

ASHLAND ROAD WEST SUTTON IN ASHFIELD

P19-1014_200B | MARCH 2020
DESIGN & ACCESS STATEMENT

Prepared by Pegasus Group on behalf of Bellway Homes



DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



HERITAGE



FISHING POND IN BRIERLEY FOREST PARK, NORTH OF SITE





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Prepared by Pegasus Group on behalf of **Bellway Homes**
March 2020 Project code **P19-1014**
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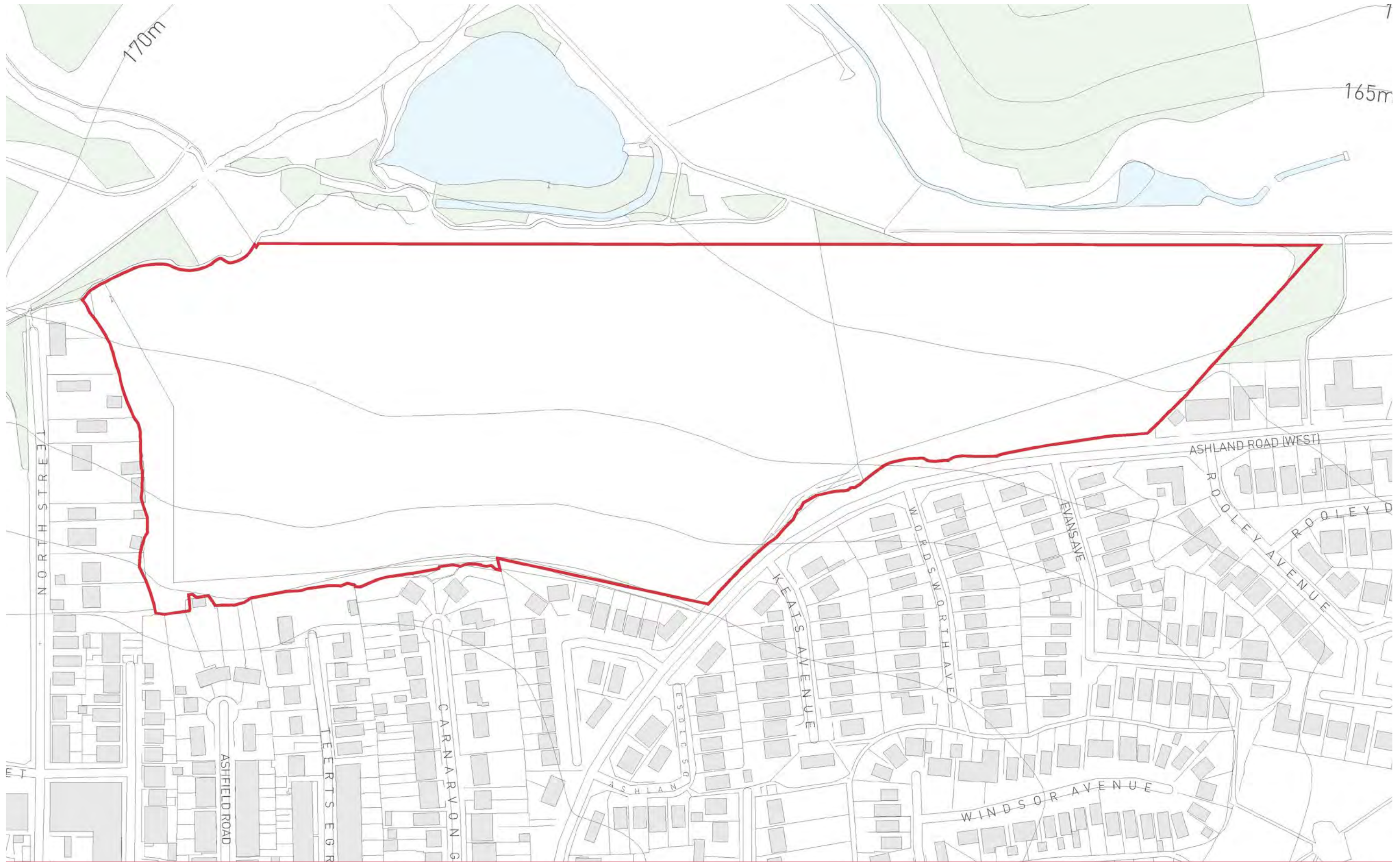


INTRODUCTION

1.1 PURPOSE OF STATEMENT

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SITE LOCATION PLAN

1.1 PURPOSE OF STATEMENT

This statement has been prepared by Pegasus Group on behalf of Bellway Homes to accompany the outline planning application for residential development on the land north of Ashland Road West, Sutton in Ashfield.

