vicinity of the site are lit and subject to a 30mph speed limit.
- 3.56 Several observations of the highway network, undertaken on different days of the week, indicate that the junctions local to the site generally operate within capacity during the morning and evening peak periods, with only minor queuing that also clears quickly.
- 3.57 The Fountain Lane cul-de-sac is very lightly trafficked (as would be expected serving just 19 dwellings) and thus queues and delays are negligible at the junction with Mount Pleasant Road.
- 3.58 Further afield, at the A533/London Road roundabout, queuing occurs on all approaches in both peak periods but overall, the approach arms generally operate within capacity during the peak periods.
- 3.59 The A556/London Road roundabout to the north of the site operates with more significant queuing and delays during both peak periods.
- 3.60 For further information regarding highways and access into the application site, please refer to the Transport Assessment submitted as part of this application.



Ecology

3.61 The site comprises of fields of grazed pasture, bounded by hedgerows. Public footpaths cross the land. The wider landscape is composed of arable and grazed pasture with small areas of woodland.

3.62 Specific habitats present on site or adjacent included the following:

- Dense/continuous scrub;
- Scattered scrub;
- Scattered broad-leaved trees;
- Improved grassland;
- Poor semi-improved grassland;
- Tall ruderal;
- Standing water (ponds);
- Standing water (ditches); and
- Species-poor hedgerows (intact and defunct).

3.63 As UK BAP and LBAP priority habitats, the hedgerows and ponds are the most ecologically important habitats on the site.

3.64 All 26 hedgerow lengths present at the site were subject to survey and assessment against the Hedgerow Regulations (1997).

3.65 Fourteen hedgerows qualify as being important according to the Hedgerow Regulations (1997) as they were found to have historical significance, forming an integral part of a field system pre-dating the Inclosure Acts.

3.66 From an ecological perspective, none of the hedgerows were species-rich and did not therefore qualify as ecologically significant under the Regulations. However, it should be noted that all hedgerow habitats have value for animal species and all will qualify as UK BAP and LBAP priority habitat on account of them comprising ‘at least 80% cover of at least one woody UK native species’. The hedgerows may also be used as nesting and roosting habitat for local bird populations and provide shelter to foraging and commuting bats.

Species

3.67 In total, RECORD provided 384 records of species within 1 km of the site. Of these, four are internationally and nationally protected species or of conservation concern.

Birds

3.68 The poor semi-improved grassland within the site provides limited hunting opportunities for barn owl and other birds of prey and the hedgerows provide limited nesting and roosting habitat for local bird populations. However, the mature trees scattered around the site have a greater potential to attract breeding birds, and the woodland adjacent to the pond and tree lines just off-site to the west are likely to provide greater hunting and foraging habitat for birds. The potential of the site for bird species was therefore regarded as relatively low and representative of the habitats present within the local area.

Bats

3.69 The site is considered to provide low quality foraging habitat for bats as the hedgerows are heavily managed and the semi-improved grassland and improved grassland provides limited foraging. The hedges could also be used by bats as navigational flight lines meaning they may be important for colonies of roosting bats near to the site. The woodland and tree lines just off-site to the north west and west provide good bat foraging habitat, as well as the tree lines in the south east corner. The mature trees scattered around the proposed development area of the site were assessed to have negligible to low roosting potential for bats.

Other mammals

3.70 The site is likely to be used occasionally by foraging badger and hedgehog although there is an abundance of similar foraging habitat in the surrounding landscape.

Amphibians

3.71 Great crested newts are known to be present on the site with surveys revealing the presence of great crested newts in the on-site pond located in the south-eastern corner of the site, and also in two further ponds off site to the west and south. Smooth newt, common frog and common toad were also found during the surveys. The semi-improved grassland areas, scrub, tall ruderal, hedgerows and ponds offer suitable habitat for amphibians.

Reptiles

3.72 Grass snakes are the only species of reptile that was found to be present on the site within the proposed development area, with a small population present in the narrow strip of land adjacent to the housing north east of Fountain Lane Farm. As for amphibians, the semi-improved grassland areas, scrub, tall ruderal, hedgerows and ponds offer suitable habitat for reptiles.



Opportunities and constraints

3.73 Having made a full assessment of all the physical characteristics of the site, there appears to be no physical constraints which would inhibit the future development of the Fountain Lane site. There are, however, a number of issues and opportunities which have been identified through the course of this document which will need to be addressed in the design of any future proposal for the site.

3.74 These matters broadly include:

Housing - The site offers a great opportunity to deliver a new residential community and family homes to meet local demands and housing needs in the area.

Landscape - Located on the urban edge of Davenham and visible from surrounding countryside, development will need to be sensitively designed with regard to how it will be viewed from the south and west.

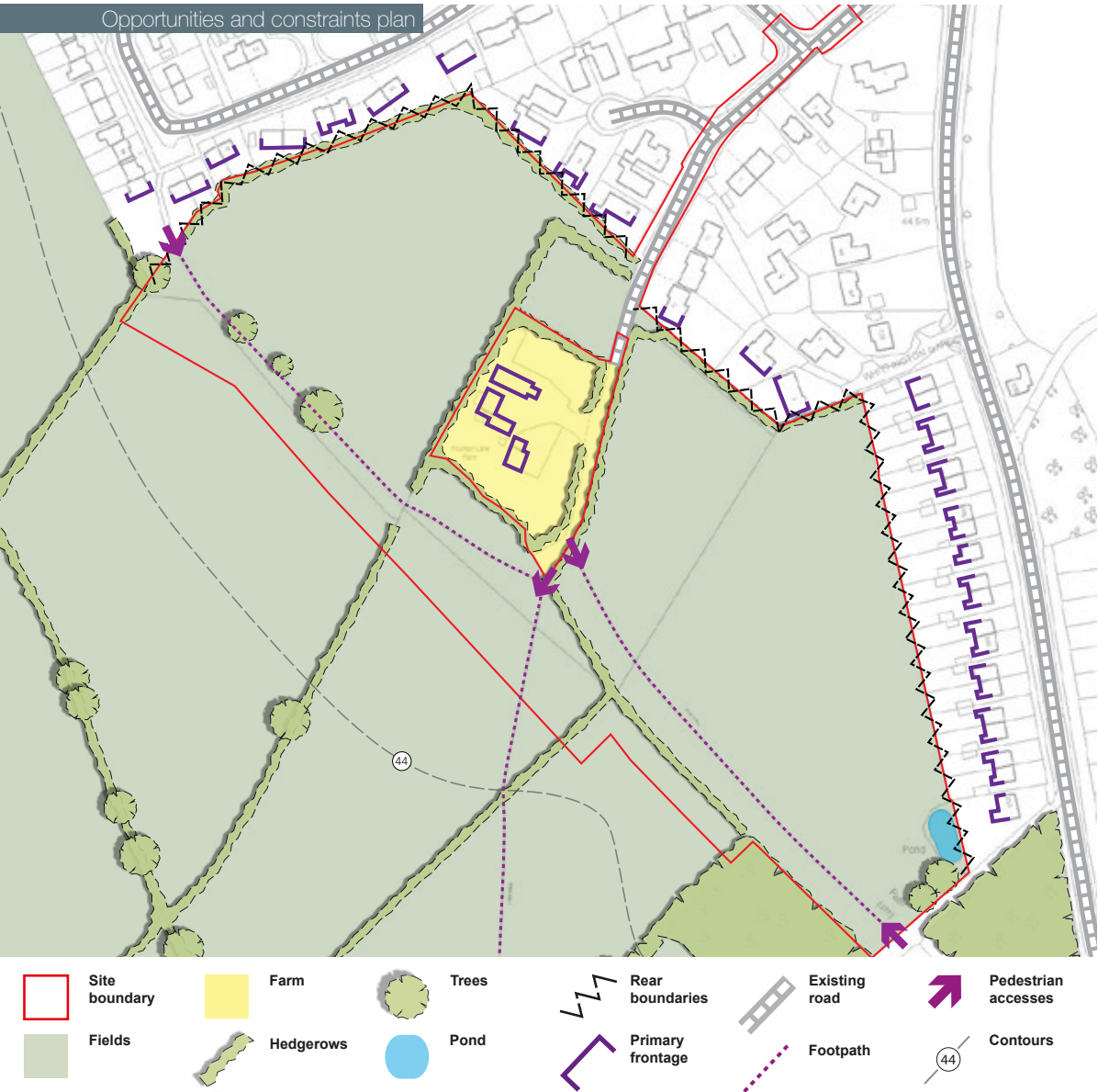
Hedgerows - The site is contained by a number of mature hedgerows which will need to be preserved and enhanced wherever possible. Additional hedgerows will need to be planted to complete the site perimeter and mediate the views from the south and west.

Drainage - The site has a predominately flat nature with undulating dips, consequently there is a regular occurrence of surface water flooding and boggy areas. The proposed development will need to regulate the levels and allow water to drain away from the properties and into the public open spaces and adjacent fields. The development would benefit with effective use of Sustainable Urban Drainage Systems.

