



Design and Access Statement

**Proposed residential development at Baldwins Gate Farm,
Baldwins Gate. Staffordshire.**
For Richborough Estates Ltd.

Prepared by nicol thomas. August 2013.

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1.0 Introduction

1.1 Introduction.

This Design and Access Statement has been prepared by Nicol Thomas on behalf of the applicant Richborough Estates Ltd. It should be read in conjunction with supporting drawings and documents which accompany the application for outline planning permission.

In accordance with the Town and Country Planning (Development Management & Procedure) (England) (Amendment) Order 2013, this document explains the proposed design principles and development concepts in respect of amount, layout, scale and access. It also seeks to

- Provide an assessment of the site and the wider context.
- Identify the constraints and opportunities which have shaped the design proposal.
- Summarise pre-application consultation sought with the Local Planning Authority, local community and an independent Design Review Panel.
- To explain the evolution of the design and key issues that have influenced it.
- Define key development principles which set design standards and parameters for a future Detailed or Reserved Matters application.

This document has consulted the following documents:

- BFL12. Building for Life. The Design Council 2012.
- Design and Access Statements and how to write, read and use them. CABE 2006.



1.2 Site description.

The application site falls within the administrative region of Staffordshire County Council within the Borough of Newcastle-under-Lyme. It is situated on the western edge of Baldwins Gate, adjacent to an established residential area off Gateway Avenue and Hillview Crescent (National Grid Reference: SJ 791 403). Local amenities, schools and public transport links are within a short walking distance of the site.

The site is greenfield and is 13.81 acres/ 5.59 hectares in area. It is almost rectilinear in shape comprising a single field of pasture land. The landform of the site is relatively level and its edges are bounded by managed hedgerows, trees and fence lines. Whilst the northern and western areas of the site have an open aspects towards Madeley Park Wood, the southern boundary is conversely contained by the existing urban edge of Baldwins Gate which is the designated Village Envelope. The site therefore is situated outside the Village Envelope - further details can be found Section 1.4.

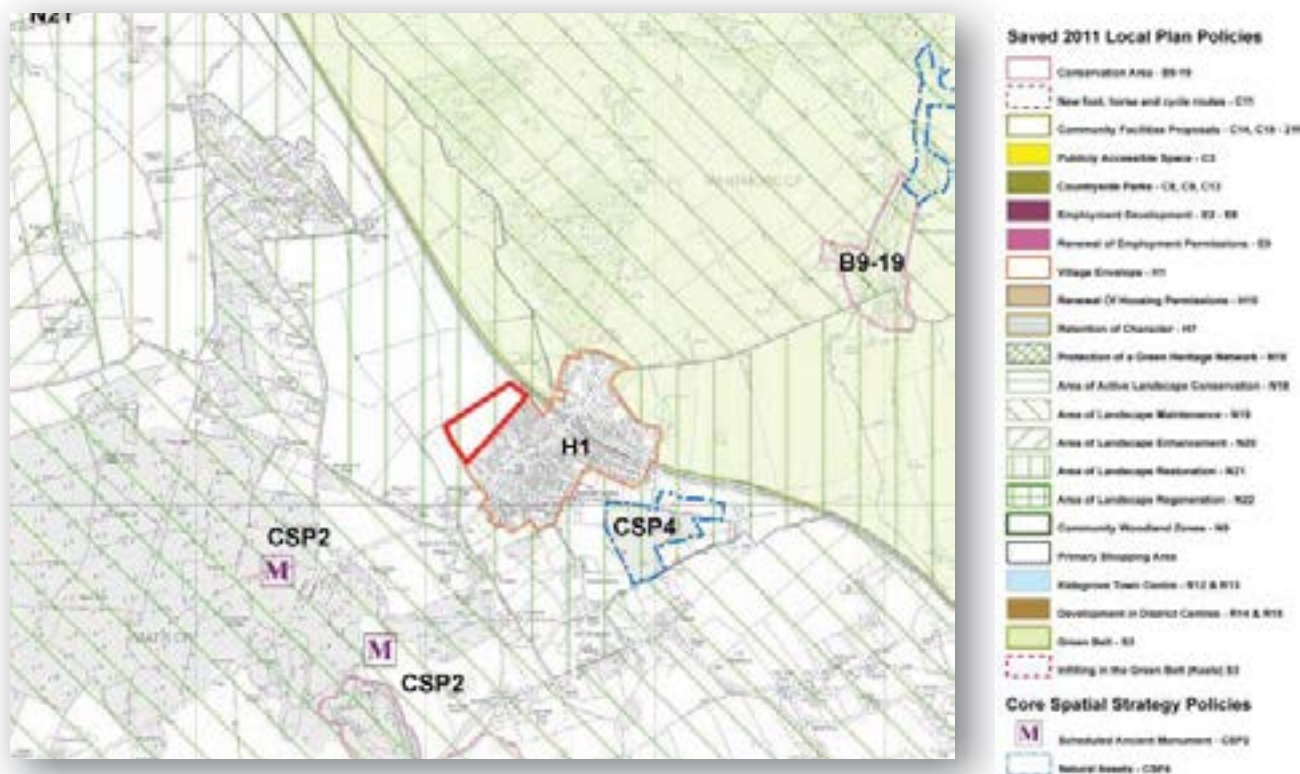
The northern boundary of the site is defined by the Crewe-Stafford railway line, along which both freight and commuter trains operate. A Public Right of Way runs parallel with the railway line along the northern boundary providing a north-south linkage between Madeley Park Wood and the A53 (Newcastle Road), which is the main arterial route through Baldwins Gate. Vehicular access to the site is currently via an informal track which leads to the western boundary via Baldwins Gate Farm which is situated adjacent to the south-west of the site.



1.3 Description of development.

This Design and Access Statement is submitted to accompany the following description of development:

Outline planning application with means of site access from Gateway Avenue, (internal access, layout, scale appearance and landscaping reserved for subsequent approval) for the erection of circa 113no. dwellings (Class C3), Public Open Space and associated earthworks to facilitate surface water drainage, landscaping, car parking, improvements to existing highways and other ancillary works'.



Above; extract from Proposals Map showing the extent of Baldwins Gate Village Envelope. The application site is edged red.

1.4. Planning background.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

“where in making any determination under the planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise”.

In this instance, the Development Plan comprises:

The Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy (2009).
Saved policies of the Newcastle Local Plan (adopted 2003).

Saved Newcastle-under-Lyme Local Plan.

The extract above refers to the Saved Newcastle Local Plan policies and indicates that Baldwins Gate is allocated under Policy H1 (Village Envelope) of the Core Strategy. This comprises the existing settlement boundary. The application site lies outside the Village Envelope and outside the designated Green Belt, which encompasses land to the east of the railway line.

The only site-specific policy designation to which the application site is subject is Policy N21 (Areas of Landscape Restoration) which requires that within these areas, the Council will support, subject to the plan policies, proposals that will help to restore the character and improve the quality of the landscape. Within these areas, it will be necessary to demonstrate that development will not further erode the character or quality of the landscape.

Whilst the application proposals are not commensurate with the provisions of Policy H1, the policy is dated and has been superseded by changes to planning guidance

at a National level. Moreover, the council's current housing land supply position should be afforded greater weight in the planning balance and therefore justifies a departure from policy.

Requirements in respect of the provision of Public Open Space are set out in Saved Policy C4 (Open Space in New Housing Areas).

Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy.

The Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy has been prepared jointly with Stoke-on-Trent City Council. The Core Spatial Strategy sets out a broad framework for the future development of the whole of Newcastle-under-Lyme and Stoke-on-Trent.

The spatial policies of the Core Strategy comprise;

Policy SP1 Spatial Principles of Targeted Regeneration.
Policy SP2 Spatial Principles of Economic Development.
Policy SP3 Spatial Principles of Movement and Access.

Whilst policy SP1 refers to prioritisation of brownfield sites, this policy has been superseded by more recent government policy which states proposed development of greenfield sites should not be refused where the development is sustainable. In all other respects, the proposed residential development is in general compliance with the principles as set out in SP1, SP2 and SP3.

The following policies contained in the Core Strategy are particularly relevant:

The Rural Areas Spatial Strategy (Policy ASP6)

To achieve sustainable rural communities and economies, it will be necessary to enable limited new housing to meet the needs of people working within rural areas.

Design Quality (Policy CSP1).

Development will only be permitted which positively contributes to the character, identity and context of Newcastle and Stoke-on-Trent's unique townscape. Through good layout design, CSP1 promotes developments that are attractive, easy to access and move around, have public and private spaces that are safe, and easy to distinguish, have a mix of balanced mix of uses, are sustainable and contribute positively to healthy lifestyles.

Natural Assets (Policy CSP4).

Development will be permitted which seeks to protect and enhance the quality and quantity of natural assets ensuring the scale, nature and location of developments avoids and mitigates adverse impacts and where possible, enhances natural assets, landscape character, species and habitats.

Open Space/ Sport/ Recreation. (Policy CSP5).

Development will be required to provide open space to improve the plan's areas of open space, sports and leisure assets. Residential development should be linked to existing and new open spaces through a series of well defined streets which incorporate pedestrian friendly routes and cycles ways. Further information could be found on Page 49.

Affordable Housing (Policy CSP6).

Development will be required to contribute towards affordable housing at a rate equivalent to a target of 25% of the total dwellings provided. Further information can be found in Sections 5.1 and 5.5.

The original Local Plan (2003) included a policy on the Conservation of Agricultural Land (Policy S5). This stated that development would not be permitted on best and most versatile agricultural land unless it was demonstrated that the proposals could not be accommodated on previously developed land or within the boundaries of an existing urban area. This policy was not saved from 27 September 2007 onwards and is therefore is no longer applicable.

The Core Strategy does not include any reference to agricultural land quality or best and most versatile agricultural land.

Whilst the application proposals may be in conflict with saved local plan policy relating to the Village Envelope and residential development within the open countryside, there are compelling material considerations which should be given greater weight in the planning balance and warrant planning consent. Further details are provided in the Planning Statement which accompanies the application.

2.1 Site context and facilities.

The A53 is an arterial route which runs through the centre of Baldwins Gate, along which a number of local facilities and amenities are located. Baldwins Gate Church of England Primary School and Poplars Doctors Surgery is a short walk away from the site, situated to the east on Tollgate Avenue. Whitmore Village Hall and children's play/ fitness area are located just north of Baldwins Gate off the A53.

The closest retail facility is the 'SJ Stephenson Newsagents and General stores' shop. Located off the A53, the shop sells a basic range of groceries and newspapers and has a Post Office facility. The 'Sheet Anchor' Public House and restaurant is located opposite the shop and a signalled pedestrian crossing provides safe access to these facilities across the busy road.

Further afield, Newcastle-under-Lyme and Stoke-on-Trent town centres are located approximately 9 and 12 kilometres respectively to the north-east (via the A5182) and Market Drayton (via the A53) approximately 15 kilometres to the south-west. Both provide access to High Street shops, facilities and employment opportunities.



Baldwins Gate Church of England Primary School, situated on Tollgate Avenue to the east of the site.



General Stores and Post office situated on A53, north of the site.

FACILITIES PLAN KEY:



● MEDICAL FACILITIES
● RETAIL FACILITIES
● BUS STOPS
● PUBLIC HOUSE
● POST OFFICE
■ SCHOOL

5 MINUTE WALKING
DISTANCES/ 1000
METRE OFFSETS.



Sheet Anchor Public House on A53, north of the site.



Poplars surgery located off Tollgate Avenue to the east.



Gateway signage entering Baldwins Gate approaching from north via the A53.



Signalised pedestrian crossing across the A53, north of the site.



Sandyfields terminating in front of the site.



Gateway Avenue terminating in front of the site.



Hillview Crescent terminating in front of the site.

2.2 Access.

The A53 (Newcastle Road) is a frequently used route which passes through the centre of the Baldwins Gate. Gateway signs are located upon arrival from the north, via Whitmore.

A signalised pedestrian crossing is located on the A53, north of the site providing safe crossing to access the general store and Public House. This also intersects with the Public Right of Way and the Golden Jubilee Walk (footpath no. 7) which leads to the north-eastern areas of Baldwins Gate.



Junction of Gateway Avenue and A53.

Three vehicular access roads branch north-westwards via the A53 and lead to the eastern and southern boundaries of the site;

Sandyfields is a low-key residential cul de sac having a concrete construction road finish. It is a privately owned road, flanked with grassed verges, serving approximately 28no. dwellings and terminates in front of the southern site boundary.

Gateway Avenue and Hillview Crescent are also residential cul de sacs serving approximately 16no. and 17no. dwellings respectively. Both roads form part of the adopted highway and were designed to facilitate future access to the application site when they were constructed. The existing residential area which abuts the eastern and southern boundaries of the site previously formed part of the land holdings of Baldwins Gate Farm.



Extent of adopted highways network. Sandyfields is a road of private ownership.

Public transport links.

The nearest bus stops to the site are located on the A53 and can be accessed via Gateway Avenue. They are situated approximately 450 metres from the centre of the proposed development site and are served by bus service 164 which operates on an frequent basis, running six days a week between Market Drayton and Hanley. Further bus stops are situated further north of the site, close to the Post Office on the A53.

Rail.

The closest railway station to the development site is Stoke-on-Trent, which is situated approximately 13 kilometres to the north-east. Stoke Station sits on the Stafford-Manchester line and provides links to stations between Manchester Piccadilly and London Euston. The station also provides local links to Stafford, Stone, Kidsgrove, Alsager and Crewe. The cycle distance from the site to the railway is unlikely to offer a realistic alternative for cycle/rail trips to longer distance employment destinations however Park and Ride facilities are located at this station.

Cycle.

Information obtained from Sustrans indicates that there are no formal cycles routes in the vicinity of the site however, there are routes in Stoke-on-Trent and Newcastle-under-Lyme.

Foot.

A Public Right of Way runs alongside the northern site boundary. This is a track which leads off the A53 via a courtyard of houses and to the rear of houses in Hillview Crescent. The track extends across the site via styles and leads northwards towards the wider open countryside and Madeley Park Wood.

Pedestrian footways are located on each side of Gateway Avenue and Hillview Crescent which abut the eastern boundary of the site.



Public Rights of Way



The existing bus stop and shelter located on the A53, situated a short walk from the site.



Public Right of Way leading through housing court via the A53.



Public Right of Way running between the railway and the rear of existing houses in Hillview Crescent.



A Public Right of Way crosses the north of the site and leads towards Madeley Park Wood.

2.3. History

The urban envelope of Baldwins Gate has grown east and westwards along the length of A53 over time. The following historical maps show how the setting of the site has changed;



The site in 1880. The site sits within a landscaped, open setting.



The site in 1925. Small parcels of development occur along the A53.



The site in 1967. Further expansion of the settlement boundary forming Sandyfields to the west. The south of the site is partially contained.



The site in 1969 - 1983. Significant growth to the east and west creates Hillview Crescent and Gateway Avenue to the west and Meadow Way to the east. The southern area of the site is fully contained and the Village Envelope has expanded.

The A53 is a historical, central route which has underpinned the urban growth of Baldwins Gate over the past 100 years. The most significant period of post war change occurred in the 1965-1980 period, where the addition of low density residential areas expanded the settlement boundary eastwards and westwards, each side of the central route. As a result, the setting of the site along its eastern and southern boundaries has therefore changed and is more contained by the current urban edge that is the Village Envelope.

2.4 Landscape.

The site comprises a single field under improved grassland cultivation. Whilst the site appears relatively flat. Levels fall gently from 120 metres AOD in the southern corner of the site to 116 metres AOD along the northern boundary. The railway runs parallel to the northern boundary, set slightly lower than the site.

The vegetation pattern of the site and its context comprises managed hedgerows of varying quality and integrity defining the medium scale agricultural fields; hedgerow trees are generally infrequent with some remnant tree lines whilst woodland blocks are characteristic on areas of higher ground.

