

Design and Access Statement

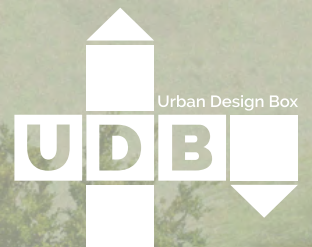
Land East of St Margarets Drive, Alderton

May 2022



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Land East of St Margarets Drive, Alderton

May 2022



Approved development
(Planning Application
19/00772/FUL)

the site

figure 1. The site in the context of Alderton



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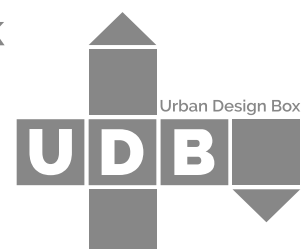
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1. Introduction

This Design and Access Statement describes and explains the design and access elements of an outline planning application for residential development at land east of St Margarets Drive, Alderton.

1.1 The Design and Access Statement

1.1.1 The following Design and Access Statement (DAS) has been prepared by Urban Design Box in accordance with the requirements of Part Three (Article 9) of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the National Planning Policy Framework and its associated Planning Practice Guidance.

1.1.2 The DAS illustrates the design principles and concepts that underpin the application proposal and addresses the requirements set out in the PPG website 'Making an Application'.

1.1.3 Specifically, responding to the PPG requirements 'What should be included in a DAS', this DAS explains:

- The design principles and concepts applied to the proposed development;
- The steps taken to appraise the context of the proposed development and how the design has taken this into account;
- The applicant's approach to access; how Local Plan policies have been taken into account; consultation undertaken in relation to access issues; and how the outcome has informed the proposed development.

1.1.4 Specific to the outline application, the DAS explains:

- The proposed uses, and the amount of development proposed for each use (PPG Paragraph 034 Reference ID: 14-034-20140306); and
- An indication of the areas where access points to the development will be situated, as required under article 5 (3) of the Development Management Procedure Order.

1.2 Proposal Summary

1.2.1 The description of development is:

"Outline application (all matters reserved except for main vehicular access from St Margarets Drive only) for up to 55 dwellings and associated infrastructure, landscape and biodiversity enhancements and demolition of existing structures and properties" at land east of St Margarets Drive, Alderton.

1.2.2 This DAS should be read in conjunction with the other technical reports submitted as part of the application;

- Planning Statement (Turley)
- Transport Assessment (Jubb Consulting Engineers)
- Travel Plan (Jubb Consulting Engineers)
- Statement of Community Involvement (Turley)
- Arboricultural Impact Assessment (EDP)
- Landscape and Visual Assessment (EDP)
- Ecological Appraisal (EDP)
- Archaeology and Heritage Assessment (EDP)
- Flood Risk Assessment and Drainage Strategy (Jubb Consulting Engineers)
- Utilities Assessment (Jubb Consulting Engineers)
- Phase 1 Ground Conditions Report (Jubb Consulting Engineers)



figure 2. Structure of the DAS

2. Context



This section describes the wider context of the site, the design related policy context; historical context; facilities and movement; and provides an assessment of local character.

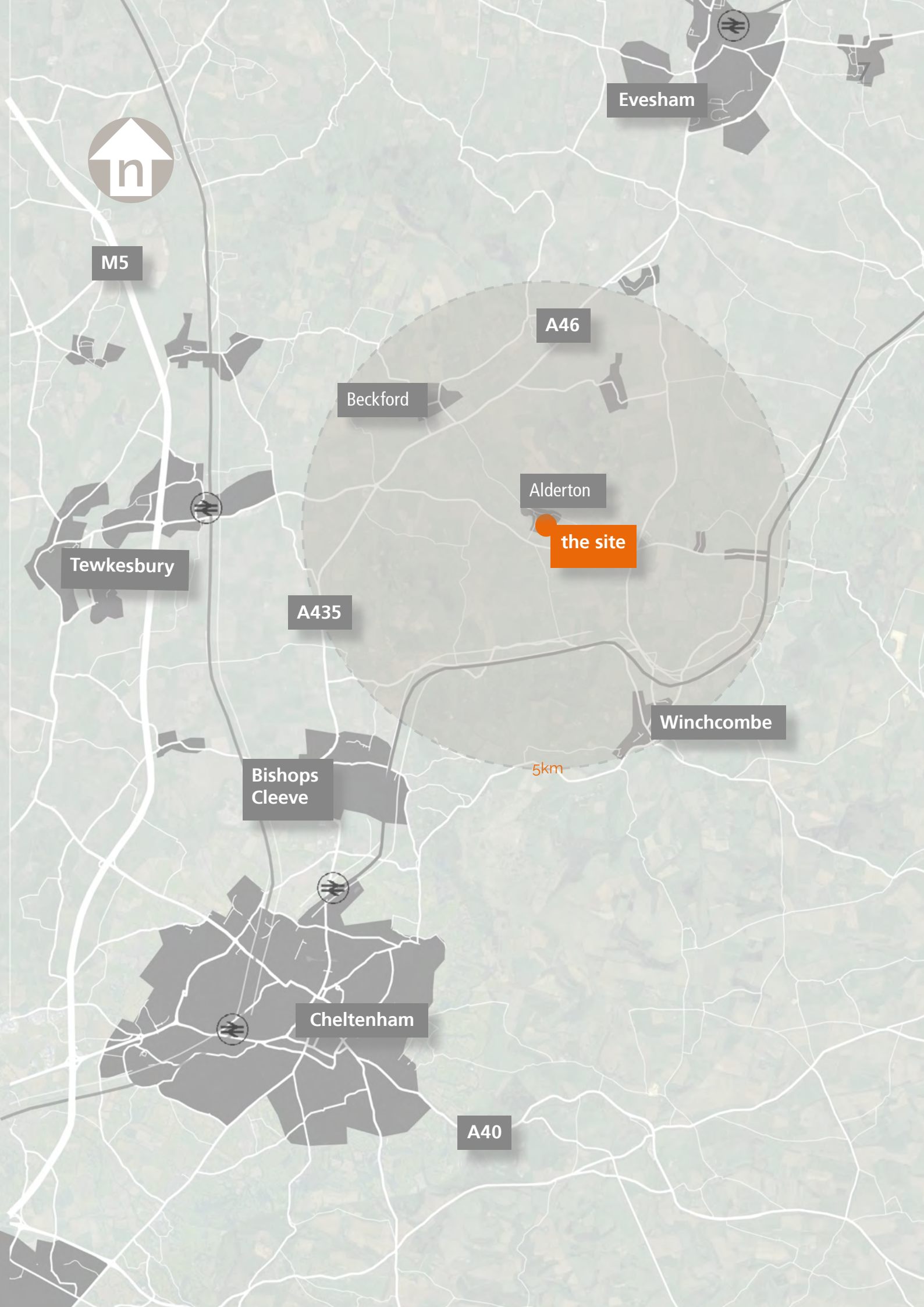
2.1 Site Location

2.1.1 The site is on the southern edge of Alderton, a village located at the edge of the Cotswold Hills approximately 10km east of Tewkesbury and 12km north-east of Cheltenham. The village lies within the administrative authority of Tewkesbury Borough Council, within the county of Gloucestershire.

2.1.2 Alderton is connected to surrounding settlements primarily by the B4077 which runs east-west through Alderton, and provides access to the wider road network. From the B4077, the A435 connects southwards to Bishops Cleeve and Cheltenham; the A46 connects to the M5 and to Tewkesbury in the west and Evesham in the north.

2.1.3 The closest junction onto the M5 is Junction 9 at Tewkesbury/Ashchurch, within 10km. This route provides convenient access to Bristol and the south-west southbound, and Birmingham and the Midlands northbound.

2.1.4 Ashchurch for Tewkesbury Railway Station is located adjacent to Junction 9 at Ashchurch, approximately 8km west of Alderton. The station is on the Bristol-Birmingham main line. Services provide regular and direct journeys to stations including Birmingham New Street, Bristol Temple Meads, and Cardiff Central. For rail trips to London, direct journeys can be made from Evesham Railway Station approximately 14km to the north of Alderton.



Evesham



M5

A46

Beckford

Alderton

the site

Tewkesbury

A435

Winchcombe

Bishops Cleeve

5km

Cheltenham

A40

2.2 Application Site Summary

2.2.1 The application site has a gross area of approximately 3.97 hectares. The site is currently accessed from the northern boundary by a track named 'Blacksmiths Road' that runs into the site along its eastern edge.

2.2.2 The western and northern boundaries of the site are met by the rear gardens of adjacent properties, mostly set behind small hedgerows. To the east of the site are fields and a residential property known as Lower Farm, which is situated directly adjacent to the site. Lower Farm is currently accessed via Blacksmiths Road which runs through the site (the route is permissive and remains within control of the applicant). A vegetated boundary marks the south-eastern and southern edge of the site, with agricultural fields beyond.

2.2.3 Directly to the south-west of the site is land with planning permission for 28 homes (19/00772/FUL) which has recently gained planning permission following an appeal.

2.2.4 The site itself comprises a single agricultural field and the adjacent property known as '16 St Margarets Drive' on St Margarets Drive, which is proposed to be removed to allow for the main access to the site.

2.2.5 The site is gently sloping from the north down to the south. A small watercourse is located along the eastern boundary of the site. Low voltage power cables cross the north western and south western corners of the site. There are no Public Rights of Way crossing the site.

2.2.6 The site is spatially well-related to Alderton village, abutting existing properties along two boundaries, and presents the opportunity to create an appropriate development edge to the south of the village.

“The site is spatially well-related to Alderton village, abutting existing properties along two boundaries, and presents the opportunity to create an appropriate development edge to the south of the village”



St Margarets Road

16 St Margarets Drive

Blacksmiths Road

the site

Lower Farm

St Margarets Drive

Fletcher Close

Willow Bank Road

Approved development
(Planning Application
19/00772/FUL)

figure 4. The site application area is denoted by the red line.

2.3 Planning Policy Background

2.3.1 The planning policy context of the site is dealt with in the accompanying Planning Statement that has been submitted in support of this application. The key design related policy which has directly influenced the proposal is summarised below.

2.4 National Policy

National Planning Policy Framework

2.4.1 The National Planning Policy Framework (NPPF) was revised in July 2021 and sets out the Government's National planning policies and how they are expected to be applied at local level.

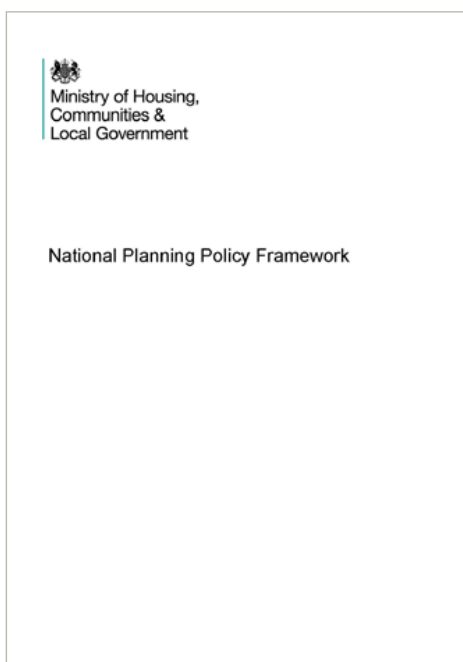
2.4.2 The NPPF sets out that there should be a presumption in favour of sustainable development when considering granting permission for new development. Achieving sustainable development is defined at Paragraph 8 of the NPPF in economic, social and environmental terms. Paragraph 8 also states that these are interdependent and need to be pursued in mutually supportive ways.

2.4.3 NPPF Chapter 2: Achieving Sustainable Development, paragraph 11 states that, **'Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means: ... c) approving development proposals that accord with an up-to-date development plan without delay; or d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:**

- **The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or**
- **Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'**

2.4.4 NPPF Chapter 8: Promoting Healthy and Safe Communities, paragraph 92 states that, **'planning decisions should aim to achieve healthy, inclusive and safe places which:**

- **Promote social interaction through ... street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages**
- **Are safe and accessible ... through the use of clear and legible pedestrian routes, and high quality public space'**
- **Enable and support healthy lifestyles ... through the provision of safe and accessible green infrastructure, ... and layouts that encourage walking and cycling.'**



2.4.5 Chapter 9: Promoting Sustainable Transport, states at paragraph 104 that, '**Transport issues should be considered from the earliest stages of development proposals, so that: e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.**'

2.4.6 Chapter 11: Making Effective Use of Land, under the heading "Achieving appropriate densities", states, at paragraph 124, that, '**Planning ... decisions should support development that makes efficient use of land, taking into account: d) the desirability of maintaining an area's prevailing character and setting; and e) the importance of securing well-designed, attractive and healthy places.**'

2.4.7 Chapter 12: Achieving Well-designed Places, paragraph 126 states that, '**Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.**'

2.4.8 Paragraph 130 states that, '**Planning policies and decisions should ensure that developments:**

- **a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;**
- **b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;**
- **c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);**
- **d) establish or maintain a strong sense of place, using the arrangement of streets,**

spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- **e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and**
- **f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'**

2.4.9 Paragraph 131 states that, '**Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined⁵⁰, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.'** (⁵⁰Unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate.)