Access - The development will need to include a new vehicular access point off London Road along the eastern edge of the site. Public routes which currently cross the site should be kept accessible.

3.75 Another feature central to the site but outside the red line boundary includes an existing collection of farmhouse buildings at Fountain Lane Farm. The development will need to exhibit a sensitive approach to these existing properties as well as other properties within close proximity to the site, especially those along the north and east boundaries.

3.76 The adjacent plan offers an insight into the above matters and how they may influence the site's future redevelopment.



“Ensuring proposals retain and enhance the natural assets of the Fountain Lane Site is key to delivering a sustainable high quality development.”



Towards a masterplan

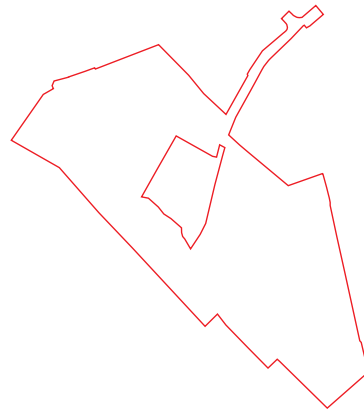
04

4.1 In order to develop a proposal which is sustainable, suitable, deliverable, and locally responsive, it is necessary to demonstrate how development can be accommodated on the site whilst taking on board all the considerations identified in chapter 3 of this document.

4.2 Having identified the key characteristics and opportunities which are likely to influence the form of any proposal, it appears they can be broadly categorised into nine broad topics. The topics are:

1. Maximising the full extent of the site
2. Retention of green assets
3. Green remediation
4. Sustainable drainage
5. Completing an urban edge
6. Site access and movement
7. Neighbourhood amenity spaces
8. Developable blocks

4.3 The following diagrams and supporting text explore these matters in the form of spatial steps. These in turn will help inform the indicative masterplan which can be tested prior to entering the later detailed stages of the planning and design process. The indicative masterplan offers a spatial interpretation of how the site could be taken forward for development in the future having addressed the key constraints and opportunities identified through the course of this document.

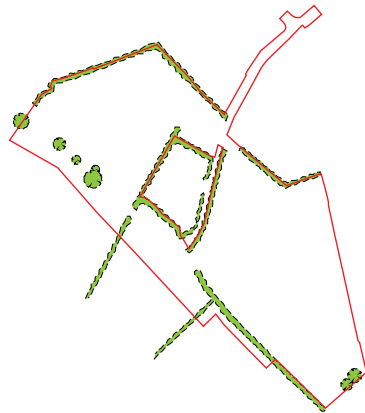


1. Maximising the full extent of the site

- Utilise the full extent of the site within the land ownership boundaries

Benefits

- By completely utilising the extent of the site within the land ownership boundaries, we ensure that any design approach responds to the site's opportunities and constraints as well as responding positively to its urban and rural context.

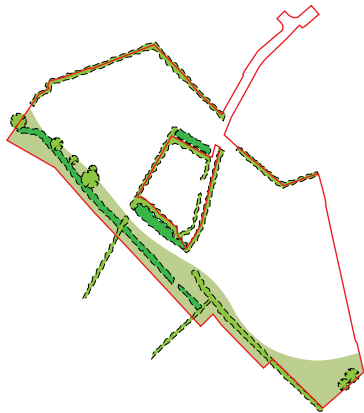


2. Retention of green assets

- Retaining natural green assets that have any ecological or screening value on the site boundaries

Benefits

- Retaining the well-established hedgerows, which surround the northern and majority of the south western boundaries of the site, ensures that proposed development protects existing ecological features and has a minimal impact upon the established bio-diversity.
- Preservation of the existing hedgerows helps screen views and encloses any proposed development from the surrounding area, helping to lessen the visual impact of the development and improve the residential amenity of existing residents.

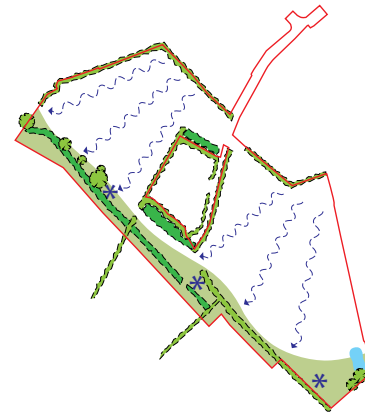


3. Green remediation

- Enhancing existing green assets by joining up and expanding ecological greenways and visual screens

Benefits

- Extending and enhancing the existing well-established hedgerows will provide a continuous stretch of species rich hedgerow along the full south western boundary of the site and further support and improve the benefits listed in stage 2.
- Creating a more informal urban edge by allowing areas of landscape amenity space to encroach upon the urban development will positively relate to and aid the urban settlement to integrate with the surrounding open countryside.

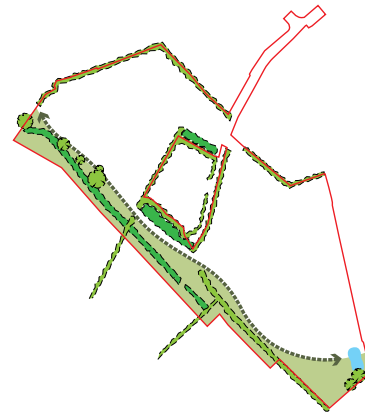


4. Sustainable drainage

- Integrating a design approach with the topography of the site, with the inclusion of SUD's and public open spaces

Benefits

- By manipulating the topographical characteristics of the site, the design response ensures that drainage is managed within the site, with minimal impact upon the surrounding drainage networks.
- Opportunity to develop enriched habitats around the existing pond and SUDs through encouraging native plant species to develop which will help establish and enrich local wildlife habitats, adding a distinctive environmental diversity and variety to the site.



5. Completing an urban edge

- Aligning the developable area to create a development edge which compliments the urban edge of Davenham

Benefits

- This allows for the completion of the urban edge of Davenham, helping to neaten and soften the settlement pattern and create a responsive and positive interface with the surrounding countryside.
- Allows the developable area to offer attractive south-westerly long distance views across the open countryside, creating an attractive and positive residential address along the urban edge.

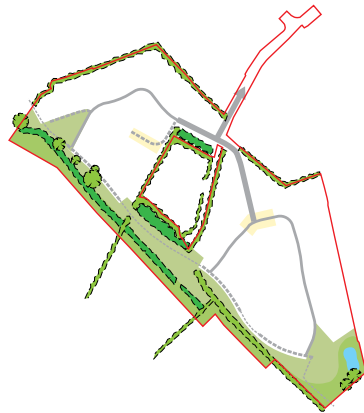


6. Site access and movement

- Providing a legible route network that responds positively to the proposed development

Benefits

- Provides a permeable layout, with fewer cul-de-sacs and more continuous 'open-loop' streets, which facilitates high quality walking and cycling links to the surrounding facilities and amenities within Davenham.
- Promotes sustainable modes of transport and movement both within the site as well as connecting to the surrounding area, placing an emphasis on walking and cycling over vehicle movement.



7. Breaking up the urban form

- Breaking up the urban form through the introduction of key areas of open space at nodal points and junctions both within and on the edge of the development

Benefits

- Having soft well-defined nodal points at the end of the main streets and a hard nodal point on arrival helps create a sequence of movement around the site, which ensures the development is legible and easy to navigate through.
- Introducing a native landscape feature along the 'country lane' route of the south western edge reinforces the internal route hierarchy within the developable area.



8. Developable blocks

- Rationalising the areas of the site not used in the previous master plan steps to develop robust, adaptable and meaningful development plots.

Benefits

- Ensures that development parcels are suitably placed to provide appropriate levels of natural supervision creating a high quality, safer and attractive residential environment.
- Demonstrates that a viable and deliverable high quality development can be accommodated on the site within the identified constraints which meet the aspirations of both the developer and local authority.

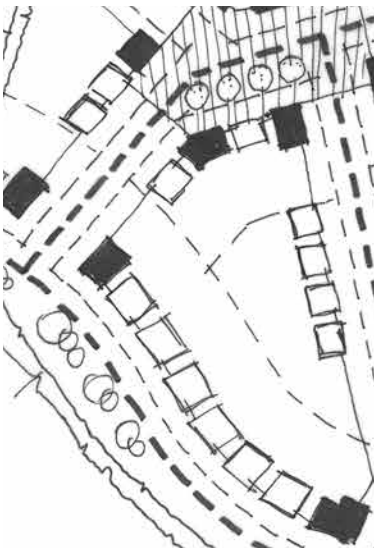
Process

Initial design response

4.4 Following the design process as described, initial development sketches were produced to add a greater level of detail to how a masterplan for the site could work. These early stages sketches allowed for a greater understanding of how the varying components of the masterplan could fit together and create a site specific and logical masterplan for the site.

4.5 These sketches and initial plans formed the basis of initial design discussions with case officers at Cheshire West and Chester District Council. From these discussion, key design principles were agreed with the council which have subsequently been taken forward as part of the indicative site layout which accompanies this planning submission.