Vegetation resources on the site itself are limited to its boundary hedgerows including two mature oak trees within the western boundary (T3 and T4 in the Arboricultural Survey). The southern boundary comprises the garden boundaries of the adjoining residential properties which are predominantly defined by intermittent lengths of hedgerow with some sections of close boarded fencing. The garden curtilages of the residential properties are characterised by mature ornamental tree and shrub vegetation.



Boundary treatment along the eastern boundary of the site.



Existing trees along the south-eastern boundary located in the rear gardens of adjacent houses.



Existing oak tree and hedgerow defines the western site boundary.



Panoramic view of the site taken from the southern corner, adjacent to Sandyfields. The elevated Snape Hall Road is in the background.



Panoramic view of the site from the north-western boundary.

The site's landscape context is characterised by rolling farmland with frequent settlement. The site and the adjoining village are located on the flat, valley floor of a small watercourse which flows to the east of the railway. Beyond the relatively narrow valley floor, landform rises steeply to the east and west forming locally elevated ground which is characterised by blocks of woodland including coniferous plantation interspersed with farmland.

To the east of the railway, farmland rises towards Whitmore Heath comprising low-density residential development within a heavily wooded setting. Madeley Park Wood is located to the north, beyond farmland and located in a heavily wooded setting. Landform rises to the west of the site forming Maer Hills, which is covered in coniferous plantation woodland with areas of mixed native woodland, including Camp Wood and Whitehouse Wood, which extends northwards along Manor Road.

Landscape character.

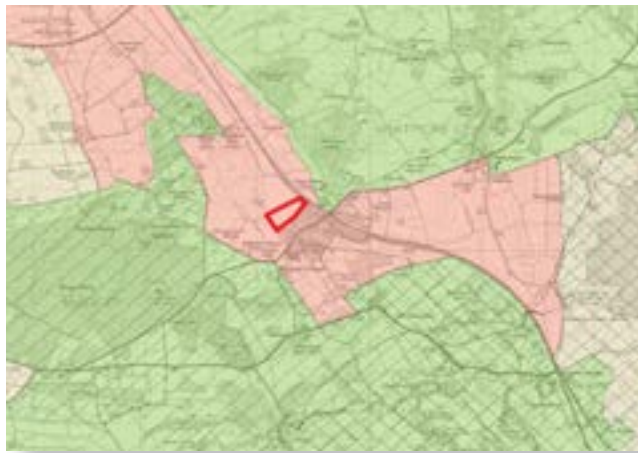
The Landscape Visual Impact Assessment (LVIA) which accompanies the application, considers more detailed,

regional landscape types for the site itself and the adjoining character area to the west. Landscape character types for the study area are therefore as follows:

Sandstone Hills and Heaths (Forest).

This landscape character type extends to the west of the site beyond Manor Road and south of Madeley Road. It is characterised by large conifer plantations planted on areas of pronounced landform. These areas are integrated into surrounding woodland by broadleaved species to the edges of plantations. The surrounding farmland defines the external appearance of these large wooded blocks.

The open character of the countryside is interrupted in places by parkland of considerably smaller scale with its own distinctive character. These areas are well visited for recreational uses.



The key characteristics of landscape character observed for the site and its immediate setting are:

Landscape Character Types. Reference 'Planning for Landscape Change: Supplementary Planning Guidance to the Staffordshire and Stoke-on-Trent Structure Plan 1996-2011. Appendix 1: Maps and Plans.

Ancient Redlands Landscape Character Type.

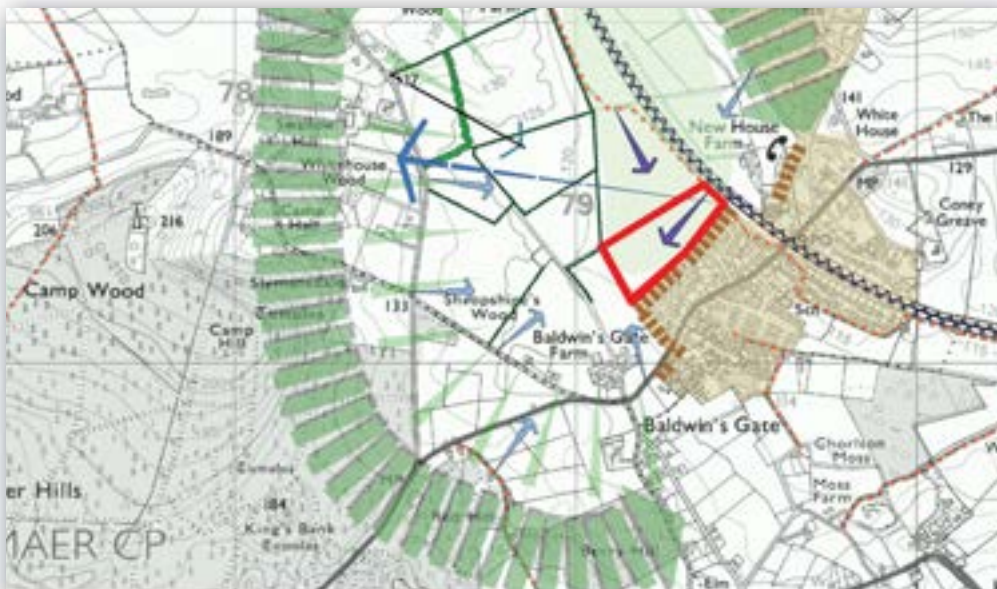
The site is identified as being an Ancient Redlands landscape character type. The key characteristics of this Landscape character type are summarised as follows:

- Landscape of mixed arable and pasture farming dependent on the interaction of a rolling landform with numerous woodlands in determining its scale and character and allowing or controlling views;
- Variable field hedgerow field patterns, stronger in pasture areas and weaker in other areas;
- The woodlands, often located on higher ground, predominantly broadleaved with some conifer content, have large visual influence on the appearance of the landscape, enclosing views and giving the whole area an impression of being well wooded;
- Dispersed settlement pattern with hamlets and farmsteads;
- Incongruous landscape features include an expanding urban edge, busy main roads and power lines.
- The potential value of new planting is very high particularly woodland and a wooded landscape infrastructure.

- Urban and urban fringe land uses adjoin the open countryside and define the southern and eastern boundaries of the site including the railway corridor that adjoins the eastern boundary;
- The character to the south and east is that of an established small scale settlement, with detached and semi detached properties set in medium scale plots often with buildings offset from the road behind significant private driveways;
- Landform is relatively flat across the site and immediately adjoining areas, rising gently to small scale localised hills to the north, east, south and west. These hills are often topped by dense woodland plantations;

The lower lying land of the development site and surrounding area to the north and west is being used as farmland and as such farm buildings and associated infrastructure are common place.

The site is located within an Area of Landscape Restoration defined by the SPG as landscapes of low quality and as such requires development proposals that will help to restore and improve the quality of the landscape. Its current agricultural use leaves it with little in the way of landscape resources other than its open nature and boundary vegetation and the transport infrastructure in close proximity combine to reduce the quality of the landscape.



Early landscape analysis.



Area: Gateway Avenue, Hillview Crescent, A53.

Location: Adjacent to the eastern site boundary.

Era: Post war. Circa 1970-1985.

Density: Circa 17 dwellings per developable hectare.

Housing mix/ size: Large detached houses, bungalows (some dormer) on Hillview Crescent and Gateway Avenue. Some semi-detached dwellings situated on the A53 and terraced housing opposite the Public Right of Way and railway line.

Storey heights: 1, 1.5 and 2 storeys.

Typical street cross section distance: Circa 25- 27 metres.

Characteristics:

Contemporary design, often with proportions which have a horizontal emphasis.

Architectural features include: single and double height bay windows, casement windows, hipped and gable roofs, chimneys, flat and pitched canopies and some recessed entrances.

Traditional palette of materials; grey/ brown concrete profiled roof tiles, red/orange brick, timber boarding and some tile hanging.

Building lines which align road layout.

Linear building lines with minimal set backs/ staggering forming structured streetscapes.

Wide plots - garden lengths range from circa 10-25 metres.

In curtilage parking located at the front and/or side of plots.



2 storey detached houses located on Gateway Avenue.

2.5 Residential context and vernacular.

Established residential areas flank both sides of the A53 along its length through the centre of Baldwins Gate, primarily taking form as a series of residential streets which branch perpendicularly. Residential patterns and housing mixes vary and are generally typical of their era. Some areas are of little merit and could be anywhere in the country, whilst a number of recent additions, such as Heron Pool Drive and Lakeside Close are more characterful, taking into account landscape features. Housing mostly takes form predominantly as large detached 2 storey dwellings and bungalows set within large spacious plots. This is reflected by residential densities which are estimated to range between approximately 8 - 17 dwellings per developable hectare within the village.

An overview of residential areas, patterns and vernacular is as follows:



Semi detached houses located on the A53 with frontage parking.



2 storey detached houses located on Gateway Avenue typifies architectural vernacular and palette of materials.



Bungalows located on Hillview Crescent.



Area: Sandyfields, A53.

Location: Adjacent to the southern/ south-eastern site boundary.

Era: Post war. Circa 1965-1970.

Density: Circa 8 dwellings per developable hectare.

Housing mix/ size: A mix of very large detached houses, dormer bungalows and bungalows.

Storey heights: 1, 1.5 and 2 storeys.

Typical street cross section distance: Circa 25- 37 metres.

Characteristics:

Individual architectural designs. Building footprints are not standard and vary in shape and size.

Dwellings are offset from the road (which combines road and pavements as a concrete shared surface). Grassed verges align both sides of the road and plot frontages are defined by low level boundary walls and/ or planting.

Front gardens are wide and spacious with landscape themes and tree planting. Sandyfields has a low density and 'leafy feel'.

Building footprints are generally positioned in alignment producing linear streetscapes that follow the road layout.

Very large plot sizes with wide frontages. Garden depths range from circa 18 metres - 45 metres. Many of the houses have been modernised or adapted. A new house is currently being constructed in lieu of 'Aulfield'.

In curtilage parking located at the front and/or side of plots. Most plots have garages that are either integral or set to the side of dwellings within the plot.

Architectural features include: single and double height bay windows, casement windows (some circular), hipped and gable roofs, chimneys, flat and pitched canopies and some recessed entrances. Minimal detail to window heads and cills, including some archways.

Traditional palette of materials; grey/ brown concrete profiled roof tiles, beige/red/orange brick and coloured renders.



Large detached houses in Sandyfields set away from the streetscape. Building separation distances across the street are greater which in conjunction with frontage landscaping, which promotes a 'leafy feel' to the street.



Bungalows located on Sandyfields. Elevational design and use of materials varies.



Bungalows located on Sandyfields. Verges flank each side of the road (private ownership) and front gardens are defined by high quality boundary treatments.



Area: Fairgreen Road.

Location: East of the site, off the A53.

Era: Circa 2000.

Format: Linear, structured patterns of predominantly 2 storey large detached dwellings with some bungalows.

Density: Circa 17 dwellings per developable hectare.



Area: Lakeside Close, Heron Pool Drive, Teal Close.

Location: South-east of the site, off the A53.

Era: Circa 2000.

Format: Loose patterns of very large detached 2 storey houses set between landscape features.

Density: Circa 15 dwellings per developable hectare.



Area: Meadow Way, Lea Close, Pasture Close.

Location: East of the site, off A53.

Era: Circa 1975

Format: Structured, orthogonal patterns of large 2 storey detached houses and bungalows.

Density: Circa 16 dwellings per developable hectare.



2.6. Ecology.

The site comprises a large rectilinear improved grassland field which is currently used as pasture land. It does not lie within or immediately adjacent to any sites of nature conservation interest. Typical grass species observed include perennial ryegrass, cocks-foot, annual meadow grass and Yorkshire fog. Other plant species include white clover, dandelion, ribwort plantain, yarrow, creeping buttercup and dock. The sites edges are bounded by managed, species-poor hedgerows to the north, south and west and a fence line to the east. Areas of key ecological interest within the site include the hawthorn dominated hedgerows and mature oak trees, as these are both UK and Local Biodiversity Action Plan priority habitats. Whilst the hedgerows are not species-rich, they offer limited potential for foraging and commuting bats and nesting opportunities for a range of common and widespread breeding birds.

The application site is not subject to any Tree Preservation Orders (TPO). An arboricultural survey accompanies the outline application. It identifies 13 individual trees and two tree groups comprising 11 trees of high, medium and low category trees, notably two large, high quality oak trees amidst the hedgerow on the western site boundary. A number of trees surveyed fall within third party land within rear gardens of houses in Sandyfields. Species identified comprise rowan, lawson cypress, silver birch, western red cedar, scotts pine, norway spruce, norway maple, copper beech and red horse chestnut.

None of the existing trees appear to support nesting barn owl, however extensive woodland further west and north of the site is likely to offer greater nesting and foraging opportunities for this species. A number of field margins and areas of overgrown vegetation along the southern boundary offers a limited amount of hunting for barn owl and other birds of prey.

The likely occurrence of bat species within 1 kilometre of the site is considered to be moderate as the site offers only limited foraging and commuting habitat for bat species.

A single mammal hole was recorded within the hedgerow on the western boundary, however no evidence of use by badgers was recorded. The site does however provide suitable foraging and commuting potential for badgers.

The likely occurrence of Great Crested Newts on site is considered to be negligible due to the fact that there are no ponds present within the boundary of the site, the poor suitability of nearby ponds (within 250 metres), and the sub-optimal terrestrial habitat both on-site and between ponds.

2.7. Noise and vibration

A railway line flanks the northern site boundary and is used by both freight and commuter trains. A Noise and Vibration Impact Assessment has been carried out by Resource and Environmental Consultants Ltd and accompanies the outline application. The assessment concludes that the level of vibration produced by the trains falls below the low probability of adverse comment criteria as detailed in B56472:2008 and recommends that new dwellings be offset no closer than 45 metres from the northern site boundary to ensure that future residents can be provided a commensurate level of protection from railway noise.

The high speed railway (HS2) is planned to be constructed to the north-east of the site passing within approximately 750 metres of the closest proposed dwelling and is proposed to pass through a tunnel section. In conjunction with distance attenuation, the tunnel will act as a barrier to train noise, reducing noise levels further. It is therefore considered that HS2 will not be audible over the existing site noise climate at present.



The north, east and western boundaries are defined by mature hedgerows.



Existing hedgerows.



Gaps within existing hedgerows in the western corner of the site.



Gantry and railway line which runs adjacent to the northern boundary of the site.

2.8. Heritage.

The site has no designated assets either within or in the vicinity of the site. It is not situated within or adjacent to a Conservation Area, Registered Park or Garden. It has no listed buildings or Scheduled Ancient Monuments and neither is it located within a World Heritage Site.

An archaeological desk-based Heritage Assessment has been undertaken which identifies that there are no archaeological remains associated with the site.

2.9. Agricultural Land Classification.

Agricultural land is a finite resource. In recognition of this, the National Planning Policy Framework states; *'Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.'*

The site mostly comprises Grade II agricultural land (very good quality (Grade 2). Grade I (excellent quality) agricultural land is located in the northern corner. For further information, please refer to page 8.

2.10. Ground Conditions.

A Phase 1 Desk Study and intrusive survey has been completed to characterise the ground and ground water conditions and accompanies the outline application. No visual or olfactory evidence of contamination was encountered during the intrusive investigation however further limited chemical analysis is considered necessary as part of a full site investigation to confirm field observations.

The ground conditions encountered during the investigation comprise a limited thickness of topsoil or peat overlying granular deposits interpreted as Glaciofluvial sheet deposits comprising the Wildmoor Formation of the Sandstone Group.