2.4.10 Paragraph 133 states that, ‘**Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for a Healthy Life. These are of most benefit if used as early as possible in the evolution of schemes, and are particularly important for significant projects such as large scale housing and mixed use developments. In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels.**’

National Planning Practice Guidance - Design (March 2014)

2.4.11 The National Planning Practice Guidance (NPPG) on Design echoes the policy and advice set out within the Framework. The guidance provides detailed advice in what issues should be considered in relation to layout (the way in which buildings and spaces relate to each other), form (the shape of buildings), scale (the size of buildings), detail (the important smaller elements of buildings and spaces) and appearance/materials (how a building looks/what a building is made from).

2.4.12 The NPPG advises that distinctiveness is what makes a place special and valued through physical aspects such as the local pattern of street blocks and plots, building forms, details and materials, style and vernacular, landform and gardens, parks, trees and plants and wildlife habitats and micro-climates. The NPPG states that a well-designed place should be functional, support mixed uses and tenures, include successful public places, be adaptable and resilient, have a distinctive character, be attractive and encourage ease of movement.

The Town and Country Planning (Development Management Procedure) (England) Order 2015

2.4.13 The Town and Country Planning (Development Management Procedure) (England) Order 2015 Part 3 Article 9 (2) (a) states that, ‘A DAS must:

- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) explain how any specific issues which might affect access to the development have been addressed.’

2.4.14 The masterplan is therefore for illustrative purposes only and provides an indication at Outline Application stage as to how the development might come forward when designed in further detail to accompany Reserved Matters submissions.

National Design Guide

2.4.15 The National Design Guide (2021) states at paragraph 3 that, **'(the) National Design Guide, and the National Model Design Code and Guidance Notes for Design Codes illustrate how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice.'** The National Design Guide forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

2.4.16 The National Design Guide sets out, **'ten characteristics (that) help to nurture and sustain a sense of community... and address environmental issues.'** The ten characteristics are:

- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.

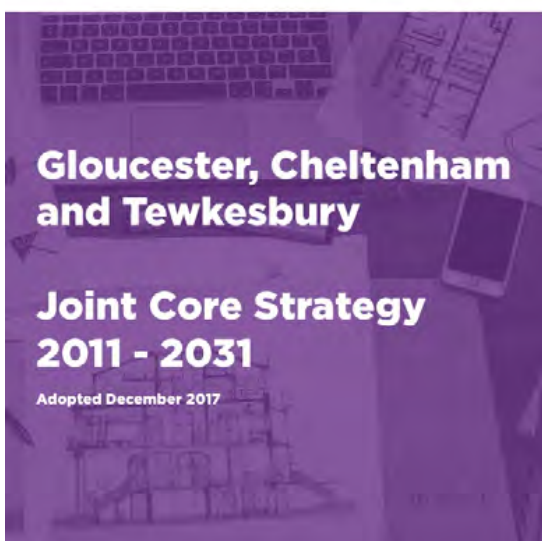


2.5 Local Design Policy Context

Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 - 2031

(adopted December 2017)

2.5.1 The Joint Core Strategy (JCS) sets out the amount of new homes, jobs and supporting infrastructure that is needed to 2031 and details the strategy for how this development is to be delivered in a managed and resilient way whilst protecting the exceptional natural and built environment. Policies which affect the design of the scheme are summarised adjacent.



2.5.2 Policy SD3: Sustainable Design and

Construction states:

1. Development proposals will demonstrate how they contribute to the aims of sustainability by increasing energy efficiency, minimising waste and avoiding the unnecessary pollution of air, harm to the water environment, and contamination of land or interference in other natural systems. In doing so, proposals will be expected to achieve national standards.
2. All development will be expected to be adaptable to climate change in respect of the design, layout, siting, orientation and function of both buildings and associated external spaces. Proposals must demonstrate that development is designed to use water efficiently, will not adversely affect water quality, and will not hinder the ability of a water body to meet the requirements of the Water Framework Directive.
3. All development will be expected to incorporate the principles of waste minimisation and re-use. Planning applications for major development must be accompanied by a waste minimisation statement.
4. To avoid unnecessary sterilisation of identified mineral resources, prior extraction should be undertaken where it is practical.
5. Major planning applications must be submitted with an Energy Statement that clearly indicates the methods used to calculate predicted annual energy demand and associated annual Carbon Dioxide (CO₂) emissions.

2.5.3 **Policy SD4: Design Requirements** sets out that where appropriate, proposals for development will need to clearly demonstrate how the following principles have been incorporated:

1. Context, Character and Sense of Place - New development should respond positively to, and respect the character of, the site and its surroundings. It should be of a scale, type, density and materials appropriate to the site and its setting. Design should establish a strong sense of place using streetscapes and buildings to create attractive and comfortable places to live, and having appropriate regard to the historic environment.
2. Legibility and Identity - New development should create clear and logical layouts that create and contribute to a strong and distinctive identity and which are easy to understand and navigate.
3. Amenity and space - New development should enhance comfort, convenience and enjoyment through assessment of the opportunities for light, privacy and external space, and the avoidance or mitigation of potential disturbances, including visual intrusion, noise, smell and pollution.
4. Public realm and landscape - New development should ensure that the design of landscaped areas, open space and public realm are of high quality, provide a clear structure and constitute an integral and cohesive element within the design.
5. Safety and security - New development should contribute to safe communities including reducing the risk of fire, conflicts between traffic and cyclists or pedestrians, and the likelihood and fear of crime.
6. Inclusiveness and adaptability - New development should provide access for all potential users and ensure the highest standards of inclusive design.
7. Movement and connectivity - New development should be designed to integrate, where appropriate, with existing development, and prioritise movement by sustainable transport modes. It should:
 - Be well integrated with the movement network within and beyond the development itself
 - Provide safe and legible connections to the existing walking, cycling and public transport networks
 - Ensure accessibility to local services for pedestrians and cyclists and those using public transport
 - Ensure links to green infrastructure
 - Incorporate, where feasible, facilities for charging plug-in and other ultra-low emission vehicles
 - Be fully consistent with guidance, including that relating to parking provision, set out in the Manual for Gloucestershire Streets and other relevant guidance documents in force at the time.

2.5.4 Policy SD10: Residential Development states that residential development should seek to achieve the maximum density compatible with good design, the protection of heritage assets, local amenity, the character and quality of the local environment, and the safety and convenience of the local and strategic road network.

2.5.5 Policy SD11: Housing Mix and Standards sets out:

- Housing development will be required to provide an appropriate mix of dwelling sizes, types and tenures in order to contribute to mixed and balanced communities and a balanced housing market.
- Self-build housing and other innovative housing delivery models will be encouraged as part of an appropriate mix.
- Improvements to the quality of the existing housing stock involving remodelling or replacing residential accommodation will be encouraged where this would contribute to better meeting the needs of the local community.
- New housing should meet and where possible exceed appropriate minimum space standards.
- Housing should be designed to be accessible and adaptable as far as is compatible with the local context and other policies.

2.5.6 Policy SD12: Affordable Housing sets out that the 40% affordable housing is required on sites within the Tewkesbury Borough administrative area. Affordable housing should be provided on-site and should be seamlessly integrated and distributed throughout the development scheme. Affordable housing must also have regard to meeting the requirements of Policy SD11 concerning type, mix, size and tenure of residential development. The design of affordable housing should meet required standards and be equal to that of market housing in terms of appearance, build quality and materials.

2.6 Access Policy

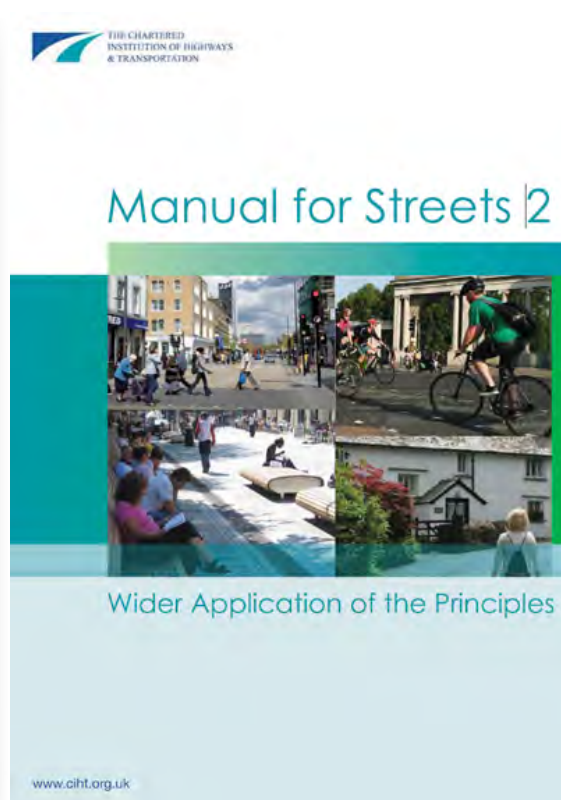
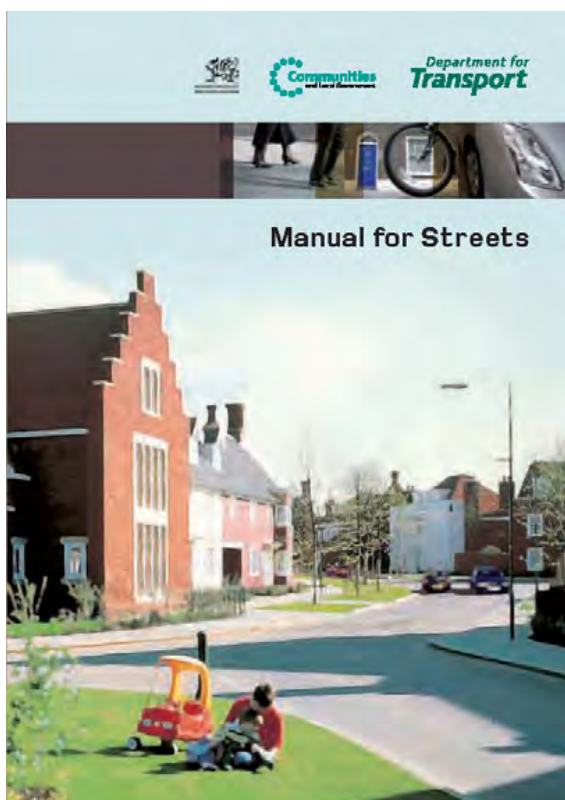
2.6.1 The Manual for Streets is a joint publication produced by the Department for Transport (DfT) and Communities and Local Government. Manual for Streets provides guidance on the design, construction, adoption and maintenance of new residential streets. Its aim is to promote the creation of high quality residential streets that:

- build and strengthen communities;
- balance the needs of all users;
- form part of a well-connected network;
- create safe and attractive places which have their own identity; and
- are cost-effective to construct and maintain.

2.6.2 Manual for Streets is designed to be used by designers and Local Authorities amongst other stakeholders and serves to promote creative thinking in the design of streets and spaces within an overall masterplan.

2.6.3 Manual for Streets 2 is published by the Chartered Institution of Highways and Transportation in collaboration with DfT and the Welsh Assembly Government. Manual for Streets 2 takes the principles set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations.

2.6.4 The masterplan promoted in this document has considered Manual for Streets and Manual for Streets 2 alongside local and national Planning Policy and Guidance and urban design best practice to produce a robust and liveable development layout which is accessible for all.



2.7 Local Facilities

2.7.1 Alderton has a good range of village facilities for the local community. The village shop is within close proximity, adjacent to the current site access on St Margarets Road approximately 200m from the centre of the site. The shop also includes a Post Office.

2.7.2 St Margaret of Antioch Church lies within approximately 200m of the site.

2.7.3 Oak Hill Primary School is located approximately 300m north of the site along School Road. Raised footways flank one or in some areas both sides of the roads along the route to the school.

2.7.4 Continuing east past the school, also 300m from the site, is Alderton Village Hall. The Village Hall acts as a meeting place for the local community, and can be hired out for various events such as exercise classes or social events. A pre-school is run from the hall during term times.

2.7.5 Alderton's allotments are located within 300m of the site, as is the local public house, the Gardeners Arms.

2.7.6 North-west of the village is the Queen Elizabeth Playing Field and Millennium Copse, roughly 600m from the site. This includes a children's play area and a playing field, the latter of which is used by Alderton Football Club. Facilities include a changing room and shower block.

2.7.7 A wider range of facilities is at nearby Tewkesbury, a 19 minute drive away. There are also local bus services that pass through the village and connect to surrounding towns and villages. The most regular service is the 606 which connects Chipping Campden with Cheltenham, and runs three times a day in each direction Mondays-Saturdays. The closest bus stops are within 400m of the site and are located on St Margarets Road and on Willow Bank Road. Full details of public transport are included within the accompanying Transport Assessment.



Primary school



Post Office (in village shop)



Convenience store



Public house



Sports facilities



Play area



Allotments



Community centre



Church



Bus route and bus stops



Public footpaths



figure 5. Facilities and Movement Plan

2.8 Historical Context

2.8.1 The history of Alderton is important to understanding and appreciating the character of the village. The village was formed from two separate groups of buildings in the 1500s. One group was adjacent to St Margaret of Antioch Church, churchyard and the rectory. The other was further west, which included Alderton Manor Farm and the inn (The Gardeners Arms). OS records from the 1880s still demonstrate this pattern of development.

2.8.2 During the 20th century, infill and small-scale development led to the joining of the separate groups of houses, and has extended the settlement southwards along Willow Bank Road and eastwards along Dibden Lane.