Right & below: Initial sketch masterplan undertaken as part of initial pre-application discussions with the local planning authority.



Stakeholder engagement

4.6 Richborough Estates, in association with Turley, has undertaken a positive and pro-active approach towards public consultation and engagement in the village of Davenham.

Engagement of statutory and other organisations

4.7 Site specific pre-application discussions were held with Officers at Cheshire West and Chester Council on 27 February 2014.

4.8 The meeting was attended by representatives of the council's planning and landscape teams, planning, urban design and landscape representative from Turley, as well as representatives from Richborough Estates.

4.9 A draft masterplan demonstrating initial design concepts for the site were tabled for discussion purposes. This led to a number of discussions based around the following broad themes:

- Landscape and the sites relationship with areas of adjacent countryside
- Urban design with regard to the residential amenity of new and existing residents
- Access on to the site with regard to both vehicular and pedestrian access.

4.10 Broad principles covering the above topics were discussed and subsequently agreed with the local authority. It was also agreed that suitable consideration will be given to these topics when refining the masterplan and determining site parameters.

4.11 Whilst this application is being submitted in outline form with all matters other than access being reserved, both the parameters plan and illustrative masterplan included within this application have been amended to reflect the findings of our meeting with Cheshire West and Chester Council.

Public exhibition

4.12 A public exhibition was held on Saturday 12 April at the Royal British Legion Social Club in Davenham, between the hours of 12 noon and 17:00. The exhibition venue is located approximately 0.4 km to the north of the application site.

4.13 The purpose of the exhibition was to present and discuss the emerging proposals with the local community and gain feedback on the development proposals.

4.14 A copy of the exhibition material is provided on the following page.

4.15 A total of 75 leaflets inviting residents to the exhibition were distributed to properties within the immediate vicinity of the site, a week and a half prior to the consultation event. The leaflet provided some initial information about the proposals, the details of the exhibition venue and contact details to enable people to get in touch before or after the exhibition. A copy of the leaflet is included within the Statement of Community Involvement which accompanies this planning application.

4.16 In addition to the above, an advert promoting the public exhibition was published in a local newspaper, and a micro-website was also set up to allow people unable to attend the exhibition to be able to access information on the proposed development. The website can be found at www.fountainlane.co.uk.

4.17 Representatives from Richborough Estates attended the exhibition together with the project team's planning, urban design, transport and flood risk consultants.

4.18 A comment feedback form was available to enable people to record their views of the development proposals. A copy of the feedback form along with details of the key findings of the consultation event can be found in the Statement of Community Involvement which accompanies this planning application.

4.19 The most frequent topics raised as part of the public consultation event are as follows:

- Traffic/highways – Concerns were raised about the perceived increase in levels of traffic generated by the scheme, particularly London Road, Mount Pleasant Road and Fountain Lane.
- Local services/facilities – Concerns were raised that the existing school and doctor's surgery would be unable to cope with the perceived increase in pupil/patient numbers.
- Access – Concern was raised that the proposed access was insufficient and an additional/alternative access should be proposed.
- Scale - Concern was raised with regard to the proposed scale of proposed dwellings, especially in proximity to existing single storey dwellings along Fountain Lane.

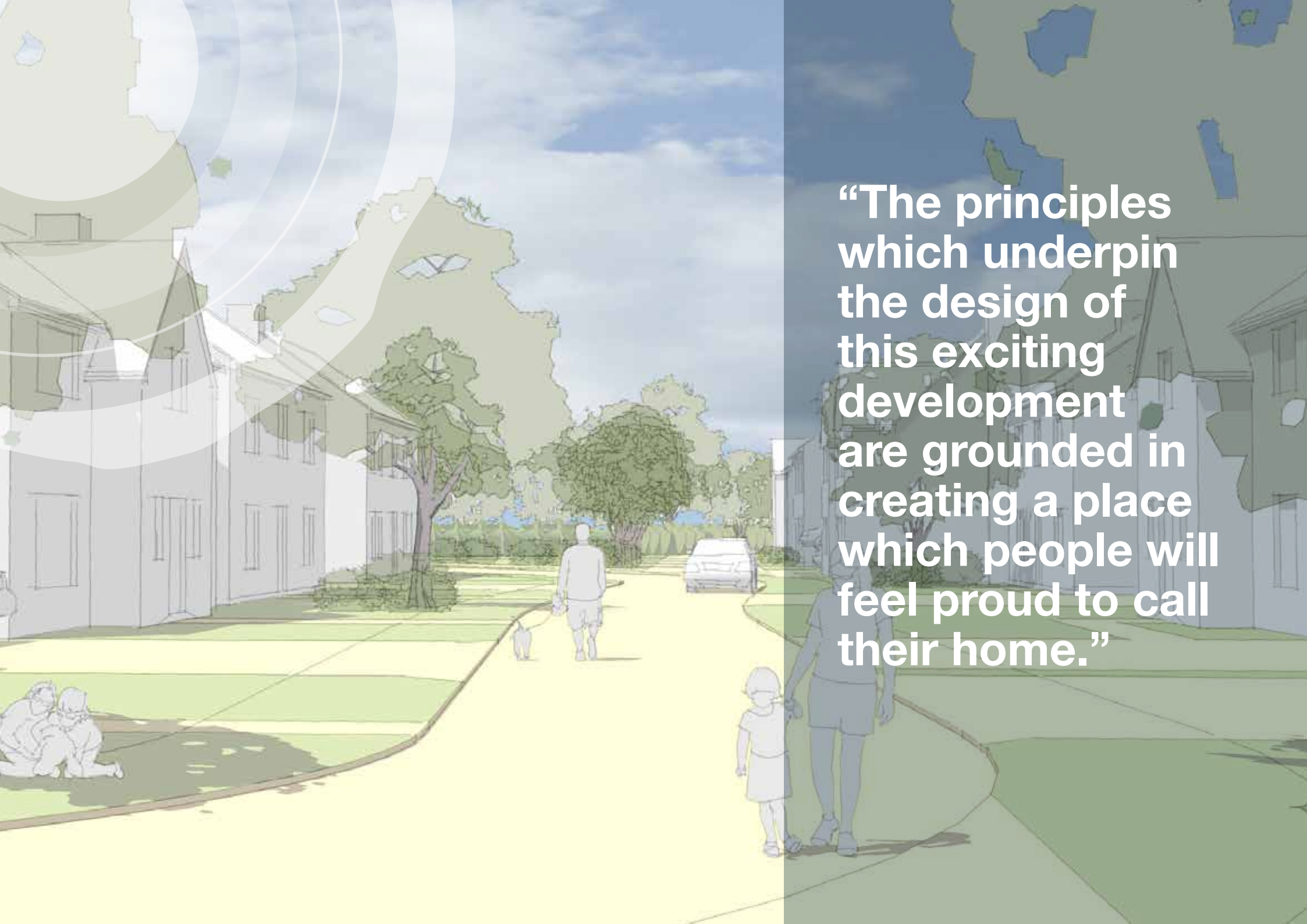
4.20 All comments received as part of the public consultation have been reviewed by the project team and considered in the refinement and progression of the proposed development.

Right: A sample of the exhibition boards presented as part of the public consultation exercise.





“The Fountain Lane site offers and great opportunity to provide a high quality, locally responsive, sustainable development.”



“The principles which underpin the design of this exciting development are grounded in creating a place which people will feel proud to call their home.”



The proposal

05

5.1 This application seeks outline planning consent for the development of land at Fountain Lane, Davenham for the purposes of a new residential community of up to 70 dwellings and associated access and landscape works. This application is submitted in outline form with approval sought for use and access arrangements only.

5.2 All other matters including layout, scale, appearance and landscape are reserved for subsequent approval. The indicative layout, scale parameters and other drawings included within this Design and Access Statement are purely illustrative in nature but have been informed by relevant planning policy, detailed analysis of the site and context and stakeholder consultation.

5.3 In accordance with the DCLG's publication 'Guidance on Information Requirements and Validation' (March 2010) and its amendment published in June 2013, 'The Town and Country Planning (Development Management Procedure)(England)(Amendment) Order 2013 (SI/2013/1238):' and CABE's 'Design and Access Statements: How to read, write and use them', this section will discuss in detail the following components of the proposed development:

- Use and amount
- Indicative layout
- Scale parameters
- Access

5.4 In addition to the above, chapter 6 of this Design and Access Statement will also discuss options with regard to the later design details of the proposed development through early stage design coding which will influence the character and appearance of the proposed scheme. Whilst these elements are purely indicative at this outline stage, they offer early indications on how the detail of the proposal could be developed through the later stages of the planning and design process.

Use and amount

5.5 The indicative masterplan proposed as part of this application allows for the development of up to 70 new dwellings. The masterplan also includes the construction of a new vehicle access point of Fountain Lane and the development of a significant level of Public Open Space to include habitat planting and an attenuation ponds. The development also retains and enhances the provision of a number of pedestrian pathways and cycle ways through the site providing connectivity between the proposed development and surrounding streets and facilities.