2.11. Flood Risk and Drainage.

Correspondence with the Environment Agency has confirmed that the site falls within Flood Zone 1 and is shown to have less than a 0.1% chance of flooding in any given year from rivers. The Local Authority has also confirmed that there are no formal records of flooding at the site location and United Utilities has confirmed capacity for foul flows.

A ditch is present on the opposite side of the railway adjacent to the northern site boundary. The associated flood plain is evident on the Environment Agency and Level 1 Strategic Flood Risk Assessment indicative mapping extracts (shown right). The extent of flooding is maintained within the railway line which is located lower than the site itself. Safe site access/ egress from the site will not be impacted by this potential flow route.

Based upon ground conditions encountered and the results of soakaway tests, the disposal of surface water run off to shallow soakaways is feasible at the site.

Sewer records from United Utilities demonstrate that the local sewer network amounts to foul sewers located within the adjacent residential area to the south. Records also show a rising main foul sewer and easement which crosses the western area of the site in a north-south direction.



Above: Agricultural Land Use Classification.



Above; Environment Agency indicative flood mapping. June 2013.



Strategic Flood Risk Assessment flood zone mapping.

Correspondence with Staffordshire County Council (SCC) has confirmed a highway drain which crosses the southern area of the site in a westerly direction. Subject to consent, lift and shift provisions associated with the drain easement ensure that SCC will be responsible for costs associated with necessary diversions.



View 1: View of the site from end of Sandyfields, which is a private road. This road abuts the south-eastern site boundary.



View 2: View of the site from end of Gateway Avenue which is an adopted road. This road abuts the centre of the eastern site boundary.



View 3: View of the site from end of Hillview Crescent, which is an adopted road. This road abuts the eastern site boundary.

2.12 Views.

The visual prominence of the site on the wider landscaped and urban settings have been appraised and evaluated in the Landscape Visual Impact Assessment which accompanies the outline application.

The visual prominence of the site and its immediate context has been assessed through field survey and publicly accessible locations (Public Rights of Way and roads).

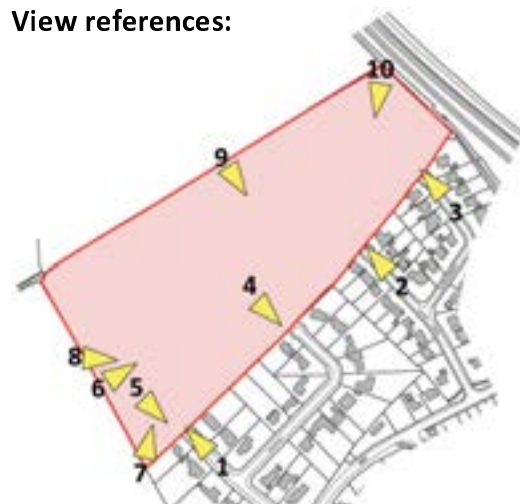
View references:



Views 4 and 5 above: Existing houses along the southern and eastern boundaries have gable windows and conservatories which look in to the site at ground floor level.



View references:



View 6: Panoramic view from the western area of the site showing the railway line along the northern boundary and elevated landform of Snape Hall Road beyond.



View 7: Panoramic view showing a cross section through the southern area of the site and longer distance views northwards towards Snape Hall Road. Existing bungalows situated in Sandyfields are adjacent to the south-eastern boundary of the site and overlook the site.



View 8: Panoramic view showing boundary treatments along the western edge of the site (hedgerows and trees) and the existing urban edge along the southern and eastern boundaries. The existing trees filter views so that only glimpses of houses can be seen.



View 9: Panoramic view of the south-eastern boundary showing 1 and two storey dwellings in Sandyfields, Gateway Avenue and Hillview Crescent. This is the existing urban edge of Baldwins Gate, which is the extent of the Village Envelope.



View 10: Longer distance view towards site seen from the Public Right of Way within the northern area of the site, looking southwards.

2.13. Planning Policy Context.

The masterplan and design principles set out within this Design and Access Statement have been prepared within a comprehensive policy and guidance framework provided at the National, Regional and Local Authority level. A review of the scheme against each of the relevant policy documents is included within the Planning Statement accompanying this planning application, but in summary the following have informed the design process.

National Planning Policy Framework.

The publication of the National Planning Policy Framework (NPPF) in March 2012 replaced the former suite of Planning Policy Statements and Guidance, and a number of Circulars. The relevant sections have been considered below.

Section 4 NPPF: Sustainable transport.

NPPF advises that in preparing Local Plans, LPA's should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of travel. The proposed development directly abuts the existing urban area and proposes a pedestrian/ cycle route which links to it ensuring that new homes are within short walking distances of existing bus stops, the primary school and local and amenities.

Section 6 NPPF: Delivering a wide choice of high quality homes.

NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development and also that relevant policies for the supply of housing should not be considered up to date if the LPA cannot demonstrate a five year supply of deliverable housing sites. The masterplan proposes a mix of dwellings types and tenures that will create a sustainable development, offer diversity and choice and satisfy Newcastle-under-Lyme Borough Councils' policy requirement for the provision for affordable housing.

Section 7 NPPF: Requiring good design

The Government's commitment to achieving good design is set out within the NPPF as: *"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."*

Planning applications should establish a strong sense of place; optimise the potential of the site to accommodate development; respond to local character; create safe and accessible environments and are visually attractive as a result of good architecture and appropriate landscaping.

The NPPF expects applicants to work closely with those directly affected by their proposals to evolve designs and take account of those views of the community. Proposals that can demonstrate this in developing design of the new development should be looked on more favourably. Section 4 of this Design and Access Statement explores this further and demonstrates further consultation sought with key stakeholders and an independent Design Review Panel to achieve high quality, exemplar design.

Section 8 NPPF: Promoting healthy communities

The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Planning decisions should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. Our proposals explore the local context and surroundings in Section 2. The NPPF advises that the Government places great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. The Applicant is committed to entering into a Section 106 agreement with the Council to secure contributions towards identified school places that the development may give rise to. In addition, off-site traffic calming measures and, subject land ownership and negotiation with the LPA, improvements to the existing Public Right of Way are proposed. Further information can be found on page 54.

Section 11 NPPF: Conserving and enhancing the natural environment.

The NPPF advises that opportunities to incorporate biodiversity in and around development should be encouraged. The proposals seek to retain and supplement existing hedgerows and trees on site and create new, accessible and interlinked Public Open Spaces which includes sustainable urban drainage and a new ecological pond.

The Saved Newcastle-under-Lyme 2011 (Adopted October 2003) and Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy are relevant to the proposals and the following policies have been considered during the design process:

Policy H1: Residential Development, sustainable location and protection of countryside.

Policy T16: General parking requirements.

Policy C4: Open space in new housing areas.

Policy N4: Development and nature conservation.

Policy N12: Development and protection of trees.

Policy N17: Landscape character.

Policy N21: Areas of landscape restoration.

Policy CSP1: Design quality.

Policy CSP3: Sustainability and climate change.

Policy CSP4: Natural assets.

Policy CSP5: Open space/ sport/ recreation.

Policy CSP6: Affordable housing.

Supplementary Planning Guidance.

The proposal has consulted the following Supplementary Design Guides/ Documents (SPG/ SPD):

Space Around Dwellings. Newcastle-under-Lyme Borough Council. (July 2004).

Staffordshire Residential Design Guide. Staffordshire County and District Councils (2000).

Urban Design Guidance. Newcastle-under-Lyme Borough Council and Stoke-on-Trent City Council. (November 2010).

Affordable Housing. (January 2009).

Whitmore Village Design Statement. (September 2002).

Design Guidance.

The aforementioned policy is supplemented by guidance documents including:

Building for Life (BFL12) Design Council. (2012).

The Urban Design Compendium- EP & The Housing Corp. (2000). Manual for Streets, Department of Transport/ DCLG. (2007).

Safer Places. The Planning System and Crime Prevention. ODPM.

3.0 Constraints, opportunities and development of design

3.1 Summary of analysis.

The findings of the survey, appraisal and technical work completed to date have established that the site is a suitable location for a residential development which could be brought forward without giving rise to significant environmental effects. The site has a sustainable location adjacent to the existing urban edge and is within walking and cycling distance of the local primary school, shop and public transport connections.

The survey, appraisal and technical work completed to date has established that there are no significant ecological, historic, highway or environmental constraints which would otherwise preclude development potential within the site.

The surveys also indicate that the site is relatively unconstrained with regard to nature conservation and ecology. Such nature conservation and ecological value as there is will be protected if hedgerows and trees are retained. A proposed programme of habitat enhancement and creation should result in a small positive impact for nature conservation and ecological value at the local level, when implemented through an appropriate management regime.

The site is a well-defined and contained parcel of land with an edge of settlement location. When viewed from the wider perspective, the site sits quietly in its setting against a backdrop that is the existing Village Envelope which comprises an abrupt building line of 1 and 2 storey houses, the massing of which is obscured by hedgerows and trees.

It is considered there are no significant constraints associated with providing access to the site by private vehicle. The site can be readily accessed from the local adopted highway network and there are opportunities to link development to existing footpaths and the Public Right of Way that will promote inclusiveness and encourage sustainable modes of travel.

The appraisal has however, identified a number of features and attributes of the site and the local environment, which a residential development proposal should address in order to minimise adverse impacts on the local environment. This section identifies these and shows associated responses and design progression.



3.2 Constraints and considerations.

- Site low points in the northern corner.
- Perimeter hedgerows along the northern, southern and western boundaries.
- Existing Oak trees on the western boundary.
- Outward northerly views across the site seen from Sandyfields, Gateway Avenue and Hillview Crescent.
- Views into the site from neighbouring properties along the south-eastern boundary.
- The adjacent railway line and the associated 45 metre acoustic offset.
- A rising foul sewer and associated easement crossing the western area of the site in a north-south direction.
- Area of Grade I agricultural land to the north.

3.3 Opportunities.

- Extend the existing Gateway Avenue streetscape into the site to form the development entrance. Promote sustainable modes of travel by creating a new network of pedestrian footpaths and a cycles route which links new residential streets and Public Open Spaces to existing streets, amenities and the Public Right of Way.
- Extend the existing urban grain northwards into the site as an extension of the existing residential area, lowering development densities towards the northern and western edges.
- Extend existing building lines and complete housing blocks so that streetscapes appear contiguous and are easy to read.
- Carefully position new housing blocks so that generous building separation distances are achieved to

respect adjacent houses. Create new linear streets (which draw precedence from the context) which retain and safeguard views across the site towards Madeley Park Wood.

- Create a development which reflects the scale and pattern of the existing residential neighbourhood, including a mix of house types, sizes and heights. Locate loose, lower density patterns of houses in the northern and western areas to create an improved and softer urban edge to the development which overlooks Public Open Space that doubles as a green buffer to the wider countryside to the north.
- Use a range of housing patterns to create character zones and engender distinctiveness ensuring the development has an overall theme that positively reflects the local vernacular.
- Create a new road hierarchy that comprises shared surfaces and low key lanes and underpins a series of development character areas.
- Create new and accessible Public Open Spaces and play areas to promote social interaction between new and existing residential communities.
- Retain existing trees and hedgerows and provide new tree planting, sustainable forms of drainage and ecological areas to assist habitat enhancement and promote biodiversity.



3.4. Design development.

Stage 1 masterplan.

Following site visit and survey work, sketches were prepared to translate early ideas and develop the following design principles:

- Extend the Gateway Avenue streetscape, to form a new access into the development. Create new footpaths which link to existing streets and the Public Right of Way.
- Position new dwellings which complete existing 'housing blocks' and continue building lines into the site. This, in conjunction with use of similar building mass and separation distances will help to development to visually and positively connect with the existing residential context, reading as an extension of the existing urban area.
- Offset development from the Grade I agricultural land and the acoustic buffer to the north of the site.
- Use of similar building heights – including bungalows along the southern boundary to relate to existing lower storey massing. Use of lower development density in recognition of the existing residential context and observations identified section 2.5.
- Create new streets which have a linear emphasis and draw inspiration from the residential context. Carefully position and orientate new building footprints to create a series of streets which have a north-south axis which safeguard outward northerly views towards Madeley Park Wood.
- Locate loose, edge of development housing patterns along the western and north-western edges of the site to address the wider landscaped context.
- Locate a corridor of Public Open Space along the north-western boundary to complement loose patterns of houses. Doubles as a green buffer which retains hedgerows and trees and promotes sustainable urban drainage using the natural, gentle fall of the site.
- Create new play areas along the length of the Public Open Space, which are easy to access.
- Create new tree planting within the corridor of Open Space to filter views of the development seen from the wider landscaped context to the north. This approach replicates the current situation along the southern boundary.



Above; early landscape strategy.



Stage 2 masterplan.

The concept plan and aspirational principles are developed to form an early masterplan to assist pre-application discussions with the Local Planning Authority, the local community and a presentation to a Design Review panel. The masterplan proposes a development comprising 117no. dwellings, achieving a residential density of 26 dwellings per developable hectare. 1.08 hectares of Public Open Space is proposed.

Additional features are introduced as follows:

- An additional pedestrian/cycle link onto Hillview Crescent. This route will double as an emergency access and will be controlled by de-mountable bollards or similar.
- Use of similar building footprint sizes to dwellings found in Hillview Crescent and Gateway Avenue.
- New linear streets and structured building lines located to the south, which mimic contextual patterns. Shaped, loose patterns of housing to the north, which creates a low density development edge of settlement in front of the wider countryside to the north.
- Inclusion of smaller dwellings to create balanced, sustainable communities. These dwellings are proposed to be located in the heart of the development, tucked behind new lower density streets each side.
- Focal point features (yellow shading) to address key views, corner locations and junctures between character areas.
- New streets positioned so that the two existing oak trees are inclusive features as backdrops to internal views within the development.
- Formation of character areas such as linear 'central street', 'shared surfaces/ courts' and 'rural edges' which respond to the existing residential context but also engender distinctiveness and variation within the development.

4.0 Consultation

The applicant and appointed design team have sought pre-application advice on a number of levels as follows:

4.1 Consultation with Newcastle-under-Lyme Borough Council.

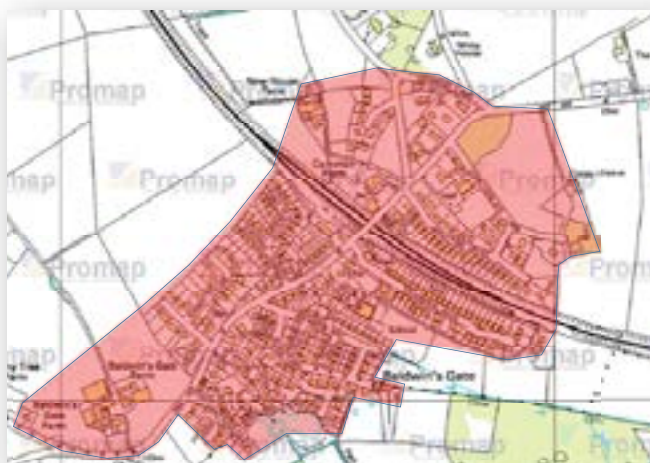
A meeting with Senior Planning and Policy Officers was held at Newcastle-Under-Lyme Borough Council on 27 June 2013. This purpose of this meeting was to discuss the principle of development, in the context of the planning policy framework. Early site analysis and survey work had been undertaken and the stage 2 indicative masterplan (see page 28) was presented Officers to demonstrate key design concepts of the proposals. The proposed consultation strategy and technical scope of the application was also discussed and Officers advised that the masterplan be presented to an external Design Review Panel.

4.2 Public Consultation Event.

Richborough Estates held a public exhibition on Wednesday 17th July between the hours of 3pm and 7pm at Whitmore Village Hall. The venue was within easy access – located a short walking distance of the site with parking facilities. Leaflets publicising the event were delivered by hand to approximately 350 residents (see plan, top right) and Ward Councillors with electronic versions available to view via a dedicated website. The event was also advertised in the Sentinel newspaper on 3rd July 2013.