2.8.3 Most recently, Alderton has grown westward along Beckford Road to form Shakespeare Close and Franklin Road, and further south to form the new neighbourhood of Fletcher Close. The southern edge of the village will be extended again by a planning permission recently approved for 28 homes south of Fletcher Close, adjacent to the site.

2.8.4 Today there are 23 listed buildings and one Scheduled Monument within the Parish.

- Development pre-1880s
- Development 1890s-1970s
- Development 1980s - current
- ▨ Approved development (gross density of 13.2 dwellings per hectare)
- The site



figure 6. St Margaret of Antioch Church

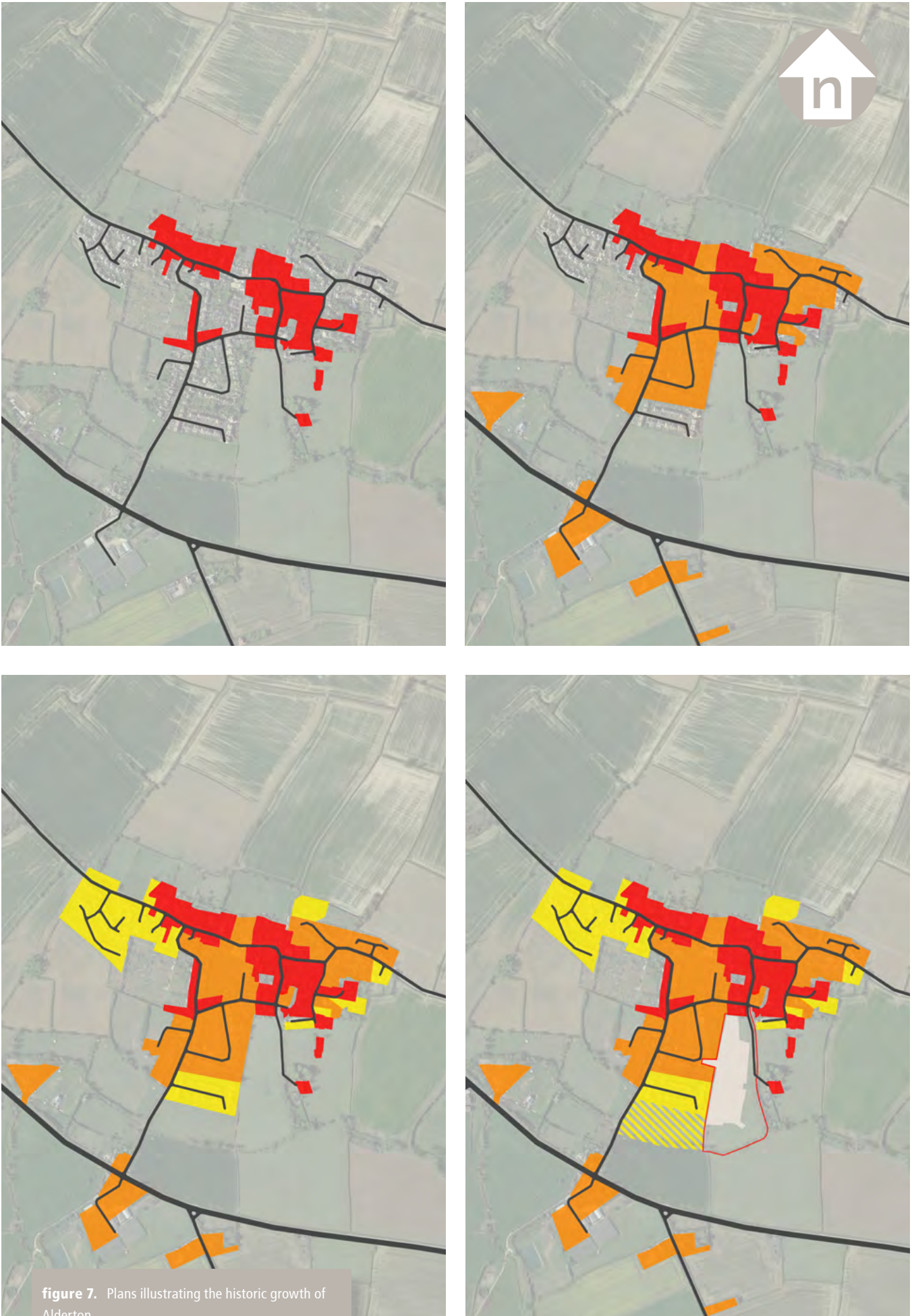


figure 7. Plans illustrating the historic growth of Alderton



2.9 Character Analysis

2.9.1 NPPF Paragraph 130 states that, 'Planning policies and decisions should ensure that developments: c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)'.

2.9.2 The following section of the DAS presents a character analysis of the existing built environment near the site to ensure that the proposals are informed by its built context.

2.9.3 To inform the outline proposals (whilst appearance is a Reserved Matter), the character analysis will focus on existing densities, form and scale of development, movement hierarchies and parking and the relationship of built development to open spaces and streets.

2.9.4 The character analysis concludes by suggesting a palette of materials and details to inform detail design development stages which will form future Reserved Matters submissions and based on the analysis of the local context and character.



2.9.5 The character study in this document will look in detail at some of the existing areas surrounding the site. The following parts of Alderton have been assessed:

1. Church Road & School Road
2. Land South of Beckford Road
3. Fletcher Close

2.10 Church Road & School Road

Character

2.10.1 The houses along Church Road & School Road are semi-detached and detached, with a variety of older properties dating back to the 17th Century and infill properties from the 20th Century.

2.10.2 The majority of the buildings front directly onto the road. A footway runs along the north side of School Road. The northern part of Church Road features footways before the road narrows as it meets St Margaret of Antioch Church.

2.10.3 Along School Road the majority of residential parking is on-street. Along Church Road parking is on driveways.

Density

2.10.4 The density of this area is highly variable, with some housing arranged in small clusters set within modest plots and some dwellings being larger and set within more extensive plots. The average residential development density is 15.1 dwellings per hectare (density expressed as the area of houses and gardens including any serving roads, but excluding open space and buildings not for residential use such as the church, Village Hall, and school).

Buildings / Materials

- Buildings are predominantly 2 storeys in height, with some single storey bungalows.
- Houses are a mix of limestone, Cotswold stone, red brick and wattle and daub wall construction.
- Roofs are generally grey and red tiles, a couple of thatched roofs feature along Church Road.
- Window frames are generally white.
- Front doors are natural wood or painted.



above/right: Church Road

opposite: School Road

opposite: character analysis plan



2.11 Land south of Beckford Road

Character

2.11.1 Land south of Beckford Road is part of the new development on the north western edge of Alderton. Franklin Road is the main access to the development which has a series of secondary streets leading to further properties and courtyards. Highways generally comprise footways either side of carriageways, with shared surfaces in some areas.

2.11.2 Open space is located along the southern edge of the scheme, with some incidental spaces created at key junctions. An attenuation area features to the west of the open space. Dwellings are oriented to look out across this open space.

2.11.3 The houses comprises a mix of detached and semi-detached homes which are two storeys in height. Parking is provided in garages and driveways to the side of properties, or as frontage parking.

Density

2.11.4 The the average residential development density is approximately 24 dwellings per hectare (density expressed as the area of houses and gardens including any serving roads, but excluding open space). The gross density is 15.8 dwellings per hectare.

Buildings / Materials

- Dwellings are generally eaves fronted, with some gable fronted elements.
- Cotswold stone equivalent is the most commonly used walling material, with some cream render.
- Roofs are a mix of terracotta and grey tiles.
- Window frames are white.
- Some square bay windows are found on the ground floor.
- Front doors are black.



above/right: properties along Franklin Road
opposite: character analysis plan



2.12 Fletcher Close

Character

2.12.1 Fletcher Close comprises a development of recently completed two storey dwellings. The dwellings are mostly detached with occasional semi-detached properties and rows of 3/4 terraced houses.

2.12.2 The majority of detached homes are set within large plots, which accommodate on plot parking on driveways and in garages.

2.12.3 The semi detached and terraces plots feature off street parking though the provision of driveways.

2.12.4 The primary road is a shared surface road with planting placed at points to provide a natural buffer between the street and dwellings.

Density

2.12.5 The average residential development density is approximately 18 dwellings per hectare (density expressed as the area of houses and gardens including any serving roads, but excluding open space). The gross density is 17.7 dwellings per hectare.

Buildings / Materials

- All dwellings are 2 storeys in height.
- Dwellings are generally eaves fronted.
- Limestone is the most commonly used walling material with some dwellings featuring the use of red brick.
- Roofs are generally brown tiles.
- Window frames are generally white with red brick detailing.
- Front doors are black.



above/right: properties along Fletcher Close
opposite: character analysis plan



Grass verge with no foot way along the road

Deeper plots for detached houses

2 storey houses

Fletcher Close

Willow Bank Road

residential development density 18dph

vegetation and parking providing a buffer between the development and Willow Bank Road.



2.13 Character of Alderton

Character

2.13.1 Alderton comprises a mix of predominantly two storey dwellings. The dwellings are mostly detached or semi-detached with occasional terraced properties.

2.13.2 A large proportion of the village comprises estates developed during the 20th Century. These arise in the form of two storey dwellings built loosely on 'garden city' principles.

Buildings / Materials

- Buildings are predominantly 2 storeys in height, with some bungalows - mainly along St Margarets Road.
- Dwellings are generally eaves fronted with gable fronted elements emphasising window placement below.
- Some roof pitches are quite shallow.
- Limestone, Cotswold stone and red brick are the most commonly used walling materials. Some houses feature the use of painted white brick and cream render.
- Roofs are generally grey or brown tiles, a few older properties are thatched.
- Window emphasis tends to be vertical.
- Wider windows are split into casements which maintain vertical emphasis.
- Curved brick arches above windows can be found.
- Window frames are generally white.
- Front doors tend to be white, black or a natural wood.
- Door canopies and porches tend to be gable fronted.



above and opposite: properties include local materials and details, vertical emphasis to windows, brick arches above windows, and gable fronted elements to emphasise window placement



2.14 Key Character References

2.14.1 In the context of National policy and best practice, the density of development proposed should respond to the character and appearance of the surroundings whilst making best use of available development land through the provision of a mix of housing to meet local need, including affordable housing. The form, massing and layout of the development proposals should respond to context, reinforcing local character.

2.14.2 Development should contain a mixture of building types from smaller homes to larger detached houses. Dwellings sizes should be varied within the layout of the development to create elevational interest and contrast in scale, detailing and materials. Dwellings should be a maximum of two storeys in height.

2.14.3 There is potential to accommodate good sized gardens for family houses within the development. Set back distances from the highway should vary in response to a clear street hierarchy and referencing local character; with some streets having larger set-backs, particularly fronting open space.

2.14.4 Parking could either be on-plot or within a well designed street that allows for parking without compromising front elevations and good accessibility.

2.14.5 Open spaces should be usable and well-overlooked to provide good passive surveillance and encourage use by residents.

2.14.6 Materials should reflect local character references to create a well-integrated development. Suggested materials include:

Walls:

2.14.7 A range of finishes for the walls of buildings would be appropriate, primarily Cotswold stone, red brick, and white or cream render. Contrasting detailing around windows and doors is common on both historic and contemporary homes so could be used within the development.

Roofs:

2.14.8 Buildings will be typically gable-sided, with roofs finished in brown or grey tiles. Dormer windows at the first floors could be appropriate.

Doors and Windows:

2.14.9 Windows should be white, as are the majority across the village. uPVC would be appropriate and is seen on recent adjacent development such as Fletcher Close. Glazing bars would be acceptable.

2.14.10 Doors could be a range of traditional colours, and door canopies could be an architectural feature.

2.14.11 The images opposite represent a suggested character palette which has informed the character of development depicted within the illustrative material presented.

opposite: indicative materials palette for development



3. Site Analysis

This chapter summarises the main environmental and engineering constraints and opportunities for the site concluding with a set of principles to inform the design approach.

3.1 Access & Movement

3.1.1 The site is currently accessed from an unpaved access lane leading from St Margarets Road and which serves the site. A continuation of the lane, within the site, allows permissive access to Lower Farm, to the east of the site.

3.1.2 The proposals includes the demolition of the buildings at 16, St Margarets Drive and the construction of an access road which would be capable of serving the entire development for all modes.

3.1.3 The access position was proposed as part of a previous application for a larger residential development on the site and received no objections from the Highways Authority.

3.1.4 There is the potential to include a separate pedestrian access to the site along the lane leading north and connecting to St Margarets Road and onwards towards the village shop and post office and in the direction of the primary school.

3.1.5 There is further potential to provide a pedestrian connection east from the site towards the existing footpath to the east of the site.

3.1.6 The site is well-situated in relation to the primary school, post office and convenience store which all lie within convenient walking distance. The site also benefits from being located near to a number of bus services which pass through Alderton, and thus provide opportunity for future residents to travel by bus.



above: There is opportunity to provide access from St Margarets Drive utilising the existing 16, St Margarets Drive.

3.17 It is understood that there are no current vehicle parking standards set by Tewkesbury Borough Council and Gloucestershire County Council. Provision will form part of the reserved matters.

3.18 In conclusion, there are no transport or highways matters that make this site unsuitable for residential development that would prevent the site from being approved.