5.6 The breakdown of the indicative housing mix being proposed is listed below. Of these dwellings, this application envisages the tenure of the scheme to consist of approximately 30% affordable housing and 70% market-led housing in line with locally adopted and emerging planning policies. Further detail with regard to the proposed housing/tenure mix can be found in other documentation accompanying this planning application.

1 Bed properties = 0 (0%)
2 Bed properties* = 14 (20.0%)
3 Bed properties* = 16 (23.0%)
4 Bed properties = 35 (50.0%)
5 Bed properties = 5 (7.0%)

Total properties = 70

* Including bungalow properties

5.7 Analysis of the site's wider context has demonstrated that the area benefits from a suitable provision of local services and amenities including children's play areas, schools, shops and community uses. These are all accessible being located within a short walking distance of the site.

5.8 Of the 4.95 Ha which makes up the site, approximately 3.10 Ha are envisaged for residential uses. With a maximum quantum of development set at 70 dwellings, the likely net density of housing across the site is likely to vary from between 22 to 24 dwellings per hectare. The density of dwellings is likely to vary across the site to reflect its unique attributes, respond to it's semi urban/rural setting and to lessen its impact on surrounding area. This approach also allows for greater flexibility in the later stages of the planning process to allow the scheme to evolve to meet changing housing needs and requirements.

5.9 The remaining 1.85 Ha are to be used to provide new areas of public open space, on-site sustainable drainage systems including swales and attenuation ponds, and new highway works along Fountain Lane.

5.10 The quantum of development proposed is a response to the site analysis and its capacity to deliver new development. A development of this scale is therefore acceptable on a site of this size and does not represent an over intensive form of development.





Indicative masterplan

Key

1. Proposed vehicular access
2. Existing pedestrian access
3. Primary street
4. Secondary shared street
5. Shared lane/driveway
6. Public Right of Way
7. Realigned access to Fountain Lane Farm
8. Existing trees (Retained)
9. Existing hedgerow (Enhanced)
10. New hedgerow (Proposed)
11. Native planting buffer and wildlife habitat
12. Existing pond
13. Attenuation pond
14. Public Open Space
15. Community Square

Indicative layout

5.11 The layout of the proposed development has been highly influenced by the site's immediate and local context and takes into consideration the unique constraints of the site. This process has been set out in chapter 4 of this Design and Access Statement.

5.12 The general layout of the indicative masterplan can be categorised into two broad areas: firstly the residential element of the development located in the middle, northern and eastern portion of the site; and secondly areas of formal and informal public open space and landscaped areas along the southern and western edges of the site. This layout ensures the most efficient use of the site area without compromising the residential amenity of new or existing residents and the visual amenity of the wider area when viewed from the surrounding countryside.

5.13 The location of the residential element of the scheme has been chosen to respond to the existing urban edge of Davenham, which is currently defined by rear garden boundaries. Locating new development adjacent to these boundaries allows the opportunity to secure the gardens of existing properties helping to reduce opportunities for crime. Development will also be able to act as a zone of transition between the existing higher density urban areas to the north and east, and areas of open countryside to the south and west. This will help complete the urban footprint of Davenham, provide a more convincing edge to the village and creating a positive relationship between the village and adjacent countryside. This allows the development to opportunity to respond to adjacent fields and mitigate against the visual impact the development will have when viewed from surrounding areas of countryside.

5.14 The layout of the residential element of the development has been based around a perimeter block structure. Residential blocks and frontages respond to adjacent street hierarchies to provide a permeable and legible form of development. All block dimensions have been designed to allow for flexibility with regard to housing types and parking arrangements whilst adhering to local spacing and amenity standards of 22m between habitable frontages of proposed and existing properties.

5.15 Areas of formal and informal public open space are provided in the remaining areas to the south and west. This area of the site will therefore remain free from development. This will allow for considerable levels of habitat and buffer planting to help support local wildlife and reduce the visual impact of the proposed development. The south western edge of the site also represents the lowest part of the site and will therefore be used for the purposes of a number of small attenuation ponds which will be fed through swales and other forms of drainage located around the application site.

5.16 Areas adjacent to swales, attenuation ponds and an existing pond located in the south east corner of the site will be used for the purposes of habitat planting consisting of wild grasses and native species to support local habitats and wildlife including a colony of Great Crested Newts. Remaining areas of open space will be used for the purposes of a community open space and managed grasslands for use by local residents.

5.17 Established hedgerows which run along the edges of the site will be retained and enhanced where possible. Additional hedgerows will also be planted. This will help improve the containment of the site, screen views and lessen its visual impact from the south west, and provide green ecological corridors connecting the proposed areas of open space with the adjacent countryside.

Scale parameters

5.18 The areas immediately to the north of the site are defined by formally planned streets and comprise of a mix of terraced, semi-detached and detached properties of a style which are often associated with inter-war, post-war and modern housing developments of this nature. Beyond the immediate surroundings of the site, the historic core of the village is defined by more varied historic forms of development with buildings increasing up to 2.5 and 3 storeys. To ensure development respects the character and integrates into the wider urban form of Davenham, it is envisaged the scale of proposed dwellings will have similar attributes to those which define the surrounding area.

5.19 Footprints and housetypes of individual building plots will not be fixed as part of this application. Notwithstanding this, the development plots associated with this application and the subsequent illustrative masterplan has been tested against a range of varying house types and sizes and is robust in this regard.

5.20 The scale of building proposed will also reflect its setting on the urban edge of Davenham. It is envisaged that the buildings across the site will generally be 2 storeys in height in line with the local vernacular of the village. However, in areas fronting the southern and western portions of the site deemed most sensitive with regards of views for surrounding countryside, as well as along the sites northern and eastern edges where development sits in close proximity to existing dwellings, building scales will vary to reduce visual impact and protect visual amenity. In order to ensure the visual impact of the southern and western frontage is reduced, a proportion of buildings along this edge should be limited to single storey bungalows, with remaining properties being permitted to increase in height to 1.5 and 2 storeys. This will help articulate this frontage creating a varied roofscape and reducing its visual urban form. Similarly, in areas of the site close to existing residential properties, buildings will be set back and/or reduced in height to protect the amenity of existing residents. Any building which fronts directly onto Fountain Lane will also mirror the height of existing properties along the street to reduce visual impacts. This approach conforms and exceeds local authority spacing standards set up to protect the amenity of existing residents with regard to new developments.

5.21 Maximum building heights across the site will be 2 storeys with the design and massing of buildings reflecting key locations across the development such as entrance points and view terminators. The smallest buildings within the development will take the form of single storey bungalows. Single storey garage buildings will also be used across the site to further break up the visual appearance of the development. The scale and massing of buildings will also vary through the use of building/design details such a gables and chimney stacks to reflect character of the surrounding area.

5.22 An illustrative parameters plan is provided overleaf to demonstrate how the built form of the development will vary across the site to respond to the sites unique attributes.

Right: Visualisations showing how building heights and scale will vary across the application site.



Access

5.23 Access into the site is proposed at a number of locations along the site's boundaries and has been developed to respond to local established movement patterns and desire lines.

5.24 The primary entrance into the site will be off Fountain Lane along the site's north eastern boundary. This will include both vehicle and pedestrian access into the development and will require the construction of a new road junction off the existing highway. In addition to a new road junction, this application also proposes a series of works to enhance Fountain Lane to ensure all impacts of the proposed development are mitigated, these works include:

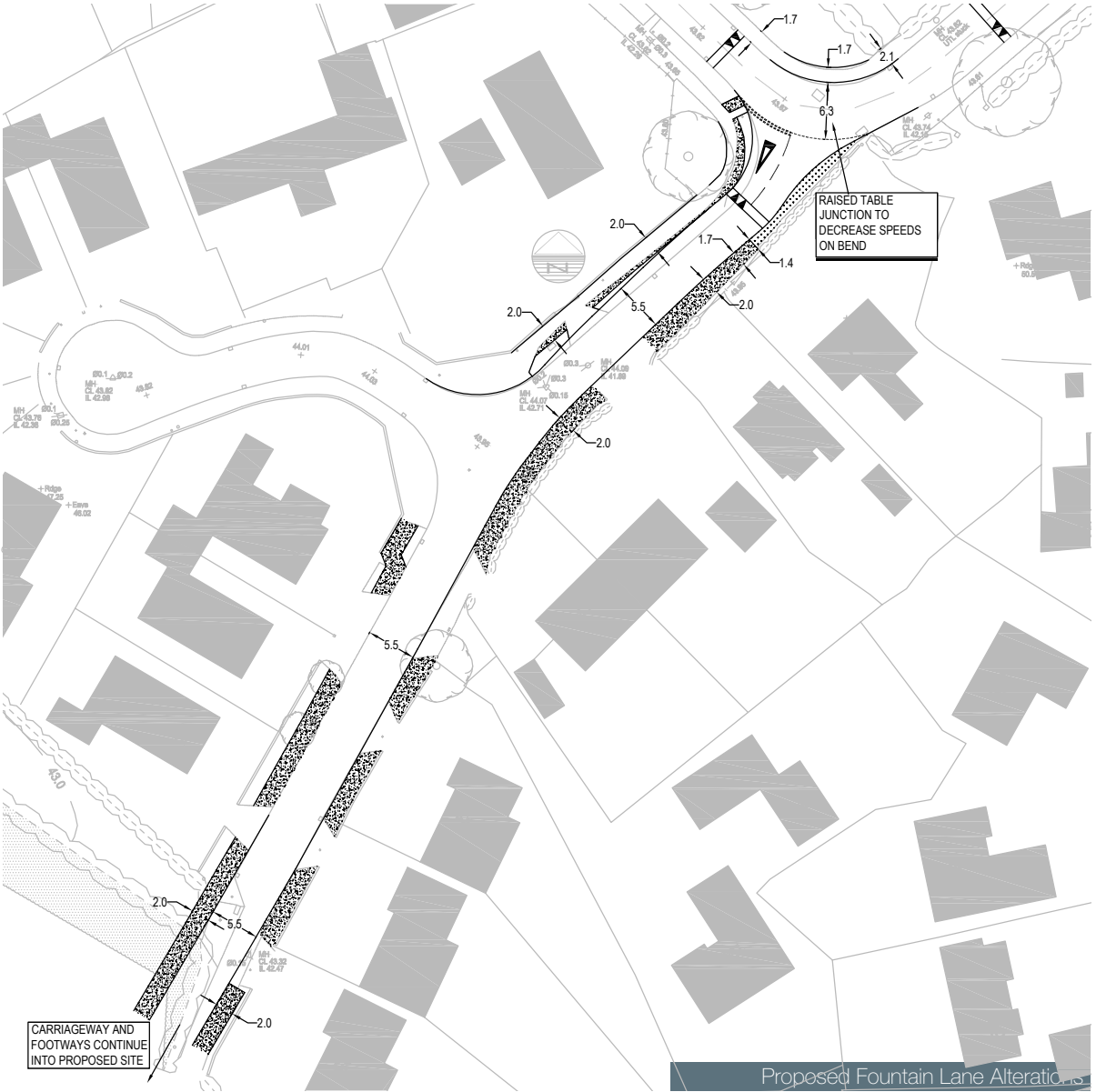
- The construction of dedicated pedestrian footways running the length either side of Fountain Lane
- The construction of a traffic calming raised table at the junction of Fountain Lane and Mount Pleasant Road
- The resurfacing of Fountain Lane

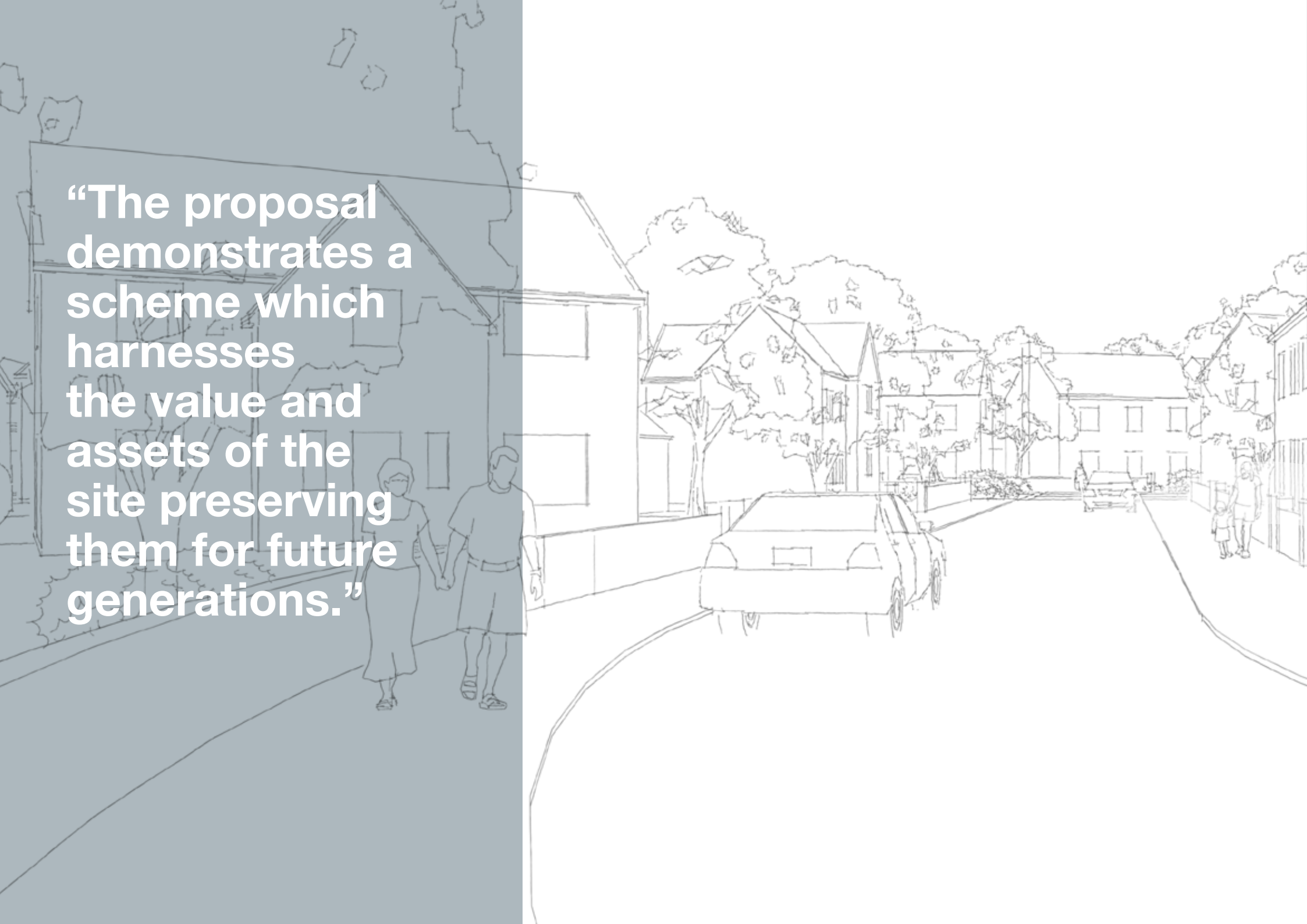
5.25 It is anticipated these works will be delivered through a S278 agreement between Richborough Estates and the local highways authority.

5.26 The design of both the proposed access into the application site and highway improvements have been developed in accordance with local highway standards. Further detail with regard to this element of the proposal can be found on the adjacent access plan and Transport Assessment which accompany this planning application

5.27 A network of footpaths and cycleways is also proposed across as part of the development. These are closely aligned to the routes of existing footpaths and rights of way which currently cross the site helping to preserve these routes for future generations. These will be linked in to the surrounding route network and ensure the proposed development is permeable to both pedestrians and cyclists as well as motorists.

5.28 Internally, the development will consist of a legible hierarchy of streets and routes. The hierarchy will reflect the key character areas across the site and will be designed to ensure a pleasant and harmonious relationship between both vehicular and pedestrian movements.





“The proposal demonstrates a scheme which harnesses the value and assets of the site preserving them for future generations.”



Detailing the place

6.1 This application is submitted in outline with approval sought for the proposed use and access arrangements only. All other matters including layout, scale, appearance and landscape are reserved for subsequent approval.

6.2 The contextual analysis, design principles and illustrative layout within this statement, however, offer an insight into how the site could be developed in the future. It is therefore possible to suggest ways in which the character and appearance of the development may be progressed during the later stages of the planning and design process, to ensure that a locally responsive and site specific development can be realised in the future.

6.3 Further, indicative detail is provided in this chapter on:

- Character areas
- Built form
- Streets and spaces

Character areas

6.4 Three character areas for the site have been developed through a robust context appraisal. Each character area responds to its unique physical setting, and reflects key attributes of the surrounding area, creating distinct and memorable places within the development. The character areas are:

- Main street
- Village lanes
- Country lanes

6.5 Plans showing the spatial distribution of the character areas across the site can be seen on the following pages.

Character area 1 – Main Street

6.6 This character area is located at the heart of the site framing the sites primary vehicular entrance off Fountain Lane. Inspired by the formal high density Victorian streets within the village, this areas provides and urban village core to the proposal adjacent to the urban edge of the village and away sensitive areas fronting on to surrounding areas of countryside. Characterised by formal streets and a central “Community Square” located to the south, the Main Street Character Area provides a formal gateway into the development.