Approximately 130 people attended the exhibition. The exhibition comprised a series of exhibition stands which displayed the survey work undertaken by the design team, the proposed (stage 2) masterplan and summary proposals in respect of drainage, highways and landscape. Members of the design team and representatives from Richborough Estates were on hand to discuss the proposals and answer queries. A feedback form was provided for attendees to provide responses to the exhibition. Comments received were as follows:

- Gateway Avenue does not have capacity to deal with the increased traffic that will be generated by the proposed development.
- Concerns regarding the present noise levels and volumes of traffic along Newcastle Road (A53), particularly by large articulated lorries serving nearby factories. New development will exacerbate this.
- Difficulties turning onto the A53 during peak hours due to traffic congestion.
- Baseline survey work to assess traffic congestion having been undertaken during times of low use, providing inaccurate results.
- Suggestions for a new pedestrian crossing place across the A53.
- Concerns regarding resultant construction traffic along Gateway Avenue, should consent be granted.



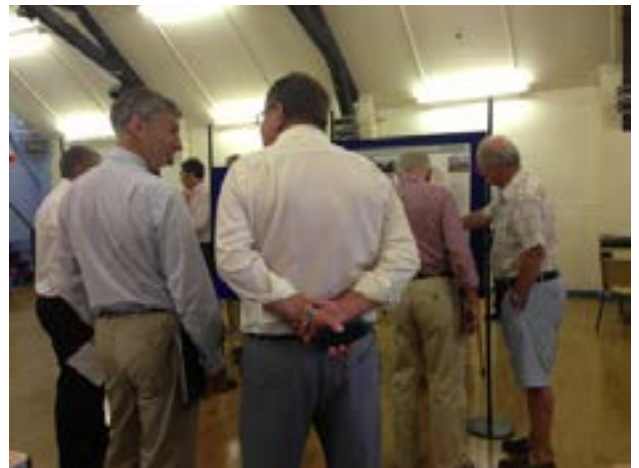
Above: Area of public consultation leaflet distribution in Baldwins Gate.



Above: Extracts from the public consultation exhibition.

- Alternative access points into the development should be considered by the applicant, suggesting a route using land in ownership of Baldwins Gate farm situated to the south-west of the site.
- The need for improved facilities for cycles and the need to promote sustainable travel modes.
- Development should target brownfield land rather than greenfield sites.
- The development should be located within Stoke-on-Trent, where the scale and density of the development would be more commensurate.
- Concerns that local facilities do not have the capacity to deal with the increased number of dwellings - highlighting limited school places within the vicinity and local doctors surgery.
- The need for new Public Open Spaces and dedicated children play facilities within Baldwins Gate.
- Concerns regarding the principle of development in the context of the proposed High Speed 2 ('HS2'), which is proposed to the north-east of Baldwins Gate.
- The capacity of the existing drainage infrastructure to deal with increased volumes of surface water and foul generated by the development, highlighting recent instances of flash flooding within the area.
- Impact of development on existing property values and the preference for affordable housing not to be located within the development proposals.
- Acknowledgement of housing need within Baldwins Gate, highlighting a saturation of 4 and 5 bedroom houses within the village and the need for a range of new housing types and sizes to be provided.
- Concerns regarding the scale and density of the masterplan in the context of the adjacent residential areas.

A number of residents commended the proposed layout and its logical extension of the existing residential area, considering it to be a well thought out and comprehensive proposal.



Above: Photographs taken at the public consultation exhibition at Whitmore Village Hall on 3rd July.

4.3 Presentation to MADE.

The appointed design team and representatives of Richborough Estates presented the (stage 2) masterplan to MADE, an independent Design Review Panel in Birmingham on 18th July 2013. Planning Officers from Newcastle-under-Lyme Borough Council were also present.

The team's analysis work and masterplan proposals were presented to a panel comprising planning, architecture, urban design, landscape and highways backgrounds. Feedback received from the public consultation exhibition and the Local Planning Authority was also conveyed to the panel. Formal written feedback was received which be found within Appendix 7.5.

The panel was pleased with the design approach undertaken by the design team and commended the scheme. A summary of the panel's feedback was as follows:

- The scheme was a logical site to extend the village of Baldwins Gate into, following field patterns and being within walking distance of local amenities.
- The overall mix and density of the proposal was considered appropriate.
- The principles of extending existing building lines, completing 'unfinished' housing blocks and retaining views across the site were welcomed.
- The proposed access into the development via Gateway Avenue was logical. Re-routing the access via Baldwins Gate Farm (as residents have suggested) to the west was not supported by the panel as it was considered to be a convoluted route.
- Connections onto Sandyfields were advised, however acknowledged unachievable due to the private ownership of this road. New pedestrian connections to existing streets and the Public Right of Way were commended.
- The panel did not welcome the proposed emergency access onto Hillview Crescent, advising that this should be a full vehicle access into the development in order to assist its integration with the existing urban area.
- The location of Public Open Space, SUDS and ecology features along the northern boundary and new tree planting to filter views of the development from the wider context to the north was supported.

The panel advised that the masterplan should seek to:

- Incorporate a small area of amenity or play space adjacent to the Gateway Avenue access to create an arrival point and avoid concentration of Public Open Space solely along the north-western boundary.
- Extend the corridor of Public Open Space along the full length of the north-western boundary.
- Consideration should be given to new traffic calming measures on the existing road infrastructure.

- Include more shared surfaces within the development – preferably closer to the development entrance off Gateway Avenue.

The panel advised that a detailed and comprehensive Design and Access Statement should be submitted to ensure that, subject to consent, the key principles and design quality of the outline masterplan are maintained in a future Reserved Matters or Detailed Planning Application.

In consideration of feedback from the public consultation all suggestions made by the panel, with the exception of comments regarding the Hillview Crescent access, have been incorporated into the application masterplan. For further details, please see page 35.

4.4 Presentation to Newcastle-Under-Lyme Borough Council Strategic Planning Consultative Group.

Richborough Estates and the design team presented the (stage 2) masterplan to Planning Officers and Members on 30th July 2013 at Newcastle-under-Lyme Borough Council. Feedback from the public consultation and presentation to MADE were also relayed and timescales relating to the submission of an outline planning application were discussed. Further details can be found in the Planning Statement which supports the application, however key points raised were as follows:

- The status of housing land supply which currently stands at 3.27 in the 5 year period.
- The need for the masterplan to provide a greater number of bungalows.
- The proposed density of the masterplan should be evaluated in the context of existing residential areas within Baldwins Gate as part of the Design and Access Statement.
- A pedestrian crossing could be included to assist safe crossing.
- Consideration should be given to offsite works to reduce traffic speeds along the A53.

The above comments have been fully addressed, details of which could be found in sections 2.5 and 5.

5.0 The development proposal

This section of the Design and Access Statement provides a comprehensive description of the design concept and principles which underpin the proposed masterplan. It provides information in respect of:

- Use and amount.
- Layout
- Scale
- Landscaping
- Appearance
- Access

The level of detail is appropriate to the issues relative to the context and scope of the application for outline planning permission and subject to consent, will underpin a subsequent Reserved Matters or Detailed planning application.

5.1 Use and amount.

Residential.

The masterplan proposes a residential development of approximately 113no. dwellings, which equates to a residential density of 26 dwellings per developable hectare and 20 dwellings per gross hectare.

The masterplan proposes a range of dwelling types and sizes that will create a residential development which has balanced communities and is sustainable. The masterplan therefore includes a number of smaller dwellings which generates a higher development density. Higher density areas of the development are proposed to be located in the heart of the development, tucked behind new lower density streets which address the existing built form and landscape contexts.

It is envisaged that a range of dwelling types and sizes are provided in the form of 2 bedroom bungalows and 2, 3, 4 and 5 bedroom family houses as terraced, semi-detached and detached dwellings. The proposed indicative masterplan which accompanies the application proposes the following market mix:

7%/ 7no.	2 bedroom bungalows.
17%/16no.	2 bedroom houses.
15%/ 14no.	3 bedroom houses.
53%/ 50no.	4 bedroom houses.
8%/ 8no.	5 bedroom houses.

Total 95no. dwellings.

Affordable housing.

In accordance with policy CSP6 (Affordable Housing), 16% of the development is proposed to be offered as affordable housing in conjunction with a financial contribution to off-site provision. Further details can be found in the Planning Statement which accompanies this application.

The 16% provision equates to 18no. dwellings. Following pre application discussions with the Local Planning Authority, the proposed affordable housing mix and tenure is as follows:

33% rented dwellings (6 no.)	
50%/ 3 no.	2B/4P bungalows.
50%/ 3 no.	2B/4P houses.
67% shared ownership dwellings (12no.)	
75%/ 9 no.	2B/4P houses.
25%/ 3 no.	3B/5P houses.

Total 18no. dwellings.

Subject to consent, the exact mix will be determined through a subsequent future Reserved Matters or Detailed planning application.

Public Open Space.

In accordance with requirements of Policies C4 and CSP5 the masterplan proposes new Public Open Spaces along the north-western, northern and eastern boundaries of the site. The location of the Public Open Space is influenced by the acoustic buffer offset from the adjacent railway, the Grade I agricultural land and the need to provide a soft landscaped



edge in response to the northern landscape setting beyond.

Public Open Space is designed to incorporate new areas of themed natural play which will be accessible to both new and existing residents via a new network of pedestrian footpaths and the existing Public Right of Way. New housing frontages will overlook Public Open Spaces so that natural surveillance is achieved and different times of the day. In addressing comments received by MADE, a small pocket of amenity space is proposed adjacent to the development entrance so that Open Space is within a short walk away of new and existing residential streets. This space will also double as an informal green or gateway feature upon arrival into the development.

The total amount of proposed Public Open Space is approximately 3.03 acres/ 1.23 hectares which amounts to 22% of the application site. For further details, please refer to page 49.





5.2. Proposed indicative masterplan.

The proposed indicative masterplan which accompanies the outline application indicates possible form for the development. This Design and Access Statement details the underlying development principles to ensure a high quality scheme is delivered. Subject to consent, the proposed masterplan does not preclude alternative layouts as part of a Reserved Matters or Detailed planning application, providing the underlying principles established in this document are satisfied and the delivery of quality within the built environment remain creative. Key points are as follows:

A new access into the development, extending the existing adopted Gateway Avenue highway in a way which was originally designed to safeguard later development of the site. A new emergency access off Hillview Crescent controlled with de-mountable bollards or similar, also doubling as a pedestrian/ cycle route.

A new network of pedestrian footpaths which connect new streets, Public Open Spaces and play areas with Gateway Avenue, Hillview Crescent and the Public Right of Way. Taking on board feedback from the public consultation, a new signaled pedestrian crossing across the A53, suitably offset from the junction with Gateway Avenue, together with additional traffic calming measures (see page 54).

New linear streets, which continue existing building lines and complete 'housing blocks' (see page 41). This will assist the development in positively integrating with the existing residential context. Carefully positioned streets on a

north-south axis to safeguard existing views across the site towards Madeley Park Wood and the wider landscape setting.

A series of inter-connected development zones comprising a mix of housing types and sizes. Following LPA comments, the masterplan proposes an increased number of bungalows along the eastern and southern boundaries of the site which addresses adjacent lower storey residential massing. The masterplan also proposes use of lower housing densities in consideration of existing contextual patterns observed in section 2.

A continuous corridor of Public Open Space and natural play areas extending along the full length of the north-western and northern boundary and creating a softer green edge to the development. This addresses the interface of urban form meeting wider landscaped settings and creates an improved edge of settlement.

Taking on board comments received from MADE, a smaller pocket of amenity or play space adjacent to the development entrance to work as a 'green gateway' or arrival point into the development whilst ensuring that new open space is within short walking distance from both new and existing residents, avoiding busy roads.

A new ecology pond, tree planting, retention of existing hedgerows and trees and sustainable forms of urban drainage (SUDS) to assist biodiversity and habitat creation.



-  Focal points and dual aspect dwellings (buildings or landscape).
-  Public Open Spaces.
-  Extended separation distances to neighbouring dwellings.
-  Existing trees as inclusive landscape elements.
-  Continuation of building lines and formation of 'housing blocks'.
-  Retention of views across the site towards Madley Park Wood.

5.3. Design Principles.

The proposed indicative masterplan has been shaped by the site assessment. It works on a series of urban design principles to deliver a high quality development which addresses the criteria of National Planning Policy Framework as follows:

Accessibility and promoting sustainable forms of transport.

'Plans and decisions should take account of whether the opportunities for sustainable modes of transport have been taken up depending on the nature and location of the site to reduce the need for major infrastructure and safe and suitable access to the site can be achieved for all people.'

Creation of convenient, safe and direct pedestrian routes for residents to access local facilities located on Newcastle Road (A53) and Baldwins Gate Primary School.

Provision of a single vehicular access point into the development off Gateway Avenue and a new pedestrian/cycle route improving the connectivity of the site and linking to the Public Right of Way alongside the railway line.

Provision of a new signaled pedestrian crossing across the A53 to the south of the site and new traffic calming measures.

Subject to land ownerships, and further negotiations with the Council, off-site improvements to the existing Public Right of Way.

Creation of a new, distinctive street hierarchy providing easily recognisable routes that balance the street as a space alongside its function as a movement corridor and complement development character areas.

Provision of new buildings and creation of focal point features, character spaces and arrival points to achieve legibility and assist way finding through the development. Provision of active frontages to encourage natural surveillance and safe streets and amenity spaces.

Car parking and cycles storage provision in accordance with Newcastle-under-Lyme standards (Appendix 3, Table 3.2, Local Plan (2011)).

Provision of amenity space.

'Planning policies and decisions should aim to ensure that developments; optimize the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of the developments and support local facilities and transport networks'.

- Provision of strategically placed green infrastructure which provides a network of inter-connected, accessible, safe and usable open spaces for new and existing residential communities to share.
- Provision of Public Open Space located along the northern boundary to provide a soft green edge to the development and address the interface of urban and landscape settings meeting. The corridor will include new inter-linked areas of natural play and comprise wildflower meadows, a swale, an ecological pond and native tree planting to create an attractive, ecologically rich open space. The corridor will make best and efficient use of space by encompassing the acoustic buffer and the majority of Grade I agricultural land. It will be easy to access via a new network of pedestrian footpaths which will connect with the existing Public Right of Way. Existing hedges and trees will be retained and facilitate new 'landscape layers' of native tree planting that will bolster existing landscape edges and filter inward views of the development seen from the wider countryside to the north.
- Creation of an informal but maintained 'green gateway' of amenity space at the entrance into the development off Gateway Avenue. This addresses views into the site from neighbouring dwellings whilst ensuring that open space is dispersed across the development, close to new and existing streets and avoids concentration in one place.
- Use of new landscape to realise development character areas including features such as tree lined streets, grassed 'crescent verges' and ensuring that existing trees are inclusive considered features of the development as backdrops to internal views.

Response to context.

'Planning policies and decisions should aim to ensure that developments; respond to local character and history and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation'.

- Continue the existing urban edge into the site as an extension and lower development density towards the western and north-western edges. Mirror building lines and complete housing 'blocks'.
- Offset new development from the southern boundary using extended rear gardens which surpass minimum distances as specified in Supplementary Planning Guidance 'Space around dwellings'.
- Locate bungalows along the southern and eastern boundaries adjacent to existing lower storey massing. Limit the development to a maximum height of 2 storeys.

- Create new linear roads which draw precedence from the existing residential streets Sandyfields and Gateway Avenue.
- Locate loose patterns and lower density development adjacent to western and north-western edges to complement Public Open Spaces and long distance inward views into the development.
- Conceal site constraints through good design and make best and efficient use of land.
- Create architecture which uses a palette of materials that is reflective of the local vernacular. Use of varied streetscape cross sections and housing patterns to reinforce character areas and engender distinctiveness.
- Provision of larger plot sizes which influences lower density patterns and offers flexibility for residents to adapt or extend their dwellings at a later date.