3.19 The masterplan strategy for access is described within section 5 of this DAS. Full details of the access strategy can be found within the Transport Assessment which is submitted in support of this application.

3.2 Topography

3.2.1 The land within the site is gently undulating between levels of 54m AOD along the northern boundary down to around 42m AOD along the southern boundary.

3.2.2 Although the site topography does not specifically present any obstacles to development, there is the potential to respond to levels across the site in terms of development form and the placement of a Sustainable Urban Drainage System (SUDS) network. SUDS need to be located in the lowest parts of the site to ensure effective and managed surface water run off.



top: local Public Rights of Way network

bottom: photograph looking south onto the current site access, Blacksmiths Road



3.3 Arboriculture

3.3.1 Masterplanning of the development has been informed by arboricultural recommendations throughout and has retained all survey items. To ensure succession to the existing tree stock new planting is recommended. The new planting has potential for longevity within the landscape and will enhance the species diversity for the site, whilst also contributing to the green infrastructure for the area.

3.3.2 Existing trees identified for retention on the Tree Protection Plan will continue to be managed in accordance with BS 5837:2012. Critically, this requires arboricultural review of any alteration to the development layout and the implementation of physical protection measures to safeguard the retained trees, including robust protection in the form of a barrier to BS 5837:2012, during the demolition and construction phases.

3.3.3 A suitably worded condition can secure any mitigation measures which would be required to minimise harm and ensure safe, long-term retention to trees. Furthermore, the illustrative development proposals demonstrate how the development will deliver additional tree, woodland and hedgerow planting.

3.3.4 New tree planting will be considered within the development where appropriate and with respect to the existing established tree planting on site. New planting could be in the form of street trees or incidental trees within proposed open spaces.

3.3.5 Appropriate buffers to existing trees which are to be retained will ensure their long term retention within the development. Root protection areas should be respected within the layout and protected during the construction phase in accordance with the appropriate British Standards. Full details are set out within the Tree Survey and Constraints Report which is submitted in support of this application.

3.4 Site Landscape

3.4.1 The Cotswold Area of Outstanding Natural Beauty (AONB) boundary lies 214m to the north of the site along the northern edge of Alderton; 1.6km to the west; 1.7km to the south-west; and 2.4km to the south. While the site is not situated within the AONB its proximity has potential to contribute towards its setting. The site is situated within a locally designated Special Landscape Area as part of saved policies of Tewkesbury Borough Local Plan to 2011.

3.4.2 The site is located wholly within the 'Teddington and Greet Vale' Landscape Character Area of the Gloucestershire Landscape Character Assessment (January 2006) and Parcel Ald-01 of the Tewkesbury Borough Council Landscape and Visual and Sensitivity Study (November 2014). The site's local context reflects a number of characteristics noted within these assessments, however from a perceptual and sensory perspective, the site is not considered to form a prominent, or important, part of the appreciation of the wider landscape, and is perceived as a pastoral field parcel of limited interest (with the exception of available views of the adjacent church tower) in close proximity to the urban area settlement edge of Alderton.

3.4.3 Views back to the site are limited to a small number of receptors within the site's local context, curtailed in places by intervening features including built form and mature tree and hedgerow cover. However, where land rises to the south, south-west and north there are long views which look towards Alderton and in turn the site, particularly from Oxenton and Langley Hills to the south where the site is seen alongside existing built form and Lower Farm.

3.4.4 Close ranging views of the site are most notable from the south, with topography allowing views from the minor route of the B4077 and footpath Alderton 9. To the east, mature vegetation associated with Lower Farm provides screening of the site - limiting the extent of available views to within 200m, including from the promoted Winchcombe Way as it passes through the field parcel directly to the east. The presence of existing settlement directly to the north and east of the site limits the extent of available views of the site from these directions.

3.4.5 A Landscape and Visual Impact Assessment (LVIA) has been carried out by EDP and is submitted in support of this application.



opposite: photograph from the south-western corner of the site looking east

above: photograph from the field to the south of the site, looking north onto the site

3.5 Flood Risk and Drainage

Flood Risk

3.5.1 The majority of the site is identified as lying outside of the fluvial flood risk zone (within Flood Zone 1) described within the Environment Agency’s published flood map for planning. However, a section along the southern boundary of the site is shown to be in Flood Zone 2 & 3.

3.5.2 These flood zones are associated with the existing watercourse which is a tributary of the Carrant Brook and forms the southern boundary of the site.

3.5.3 The flood zone extents are largely contained to the watercourse channel, with a small area encroaching into the site. However, the full extents of the development will be located within Flood Zone 1 low risk areas, with a significant distance and level difference to the Flood Zone 2 & 3 extents.

3.5.4 The National Planning Policy Framework planning practice guidance states that all types of development are suitable for Flood Zone 1






3.5.5 No other significant risks of flooding to the site have been identified, this includes flooding from surface water, groundwater, overland flows, existing sewers and artificial sources.

Existing Drainage

3.5.6 The existing local public foul and surface water sewer networks currently serving Alderton and the wider area are owned and operated by Severn Trent Water.

3.5.7 Severn Trent Water asset plans confirm that there is no existing drainage infrastructure located within the site boundaries. However, an existing network of foul sewers has been identified running throughout the area of Alderton within close proximity to the site.

Legend

-  Proposed Surface Water Sewer
-  Proposed Foul Water Sewer
-  Proposed Attenuation Basin with Associated Grading (1 in 100yr + 40% climate change)
-  Proposed Foul Pumping Station
-  Existing Watercourse

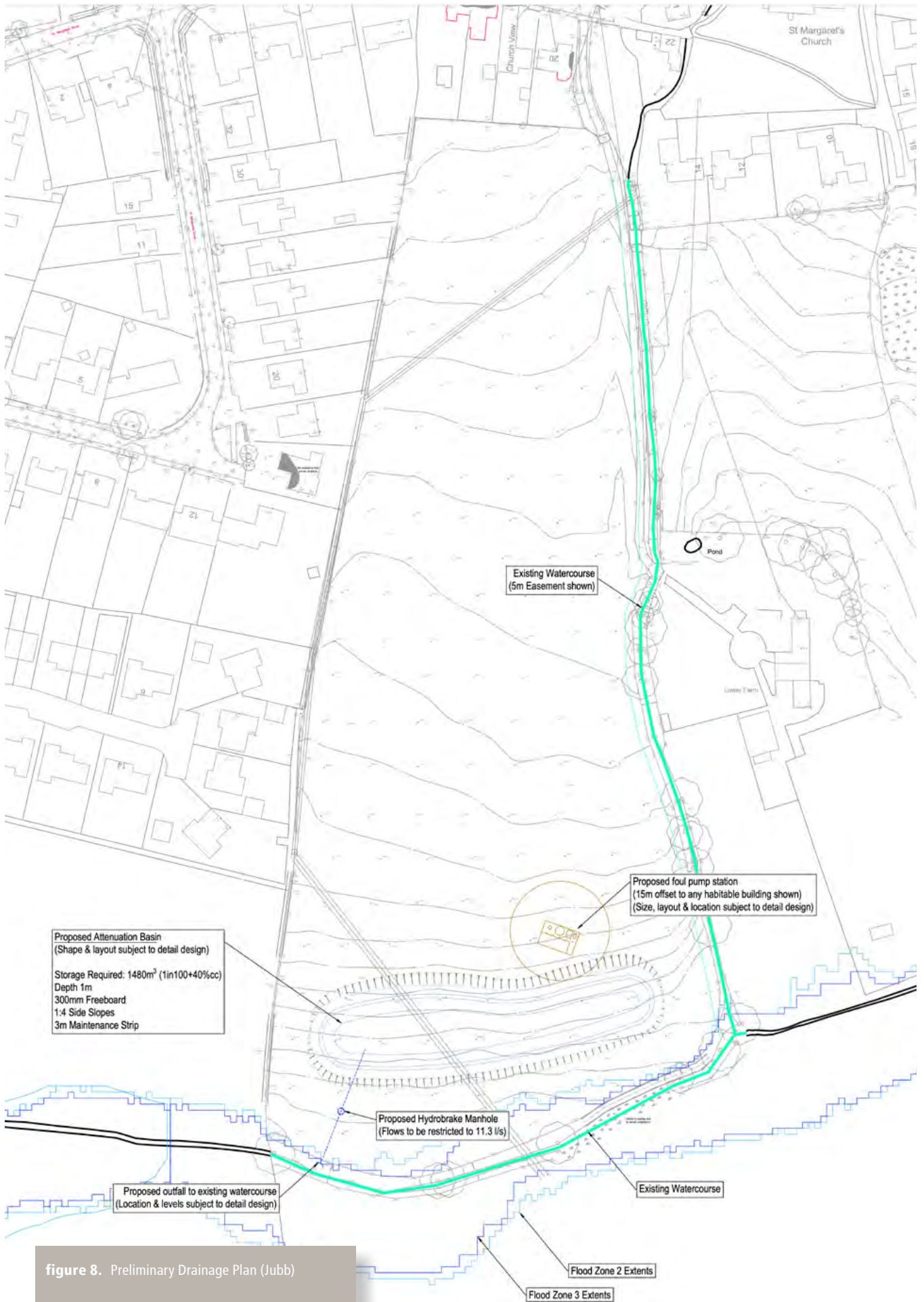


figure 8. Preliminary Drainage Plan (Jubb)



top: photograph from eastern boundary of the site on Blacksmiths Road, looking north

above: looking north at current gated access to the site

“... it is considered that neither [listed building] would be adversely affected by the proposed development.”

3.6 Heritage and Archaeology

3.6.1 The project Heritage Consultant has advised that the site was subject to assessment and subsequent consultation with the Council and its specialist archaeological and heritage consultees as part of Outline Planning Application Ref. 13/00734/OUT, covering a larger development extending further east into the fields south of the Grade II* listed Church of St. Margaret of Antioch.

3.6.2 The assessment carried out at the time of the 2013 application identified no in principle or over-riding issues surrounding the determination of the planning application, and accordingly, impacts on archaeology and heritage assets were not main matters considered at the subsequent Public Inquiry [APP/G1630/A/2222147].

3.6.3 Nevertheless, the current development proposals, which cover a smaller footprint focused further to the west than 13/00734/OUT, have been subject to the completion of an entirely new assessment of the archaeological and heritage issues to provide an up to date, robust evidence base to inform the determination of a new planning application.

3.6.4 In common with the consultees' comments on Outline Application Ref 13/00734/OUT, the Archaeology and Heritage Assessment report identifies few adverse impacts on the historic environment as a result of the development proposals being taken forward and completed. These focus solely on the loss of non-designated archaeology either preserved as below ground remains (specifically the Iron Age and Anglo-Saxon settlements) or in the form of earthworks which have been damaged and degraded by agricultural management of the pasture; i.e. Medieval or post-medieval ridge and furrow.

3.6.5 It is proposed that the loss of these generally low value archaeological remains would be suitably mitigated through the completion of an appropriate and proportionate programme of investigation and recording ahead of or during development, in the same way which was proposed and agreed for the preceding application.

3.6.6 As far as heritage matters are concerned, the new assessment identifies and considers the potential nature and severity of impacts upon off-site heritage receptors as a result of the proposed development. In the vast majority of cases, the assessment concludes that the development of the site would have no bearing on the setting of the listed buildings situated in its wider surroundings.

3.6.7 Two nearby listed buildings; the Grade II* Church of St. Margaret of Antioch and Grade II listed Church Cottage on the western edge of its churchyard; are however considered to be potentially sensitive to the proposed development and have therefore been subject to more extensive and detailed consideration to confirm whether they would be adversely affected by the current proposals in terms of the change to their setting.

3.6.8 In light of design measures built into the illustrative masterplan, it is considered that neither the Grade II* listed Church of St. Margaret of Antioch nor the Grade II listed Church Cottage would be adversely affected by the proposed development and there would be no harm resulting in that regard.

3.6.9 Accordingly, the proposed development accords with the national and local planning policy framework, insofar as archaeology and heritage matters are concerned, and as a result the planning application should be treated favourably when it is evaluated and determined by the Local Planning Authority.

3.7 Ecology

3.7.1 The site is not covered by and ecological statutory or non-statutory designations. There are two statutory designations of international importance within 15km and two of national importance within 5km of the site. There are not expected to be any direct impacts on any of the statutory designations due to the reasons for their designation, their separation from the site and lack of ecological pathways between the site and the designations.

3.7.2 A plan showing the ecological constraints and opportunities for the site is shown opposite. The site comprises a species poor grassland field which is bound by a stream to the south and hedgerows and residential gardens to the west. There are areas of tall ruderal vegetation around the peripheries of the site. The habitats within the site are of low ecological value except for the stream.

3.7.3 The site is confirmed to support bats, badgers, and birds. There are suitable habitats within the site for reptiles, otters, and water voles. The design process has kept the development footprint within the grassland field and buffers the stream from the development. The hedgerows are being retained and enhanced except for a small loss of a species poor hedgerow which is required to create the access into the development.

3.7.4 The scheme is to provide better quality habitats with the establishment of wildflower grassland and scrub, along with the planting of native trees and shrubs throughout the development. Additional habitat features including bird and bat boxes, hedgehog highways and insect hotels will be included within the new development. The development will deliver a policy-compliant level of Biodiversity Net Gain.