6.7 Building lines in the area are formal, with strong building lines defining the street. Parking is to be located behind the building lines in either side of property driveways or rear of property parking areas or private parking courts. Housing types in the area are varied with a mix of detached, semi-detached and terraced properties largely consistent in height at 2 storeys. Densities across the site are at their highest in this character area with a density of up to 24 dwellings per hectare (dph) with densities focused towards defining the areas streets and squares. With largely consistent roof heights, building lines and frontages, these area reflects the character of the formal Victorian and Georgian streets in the village, a vernacular which helps to define the character of the wider village.

6.8 In order to accommodate wider carriageways and footways and to define the street, front gardens have been reduced to smaller formal courtyards providing residence with a meaningful area of defensible space. These are defined by formal brick built walls or railings providing a formal boundary between public and private spaces. The streets themselves are defined by formal carriageways with 2m wider footways on either site. Streets will not include formal tree planting within the carriageway with planting instead being accommodated within the front courtyards of the proposed dwellings. The formal squares will vary however with vehicle carriageways and footways being accommodated within a shared surface area incorporating areas of formal plantings within the carriageway.

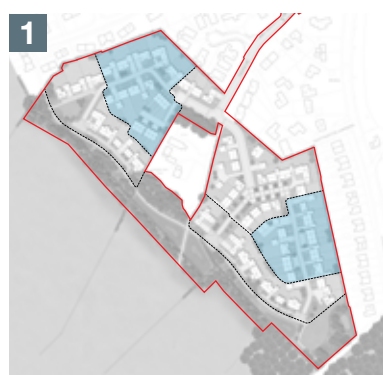
1. Location of the Main Street Character Area within the wider indicative masterplan.
2. Sample layout of the Main Street Character Area.
3. Indicative visualisation of the Main Street Character Area.





3

1. Location of the Village Lanes Character Area within the wider indicative masterplan.
2. Sample layout of the Village Lanes Character Area.
3. Indicative visualisation of the Village Lanes Character Area.



Character area 2 – Village Lanes

6.9 This character area is located in 2 separate locations; one in the southern section and one in the northern section of the site and located immediately either side to the Main Street Character Area. Inspired by many of the smaller and informal village streets locate both within the heart and periphery of the village, the Village Lanes Character Areas act as a continuation of the Main Street Character Area helping to act as a zone of transition between the formal urban village character of the Main Street Character Area and the lower density more organic appearance of the Green Edge Character Area.

6.10 Building lines in the area are less formal and rigid to reflect the change in character with buildings being set back/forward from each other. Parking is to be located either behind the building lines in side of property driveways or in a limited number of front of property driveways for smaller properties without garages. The number of front of property driveways are to be reduced however to ensure the presence of parked cars do not detract from the semi-rural nature of the character area. Housing types in the area are varied with a mix of detached, semi-detached and terraced properties largely consistent in height at 2 storeys with the addition of single storey garages adding for greater variation in building heights. Densities within this character area are reduced with densities varying around 24 dwellings per hectare (dph). With looser street enclosure, changing building lines and a variation in building heights, the area exhibits a more flowing and organic character village lanes in the area.

6.11 Carriageways are narrower and segregated footpaths either side are removed providing shared surface streets to be used by both pedestrians and vehicle users. This allows for an increase in garden sizes offering residence greater amenity space whilst also giving the street a more green character. Gardens are defined by more informal boundary treatments including hedge and tree planting but still helping to provide a boundary between public and private space. Tree planting will also be included along streets to help screen views of any parked cars along the street and to help provide a degree of enclosure in a more natural form.

Character area 3 – Country Edge

6.12 This character area is located in 2 separate locations; one in the southern section and one in the northern section of the site and located immediately adjacent to the sites boundary with the areas of open countryside to the south and west. Inspired by many of the small rural streets and lanes which define the surrounding countryside, and designed in response to the prominence of this part of the site when viewed from surrounding areas of countryside, the Country Edge Character Areas is to act as a soft and organic, sensitive rural frontage to the proposed development.

6.13 Building lines in the area are organic and flowing with buildings being set back/forward from each other. Parking is to be located behind the building lines in either side of property driveways or rear of property parking areas or private parking courts. Housing types in the area will comprise of detached properties and building heights ranging from single storey bungalow and garage buildings up to 1.5 storey cottages with a limited number of 2 storey properties. Densities within the character area will be at their lowest at around 22 dwellings per hectare (dph). Through the use of only detached properties as well as significantly reduced building heights and densities, building lines will appear looser and the visual impact proposed properties will have on the rural green character of their surroundings have been reduced significantly.

6.14 Buildings are to be located on only one side of the carriageway to ensure the development faces out over the adjacent countryside. Where possible, formal shared carriageways will be removed and replaced with shared surface driveways to further reduce the visual impact of hard standing on the surrounding area. Front gardens will be generous and include a significant level of tree and shrub planting. On the southern and western side of carriageways/driveway free from development, additional borders of native habitat planting will also be introduces as well as a segregated Public Right of Way (PRoW). In separating the PRoW from shared surface driveways, it has allowed to the route to retain a rural character whilst still allowing it the benefit of natural surveillance offered by the proposed properties.

6.15 The significant level of tree, shrub and native wildlife planting, reduced levels of carriageways and the lessened dominance of surrounding buildings, the Country Edge Character Area will offer a truly rural character key to providing a positive and sensitive interface between the proposed development and surrounding areas of open rolling countryside.

- 1. Location of the Country Edge Character Area within the wider indicative masterplan.
- 2. Sample layout of the Country Edge Character Area.
- 3. Indicative visualisation of the Country Edge Character Area.



Buildings

6.16 To ensure development is specific and locally responsive to Davenham and the wider area, it is key to ensure the appearance and forms of the proposed buildings respond to the vernacular and architectural styles of this historic village.

6.17 The scale, form and materiality of the proposed dwelling therefore need to reflect the design language of the surrounding urban context, whilst being able to accommodate the modern requirements and expectation of new build sustainable properties in a realistic and viable fashion.

Scale

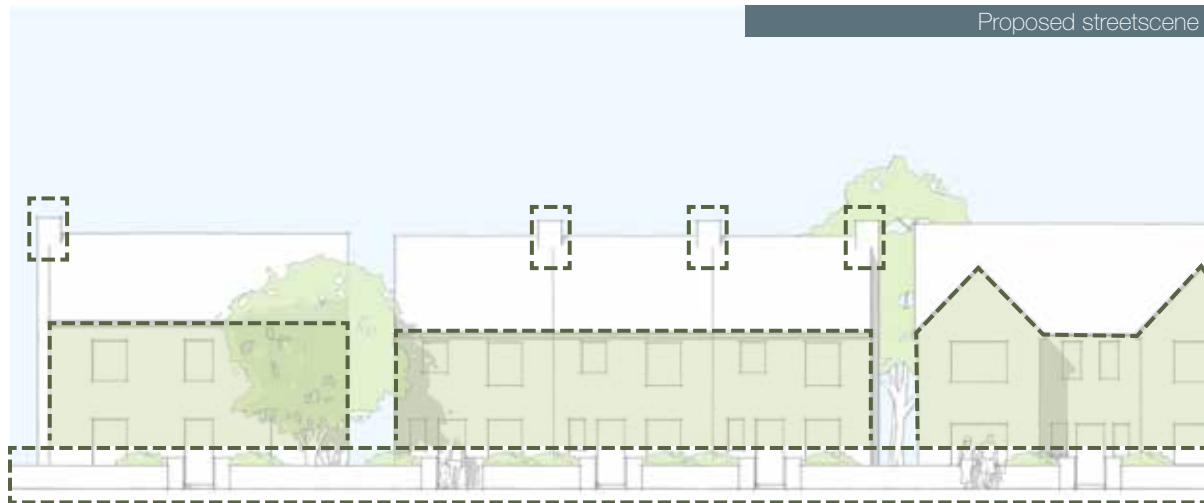
6.18 The village centre of Davenham is defined by relatively dense forms of development of buildings ranging in height between 2 and 3 storeys helping to define and enclose formal squares and meeting places. Building heights become more varied and generally decrease with distance away from the village core ranging in height from 2 storey dwelling to 1.5 storey cottages and single storey bungalows.

6.19 The scale of the proposed development will mirror this form with taller buildings located at the heart of the development and decreasing in height towards the sites rural edges. Around formal internal squares and spaces, building heights will rise up to 2 storeys to contain and enclose the public areas. In the Green Edge Character Area to the south and west of the application site, building heights will decrease to include single storey bungalows to reflect it their settings on the edge of the urban area. Single storey garage blocks will also be used across the development to help break up the scale of building frontages defining internal streets.

6.20 The fluctuation in building heights will create a varied and more organic skyline helping break up the development and reduce its visual dominance when viewed from surrounding areas of open countryside. This will also help integrate the development into the historic townscape beyond, representing a development which is sensitive to its setting.

Right: Example of buildings around Davenham showing the variation in building scales which is evident across the village.





Form

6.21 As a small rural village which has evolved during its life, Davenham has a townscape which varies significantly in terms of built form and appearance. The historic origins of the village are defined by its historic core, dominated by the local church spire, but characterised by densely packed developments with simple but robust design features. Building styles and characters then become more varied with distance out of the village core, firstly with inter-war semi-detached properties bounding primarily routes out of the village, with larger post-war residential estates located beyond in formally planned estates.