Promoting healthy communities.

'Planning policies and decisions should aim to achieve places which promote safe and accessible environments containing clear and legible pedestrian routes and high quality public spaces which encourage the active and continual use of public areas'.

- Provision of new Public Open Spaces and natural play which are open, overlooked, safe and accessible and encourage interaction between new and existing residential communities.
- Provision of a new pedestrian/ cycle link to connect the site to the wider residential context, local facilities and nearby schools.
- To create sustainable, balanced communities, provision of a mix of housing types, sizes and tenures that are dispersed across the development.
- Provision of a mix houses and habitable room types along street frontages and in front of Public Open Spaces to assist natural surveillance at different times of the day.
- 'Pepper-potting' affordable housing through the development in clusters to create balanced and healthy communities.

Promotion of biodiversity.

'The planning system should contribute to and enhance the natural and local environment by; minimizing impacts on biodiversity and providing net gains in biodiversity contributing to the Government's commitment to halt overall decline in biodiversity'.

- Retention and enhancement of existing landscape and ecological features. Use of SUDS.
- Creation of new landscape areas including wildflower areas, and large, medium and small scale tree planting as part of a strategy to filter long distance inward views of the development.



5.4 Building heights and massing.

The masterplan proposes new building heights of not more than 2 storeys (up to 10 metres to ridge) and includes bungalows along the eastern and southern boundaries. This is primarily in response to the adjacent residential built environment and longer distance inward views from the north observed in section 2 of this document.

New dwellings proposed adjacent to existing houses are spaciouly offset from the boundary to respect privacy, address tree root protection areas, minimize overshadowing and loss of privacy. Separation distances as specified in the 'Space around Dwellings' Design Guidance will be met and in some areas, surpassed.

The masterplan has considered the impact of built form on inward views seen from the Madeley Park Wood area and responds by proposing loose, low density patterns of housing along the northern edges set behind a green corridor of Public Open Space. Retention of existing hedgerows together with new native, phased tree planting within this area will filter views of the development in a similar way to the existing urban edge seen today. Further details can be found



New bungalows.



Courtyard housing patterns comprising terraced and semi detached dwellings.



5.5 Affordable housing.

Policy CSP6 (Affordable Housing) requires that new residential developments will be required to contribute towards affordable housing at a rate equivalent to a target of 25% of the total dwellings provided. The policy also states that in some areas the local need for affordable housing may be less than 25% and a financial contribution will therefore be required at the equivalent rate to meet priority needs elsewhere. The masterplan therefore proposes 16% of the development be offered as affordable housing, supplemented with an off-site financial contribution. This equates to a total of 18no. dwellings, details of which can be found in section 5.1.

Affordable housing is proposed to be located centrally within the development, benefitting from new linkages to the wider context, Baldwins Gate Primary School and local public transport connections.

In accordance with the Affordable Housing SPD (2009), affordable housing is proposed to be located in clusters or manageable groups not more than 10 dwellings, generally comprising a mix of house types and tenures. Affordable dwellings are designed to Design and Quality Standards meeting the requirements of Lifetime Homes, Secured by Design and Code for Sustainable Homes (level 3). They will be tenure blind, avoid concentration in one area and the creation of unbalanced communities.

Subject to consent, details dealing with the final appearance and siting will be submitted as part of a Reserved Matters or detailed application through further consultation with the Local Planning Authority and local community.





5.6 Layout principles and character areas.

Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovations, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness' NPPF

The development is proposed to have a distinctive layout and structure which draws upon characteristics of the local residential vernacular. The structure of the layout has a strong functional rationale, which is informed by views, existing landscape components, site constraints and the aspiration to create a new, integrated environment.

The development will comprise a number of urban components to achieve a high quality and inclusive residential development and therefore comprises a series of development character areas which specifically address urban and landscaped surroundings in order to engender distinctiveness and identity whilst maintaining a common theme.

The masterplan is based upon a series of development zones or 'housing blocks' which comprises back to back arrangements of houses of varying shapes, sizes and densities, dependent upon their location within the site. Housing blocks ensure that frontages are outward facing so that new streets and open spaces are overlooked and natural surveillance is achieved. The use of block principles provides some flexibility for designers to enable detailed layouts to be advanced, providing they achieve the principles within this Design and Access Statement. Each block aspires to achieve the following:

Ownership:

A clear distinction between public and private realm is achieved through use of high quality boundary treatments, varying front garden depths treatments and locations of car parking.

Landscape design:

A range of high quality hard surface materials should be used to enhance higher density areas of the development, such as courts and shared surfaces to enhance the public realm and realise character areas. In contrast, soft landscape is particularly important in order to create a 'leafy' feel to other areas the development and can include, tree lined streets, rear garden tree planting (to soften the appearance of building mass), grassed 'crescent' verges and new hedgerow and/or shrub planting to clearly define frontages and create defensible spaces.

Parking:

A range of parking scenarios should be provided which again, complement character areas. Along the central street car parking spaces and garages should be mostly set to the side of dwellings (with some integral garages and frontage parking) in order to be subservient to building lines and avoid car dominated frontages. This defines building lines and promotes landscaped frontages which engenders a 'leafy' feel to the streetscape. Along shared surfaces, grouped parking located in front or to the side of plots will help to engender a courtyard feel to these higher density areas of development which will be further realized by reduced building separation distances across frontages or streetscapes. Further details of parking typologies can be found on page 55.

Privacy:

In accordance with 'Space around dwellings' Supplementary Planning Guidance (2009), the masterplan proposes minimum 21 metres back to back separation distances and 13.5 metres between fronts and gables. In instances where new development is proposed adjacent to existing dwellings these requirements will be generally surpassed. Such distances will ensure usable rear garden spaces that can accommodate refuse and cycles storage and in some instances, facilitate later adaptation or modification of the building envelope, whilst maintaining a usable rear garden space.

Security:

'Housing blocks' will ensure that buildings will face the public realm with habitable doors and windows to give natural surveillance of new streets and Public Open Spaces. This often requires dual aspect dwellings to effectively turn corners and define junctures between character areas. Additional features such as gable windows should be provided to improve areas of passive surveillance where grouped car parking is located and address key views and internal vistas.

Servicing and storage:

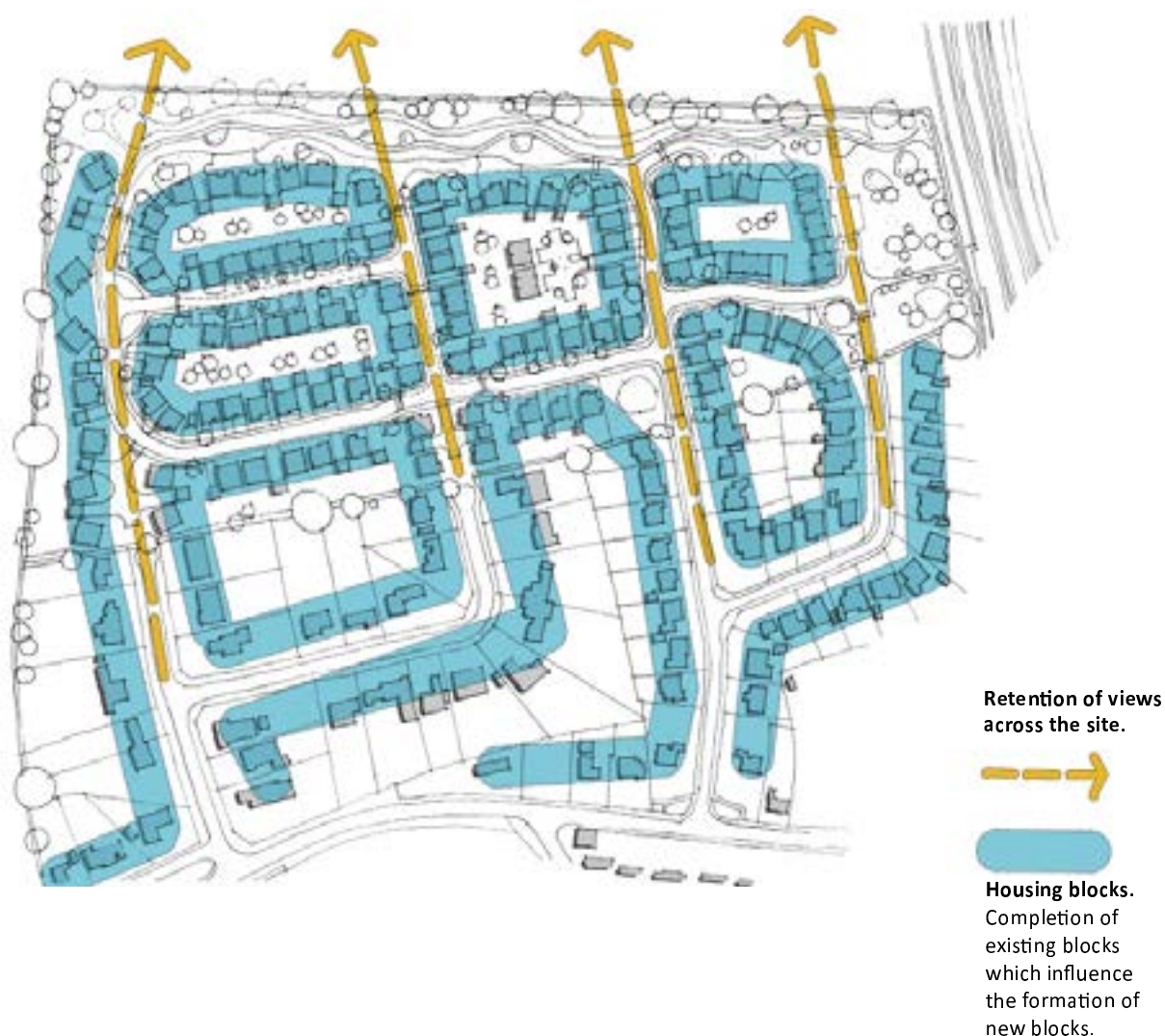
Provision of adequate space for refuse, recycling and compost bins within rear garden spaces. All plots will have suitable access to frontages for weekly collection and in circumstances where this is not possible, communal collection points will be located within private drives or narrow lanes.

Street design:

The depth and length of each housing blocks varies, but generally has a linear influence which draws inspiration from existing streetscapes Sandyfields and Gateway Avenue. The location and position of development zones and building patterns is influenced by the desire to retain views across the site from blocks (see diagram below, and page 44).

The masterplan proposes that all corner locations are addressed with dual aspect dwellings and prominent gables should not be blank and rather, incorporate fenestration or detail.

To realise visual connections with the context, most new streets are orientated on a north-south axis so that views of the wider landscape context or built form are seen. Where this is not the case, and in higher density character areas, internal views within the development will be met with focal point dwellings or landscape features, such as the existing oak trees on the western boundary.



Details of the proposed character areas are as follows:

Central street.

Continuous building lines located along linear streets concentrated along the southern area of the site. The format of these streets extract principles from both 7.5.33 of the Stoke-on-Trent/ Newcastle-under-Lyme Borough Council Urban Design Guidance and the adjacent residential areas and are designed to continue existing streetscapes and building lines so that the development reads as a logical urban extension.

The central street will be distinctive comprising bungalows and 2 storey detached houses alike Sandyfields and Gateway Avenue. Dwellings are proposed to be generously offset from the eastern and southern boundaries to respect views from existing dwellings and address existing trees. Front to front building separation distances across the central street will range from 16 – 21 metres. Car parking and garages are generally proposed to be set to the side and rear of houses, within the curtilage of each plot so that street elevations are not cluttered or dominated by parking and front gardens spaces can engender a landscaped, leafy feel. Continuous, themed and high quality boundary treatments will be used, such as low level brickwork walls and hedgerow planting to provide a clear distinction between public and private realm.

Shared surfaces and courts.

Structured and linear building lines comprising predominantly of semi detached and a small number of terraced 2 storey dwellings. In accordance with 7.5.4 of the Urban Design Guidance document, courts are located in the heart of the development, tucked away behind linear streets and green edges. Dwellings will overlook courts with frontages, set close to the pavement with narrow front garden spaces that function as defensible space.

Building separation distances across the street section are proposed to be condensed (ranging from 13 – 21 metres) in order to reinforce the higher density patterns of housing, create enclosure and promote a courtyard feel around the shared surfaces which serve them. Car parking is generally located to the front or to the side of dwellings in grouped bays which enable the building lines to sit closer to the carriageway. Streets will generally be of high quality pavements which incorporate car parking spaces as a continuous surface, promoting lower vehicles speeds and will be interspersed with planting bays, planters and structured patterns or ornamental tree planting.

Green edges/ lanes.

Loose, shaped patterns of larger detached 2 storey houses, having the most generous separation distances, very large plots, wider gaps between plots and deeper landscaped front gardens. Dwellings are located off 'low key' lanes (often paved private drives) with garaging and parking set to the rear or side so as to be subservient to housing frontages. Loose patterns of tree planting are designed to complement the low density areas of housing so that lanes have a landscaped or open bias. Rural edges draw precedence from existing loose residential patterns located within Baldwins Gate such as Heron Pool Drive and Lakeside Close and provide an improved edge of settlement. Green edges are proposed to be located in the northern and western areas of the development mostly overlooking Public Open Spaces to achieve natural surveillance.



Dwellings close to pavements with narrow defensible planting.



Condensed building arrangements to shared surfaces and courts.



Loose development patterns to complement landscaped edges.



Urban features such as crescents and landscape focal points.

Junctures.

These spaces demark the meeting of character zones; ie: the central street meeting the shared surface. These instances occur mostly at corners and as a response, are defined by a collection of dual aspect dwellings which achieve continuous building lines and effectively 'turn the corner'. Junctures can be further demarked by crescent style patterns of houses, reduced front to front building separation distances and use of contrasting, traditional building materials.