3.7.5 Full details of the necessary compensation and mitigation measures for Ecology are detailed within the Ecological Assessment which is submitted in support of this application.

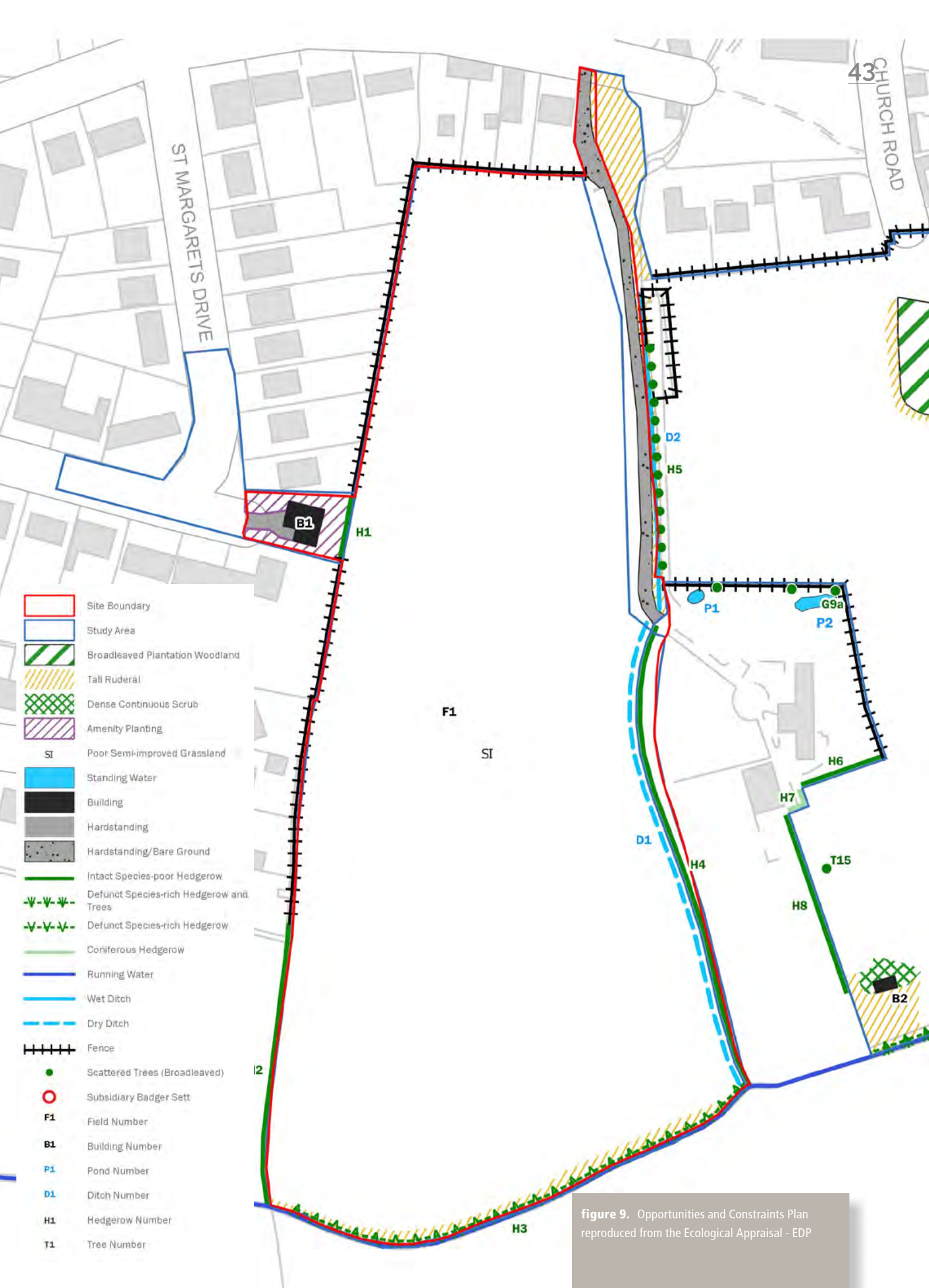
3.8 Utilities

3.8.1 Local service providers have been approached to obtain asset information and maps to detail existing plant and its location in respect of the proposed development.

3.8.2 The asset information confirmed that existing electrical and telecoms apparatus is present within the site.

3.8.3 Within the surrounding area, existing asset plans identified a large network of existing potable water, electric, gas and telecoms infrastructure run throughout the area of Alderton within close proximity to the site.

3.8.4 All utilities are available at the site. It is proposed the subject site will be supplied by utilising a new connection to the existing apparatus, with new supplies running to and throughout the site.



- Site Boundary
- Study Area
- Broadleaved Plantation Woodland
- Tall Ruderal
- Dense Continuous Scrub
- Amenity Planting
- SI Poor Semi-improved Grassland
- Standing Water
- Building
- Hardstanding
- Hardstanding/Bare Ground
- Intact Species-poor Hedgerow
- Defunct Species-rich Hedgerow and Trees
- Defunct Species-rich Hedgerow
- Coniferous Hedgerow
- Running Water
- Wet Ditch
- Dry Ditch
- Fence
- Scattered Trees (Broadleaved)
- Subsidiary Badger Sett
- F1** Field Number
- B1** Building Number
- P1** Pond Number
- D1** Ditch Number
- H1** Hedgerow Number
- T1** Tree Number

figure 9. Opportunities and Constraints Plan reproduced from the Ecological Appraisal - EDP

3.9 Summary of Constraints and Opportunities

3.9.1 The following constraints and opportunities illustrated on the plan opposite will inform the design of the proposals:






















1. Potential all-modes access from St Margarets Drive through the removal of an existing dwelling;
2. Additional pedestrian access point from St Margarets Road / Blacksmiths Road to the north of the site.
3. Trees and hedgerows around the perimeter of the site can be retained within the development footprint to provide ecological benefit, landscape interest and to increase amenity within the new development;
4. Where the development adjoins existing gardens, amenity distances should be observed within minimum back to back distances considered in the context of site levels, building heights of neighbours and existing landscape features with potential to be enhanced;
5. Ecological constraints have been identified which should inform the masterplan and will be appropriately designed as green spaces within the proposals;
6. There is potential to employ sustainable surface water attenuation features within the development (SUDS). The potential location for these is indicated on plan within the lowest part of the site although the design should be informed by the site wide masterplan.
7. Overhead Utilities located within the site will be diverted and undergrounded within the development footprint.



figure 10. (opposite) Constraints and Opportunities Plan



legend

-  Site boundary
-  Potential all modes access
-  Potential pedestrian access
-  Existing public footpath (definitive plan)
-  Adjacent road network - minor routes
-  Adjacent non-adopted tracks
-  Extent of flood risk from surface water
-  Potential SUDS locations
-  Existing planting / hedges
-  Existing trees (with likely TPZ)
-  Local view to consider
-  Maintain local view from B4077 towards Church
-  Site Contours (1M)
-  downward slopes (shallow gradient)
-  Boundary to existing rear gardens - consider amenity distances
-  Boundary to open land - consider development edge condition
-  Existing service run - LV Apparatus to be re-routed / undergrounded
-  Existing service run - BT Apparatus to be re-routed / undergrounded
-  Existing water bodies
-  Grade II buildings near the site
-  Grade II* buildings near the site

4. Consultation and Design Iteration



This section introduces the vision and rationale for the proposed development and describes the steps that have been taken to gather stakeholder involvement and reflect this input in the submitted proposals.

4.1 The Vision

4.1.1 The vision is to facilitate a high quality development of new homes and associated landscape for Alderton.

4.1.2 The development will create a positive interface with the existing homes as well as the edge of the village to the north and west; the development will be responsive to features of the landscape and will create a sensitive transition between the settlement and the agricultural land to its south and east.

4.1.3 The development will include good quality family homes for all, including affordable homes.

4.1.4 Green Infrastructure provides a thread encompassing the development ensuring that every home either overlooks or is within a minute's walk of local green space, with opportunities for play and relaxation.

4.1.5 The architecture will be distinctive, simply detailed and sympathetic to Alderton. Materials and detailing will reflect those used on buildings in the village to ensure that the development becomes part of the existing village.

4.1.6 Open spaces and the play area will enjoy a sympathetic landscape approach that frames the buildings and provides space for relaxation.



above: Artist's impression of the entrance to the development (illustrative)



4.3 Consultation

Pre-Application Engagement

4.3.1 The NPPF at Paragraph 39 states that, ‘good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.’ Paragraph 40 states that LPAs should encourage any applicants ‘to engage with the local community ... before submitting their applications.’

4.3.2 The applicant has engaged with stakeholders prior to submitting the application. The proactive approach taken by the applicant team included:

- A public consultation exercise (included a leaflet drop and a website to enable residents to provide feedback on the proposals);
- Consultation with the Parish Council.

4.3.3 Full details of the Consultation process including the feedback received in detail can be found in the Statement of Community Engagement which is submitted in support of this application.

Feedback

4.3.4 The comments received have been carefully reviewed and where possible have been incorporated into the revised indicative proposals for the site in response.

4.3.5 The design responses to the main design related themes raised at both the Parish Council meeting and the public consultation are set out overleaf.





Alderton Post Office

St Margarets Road

St Margaret of Antioch

Bank Road

St Margarets Drive

Fletcher Close

APPROVED DEVELOPMENT

public open space

entrance space

community play area

public open space

attenuation area

meadow planting

fps

figure 11. Initial illustrative masterplan which underwent public and stakeholder engagement

left: Public Consultation materials circulated

Consultation Comment related to Design	Masterplan Response
<p>It was suggested that the proposed site layout would not complement the existing layout of the village and could present more of an edge of village suburban style development.</p>	<p>A character study was carried out during the initial stages of developing the masterplan, which has influenced the layout and composition of the development.</p> <p>The masterplan seeks to introduce a more informal street pattern along Alderton's southern edge and aims to reflect elements of the historic core of Alderton.</p>
<p>The design of the homes was discussed, with councillors noting the importance of the local character.</p>	<p>Although the proposals are at an Outline stage, to respond to this comment and provide an indication of the future design of the homes a material palette has been included within this DAS to guide the future detailed proposals.</p>
<p>It was questioned whether the homes could be condensed to the north rather than taking up the whole site.</p>	<p>A softer street pattern of courtyards and private drives allows for a more gentle meeting between development and open space, and will reinstate a rural southern edge to Alderton. The desire to create a place which is integral to the green infrastructure which encompasses it as well as the response to existing site conditions has informed the design strategy described within this DAS.</p>
<p>It was felt that the proposed layout may not be typical of the character of surrounding homes in Alderton.</p>	<p>The layout has been designed to complement the character and style of the village – including large areas of green open space that would provide visual and ecological benefits for new and existing residents.</p> <p>The proposals are for Outline planning permission and therefore do not include details at this stage, such as garden distances and the type of proposed planting at the site boundaries.</p> <p>This detail would be progressed as part of a reserved matters application subject to outline planning permission.</p>
<p>It was suggested that the density of housing was too high.</p>	<p>Following the pre-application consultation period, the number of homes proposed has been reduced to up to 55 dwellings rather than 60.</p> <p>The density of the proposed development has been designed to be comparable to the more recent and recently approved development within Alderton.</p>

Consultation Comment related to Design	Masterplan Response
<p>Respondents questioned whether the illustrative layout included enough green space and noted the loss of green land as a result of the proposals.</p>	<p>From inception the open space proposals have been designed to the 'Fields in Trust' standard. The standard ensures a range of different types of open space is delivered on-site to cater for different uses for the community and environment, and also results in a generous over-provision area-wise.</p> <p>A key factor that influenced the design of the site and has resulted in a large provision of open space was the retention of a green edge to the site at the south-east, to create a landscaped edge to Alderton and also to retain views to St Margarets Church from the south.</p>
<p>There was a concern that the new homes would be close to existing properties on Fletcher Close.</p>	<p>The illustrative layout has been designed to take key considerations into account including neighbouring properties along the northern and western boundaries, incorporating features such as back-to-back gardens and new and enhanced landscaping at site boundaries.</p>
<p>Respondents suggested that the development could have a negative impact on the view of the village and surrounding area.</p>	<p>The masterplan indicated that the developed area would extend no further south than development already experienced within views from the south and west.</p> <p>When viewed from the footpath west of the site, new built form would be viewed in the context of existing development.</p>
<p>One respondent noted the historical and archaeological importance of the village.</p>	<p>The development of the masterplan following consultation has been in accordance with ongoing guidance detailed in the Archaeology and Heritage Statement.</p>



4.4 Design Evolution

4.4.1 The masterplan development diagrams on the following pages illustrate the design process and indicate how the masterplan responds to the site analysis and the identification of key constraints and opportunities for the development.

1. Site Features

1. Retention of trees and boundary hedgerows to ensure good visual enclosure and softening of boundaries;
2. Maintain local views to St Margaret of Antioch Church from the south;
3. Overhead cables to be rerouted or undergrounded;
4. Opportunities for all modes access;
5. Respond to neighbouring properties;
6. Locate Sustainable Drainage Systems within lower areas of site;
7. Retention of access to neighbouring property, and potential for high quality pedestrian access.

figure 12. (above) Site Features

figure 13. (right) Establishing Green Infrastructure



2. Establishing Green Infrastructure

1. Open space to east of site to retain informal views to St Margaret of Antioch Church and to round off the settlement edge to Alderton;
2. Sustainable Drainage System with potential for ecological enhancement measures;
3. Hedges and trees on the site will be retained as far as possible and managed along with new strategic tree and habitat planting;
4. Retained access to neighbouring property and landscaped pedestrian route into site;
5. Key areas of public open space connected by green corridor, including community play area and circular walks;
6. Boundary hedgerows to neighbouring properties will be retained and enhanced to preserve the amenity of properties;
7. Southern area of site provides a natural area of public open space, in conjunction with the attenuation basin.