6.22 In taking inspiration for the historic origins of the village, the proposed development will need to be designed to be sympathetic to the village's historic and local vernacular. Whilst internal layouts of properties will need to conform to modern design and sustainability standards, the external appearance of properties should be amended to reflect the unique character of the village.

6.23 Individual buildings throughout the development should:

- Have facades of a suitable proportion in relation to traditional buildings in the village core, especially with regard to fenestration
- Include roof features such as chimney stacks/pots, dormer windows and protruding gables
- Include simple building features such as simple window sills and headers
- Include window and door fitting which are of a design sympathetic to traditional door/window features, including occasional bay windows to ground floors
- Conceal, where possible, modern façade features such as guttering and aërials.

6.24 In addition to the above, streetscapes should include buildings of varying styles, appearance and scale to ensure frontages are not regular, contain visual interest, and reflect the varied forms of development which are evident across the village.

Appearance

6.25 In addition to scale and form, the appearance of proposed dwellings should reflect the local vernacular event across Davenham, especially with regard to materials.

6.26 The historic core of the village is defined primarily of buildings constructed out of local bricks and shone, some rendered, and dark slate roofs, door frames are constructed out of wood and boundary treatments being defined by small brick walls and formally planted hedgerows. Outside the village core, this vernacular is diluted with the increasing number of modern post-war developments.

6.27 The facades of proposed buildings should pay respect to the design principles which define the historic character of the village in order to ensure a development which is specific to Davenham. Traditional building materials or modern alternatives should therefore be used.



Right: Images show the local vernacular which is exhibited in buildings throughout the village.

Left: A demonstration of how the proposed building typologies can be amended to reflect building styles exhibited in the village.

Streets and spaces

6.28 Creating a permeable and legible development has been a key driver behind the layout and form of the proposed development. Key to this is providing an efficient and legible hierarchy of routes allowing for freedom of movement both within the development and connecting to surrounding destinations

6.29 The proposed hierarchy of routes across this development consists primarily of four streets of varying design and proportions. These are as follows:

- Main street
- Village lanes
- Country lanes

6.30 In addition to the above street typologies, the proposed development also envisages the inclusion of a “Community Square” a formal heart to the development acting as a key node and focal point.

6.31 These streets and spaces are supplemented by a number of hard and soft public spaces and a network of pedestrian routes. These combine to create a sequence of legible spaces throughout the development.

Street hierarchy

6.32 The primary route within the route hierarchy is Main Street. This acts as the primary gateway route into the development linking into Fountain Lane and providing access into both the northern and southern elements of the development. This primary route is the widest and most formal within the development and will accommodate all traffic passing into/out of the site. This route is a wide formal street defined by pedestrian footways on both sides of the street, formal boundary treatments and avenue tree planting. Parking is accommodated through private driveways located to the site of properties and directly accessed off the street.



Right and below: Example of the various street typologies evident through Davenahm with narrow country lanes, informal squares and formal streets all evident in the historic street patterns through the village.



6.33 The next street typology within the route hierarchy is Village Lanes. These branch off the Main Street to provide further circulation and act as less formalised spines through the development. Whilst still acting as feeder routes, these lanes are defined by reduced carriageway widths and the removal of dedicated footways either side of the street to create a shared surface route for both pedestrians and vehicle drivers. Boundary treatments are less formal and planting more organic, especially with increased proximity to the rural edge of the development. Parking along this street is provided through a mix of private driveways serving individual properties directly off the street and dedicated on street parking bays for both residents and visitors.

6.34 The tertiary streets within the hierarchy are the Country Lanes. These are the smallest streets within the development and are located throughout the sensitive Country Edge Character Area. Similar in nature to the Village Lane Typology, carriageways have been reduced further and replaced with shared driveways where possible. They also include increased levels of planting and only have development running down one side of the street. Parking is accommodated through private driveways located to the site of properties and directly accessed off the street. These streets have been designed to have the lowest visual impact on their surroundings as possible ensuring areas of hardstand are reduced and levels of planting maximised.

6.35 To supplement the above streets, the development also includes a network of hard and soft landscaped spaces, with the primary space being the Community Square located to the south of the site access off Fountain Lane. Designed with the formality of the Main Street typology with regard to tree planting and boundary treatments, the square also incorporates a shared surface to ensure the space is used equally as an enjoyable pedestrian environment and as well as a practical area for vehicles to park and travel through.

6.36 The development also includes a number of secondary shared surface spaces and courtyards located within the development blocks firstly to help improve the efficiencies of the proposed development but also to reduce parking pressures on the proposed streets and reducing the visual impact cars will have across the development.

6.37 All streets have been designed according to local design policies and to accommodate the needs of emergency and refuge vehicles.



Main street

- Carriageway width: 5.5m Vehicle Carriageway
- Pedestrian provision: 2x 2m wide dedicated pedestrian footway
- Parking: In-curtilage parking via private driveways
- Street planting: Formal tree planting either within carriageway or in proposed front gardens
- Boundary treatments: Formal built boundary treatments (walls) with amenity strip or small gardens to the front of properties
- Servicing: Refuse collections from in front of properties, services to be provided under pedestrian footway.

Right: Sample masterplan section showing street type within the context of the indicative masterplan.

Below: Illustrative scale cross section showing street proportions and scale.

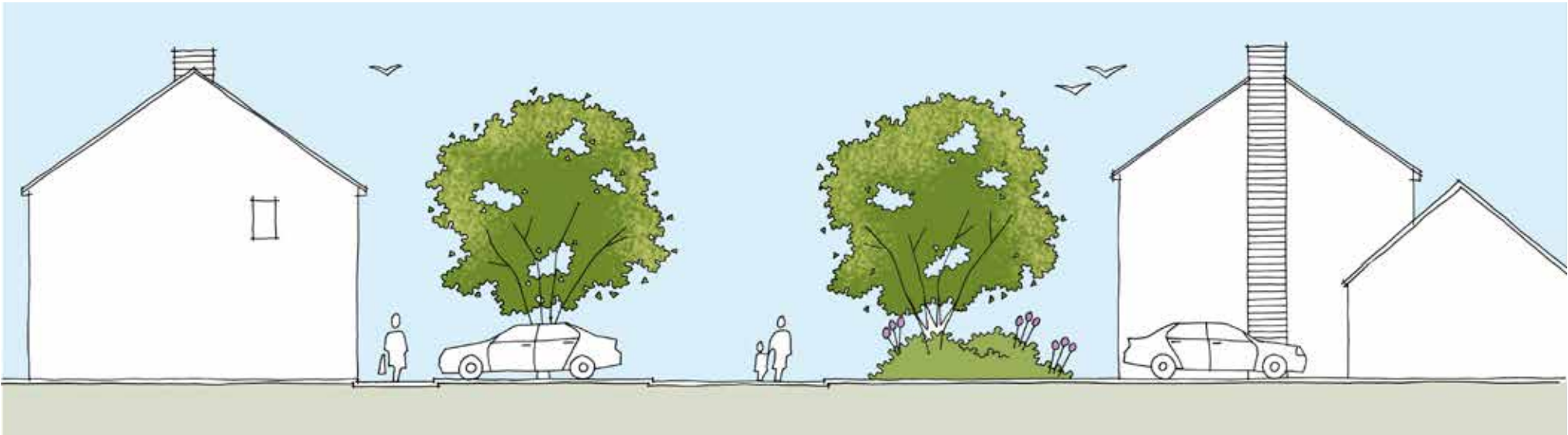


Village lane

- Carriageway width: 4.5m Shared Surface Carriageway
- Pedestrian provision: Shared Surface Carriageway
- Parking: In-curtilage parking via private driveways and on-street parking
- Street planting: Informal tree planting either within carriageway or in proposed front gardens
- Boundary treatments: Informal boundary treatments (planted) with larger front gardens to proposed properties
- Servicing: Refuse collections from in front of properties, services to be provided within 2x 2m wide service strips adjacent to carriageway.

Right: Sample masterplan section showing street type within the context of the indicative masterplan.

Below: Illustrative scale cross section showing street proportions and scale.



Country lane

- Carriageway width: 3.5m – 4.5m Shared Surface Carriageway
- Pedestrian provision: Shared Surface Carriageway with segregated Public Right of Way
- Parking: In-curtilage parking via private driveways
- Street planting: Informal tree planting within front garden of properties and buffer planting on non-development edge of street
- Boundary treatments: Informal boundary treatments (planted) with additional front garden planting
- Servicing: Refuse collections from in front of properties, services to be provided within 2x 2m wide service strips adjacent to carriageway

Right: Sample masterplan section showing street type within the context of the indicative masterplan.

Below: Illustrative scale cross section showing street proportions and scale.