Whilst appearance is reserved, character areas and architectural design principles are proposed that will set a guide for future design. Following an assessment of the existing residential contexts within Baldwins Gate, the make-up of character areas can comprise the following:

Building component	Central street.	Shared surfaces and courts.	Green lanes/ edges.
Dwelling types	Semi detached, terraced, detached houses and bungalows.	Semi detached, terraced and a scattering of detached houses.	Detached houses and bungalows.
Dwelling heights	1 and 2 storeys.	2 storeys.	1 and 2 storeys.
Building lines	Consists of frontages set back from road ranging from 2 - 8 metres. Linear, continuous building lines which align streets, mostly extending existing patterns. Structured patterns of houses which draw precedence from the adjacent context. Some tighter patterns of houses to address character area junctures. Dual aspect dwellings on corner locations to address streetscape and Public Open Spaces. Lower storey massing to address adjacent residential context.	Consists of frontages. Linear building lines positioned close to highway or parking spaces in front. Narrower gaps between dwellings. Geometric, orthogonal residential patterns. Tighter front to front building separation distances.	Consists of frontages. Low density, organic housing patterns which loosely follow narrow lanes and private drives. Deeper, wider plots. Wider gaps between buildings. Often overlook Public Open Spaces and have open, landscaped aspects.
Characteristics	Linear streets. Front garden spaces to create a landscaped, leafy feel. Parking and garages generally set to the side or rear of dwellings (within curtilage) to promote car free, uncluttered frontages.	Buildings positioned closer together, enclosing spaces. Linear building lines. Minimal or no gable/ eaves line articulation to emphasise building line and streetscape pattern. Planted bays and structured tree planting between car parking spaces. Some rear/ side alleyways to be lockable at front face of buildings.	Informal arrangements of housing with open aspect and strong landscape bias. Minimal repetition in house type design. Parking and garages set to the side of dwellings (within curtilage) to promote car free, uncluttered frontages.
Roof design	Traditional pitched roof design with front gables to provide articulation to eaves line and address corners (dual aspect dwellings). Hipped roofs to reduce ridge heights. Deeper bargeboards and some extended roof overhangs.	Traditional pitched roof design. No hipped roofs. Minimal roof overhang. No articulation along eaves line.	Traditional pitched roof design with gables to articulate roof line. Some hipped roofs to minimise ridge heights – particularly adjacent new bungalows and garages.
Doors and Windows	White Upvc casement windows. Front doors to have varying colours/ styles.	White Upvc casement and sash windows. Front doors to be cottage style of varying colours.	White Upvc casement and sash windows – with window bars. Front doors to have varying colours/ styles.
Features	Pitched and flat roof porch canopies. Dentil coursing. Brick corbelling. Square and splayed bay windows. Cill and head details (brick soldier coursing/ tile creasing/reconstituted stone) Tile hanging.	Pitched and flat roof porch canopies. Dentil coursing. Brick corbelling and dentil courses to eaves. Brick cill and head details.	Pitched and flat roof porch canopies. Brick plinths. Dentil coursing at various levels. Brick corbelling and tile creasing. Square and splayed bay windows Cill and head details with keystone features and arches.
Front boundary treatments	Hedgerows and shrub planting at back of pavement. Low level brickwork walls. Some tree planting, dependent on garden depth,	Low level landscape – in most cases as defensible space. Some front railings, dependent on set back from highway/ car spaces. Some shared front footpaths.	Hedgerows and low level landscape. Knee rails in front of Public Open Spaces.
Materials	Red/ orange blended facing brick/ Ivory colour render. Reconstituted stone. Terracotta. Red and grey roof tiles. Generally tarmac road surfaces with some paved table tops.	Red/ orange blended facing brick. Ivory render to promote focal point buildings at ends of internal views. Grey roof tiles. Variation in quality hard landscaping materials (paviours and setts).	Red/ orange blended facing brick limited use of render. Reconstituted stone. Grey and brown roof tiles. Variation in high quality landscaping materials.

Each character area will contain its own individual design elements, making it distinct from other areas. It will include built form principles which are realised by changes in height, set -backs, landscape treatments, architectural detailing, colour and use of materials. The boundaries between character areas are not set in stone and will naturally evolve as part of a detailed design process. The definition between the character areas will be subtle and tied together with an overall development theme that is realised through density, use of materials and landscape.

Subject to consent, details of the proposed elevational design will be submitted as part of a subsequent Reserved Matters or a detailed application.



5.7 Views.

Access into the development and preservation of views.

View 2.

View of the new development entrance via Gateway Avenue and the pocket of amenity space, creating an informal gateway into the development. New building lines are positioned so that outward northerly views across the site are maintained.



View 16.

View of the proposed emergency access and pedestrian/ cycle route into the site from Hillview Crescent. The access will be controlled by demountable bollards (or similar) to prevent vehicular shortcuts. The route will lead to new Public Open Spaces and will connect to the existing Public Right of Way. New houses and bungalows will overlook the route so that natural surveillance is achieved.

Key:



View 4 (left).

View into the development from Sandyfields. The existing hedgerow is proposed to be retained and new bungalows are proposed in response to existing bungalows within this street. No pedestrian connections into the development are proposed in this area due to the road being of private ownership. Outward views towards the wider context to the north will be retained through careful positioning of new, loose building patterns.



View 15.

View into the site from Sandyfields. Building patterns safeguard outwards views across the site towards the north so that views towards Madeley Park Wood are backdrops to streets in a similar way as they are today.

Character areas.



View 14 (above).

View of the green gateway into the development, adjacent to the entrance via Gateway Avenue. New dwellings are orientated to overlook this space and achieve natural surveillance, suitably offset to avoid overlooking of existing dwellings.

View 10 (left).

View of shared surface and courtyard space.

Key:



View 7 (left).

Shared surface character area; tighter patterns and use of semi detached and terraced houses realise higher density areas of development, tucked away in the centre of the development, behind linear residential streets.

View 5.

Loose patterns of larger houses are located on the northern edges of the development to create a soft edge. Housing frontages overlook Public Open Space which is a landscaped soft edge to the development and addresses the wider landscaped setting to the north.

Development edges.



View 17 (below) and view 9 (above). See key overleaf.

View of the northern edge of the development comprising loose patterns of houses in front of a landscaped green corridor. New tree planting is proposed in order to filter views of the development seen from the wider landscaped setting and Public Rights of Way to the north. This replicates the current condition along the southern and eastern boundaries.



View 13.

Views into the site from the Public Right of Way. New housing frontages are proposed to be offset from the railway to address the railway acoustic buffer and overlook new Public Open Space with frontages and habitable rooms.



5.8. Green Infrastructure.

'Planning policies and decisions, in turn should aim to achieve active places which promote safe and accessible developments, containing clear and legible pedestrian routes and high quality public open space, which encourage the active and continual use of public areas'. NPPF

Public Open Space.

New Public Open Spaces are provided in accordance with Policies C4 and CSP5. They will encourage social interaction between new and existing communities and be within a short walking distance of them. The master-plan proposes two main areas of Public Open Space; the largest area being a corridor encompassing the along the northern and north-western boundaries of the site and a smaller area adjacent to the entrance into the development to the south. The location of Public Open Space has been influenced by the following:

- Policy requirement to provide new Open Spaces and play areas that are easy to access, well surveilled and safe.
- The need to create a soft edge along the northern boundary which addresses the juncture of landscape and urban settings meeting.
- Existing hedgerows and trees and the preference to include these elements within Public Open Spaces.
- To make efficient and best use of land by encompassing the foul sewer easement, Grade I agricultural land, the acoustic buffer and providing a soft green edge to the development.
- To utilise the natural, shallow rising landform of the

site to assist a strategy for Sustainable Urban Design (SUDS) and encourage ecological habitats and biodiversity with new planting, wildflower meadows and a new ecology pond.

Public Open Space proposed to the north will make best and efficient use of land by encompassing the acoustic buffer and Grade I agricultural land. The corridor primarily safeguards open views across the site whilst ensuring the development has a soft green landscaped edge which avoids abrupt building lines terminating abruptly in front of the wider landscaped setting.

The depth of the corridor varies, however ensures that new native tree planting can be accommodated to ensure that views of the development seen from the wide landscaped context and Public Right of Way to the north are filtered. This replicates the current condition found along the southern boundary where views of existing built form are glimpsed between vegetation. New tree species can include *Prunus avium*, *Acer campestre*, *Alnus glutinosa*, *Quercus robur* and *Malus sylvestris* and can be implemented in a phased manner which ensures vegetation can establish and mature in advance of the overall development construction. Further details can be found on page 50, the Landscape Visual Impact Assessment and view photomontages which accompany the application.

New development is proposed to overlook the full length of the green corridor, mostly comprising housing frontages arranged in loose, low density patterns. These areas will be serviced off low-key lanes or private drives to downplay the presence of vehicles and avoid bright external lighting close to Public Open Spaces and ecological habitats. Provision of housing frontages will achieve natural surveillance of a series of new natural themed play areas with occasional equipment along the corridor and will flank new pedestrian footpaths which bisect perpendicularly with new streets and the existing Public Right of Way.

The corridor will comprise new shrub and wildlife meadow planting including wild flower species such as *Achillea millefolium*, *Silene dioica*, *Rumex acetosa* and grasses such as *Agrostis capillaris*, *Cynosurus cristatus* and *Festuca rubra*. It will act as a wildlife corridor, providing foraging opportunities for badgers and affording opportunities to increase the biodiversity of the site. Existing perimeter hedgerows are proposed to be retained and supplemented using a mix of Hawthorn, Field Maple, Blackthorn, Hazel, Spindle, Dog Rose and Holly that will widen them by approximately 1 metre.



Natural play areas.



Wildflower meadow planting.

The corridor makes best use of the 3 metre level change (and low point) to accommodate a shallow linear depression in the form of a dry swale as part of a strategy for sustainable urban design. A new ecology pond is proposed within the open space, profiled so that permanent water of varying depths of 0.5 - 1 metre are achieved. The pond will be approximately 134 square metres in size with marginal and aquatic planting to benefit species including amphibians, bats, birds and grass snake. The open swales and pond may facilitate the movement of amphibians between the ponds on site and other water bodies within the area.

Public Open Space proposed to the east of the site will comprise a square parcel of mown grassed area with a central feature tree as amenity space. Its location will create an open gateway into the site, address inward views into the site from neighbouring dwellings and ensure that amenity space is within easy walking distance of existing and new residential areas. Natural play or play equipment could be accommodated here.



Pockets of amenity spaces, overlooked by housing frontages. Existing trees can be inclusive focal point features.

Character areas.

Existing landscape features are proposed to be incorporated into the masterplan as inclusive features. Along the eastern and southern boundaries, new houses are proposed to be offset from adjacent trees, respecting root protection areas and associated shading arcs. The internal arrangement of linear streets is also positioned so that the two existing oak trees on the western boundaries are backdrops to westerly end of vistas and crescent style features.

New landscape will complement development character areas. A feature tree is proposed within the green gateway upon arrival into the site to demark its purpose as amenity space, whilst grouped native tree planting within the green corridor and ornamental species within garden spaces will generate a series of 'landscape layers' that will rise above new massing and roofscapes and in time, soften views of built form.

Structured lines of trees and soft landscaping are proposed to reinforce the orthogonal design of courtyards and reiterate their condensed, visually distinctive character in comparison to looser development edges in front of Public Open Spaces and site edges.



Softer development edges which overlook Public Open Space. These residential areas can be serviced by low key lanes and drives to downplay the prominence of vehicles close to play areas and recreational spaces.

Public Open Space provision.

The requirement for the provision of Public Open Space in residential developments has been calculated in accordance with policies C4 and CSP5 which, for sites with ten or more dwellings or at least 0.4 hectares with fewer dwellings requires provision of open space as follows:

- 0.1 hectares of publicly accessible open space for each 50no. houses.
- Appropriate play equipment must be provided within new housing areas with 100no. more dwellings. The amount of equipment will be appropriate to the size of the development.
- Where new play areas are provided within the development, each must be of at least 0.1 hectare and be located so that no child has to walk more than 0.4 kilometres (0.25 miles) or cross a major road to reach such an area from home.

The required Public Open Space area is therefore:
 $0.1 \text{ hectares} / 50\text{no. dwellings} = 0.002 \text{ hectares per dwelling} \times 113\text{no. (proposed dwellings)}$
= 0.226 hectares requirement.

The masterplan proposes 1.23 hectares of Public Open Space, **which is an over-provision of 1.004 hectares.**

5.9. Drainage Strategy.

Foul drainage.

A pre-development enquiry with United Utilities has confirmed that the development will be permitted to connect to the existing combined sewers serving the existing residential development to the south.

Sewer records have identified a rising main foul sewer which crosses the western area of the site in a north-south direction. The masterplan safeguards an easement within this vicinity, from which new dwellings are offset. The exact location of the sewer will be confirmed at the detailed design stage.

Staffordshire County Council has confirmed the location of a highway drain which crosses the south of the site in a westerly direction. The masterplan proposes diversion of this drain. Lift and shift provisions within the legal agreement ensure that costs associated with the diversion will be responsible by Staffordshire County Council.

Surface water drainage.

The Flood Risk Assessment demonstrates that the proposed development is not at significant flood risk, subject to the recommended flood mitigation strategies being implemented. The identified risks can be found in Flood Risk Assessment which supports the outline application.

As the site is currently undeveloped, the construction of a residential development would add a large area of impermeable surfacing that will result in an increase in surface water runoff. The level of runoff discharged from the site will need to be controlled to a minimum to maintain current Greenfield runoff rates in accordance with Environment Agency guidance.



Retention of existing hedgerows.



Example of a swale.

Soakaway tests undertaken have confirmed that the underlying soils on site has capacity to accept infiltration drainage from the proposed development.

Surface water from the site will therefore be disposed of entirely via soakaway, through the use of source control methods (individual soakaways) on a property level basis and to a large dry swale feature located along northern green corridor, (forming an infiltration blanket) in exceedance events. This is seen to provide a preferable form of discharge for the surface water on site and will provide capacity up to the 1 in 100 year (with an allowance for the impact in climate change) storm. This will ensure that flooding is not increased elsewhere as a result of the development.

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



5.10 Contextual views and massing.

A Landscape Visual Impact Assessment (LVIA) accompanies the application to identify and assess the likely effects that the development may have on the landscape and visual resources of the surrounding area. The purpose of the LVIA has been to determine whether any of the identified effects will be significant and potentially result in an unacceptable change to the character of the landscape or to views experienced.

As existing:



View 3 looking towards the northern edge of the site. The current urban edge formed by Sandyfields, Gateway Avenue and Hillview Crescent is visible between trees.

Contextual views. As proposed:



View 3. View of the proposed development **after 1 year** of construction. Phased, early implementation of planting within the green corridor along the northern edge will soften views of the development.



View 3. View of the proposed development **after 5 years** with further planting implemented along the northern green edge.



View 3. View of the proposed development **after 15 years**. Tree planting along the northern edge has matured and filters views of the development.

There will be no significant physical effects due to the limited valued landscape elements within the development site and the retention of those features such as the mature oak trees within the boundary hedgerows. The character of the development site will, however be directly altered by replacement of the grassland field with built form and associated open space. Scope exists, however to partly compensate for this by way of new phased planting proposals and inclusion of native tree planting and species-rich grassland within retained open areas, which form an integral part of the development proposals. Furthermore the change in character will be confined to the area of the development and will have limited effects on the open character of the countryside to the north and west of the Development. By virtue of its setting against the urban edge of Baldwins Gate and intervening vegetation, effects on landscape character are not predicted for wider landscape character areas across the Ancient Redlands.

The LVIA concludes that the overall development would not lead to adverse effects that would not be mitigated in the medium to longer term and that the site and its context in landscape and visual terms has the capacity to accommodate development of the type proposed.

5.11 Adaptability.

'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making better places for people'. NPPF

The development will achieve sustainable building construction techniques in line with current Building Regulations. The development will also seek to:

- Encourage sustainable modes of travel and reduce walking distances via a new pedestrian/ cycle route and network of pedestrian footpaths which connect to the wider residential context, facilities and the primary school.
- Promote habitat enhancement and creation through the retention and supplementation of existing hedgerows, provision of a new ecology pond and the provision of a new wildlife corridor including native wildflower, shrub and tree planting.
- Improve energy efficiency through siting, design and orientation of dwellings and provide dual aspect dwellings which achieve good levels of natural daylight.
- Provide a percentage of dwellings that have space to be used as an office and work from home.
- Use water conservation measures such as low flush w.c's, water saving taps and water butts.
- Use simple traditional construction detailing and materials to achieve a robust and high quality build and use of building materials which are capable of being recycled.



New pedestrian footpaths to promote walking and cycling.



Swale, Sustainable Urban Drainage.

5.12 Sustainability.

New development offers flexibility in order to respond to future changes in lifestyle and demography as follows:

- Larger plot sizes and garden lengths to provide homeowners the opportunity to extend dwellings whilst maintaining proportionate and usable garden space.
- Roof pitches that facilitate future loft conversions.
- Where possible, roof pitches with aspects 30 degrees of south to provide the opportunity for homeowners to retrospectively fit roof mounted energy panels.
- Percentage provision of development dwellings designed to Lifetime Homes and Code for Sustainable Homes being capable of adaptation to meet the needs of people with a disability or mobility problems.

5.13. Community safety.

Government policy makes clear that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion. This policy is set out in the document 'Safer Places: The Planning System and Crime Prevention' (February 2004, ODPM and the Home Office) and Manual for Streets.