3. Development of a Movement Network

1. The site can be accessed by all modes from St Margarets Drive at the centre of the western site boundary;
2. Access to neighbouring property will be retained from the northern entrance to the site;
3. The northern access will also become a pedestrian and cycle access providing a more direct route to the adjacent village shop;
4. A main route will provide access through the centre of the site;
5. Key areas of green space will be connected by footpaths set within the landscaped edge to the development, with potential for trim trails or nature walks;
6. Circular walks through public open space and community parkland.

figure 14. (above) Development of a Movement Network

figure 15. (right) A Development Framework



4. A Development Framework

1. A hierarchy of streets in the form of 'living courtyards' and private drives will be accessed from the main route through the site, aiding legibility;
2. An entrance space will be created as the main route into the site forks, providing a focal point to the development;
3. Homes will front on to the main route and courtyards to create an active street scene;
4. Where the development adjoins existing rear gardens along the western boundary, houses are set back with deep gardens to preserve the amenity of properties;
5. Courtyard and private drive blocks have pedestrian connections along the eastern side, to aid accessibility and position dwellings to benefit from the public open space to the east;
6. At prominent locations within the development site, key buildings (which may enjoy contrasting materials or enhanced architectural detailing to aid legibility) will be positioned to create areas with individual character;
7. Public Open Space and Focal spaces are well-overlooked by development.

5. Illustrative Masterplan

5.1 Access and Movement Strategy

Vehicular Access Strategy

5.1.1 The proposed vehicular access would take the form of a simple priority 'give-way junction' where St Margarets Drive will form the major arm and the site access will form the minor arm. From the site access, visibility splays of 2.4m x 43m can be achieved, and therefore is in accordance with standards outlined in Manual for Streets.

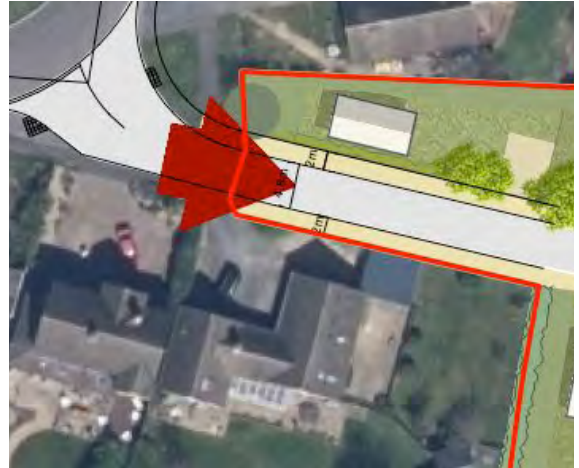
Pedestrian/Cycle Access Strategy

5.1.2 Pedestrian access will be provided via a two-metre footway that is proposed on the northern side of the vehicular access to St Margarets Drive; this will tie in with Alderton's existing pedestrian network. In addition to the proposed footway, an active travel route will be provided via the existing access to Lower Farm; this will provide pedestrians and cyclists with direct access to the village amenities. The active travel route will be shared with a low number of slow-moving vehicles from the Lower Farm property. A new pedestrian link is also proposed to connect with the existing Public Right of Way to the east of the site and thus providing an overall improvement to the PRoW network surrounding Alderton.

5.1.3 Within the proposals, a number of pedestrian routes have been designed to provide walking and leisure routes within the development, encouraging active travel.

5.1.4 The design of the internal road network will be engineered to meet standards specified within Manual for Streets and Gloucestershire County Council Guidance, with a particular focus on the creation of safe routes around the site and thus encouraging accessibility for pedestrians and cyclists.

5.1.5 Full details of the proposed access strategy, including information on trip rates is detailed within the Transport Assessment which is submitted in support of this application.



top: proposed access from St Margarets Drive

middle: proposed pedestrian access

bottom on-site walking routes

5.2 Proposed Drainage Strategy

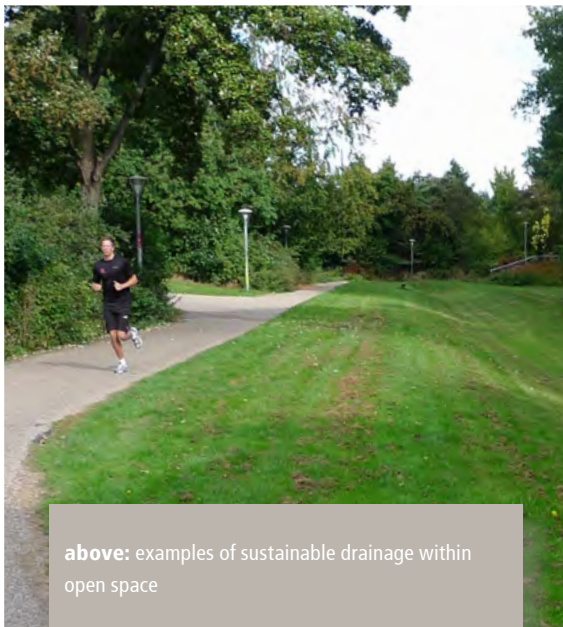
Surface Water

5.2.1 The development proposals include a site wide drainage system which will collect and discharge foul and surface water flows from site.

5.2.2 Current legislation and guidance require development to manage surface water run-off from new development, to mitigate flood risk to the site and the surrounding area - while also providing a sustainable means of disposing of run-off from impermeable areas of the site.

5.2.3 Surface water run-off from the new development would be managed via the design of a sustainable drainage system (SuDS). The possible drainage options considered for the site include the use of infiltration methods, discharging to a local watercourse and discharge to the local public sewer.

5.2.4 It is anticipated that the underlying ground conditions are likely to provide a poor rate of infiltration, due to the characteristics of the underlying soils. Consequently, an alternative option of discharging to a local watercourse is proposed.



above: examples of sustainable drainage within open space

5.2.5 It is proposed to attenuate flows on-site, before discharging flows at a restricted pre-development rate. On-site attenuation will be provided via an attenuation basin, with additional SuDS features to be included throughout the development, in order to provide further ecological, water quality and amenity benefits.

Foul

5.2.6 A new foul water drainage network will be constructed to accommodate the requirements of the proposed development. The new network will collect and convey foul water discharge from the development to the existing Severn Trent Water public sewer. The nearest practical point of connection is the existing foul sewer network within Willow Bank Road.



5.3 Ecological Enhancement Strategy

5.3.1 As a result of an informed design process, the proposed development footprint is mainly within the grassland field of 'less than Local ecological value'. The stream has been buffered from development, as have mature trees outside of the site. Hedgerows are mostly being retained, with a small loss required for access.

5.3.2 With regards protected species which are either confirmed or assumed to be present on-site, impacts to these can be adequately mitigated through including elements within the masterplan and proposals for the site. Key measures employed include:

- the retention of the majority of the habitats of ecological importance, namely the hedgerows, mature trees;
- re-provided hedgerows to compensate for loss through provision of the site access;
- provision of new areas of tree planting, including tree-lined streets, which should provide new on-site habitats with species of known value to biodiversity;
- include the creation of new areas of grassland, scrub and shrub planting;
- incorporating SuDS;
- installation of integrated bird bricks into the design of the proposed buildings; further bird boxes within POS
- the provision of compensatory and new bat roosting opportunities and dark corridors.

5.3.3 The Ecological Assessment submitted in support of this application explains the ecological strategy for policy-compliant Biodiversity Net Gain for the site.



above: examples of ecological enhancement measures

opposite: Biodiversity Net Gain Proposed Habitats Plan (EDP)



Site Boundary

Study Area

Retained Habitats

Urban - Vacant/ Derelict Land/ Bareground

Native Hedgerow - Moderate

Proposed Habitats

Grassland - Modified Grassland Fairly Poor

Grassland - Other Neutral Grassland Moderate

Heathland and Shrub - Mixed Scrub

Urban - Developed Land, Sealed Surface

Urban - Sustainable Urban Drainage Feature

Line of Trees - Associated with Bank or Ditch - Poor

Native Species Rich Hedgerow - Poor

Lost Habitats

Native Hedgerow - Moderate

rights 2021 Ordnance Survey 0100031673

5.4 Landscape Strategy

5.4.1 The masterplan proposes the retention of the majority of trees and hedgerows on the site boundaries which will soften the appearance of the development within the landscape.

5.4.2 Dwellings will front on to the open spaces within the development to provide natural surveillance. The site sits on the south eastern edge of the developed area of Alderton, with existing residential development to the north. The retention of landscape features and design of the edge condition has been key to the development of the masterplan.

5.4.3 Existing trees and hedgerows along the boundaries will be retained where possible, with their root protection zones fully respected by the development footprint.

5.4.4 A large area of open space has been provided along the eastern edge of the masterplan forming a green edge to the development and providing a suitable corridor to accommodate proposed trees and hedges, drainage attenuation, connections to the existing footpath network and a play area. The open space will include areas of meadow grassland with rough mown paths; the drainage features will be designed to hold permanent water for maximum biodiversity gain.

5.4.5 Streets and boundaries include new planting to soften views into the development. Planting will include native species characteristic of the local landscape to enhance the landscape and ecological value of the proposed development's green infrastructure.

5.4.6 Street tree planting as well as the reinforcement of existing boundary hedges on site will contribute to the landscape setting of the masterplan as well as reinforcing ecological habitats and corridors.

5.4.7 Buildings will be set either within generous front gardens or behind shorter defensible spaces, reflecting local character. Front gardens will typically be defined by low walls or hedges.

5.4.8 A play area will be integral to the overall green infrastructure strategy for the development and has been located within the eastern open space.

5.4.9 The play area will adjoin quiet residential streets or private drives - encouraging stewardship and involvement from future residents.

5.4.10 Open spaces will include informal footpaths allowing circular walks within the development. Play areas will meet the principles of doorstep play, where play areas are within 400m of each dwelling and do not require children to cross a major road to reach them.

5.4.11 Open space will be maintained through either and Adoption agreement with the Council or privately through the incorporation of a management Company that will maintain play areas and open spaces within the development.

“A play area will be integral to the overall green infrastructure strategy for the development”

figure 16. Extract from Landscape Proposals (EDP)



New properties to be designed to reflect the quality and character of existing buildings within the adjacent settlement.

APPROVED DEVELOPMENT

Southern POS maintains the current perception of separation between settlement and the stream corridor to the south. New planting extends the vegetated character of the stream corridor from the south-east.

Orientation of the stream edge has been guided to continue views from the stream corridor core of Alderton and



St Margaret of Antioch Church

Play Area

entrance space

Lower Farm

fps

Attenuation Basin

Development provides opportunity to improve footpath connections between settlement and the Winchcombe Way as it crosses through the field to the east.

New structural planting provided within the POS along the eastern edge of the site to soften the appearance of new built form from the east.

hed
gs
ent.

-  Site Boundary
-  Existing Trees to be Retained
-  Existing Hedgerow to be Retained
-  Existing Ditch/Watercourse
-  Winchcombe Way Promoted Footpath
-  Proposed Tree Planting
-  Proposed Shrub Planting
-  Proposed Hedgerow
-  Proposed Species Rich Meadow
-  Proposed Amenity Grass
-  Private Rear Garden
-  New Surfaced Footpaths
-  New Mown Footpaths
-  Play Area
-  Seating
-  Retained Views
-  Focal Buildings

cheme's development led to ensure m the B4077, across towards the historic d St Margaret's Church.



















Southern POS includes a large attenuation feature for management of water run-off, swathes of species rich meadow and mown footpath routes for community walking.

Existing boundary vegetation associated with Lower Farm is to be retained and reinforced with additional native tree and shrub planting within eastern POS to strengthen screening of new development and retain separation between Lower Farm and the new development edge.

4.2 Illustrative Masterplan

4.2.1 The following strategies summarise the preceding design evolution and technical strategies for the site, evolved in tandem with the development of the illustrative masterplan.

1. Potential Access from St Margarets Drive for all modes.
2. Potential pedestrian / cycle access from the north leading from St Margarets Road can provide a more direct pedestrian access to the centre of the village, within a few minutes walk of the site.
3. An informal main street leads to courtyards and private drives, creating a legible, village style, residential environment.
4. Connected Green Infrastructure strategy which includes large usable areas of public open space to the south and east, which contribute to the rounding off of the settlement through the form of the development proposed. The green infrastructure area will provide ecological and visual connection to the green infrastructure edge to the approved development to the south west.
5. The proposed green space will include a new play area.
6. SuDS provided with opportunity for biodiversity net gain.
7. Walking routes through open space.
8. The houses will be two-storey.
9. The site is well connected to the village centre with a bus stop (St Margarets Road) close to the site. The village shop and primary school are within 10 minutes walk.
10. Buildings address public open space with shared space / private drive frontage to promote quiet streets. Green spaces have frontages overlooking them to provide natural surveillance.