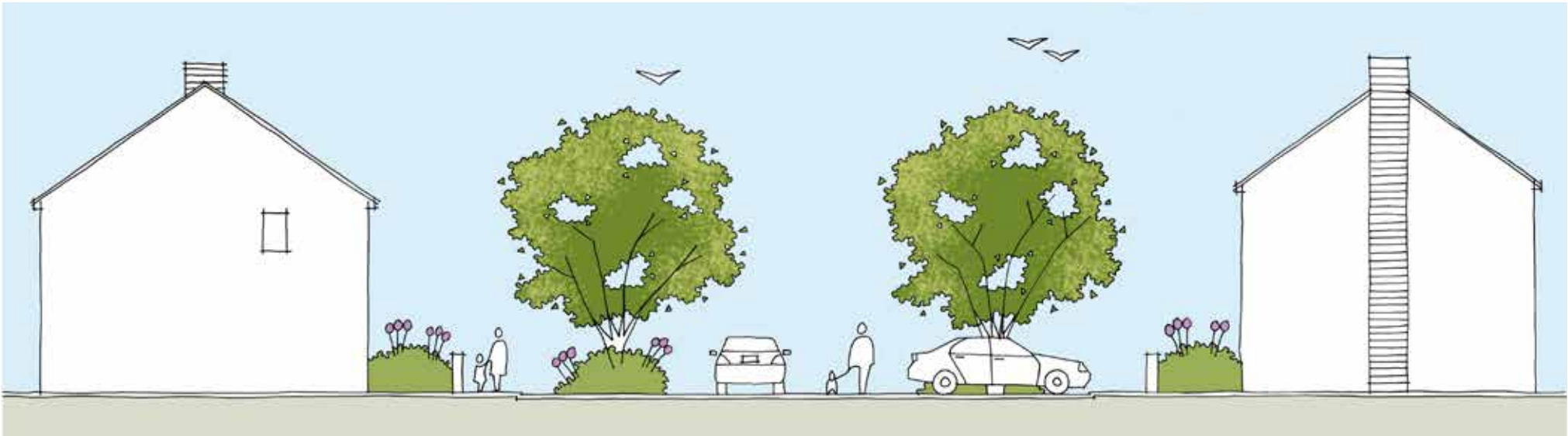


Community square

- Carriageway width: 15m Shared Surface Carriageway
- Pedestrian provision: Shared Surface Carriageway with segregated 1.5m pedestrian footway around the edge
- Parking: On street parking located within the shared surface square
- Street planting: Formal tree and shrub planting located within the carriageway along with additional planning in the front gardens of adjacent properties
- Boundary treatments: Formal built boundary treatments (walls) with amenity strip or small gardens to the front of properties
- Servicing: Refuse collections from in front of properties, services to be provided under pedestrian footway.

Right: Sample masterplan section showing street type within the context of the indicative masterplan.

Below: Illustrative scale cross section showing street proportions and scale.



Country Corridor

6.38 The Country Corridor is an informal linear open space running alongside the south western boundary, connecting properties along its length to The Greens at either end as well as Davenham's wider footpath network. The Country Corridor is designed to flow and organically evolve along its length – paths meander and planting is arranged in informal drifts creating enclosed and open spaces. The corridor is multi-functional, not only providing for human interests through running/walking routes but also accommodating the developments ecological, hydrological and visual responsibilities. Three attenuation basins collect and naturally treating surface water run-off whilst the native and specimen plant species create a habitat which encourages and supports biodiversity passing through or living within the site. The south western boundary is heavily tree lined to filter views from surrounding countryside into the development.



The Greens

6.39 The Greens continue the flowing and organic characteristics of the Country Corridor through the informal layout of designed elements, landform, water and planting. The open areas of lawn are framed by naturalised tree groups, seasonally interesting shrub planting and long grass with wildflowers. The native and specimen plant species create a habitat which encourages and supports biodiversity passing through or living within the site. The light canopies of the trees will allow views into the open spaces from the surrounding properties, enhancing the natural surveillance of the space. The Greens form focal points for the adjacent high value properties and provide usable and meaningful outdoor space so residents may undertake relaxed activities, informal recreation and incidental play. The Greens have been carefully located to maximise their value; views along the street scene will terminate with attractive open spaces.



Indicative planting

6.40 The proposed lengths of hedgerow will complement the existing native, deciduous hedgerows found within the site boundary and defining the adjoining fields. The existing hedgerows are predominately a mix of 2-3 species which have been allowed to grow to around 1.5 meters in height and around 1 meter wide. The proposed species are all fully hardy, as well as native and deciduous, and are to be planted in double staggered rows. Suggested species, with their notable qualities, are:

- Common beech (*Fagus sylvatica*) - makes an impressive green-foliaged hedge
- Field maple (*Acer campestre*) - young leaves are flushed with reddish purple
- Common hawthorn (*Crataegus monogyna*) - spherical, glossy, dark red fruit; ideal for the wildlife garden
- Hazel nut (*Corylus avellana*) - edible nuts

6.41 Hedgerow trees are often similar species to those found within the hedgerow that have been allowed to mature into a full tree. Therefore the following species to be repeated and implemented as trees are:

- Common beech (*Fagus sylvatica*)
- Field maple (*Acer campestre*)

6.42 Additional native, fully hardy, deciduous trees, to complement the above species, would be required to form an attractive, seasonally interesting vegetation screen. These tree species would be average to fast growing, would require minimal pruning and naturally form a pyramid to rounded canopy. Suggested species, with their notable qualities, are:

- Small-leaved lime (*Tilia cordata*) - supports a variety of wildlife
- Wild cherry (*Prunus avium* 'Plena') - smothered in long-lasting, double white blossom in mid-spring with the new leaves, followed by small reddish fruit
- Silver birch (*Betula pendula*) - graceful pendant branches and attractive white bark
- Rowan (*Sorbus aucuparia*) - rich green leaves that turn deep red and yellow in autumn, sprays of tiny white flowers

6.43 Throughout the open spaces the planting scheme will informally arrange drifts of airy grasses, textured shrubs, fragrant bulbs and colourful wildflower planting. Both native and ornamental species will provide bloom throughout the growth season as well as autumnal and winter interest. The planting will protect and enhance biodiversity and promote habitat creation. Suggested shrub species, with their notable qualities, are:

- Dogwood (*Cornus* varieties) - brightly coloured stems in winter
- Lavender (*Lavandula angustifolia*) - deep violet summer flowers above slender, aromatic, silvery-grey leaves
- Viburnum (*Viburnum* varieties) - dense clusters of fragrant flowers with fruits
- Barberry (*Berberis* varieties) - dazzling foliage, puts on a magnificent display from spring to autumn
- Hydrangea (*Hydrangea* varieties) - dense clusters of long lasting flowers

1. Wild cherry (*Prunus avium* 'Plena')
2. Lavender (*Lavandula angustifolia*)
3. Small-leaved lime (*Tilia cordata*)





Summary and conclusions

07

7.1 This Design and Access Statement is a component part of an application which seeks outline planning consent for the development of land to the South West of Fountain Lane, Davenham for the purposes of a new residential community of up to 70 dwellings with associated access and landscape works.

7.2 The structure of this document has been developed to provide a simple sequential understanding of the design evolution process which has resulted in the indicative masterplan and other supporting information being submitted as part of this application.

7.3 Through the course of the document, the following has been demonstrated:

- Chapter 2. Planning policy context
An assessment of the site in the context of adopted and emerging planning policy in order to identify the key policy constraints and the requirements of the local planning authority. This assessment has shown that the proposed use is compliant with the aspirations and needs of the local authority.
- Chapter 3. Site context
An assessment of the site's historic, spatial and physical context to identify the unique attributes which may influence the site's future development highlighting any potential opportunities which could be harnessed. This assessment demonstrates that the site is largely free of technical constraints and benefits from its close proximity to a range of local services within a short walking distance of the site.
- Chapter 4. Key design principles
This section draws together the key issues from the previous chapter and highlights the spatial impact they have on the use, indicative layout, scale parameters and access arrangements for the proposed scheme. This section concludes with a series of diagrams which explain how the final design parameters of the proposed scheme have been informed.
- Chapter 5. The proposal
This chapter breaks down the component features of the proposed development including use, indicative layout, scale parameters and access arrangements to demonstrate the parameters in which the future development of the site will be contained within.
- Chapter 6. Detailing the place
This chapter identifies the potential opportunities with regard to how the character and appearance of the development will be able to respond to the unique characteristics of the site through early stage design coding.

7.4 It has been demonstrated that the proposed development is locally responsive, to suit the site's unique attributes with a vision to create a sustainable, high quality development which is specific to Davenham

7.5 It is concluded that within the context of policy compliance and design quality, the proposed development warrants the support of Cheshire West and Chester Council and outline planning consent should be granted.

We are a leading planning
and urban design consultancy
operating from offices in key
development sectors across
the United Kingdom

Belfast

Glasgow

Birmingham

Leeds

Bristol

London

Cardiff

Manchester

Edinburgh

Southampton

Turley