The guidance is based on seven attributes of sustainable communities particularly relevant to crime prevention. These attributes have emerged from in-depth research into crime prevention and urban design practice and theory. The seven attributes of sustainable communities relevant to crime prevention are:

- Access and movement: places with well defined routes, spaces and entrances that provide for convenient movement without compromising security;
- Structure: places that are structured so that different uses do not cause conflict;
- Surveillance: places where all publicly accessible spaces are overlooked;
- Ownership: places that promote a sense of ownership, respect, territorial responsibility and community;
- Physical protection: places that include necessary, well-designed security features;
- Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times; and
- Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

A key aspect of creating a safe and secure development will be to look at detailed areas with the Local Authority's Crime Prevention Design Adviser as the development is progressed through a Detailed or Reserved Matters application. At this stage the specific ways in which the proposals accord with the seven attributes relevant to crime prevention as follows:

Access and Movement

All routes are designed to be well defined and overlooked by new development and active frontages. All routes are proposed to be direct and necessary allowing access to properties, Public Open Spaces and leading to facilities and residential areas within the wider context. The minimal number of terraced units within the masterplan designs out the need for rear alleyways or routes that aren't overlooked or without purpose.

Structure

The development will sit adjacent to and be accessible by the existing residential communities. The proposal promotes social interaction between new and existing

communities by providing a network of new pedestrian connections, a new pedestrian crossing over the A53 which will lead to new Public Open Spaces with natural play facilities. New housing frontages are proposed to overlook open spaces to achieve natural surveillance. No conflicting uses are therefore proposed.

Surveillance

The movement network (vehicular, pedestrian and cycle routes) and all Public Open Spaces will be well defined and overlooked by surrounding development. Parking areas for private houses will be located predominantly to the front and side of dwellings. No rear parking courts are proposed. Parking spaces will be visible from the dwellings that they belong to or be overlooked by others – this will increase opportunities for passive surveillance.

Ownership

The distinction between public and private space will be clearly defined by physical means such as high quality boundary (screen) walls, fences, railings, hedges/ low level planting and surface treatments. Properties will face into streets allowing residents to get to know their neighbours and recognise their cars etc – engendering a sense of personalization and community spirit. Locating parking within the curtilage of the plot helps private parking to be defined. Where groups of on-street parking spaces are proposed, private and visitor car parking will be more clearly defined. Areas where parking is not permitted will be protected by physical means such as level changes, grassed or landscaped verges, changes in hard surfaces, timber bollards or knee rails.

Physical Protection

All buildings will be secured to the relevant standards as set out in Building Regulations or by the Local Planning Authority. Subject to consent, the option to exceed these standards will remain open to the applicant as part of a subsequent Reserved Matters or detailed planning application.

Activity

Public Open Space will be accessible and continuous having active uses throughout most of the day. All new Public Open Spaces and areas of natural play are proposed to be appropriately lit (whilst addressing sensitive hedgerows nearby) and overlooked by new housing frontages that will promote natural surveillance and discourage anti-social behaviour. Frontages will be active, having canopied entrances, external illumination and a mix of habitable and non-habitable room windows at both ground and first floor level.

Management and Maintenance

A good quality public realm will be provided, stimulating human activity and influencing the behaviour of users. Dwellings within the site that are privately owned will be maintained by the individuals who own or occupy them. Affordable dwellings will be grouped in clusters of not more than 10 dwellings facilitating ease of management by public or private companies.

The majority of roads and footways will be designed to adoptable standards (based on Manual for Streets and County Guidance) however some minor lanes or drives will fall within private ownership. Public Open Spaces are proposed to be maintained by an appointed management company and swales offered for adoption.



Access strategy and proposed road hierarchy.

	Primary street.
	Secondary street.
	Tertiary street.
	Emergency access.
	Existing PROW.
	Key pedestrian links.

5.14. Access and connectivity.

'Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, development should be located and designed where practical to; give priority to pedestrians and cycle movements, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and, where appropriate establishing homezones'. NPPF

The design proposes a structured and well connected movement network which connects with and logically extends Gateway Avenue and Hillview Crescent into the south of the site in a manner which the existing road infrastructure has safeguarded. This ensures that the development reads as an extension of the existing residential area and ensures that it is accessible by all users. The network passes through character zones and Public Open Spaces which in turn, assists a simple and direct road hierarchy.

Vehicular access to the development is proposed to be via

Gateway Avenue via the A53, extending the adopted highway and footways into the southern area of the site. From here, a series of streets are proposed to lead into the site using road widths ranging from 5 – 5.5 metres in width and footways 2 metres in width. The street layout is influenced by the position of 'housing blocks' and the preservation of views however, generally adopts a linear format, drawing precedence from the Sandyfields and Gateway Avenue. The low density, leafy feel to the residential street will influence vehicle speeds and some local raised tables or changes in surfaces can also be used.

The internal arrangement and widths of streets is proposed to vary throughout the development to form a road hierarchy which comprises primary, secondary and tertiary routes. This ensures that lower priority, narrow lanes and drives serve perimeter areas of the site, downplaying the prominence of vehicles in lower density areas of the development located opposite Public Open Spaces. Streets will be designed in accordance with the principles of Manual for Streets (MfS) and MfS2. A summary of proposed street types is provided in the table overleaf.

New streets will pass through a series of development character areas changing into shared surfaces in the heart of the development, which merge pavements and roads to complement courtyard styles spaces. In these instances, the street widths will reduce to 4.5 metres wide with service zones located each side.

Road types and hierarchy.

	Primary Street.	Secondary Street.	Tertiary Street.
Type	Residential street.	Residential (side) street and shared surfaces.	Lane or court.
Width	5.0 – 5.5 metres wide.	Minimum 4.5 metres wide.	Minimum 3.7 metres wide
Footways	2 metres.	2 metres, where not in shared surface.	N/A – shared surface.
Pedestrian cycles route	3.7 metres wide pedestrian/ cycle link via Hillview Crescent. Controlled with drop bollards or similar.	N/A.	N/A.
Service zone	Within footway.	Where applicable, 1-2 metres.	N/A.
Format	Cul-de-sac. Linear format. Some changes in materials/ surfaces. Turning head in accordance with County requirements.	Linear streets often as shared surfaces. Changes in materials and surfaces. Turning head in accordance with County requirements. Refuse collection points integrated into streetscapes to assist servicing.	Low key lanes leading to dwellings as private drives. Serving a maximum of 5no. dwellings. Changes in materials and surfaces. Refuse collection points integrated into lanes to assist servicing.

An emergency access is proposed to serve the development via Hillview Crescent. This will take form as a narrower access road, approximately 3.7 metres in width and will be controlled with de-mountable bollards to restrict vehicular shortcuts. The access will also serve as a pedestrian/cycle route, connecting with the existing Public Right of Way and new Public Open Spaces. No pedestrian connections are proposed onto Sandyfields. Subject to land ownerships and further discussions with the Local Planning Authority, the applicant is willing to consider off-site improvement works to the Public Right of Way along its section between the application site and its termination onto the A53 further to the north.

To address comments raised by the local community and LPA, a new signaled pedestrian crossing is proposed across the A53, suitably offset from the junction with Gateway Avenue. This facility will serve a number of purposes:

- It will assist those wishing to cross the road and improve walking distances to and from the site,
- It remind motorists that they are driving through a residential area, where they should drive with care and moderate speed; therefore influencing vehicle speeds,
- It may also assist turns out of Gateway Avenue.

In response to residents' concerns regarding vehicle speeds and traffic noise along the A53, a series of off-site improvements are proposed along the length of the A53 which pass through Baldwins Gate as follows;

- Strengthening the existing gateway feature located at the northern approach into the village and providing an additional gateway feature on the southern approach into Baldwins Gate on the A53. This could include signage to the effect of 'Welcome to Baldwins Gate, please reduce your speed' and include a fixed timber gate or decorative planters; examples are indicated right.
- Dragon's teeth markings painted onto the carriageway,
- 'Slow' road markings approaching the junctions of Gateway Avenue and Sandyfields and the A53.

Further details can be found in Appendix 7.6 and PTB Transport drawings and documents which support the application.



Examples of gateway signage and changes in surfaces on approach to village.



Changes of surface and painted signs.



Example of fixed gateway upon approach into village with 'please drive carefully' signage.

Name	Type	Allocation	Description	Comments	Location.
Parking court/ groups.	Off plot	Yes	Groups of parking bays located off the public highway providing convenient access to dwellings. Located close to the dwellings in which they serve.	Convenient access to parking both of the street and from the dwelling. Good surveillance from neighbouring properties. Interspersed by planting bays and tree planting.	Shared surfaces and courts.
Hard standing.	On plot	Yes	Parking bays located to the side of the dwelling.	Located off highway and generally located to the side or front dwellings within plot. Can be joined to neighbouring parking bay.	Central street, shared surfaces and courts.
Attached/ Integral garage.	On plot	Yes	Private garage adjoining the dwelling.	Can provide access into dwelling. Set back from highway to create additional parking spaces in front and be subservient to building lines.	Central street and green edges/ lanes.
Detached garage.	On plot	Yes	Private garage adjoining the dwelling.	Set back from highway to create additional parking spaces in front and be subservient to building lines.	Central street and green edges/ lanes.

Parking typologies.



Grouped parking set to the front of dwellings in courtyard spaces.



Parking located to the side of dwellings to be subservient.

In accordance with Policy T16, the masterplan proposes the following parking provision;

2 and 3 bedroom dwellings: min. 2 parking spaces per dwelling.
4 and 5 bedroom dwellings: min. 3 parking spaces per dwelling.
Note: garages are included within the proposed parking provision.

Each plot will have sufficient garden space to accommodate a shed or sufficient space within the garage to securely store cycles.

A range of parking typologies are proposed to complement housing density, size and the character area they are located within - this is summarised in the table above. Along primary residential streets, car parking is generally located to the side or front of dwellings. This is primarily to avoid

frontages that are cluttered or dominated by parked cars and promotes a 'leafy feel' with landscaped front gardens along streetscapes. Parking spaces and garages are sited so that there is sufficient space for users to enter and exit the vehicle and the distance from the car to the parking space to the home is kept to a minimum and is level or gently sloping.

In secondary streets such as shared surfaces, car parking is generally located to the front of dwelling and limited to small groups arranged between planted bays, soft landscaping or trees. In these instances, private parking spaces will be clearly defined and be closely overlooked by the respective dwellings they serve. Tertiary/ lower category streets such as lanes are designed to have a low priority and informal feel and car parking is therefore designed to be located in between dwellings so as to be subservient to building lines, open spaces and sensitive open edges.

Servicing and refuse storage/ collection.

Rear garden spaces are designed to be of sufficient size to accommodate refuse wheelie bins, water butts and composters. Each dwelling will also have access for wheelie bins to be collected from driveways via the adopted road. In tighter courtyard/ shared surface spaces and along private drives, dedicated wheelie bin collection points are proposed to be built into the streetscape and be located within a 30 metre travel distance from dwellings. Collection points are also located so that they are within 25 metres of the waste collection vehicle, in accordance with 6.8.9 of Manual for Streets and H6 of the Approved Building Regulations. They will be defined with timber bollards to prevent vehicle parking or obstruction.

Construction access.

The applicant is currently in discussions with Highway and Planning Authorities regarding potential to route construction traffic to and from the site via a temporary access via Baldwins Gate Farm situated west of Gateway Avenue and Sandyfields in order to minimise impact of construction traffic on dwellings. Discussions are ongoing and details of such proposals are not currently available however it is intended that such access would be temporary and would take form as a priority layout.

6.0 Conclusion



6.1 Executive summary.

The site is a logical site to extend the Village Envelope. It follows field patterns and has a sustainable location being situated close to existing local facilities.

The development can positively address the site constraints, will be sustainable and successfully integrate with existing urban and wider landscape contexts. This Design and Access Statement and the proposed masterplan set out a series of underlying development principles which, subject to consent, will ensure a high quality scheme is maintained and delivered as part of a subsequent Reserved Matters or Detailed planning application.

The proposals can be delivered without having an adverse effect on the highway network and provide linkages to new Public Open Spaces and play areas.

The proposals positively address site constraints without having an adverse effect on the urban and landscape settings and ecological interests.

The proposed masterplan considers and positively responds to existing residential areas and densities, whilst proposing a range of house types, sizes and tenures that will offer flexibility and choice, promote balanced residential communities and create a sustainable development.

The masterplan surpasses policy requirements in respect of Public Open Space requirements and proposes new areas of play that will be easy to access and well overlooked.

The proposed masterplan responds to local community and Local Planning Authority feedback via a comprehensive pre-application consultation process and therefore includes a higher proportion of bungalows, additional off-site traffic calming and a new signaled pedestrian crossing on the A53.

MADE have welcomed the design team's approach to design, commending the proposed masterplan and its response to existing urban and landscape settings. All comments raised by MADE have been incorporated into the application masterplan, with the exception of the recommendation for full access via Hillview Crescent, which in consideration of local community comments, remains to be proposed as an emergency access and a pedestrian/cycle route.

6.2. Conclusion.

This Design and Access Statement provides an analysis of the site and its immediate context and sets out our responses and the design principles behind the master-plan proposal.

Character

The proposed development will be a place with its own identity, having a theme that positively harmonises with the local vernacular. It will have character and distinctiveness which respectfully addresses existing urban patterns, massing and densities and landscaped settings.

The development will have a strong landscape theme along its northern edge which positively addresses the open countryside and mitigates the appearance of built form by filtering inward views.

The position of new streets and building patterns will safeguard views across the site so that views towards Madeley Park Wood continue to be seen as they are today.

Continuity and enclosure

Public and private realm will be clearly defined. The development will connect to the existing movement network, improve connectivity and provide new routes or linkages that will promote sustainable modes of travel to access local amenities.

Public Open Space will function as a shared space encouraging social interaction and will be overlooked with housing frontages so that natural surveillance is achieved. Streets will be orientated towards green spaces to reinforce the setting of the site and the importance of pedestrian linkages to Public Open Spaces.

Ease of movement

The development will have a clear and simple road hierarchy and the movement network will pass through character zones and open spaces. The development will appear as an extension of the existing streetscape which the existing road infrastructure has been designed to facilitate.

Character areas, landscape features and building patterns will create focal point features that will create assist legibility through the site. The development will be easy to move around and will provide new pedestrian and cycles linkages to improve connectivity to the wider context.

In addressing local community concerns regarding traffic speeds, congestion and pedestrian safety, new traffic calming measures are proposed along the length of the A53 together with a signaled pedestrian crossing to assist access to existing facilities.