	Site boundary
	All modes access
	Pedestrian only access
	Existing pedestrian route
	New surfaced footpaths
	New mown footpaths
	Residential street
	Private drive
	Existing trees / hedgerows retained
	Strategic ecological and planting corridors
	Focal building locations
	Residential development blocks / indicative building locations
	Public Open Space
	Retained trees
	Proposed trees / planting
	Potential attenuation area (subject to drainage design)
	Play Area
	Retained views



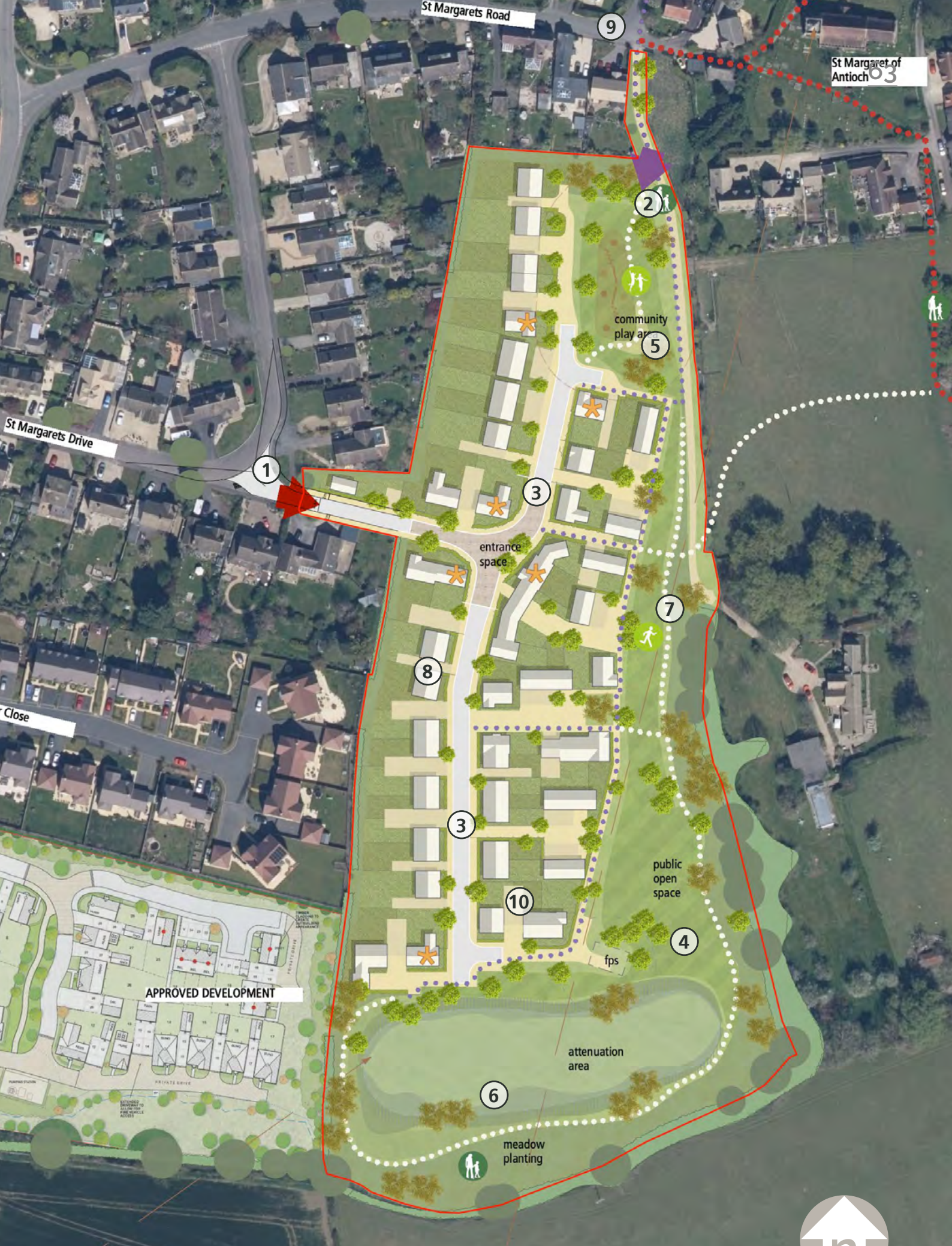


figure 17. Illustrative Masterplan



5.5 Use and Amount

5.5.1 The land uses on the site will be residential development (up to 55 dwellings) with associated public open space, surface water attenuation and structural landscaping. The development area illustrated opposite includes streets and private drives.

5.6 Layout and Access

5.6.1 The primary site access is provided from St Margarets Drive. The road layout within the scheme will ensure suitable vehicle access to all properties, and include some shared space streets to minimise vehicle speeds. The illustrative masterplan within this document indicatively shows how these could be provided. Full layout details will be determined at reserved matters stage.

5.7 Landscape

5.7.1 The parameter plan indicates areas of public open space. The open space is indicated as a green edge to the site, retaining local views to St Margaret of Antioch Church from the south. A community play area is included within the open space, as well as other key green spaces and incidental spaces connected by pedestrian routes.

5.8 Density

5.8.1 The development density of the residential area, including roads and infrastructure, houses, gardens and private drives is just under 29 dwellings per developed hectare. The gross density of the proposal is just under 14 dwellings per hectare, when measured against the application site area.

5.9 Scale and Massing

5.9.1 The parameter plan opposite indicates the location for development 'up to 2 storeys.'



Legend

- Indicative area of land required for proposed access (0.01ha)
- Gross residential development including access roads and private drives and incidental space (parks and gardens; children's play). Development up to two storey. (1.91ha)
- Proposed open space including parks and gardens, amenity green space, children's play/provision for young people, allotments and SuDS (2.05ha)

figure 18. Development Parameters Plan

6. Development Character Brief

“Well-designed, sustainable places with a strong identity give their users, occupiers and owners a sense of pride, helping to create and sustain communities and neighbourhoods.” (National Design Guide 2021)

6.1 Sustainability Strategy

6.1.1 The National Planning Policy Framework defines sustainable development as that which seeks to balance economic, social and environmental benefits. This planning application is accompanied by a Sustainability and Energy Statement which sets out measures to ensure a sustainable development is delivered.

Economic

- The development will positively contribute to the growth of the local economy by bringing new homes and sustaining jobs during the construction phase of the development.
- The development has been designed to encourage sustainable travel through the inclusion of a proposed new footway for pedestrians and the creation of a direct pedestrian and cycle route to the village centre.

Environmental

- The site will achieve policy-compliant Biodiversity Net Gain.
- The development will be designed to include provision to protect and enhance on-site ecology, primarily through the planting of native species of trees and shrubs, the establishment of a wetland area, and wildflower planting.
- The development proposals will utilise Sustainable Urban Drainage systems (attenuation and infiltration as the means of discharge).
- New Green Infrastructure, open space and a play area

providing amenity and climate change adaptation benefits.

- Development is designed to create a sustainable and well-connected community which will achieve the interim Future Homes Standard, requiring a carbon reduction target of 31% over the current Part L standard.
- The development will incorporate the use of sustainable materials, taking into account the embodied carbon of materials, making use of sustainably sourced timber, and avoid the use of polluting materials.
- A Waste Management Strategy will be prepared to support the application setting out measures to minimise waste and encourage recycling and reuse of materials through construction and operation.

Social

- The development will provide much needed affordable homes for the area which is a local sustainability requirement.
- Creation of a well-connected development providing green spaces and encouraging sustainable transport creating a healthy living environment for new and existing local residents;
- Designed in accordance with the principles of ‘Building for a Healthy Life’ to deliver a safe and secure environment for people to live and play.
- The new open space and play area will provide a strong community asset for Alderton to encourage social activity and interaction.
- The mix of housing types and sizes will create a balanced community.

6.2 Character Areas

6.2.1 Two distinctive 'character' areas explain the design strategies behind the concept masterplan and reinforce the development of character and identity within the development.

6.2.2 These areas, termed 'character area studies', focus on areas within the masterplan which have been designed with particular typologies in mind, be they densities, types of housing or the look and feel, responding to context and setting them aside from neighbouring areas.

6.2.3 The studies include street elevations that convey materials and scale or three dimensional images that convey the 'feel' of the place.

6.2.4 These character areas are not defined absolutely, rather the intention is for place to change in a more graduated way, responding to site, context and brief.

6.2.5 The following Character Area Studies are intended to further explain the masterplan supporting the application; alternative detail designs could come forward and as set out within the Parameters Plan.

1. Village Street
2. Landscape Edge



6.2.6 The character areas described within this DAS are illustrative; intended to help describe and explain the design of the outline proposals which are presented. The images depicted are not intended to represent detail design proposals, which would follow outline approval and involve an appropriate consultation process with relevant stakeholders.

figure 19. Approximate locations of Character Areas within the masterplan

6.3 Character Area 1 - Village Street

6.3.1 The Village Street forms the structure to the development and its linear focus. Mixed frontage and set backs front onto the street.

6.3.2 There is opportunity for more focussed frontage with terraced and linked forms. Secondary spaces should lead from this main street. The following principles should inform the detail design in this area:

Buildings and Spaces

- Mixed street elevations - detached, semi detached, some terraces and interspersed gable frontages
- Buildings overlooking open space with front doors and parking facing the space where possible to promote active streets;
- Focal buildings at end-stops and where buildings turn corners, both street elevations should be addressed;
- Generous front gardens with opportunity for planting, to include shrubs and small trees, to soften homes against the street.

Street Treatment

- Primary and Secondary streets give way to a tertiary network of joined up drives and lanes to the east.
- Streets may be shared surfaces with foot ways within the open space;
- A Tree lined focal space marks the transition into the development.
- Option to provide traffic calming at junctions in the form of change in materials or reduced radii in accordance with guidance discussed earlier in this DAS.

Landscape

- Street trees and planting within the public realm - either within space on street or within public open space.
- Front gardens tend to be planted and have informal curtilage: rail; fences / planted edges..

Parking

- Predominantly on-plot parking; some frontage parking where punctuated by street tree planting;
- On street parking serving open space; avenues of street trees could incorporate parking spaces in the form of unallocated bays;
- Direct access to drives and dwellings;
- Parking is always well-surveyed, either within the public realm, or on plot close to houses or within secure courtyards.

opposite: Village Street Character Area plan and local context within Alderton



6.4 Character Area 2 - Landscape Edge

6.4.1 The Landscape Edge forms the new edge to Alderton. Low density development, often with informal forms and mixed family housing will overlook the farmland to the east and south across a green edge to the development.

6.4.2 There is opportunity for homes to overlook an informal open space that includes planting and trees, a recreational footpath and a play area. The following principles should inform the detail design in this area:

Buildings and Spaces

- Consistent street elevations including predominantly detached and semi-detached forms, communicating a lower density feel;
- Building overlooking open space with front doors and parking facing the space where possible to promote active streets;
- Focal buildings at end-stops and where buildings turn corners, both street elevations should be addressed;
- Generous front gardens with opportunity for planting, to include shrubs and small trees, to soften homes against the open space.

Street Treatment

- A tertiary network of joined up drives and lanes around the eastern edge to the development.
- Streets may be shared surfaces with foot ways within the open space;
- Open courtyards communicate an informality to development consistent with agricultural structures

Landscape

- Street trees and planting within the public realm - either within space on street or within public open space.
- Larger street trees within parkland and around SUDS features - incorporating existing trees where possible.



- Front gardens tend to be planted and have formal curtilage: low walls / planted edges.
- Parkland itself to include a diverse range of uses including planting in the form of trees and hedges.

Parking

- Predominantly on-plot parking; some frontage parking where punctuated by street tree planting;
- On street parking serving open space; avenues of street trees could incorporate parking spaces in the form of unallocated bays;
- Direct access to drives and dwellings;
- Parking is always well-surveyed, either within the public realm, or on plot close to houses or within secure courtyards.



figure 20.northern edge character area

figure 21. typical elevations (illustrative) northern edge.

7. Building for a Healthy Life



This section uses the headings set out in the Building for a Healthy Life guidance to demonstrate how the design could be developed at Reserved Matters stage to achieve Building for Healthy Life status.

7.1 Natural Connections

“Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.”

The illustrative masterplan shows that the site can be connected in to the existing street network through the main vehicular and pedestrian access point on St Margarets Drive as well as through additional pedestrian access points to the north towards the village centre. There is also the potential to connect the site with the pedestrian network to the east.

7.2 Walking, cycling and Public Transport

“Short trips of up to three miles (approximately 5km) can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.”

7.2.1 The illustrative masterplan shows that the site layout can provide a network of streets with safe walking and cycling routes from within the site to the existing road network.

7.2.2 The closest bus stops to the site are at St Margarets Road and on Willow Bank Road.



figure 22. Facilities Plan extract

7.3 Facilities and Services

“Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.”

7.3.1 The site has access to a range of facilities and services within Alderton within walking distance.

7.4 Homes for Everyone

“A range of homes that meet local community needs.”

7.4.1 The illustrative masterplan shows that a variety of different types of homes could be provided, including terraces, semi-detached and detached properties.

7.4.2 A mix of dwellings sizes should be provided. These could be 1, 2, 3 or 4 bedroom homes with a mix which takes account of local needs.

7.4.3 All houses should have gardens which form private outdoor space and should including space for drying.

7.4.4 Affordable Housing will be provided in accordance with local planning policy.

7.4.5 The homes should be designed in such a way that it would not be possible to determine the tenure of properties through architectural, landscape or other differences.

7.5 Making the Most of What is There

“Understand and respond.”

7.5.1 A thorough analysis of the site and its surroundings has been undertaken as part of the design process which has led to the illustrative masterplan proposed within this document.

7.5.2 The illustrative masterplan responds to the site through the retention and enhancement of the vegetation found along the site boundaries. See Section 3.8 and 4.8 - 4.12 for further details.

7.6 A Memorable Character

“Create places that are memorable.”

7.6.1 The design of the scheme should reflect the character and appearance of the village of Alderton, creating its own identity through taking appropriate cues from surrounding development.

7.6.2 Gables on street corners should include windows or other detailing to provide overlooking from corner turning buildings and to animate the street scene. Blank gables facing any street will be unacceptable.

7.6.3 Roofs should enjoy generous pitches with different house designs having the same or a very similar pitch to ensure a consistent approach to roof line and gables.

7.6.4 The street scene should be well-ordered and relatively informal. There should be a looser feel within the private drives and on the eastern edge of the development as indicated within the illustrative masterplan.

7.6.5 Continuity of space should be ensured through surface and boundary treatments.

Materials

7.6.6 From the study of building patterns and relationships between built form and landscape set out in the Character Assessment, the character of the local area owes much to the use of a limited palette of materials which should inform the materials palette for the development, the details of which will be confirmed at reserved matters stage. The materials palette could include:

Walls:

7.6.7 A range of finishes for the walls of buildings would be appropriate, primarily Cotswold stone, red brick, and white or cream render. Contrasting detailing around windows and doors is common on both historic and contemporary homes so could be used within the development.

Roofs:

7.6.8 Buildings will be typically gable-sided, with roofs finished in brown or grey tiles. Dormer windows at the first floors could be appropriate.

Doors and Windows:

7.6.9 Windows should be white, as are the majority across the village. uPVC would be appropriate and is seen on recent adjacent development such as Fletcher Close. Glazing bars would be acceptable.

7.6.10 Doors could be a range of traditional colours, and door canopies could be an architectural feature.

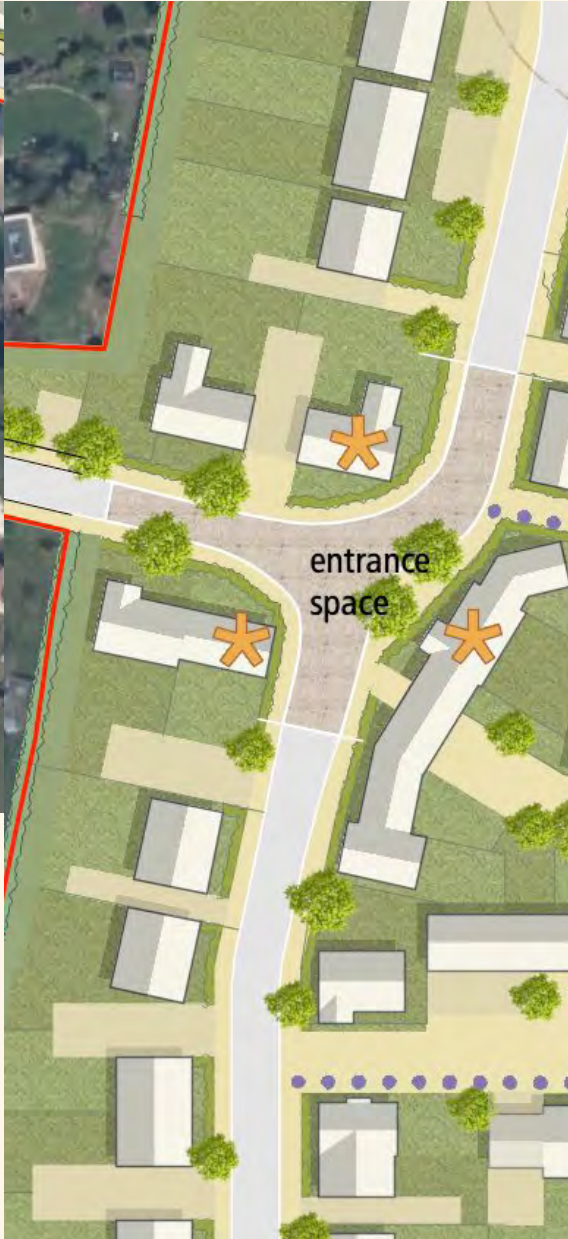
Architectural Detailing

7.6.11 The adjacent images illustrate the design principles established earlier in the document and form a brief for the detailed architectural strategy that will be developed at Reserved Matters Stage. The images are based on buildings that represent the vernacular style within the site's context and include details such as:

- Some gable fronted elements to the design of elevations.
- Chimneys should be located in line with gable walls
- Gabled dormer and half-dormer windows.
- Multi paned casement windows, divided into 4/6/8 panes.
- Varied use of door canopies and threshold details.
- The area enjoys well maintained front gardens and public green areas. Participation in this tradition in the new development should be encouraged through the provision of usable front gardens.
- Garden boundaries could be formed by low brick walls, wooden fences or hedges / front garden planting.
- Street furniture should be of a historic style.



figure 23. Artist's impression of entrance to site (illustrative)



above: creating character through design of streets and setting out of buildings



77 Well Defined Streets and Spaces

“Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal façades of buildings face streets and public spaces.”

77.1 The illustrative masterplan layout is based upon a block structure with a close relationship between built form and the streets and spaces to define street frontages, and clearly defined public and private spaces.

77.2 Active street frontage is a key element to the design of development blocks which encourages activity and informal surveillance from all frontages. Buildings should address the street to maximise social interaction with public spaces.

77.3 Building lines can adopt a varied set back from the pavement - with allowance for front gardens as semi-defensible space. Changes in building lines should be celebrated for example through a change in scale, materials or curtilage treatment.

78 Easy to Find your way Around

“Use legible features to help people find their way around a place.”

78.1 Landmarks and corner buildings should provide primary reference points to emphasise the hierarchy of spaces. These buildings should be of a high quality and stand out from the surrounding buildings. This may be achieved by a variation in materials, a differing setback, a distinctive building style or a combination of the above.

79 Healthy Streets

“Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.”

79.1 The masterplan indicates a legible network of streets and spaces. The street hierarchy is based around the following street types:

figure 24. Indicative street perspective

Primary Streets (Main Route)

7.9.2 The primary street runs from the entrance off St Margarets Drive through the development. Houses will front onto the primary street along its entire extent forming the primary movement corridor within the development.

7.9.3 The primary street has a residential feel and could include raised table junctions where it meets other streets within the scheme. Properties will have deep front gardens giving space for tree planting to help define the character of the street.

7.9.4 The Main Street will be at least 5.5m in width with potential for some widening or narrowing to reduce vehicle speeds or accommodate parking and movement of refuse vehicles.

Private Drives / Courtyard






7.9.5 In some areas where the Shared Surface Streets serve no more than 5 dwellings, these could be private drives. These will vary in size but would be narrower than standard Shared Surface Streets as they will serve fewer dwellings and could take the form of small courtyards.

7.9.6 The shared surface will encourage slow vehicle speeds and pedestrian and cyclist priority. The narrowing of carriageways, reduction in kerb radii and resultant reduction in vehicle speeds (as recommended in Manual for Streets) will enable these spaces to be used as informal gathering and recreational streets for residents.

Parking

7.9.7 The quantum of parking provision will be agreed with the Council at Reserved Matters stage. Parking will include allocated parking, non-allocated visitor parking and both private and shared cycle parking / storage.



-  Residential access
-  Pedestrian access and retained access for neighbouring property
-  Main Route
-  Private Drives and Courtyards
-  Pedestrian routes

above: Street hierarchy diagram

Pedestrian Routes

7.9.8 A network of pedestrian routes within the development will provide increased connectivity for pedestrians, contributing to a legible and accessible development.

Planting

7.9.9 Street planting will include street trees within shared areas and where they can be well-protected from impact by vehicles .

7.9.10 More generous depth front gardens to larger homes should be considered where there is the potential to soften the street scene through the provision of landscape planting.

Materials

7.9.11 Streets should have a consistent approach to surfacing with contrasting materials employed for pedestrian and vehicular areas, and raised table junctions and areas.

7.9.12 Well detailed edges to pavements and shared surface areas will be delineated by contrasting paviours or small changes in vertical alignment and should avoid the need for inappropriately sited services access points wherever possible.

7.9.13 All street types will allow reversing of refuse vehicles and access to bin collection areas either on-plot or within shared collection areas.

7.9.14 Street furniture and public art will also contribute to the success of the public realm within the development and should be carefully detailed at Reserved Matters stage.

7.10 Cycle and Car Parking

“Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.”

7.10.1 Cycle storage for new dwellings should be located within rear gardens, with surfaced access provided through garden gates. It will be important to provide convenient and secure cycle parking within the development for both residents and visitors.

7.10.2 A combination of both allocated (residents) and defined unallocated (visitors) on-street vehicle parking should be provided. On-plot parking is likely to form much of the allocated parking, including garages and drives which may be covered with a free standing roof structure.

7.10.3 The different forms of garages include garages that are integral to the house, located at the side of the house or free standing from the house. Under no circumstances should a free standing garage be situated: on the same plane as the front of the house, in front of the house or present a blank elevation to any street.

7.11 Green and Blue Infrastructure

“Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.”

Green Infrastructure

7.11.1 The illustrative masterplan shows that the main areas of open space are located along the southern and eastern boundaries of the site. This incorporates drainage attenuation and the retained boundary vegetation along the east, with a play area and informal footpath within the eastern open space.

7.11.2 Existing trees and hedges along the site boundaries will be retained and enhanced with new planting where appropriate adjacent to existing dwellings. The root protection zones of all existing trees will be fully respected by the development footprint.

7.11.3 Additional street tree planting and planting within the public open space will contribute to the landscape setting of the illustrative masterplan as well as reinforcing ecological habitats and corridors.

7.11.4 The open space provided within the illustrative masterplan will be well-overlooked by development and where this adjoins residential streets or private drives it will encourage stewardship and involvement from future residents.

Blue Infrastructure

7.11.5 The conceptual drainage strategy has been prepared to demonstrate the proposed development of the site can meet national and local requirements, which will be achieved through an attenuation led strategy designed to restrict runoff to the pre-development greenfield runoff rate.

7.11.6 There is potential for ecological enhancement of the drainage areas, which form part of the wider connected green infrastructure network on the site.



above: Precedent image of a drainage attenuation area

7.12 Back of Pavement, Front of Home

“The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.”

7.12.1 A well-defined curtilage between public and a semi-private front garden will reinforce the definition of streets as well as providing safety and security in the form of a well-defined attractive front garden, and the opportunity for social interactions to take place.

7.12.2 The character appraisal within this document identified boundaries including low brick walls, wooden fences and hedgerows/front garden planting. Boundary treatments should employ a consistent approach which considers the street as a whole and contributes to the character of the development.

7.12.3 The development should allow adequate space for the inclusion of storage space for waste and recycling bins within private rear gardens. All the proposed gardens should have external pedestrian routes to them, to allow ease of access for bins / recycling.



above: Artist's impression of the main street within the development



**“Well-designed places have a hierarchy of well-connected routes, such as boulevards, streets, roads, avenues, mews and courts.”
(National Design Guide 2019)**



8. Conclusion

The masterplan in this DAS has been developed with reference to, and in accordance with current design policy and guidance as well as responding to environmental and engineering constraints and opportunities and influences arising from statutory and community consultation.

8.1 Benefits of the Proposals

8.1.1 The proposed development would deliver a number of local benefits for the community, including:

Supporting local services

8.1.2 Existing services within the village, such as the shop and Post Office, would be supported by the future use and local spending of new residents.

8.1.3 Subject to planning permission, S106 legal contributions would be agreed with Tewkesbury Borough Council towards local infrastructure and facilities such as healthcare and education.

Meeting local housing needs

8.1.4 A range of housing types and tenures would be included to meet a variety of identified local needs, 40% being affordable.



8.1.5 Tewkesbury Borough Council does not currently have a 5-year housing land supply and there is a need for sites such as this to come forward for residential development.

Considered layout

8.1.6 The sensitive landscape led layout has been designed to complement the character and style of the village – including large areas of green open space that would provide visual and ecological benefits for new and existing residents.

8.2 Conclusion

8.2.1 A few minutes' walk from the centre of the village, the sustainable site location provides the opportunity to encourage sustainable travel such as walking, cycling and the use of public transport. The site area is able to accommodate a range of new dwellings, along with: open space, retained trees and hedgerows, informal public open space, surface water drainage (SUDS), and footpath links.

8.2.2 The development seeks to promote character and quality in its urban design approach. The concept masterplan has been developed in response to clear constraints and opportunities on the site as well as a review of local context. The design of the concept masterplan has focussed on creating a development which clearly responds to local character.

8.2.3 This DAS explains clearly how the evolution of the masterplan has been influenced by local context. Inclusive design will be an important part of the new development; the development is well connected to the surrounding area for pedestrians, creating links to the existing footpath network.

8.2.4 The proposals represent a sustainable development which will include a local play area and an ecological enhancement area.

8.2.5 The proposed new development at Alderton presents the opportunity to provide a high quality development of much needed homes - which will create an attractive and long-lasting place to live for years to come.



above: Artist's impression of the open space within the development (illustrative)