Legibility

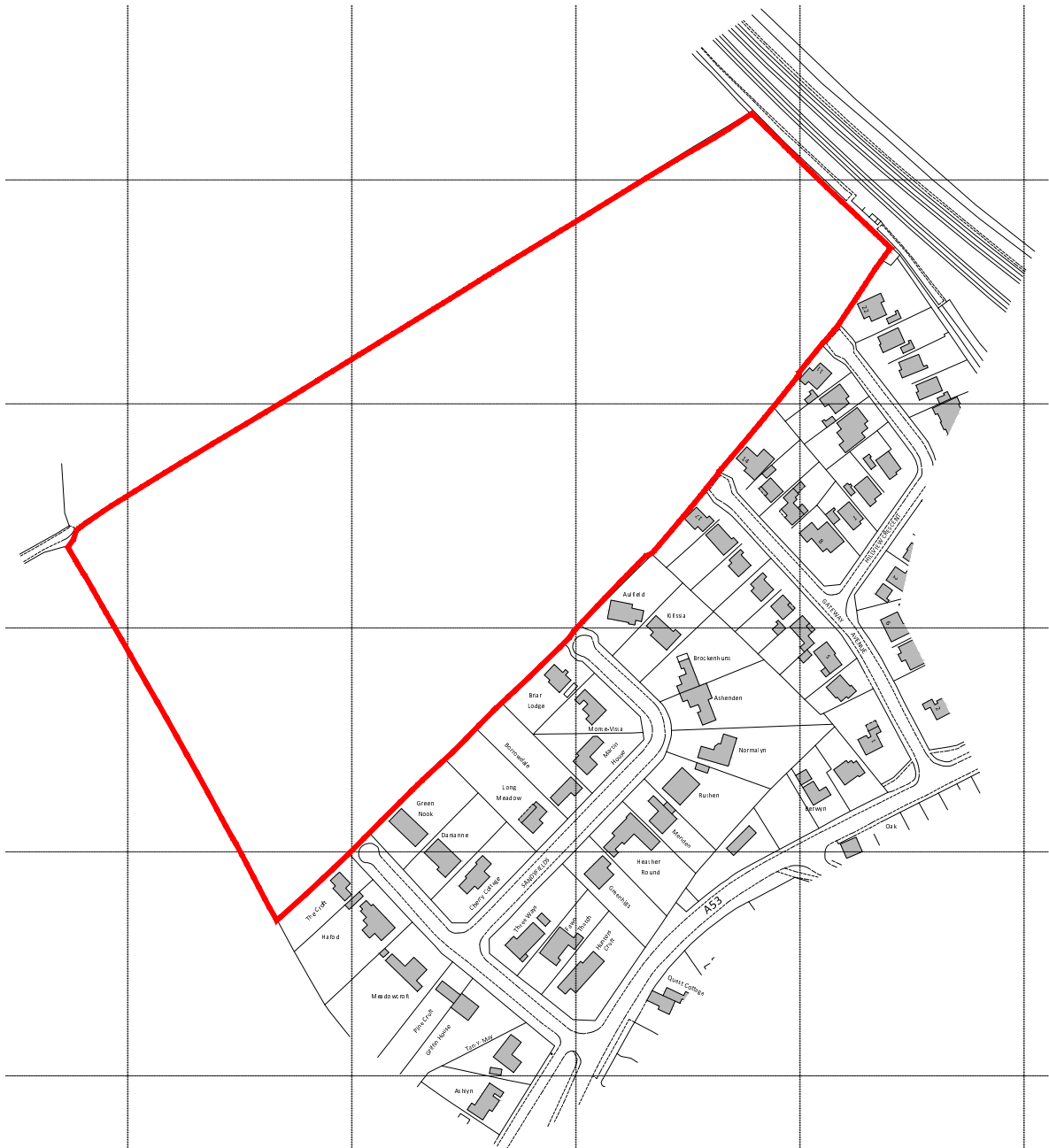
The development will have a sense of place, a clear image and will be easy to read. Similar patterns that are prevalent in the local residential context will be used. Focal point features and Public Open Spaces will address views, key locations, create identity and assist way finding through the development.



Diversity

The development will have variety and choice with a common, unifying theme.

Proposed residential development at land off Gateway Avenue, Baldwins Gate. For Richborough Estates Ltd.



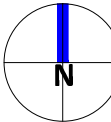
Site location plan.

Red line application boundary. 13.81 acres / 5.59 hectares.

nicol thomas

Revision	Date	Details
A	12.06.2013.	Red line boundary updated in accordance with topographical survey information.
B	01.08.2013.	Red line boundary updated in accordance with PC email comments 31.07.2013.

nicol thomas
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Client	Richborough Estates Ltd.		
Job	Land off Gateway Avenue, Baldwins Gate		
Drawing title	Site location plan		
Drawing Number (Job number)	B5721	PL	001
Scale	1:1250 @A2		Revision: B
Date	17.05.2013		
Drawn by/checked by	QT		

7.1 Site location plan.

Design Constraints plan.

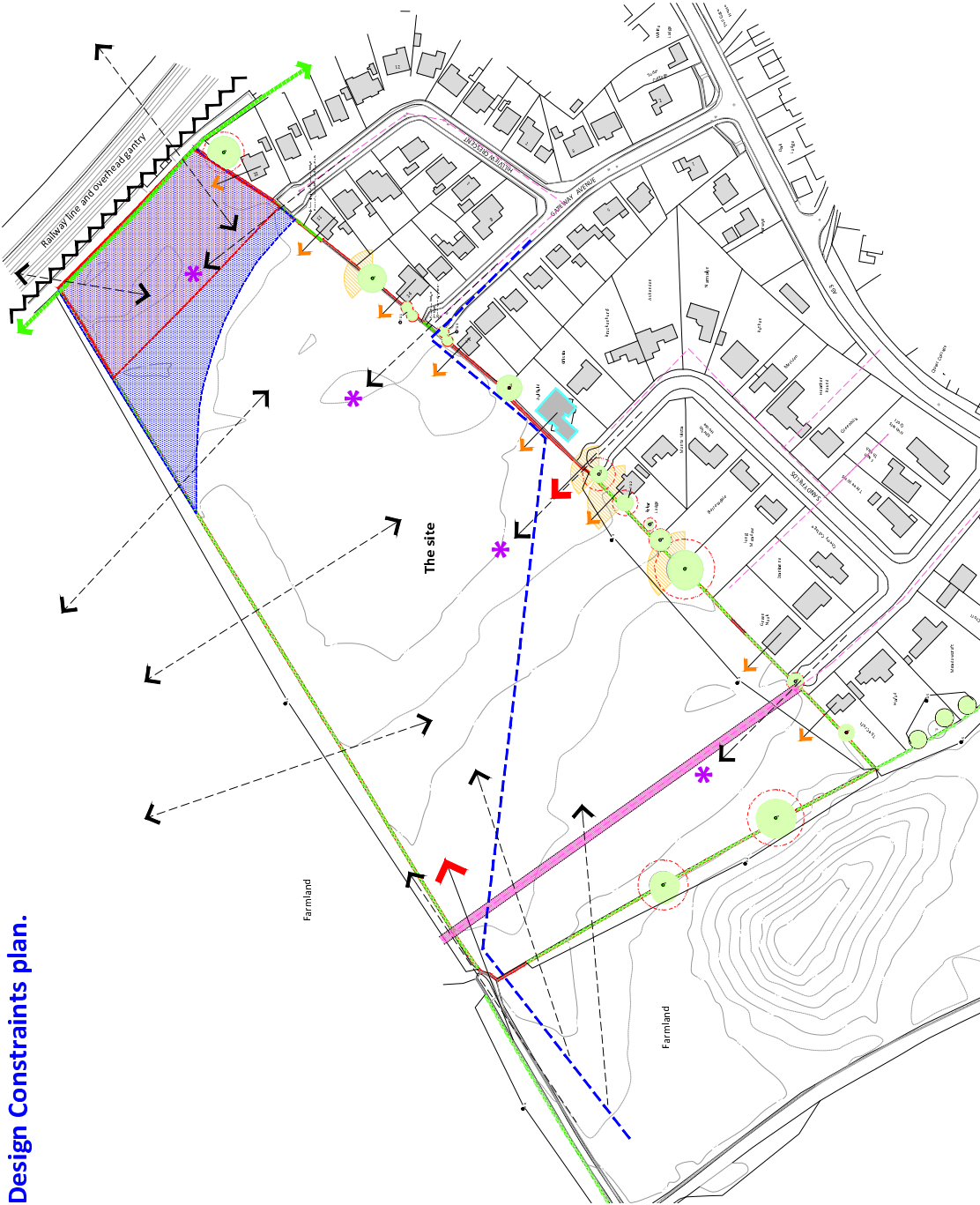
Proposed residential development
at land off Gateway Avenue,
Baldwins Gate.
For Richborough Estates Ltd.

Tree Quality and Value Categories:

- Category A High
 - Category B Moderate
 - Category C Low
 - Category U Remove
- Crown outlines
- Root protection area (RPA)
calculated using stem diameter
indicative shading arc.
- In accordance with
Midland Forestry drawing M17085.01.

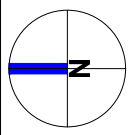
Legend:

- Red line application boundary
13.11 acres / 5.35 hectares.
- Approximate line of new build property scaled
from Approved planning drawings.
- Extent of Grade 1 Agricultural land.
- Approximate location of existing foul sewer in
accordance with BWB Consulting information.
Subject to survey.
- Existing tree canopies.
- Existing hedgerows.
- 45m acoustic buffer to adjacent railway
restricting built form and private gardens.
Offset from north-eastern boundary line
to RLC Ltd comments.
- Approximate location of Highways pipe run
to be diverted.
- Site access points.
- Key views.
- Overlooking into the site
(predominantly ground floor windows)
- View focal points.
- Public Right of Way
- Visual/ acoustic detractor



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Client	Richborough Estates Ltd
Job	Land off Gateway Avenue, Baldwins Gate,
Drawing title	Design constraints plan
Drawing Number	B5721
Scale	1:12500/A2
Date	12.06.2013
Drawn by	checked by CJL



Number	Date	Details
A	13.07.2013	Final sewer location and highway offer run added. To B Council comments 23.07.2013, red line boundary of area replaced in accordance with DTL.

nicol thomas

architects | urban designers | landscape architects | civil engineers

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Alan O'Donnell

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David Tittle
Chief Executive
MADE
7 Newhall Square
Birmingham
B3 1RU
Dated: 24th July 2013

Charlotte Lewis
Nicol Thomas

Dear Charlotte

Thank you for presenting your proposals for a residential development at Baldwins Gate, Staffordshire to the MADE Design Review Panel on 18th July 2013.

It is not for MADE to comment in planning terms on the principle of development on this site. From a strategic design point of view it seems a logical site to extend the village into, it follows the existing field pattern and remains within reasonable walking distance of all village amenities.

In general the panel was pleased with the approach that had been taken. The layout is configured as a series of perimeter blocks and also completes the existing 'unfinished' blocks. Care has been taken to protect and emphasise existing views. We support the proposal to create a green strip to the North and East as an amenity and play space, SUDS and ecology corridor and link to the countryside beyond. We approve of the decision not to create a total visual barrier but to allow glimpses of the new development between the trees. We would generally support the approach to the hierarchy of streets and would suggest that there could be more informal shared surface streets earlier in the journey into the development. The overall density of the site seems appropriate as does the mix of densities across the site.

The panel suggested that a small amenity/play space be created off Gateway Avenue close to the entrance to the new development. This would provide an arrival point and an amenity which could be used by new and existing residents alike. It would be a 'stepping stone' to the more significant green spaces beyond. It could provide a slightly more formal play space, perhaps more suited to smaller children, contrasting with the 'natural' play areas to the North and East.

It is unfortunate that the development cannot be better connected to the existing settlement because Sandyfields is a private road. Hillview Crescent

should provide full vehicular access as it will be little used and so causes no harm to its neighbours. This would avoid the need to install barriers or lockable bollards for an emergency access point. The panel did not support the proposal to bring a separate access road in from the South West. This is a convoluted solution and would still not justify blocking access from Gateway Avenue and Hillview Crescent. It could only be supported if the entire plot to the West was being developed and that would be a very different scheme. It is important that access to the wider network of footpaths is legible and joined up to the network of paths within it.

As this is an outline application and the applicant intends to sell the site on for development the question arises as to how the quality of these proposals can be assured when a full application comes in. It was suggested that aspects of the design and access statement could be conditioned by the local authority affectively providing a design code for the site. We would suggest that BfL12 might be useful mechanism in this regard. The design and access statement can identify how the BfL12 questions have been addressed so far and where they need to be addressed in the full application. Aspects of Questions 7, 10, 11 & 12 (Creating well defined streets and spaces, Car parking, Public & private space and External storage & amenity space) cannot be resolved at the outline stage and should remain amber. The local authority will also want to see that a full application addresses question 4 (Meeting Local Housing Requirements). We would also suggest that the position and extent of the green space is fixed by the outline permission.

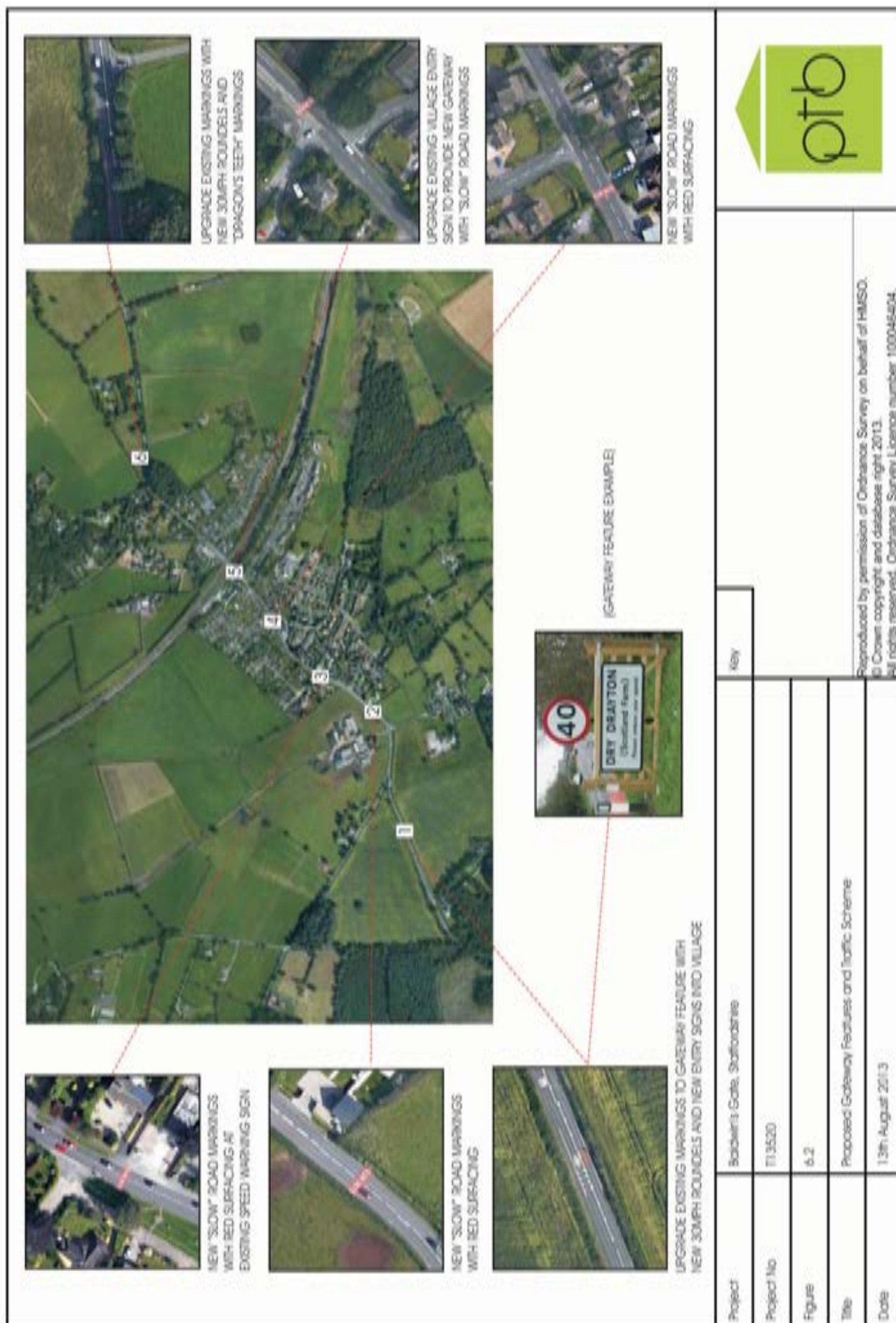
In conclusion we would commend this proposal, subject to the small change suggested, and urge the applicant and local authority to work closely to ensure that the quality is maintained in a subsequent full application.

We hope that you found the design review useful and if you have any questions regarding any comments in this letter, do please feel free to contact us.

Yours sincerely



David Tittle
Chief Executive
MADE



7.6 Proposed gateway features and traffic scheme.



nicol thomas