This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a Design and Access Statement.

The purpose of this statement is to explain;

“how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users” (paragraph 34, Planning Practice Guidance ID 26-034-20140306, March 2014).”

The Town and Country Planning (Development Management Procedure) (England) Order 2015 also states the following requirements:

“(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:

- a) the design principles and concepts that have been applied to the development; and
- b) how issues relating to access to the development have been dealt with.

(3) A design and access statement 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 specific issues which might affect access to the development have been addressed.”

The more recently published government white paper ‘Fixing our Broken Housing Market’ (February 2017) also seeks to reinforce the importance of design stating:

“(1.44) We want to ensure that communities can influence the design of what gets built in their area. Local people want new developments to reflect their views about how their communities should evolve, whether it is in keeping with the traditional character of their area or a beautiful contemporary design that adds to the existing built environment. Good design is also fundamental to creating healthy and attractive places where people genuinely want to live, and which can cater for all members of the community, young or old.”

“(1.45) 73 per cent of people say they would support the building of more homes if well designed and in keeping with their local area. (National Housing and Planning Advice Unit (2010) Public Attitudes to Housing).”

1.2 DOCUMENT STRUCTURE

This document achieves this within the following sections:

SECTION 1: INTRODUCTION

Outlines the purpose of the document.

SECTION 2: ASSESSMENT

Considers the site and its surroundings in terms of the physical, social and planning context.

SECTION 3: PRINCIPLES

Presentation of the design principles that have been derived from a combination of Government Policy and site assessment.

SECTION 4: PROPOSALS

Presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance.

SECTION 5: SUMMARY

This statement should be read in conjunction with the Outline Planning Application and its accompanying documents detailed below.

1.3 THE TEAM

This document has been prepared by Pegasus Group, with contributions from the following consultants who have helped to prepare the application and its accompanying documents:

PEGASUS GROUP

- Illustrative Masterplan
- Design & Access Statement

DLP PLANNING LTD

- Planning Statement

MEWIES ENGINEERING CONSULTANTS

- Air Quality Assessment
- Noise Assessment

FPCR

- Arboricultural Assessment
- Ecological Assessment

UNIVERSITY OF LEICESTER ARCHAEOLOGICAL SERVICES

- Archaeological Assessment

ADC INFRASTRUCTURE

- Transport Assessment
- Travel Plan





ASSESSMENT

2.1 DESIGN RELEVANT PLANNING POLICY

2.2 CONTEXT ANALYSIS

2.3 CONNECTIONS & PUBLIC TRANSPORT

2.4 FACILITIES & SERVICES

2.5 LANDSCAPE CHARACTER

2.6 HISTORICAL & PHYSICAL CONTEXT

2.7 LOCAL CHARACTER ANALYSIS

2.8 SITE ANALYSIS

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2.1 DESIGN RELEVANT PLANNING POLICY

2.1.1 National Planning Policy Framework

Government guidance in the form of the National Planning Policy Framework (NPPF) states that there is a presumption in favour of sustainable development (paragraph 10) and sets out an overarching social objective in support of this which involves:

“...to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being” (paragraph 8(b), NPPF 2019)

The Government continues to place a high emphasis on design with the revised National Planning Policy Framework (2019) (NPPF) providing detailed advice at Section 12: Achieving Well-Designed Places.

The contribution that good design makes to sustainable development is set out in paragraph 124, as follows:

“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.” (paragraph 124, NPPF 2019)

The NPPF is also clear at paragraphs 125 and 126 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

Paragraph 127 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

- a) Function well and add to the quality of their area over the lifetime of the development;
- b) Are visually attractive with good architecture, layout and attractive landscaping;
- c) Are sympathetic to the history and character of their locality but don’t discourage innovation or change eg: increased density;
- d) Establish or maintain a strong sense of place to create distinctive places to live, work and visit;
- e) Optimise site potential to achieve an appropriate amount and mix of development (including open space) and support local facilities and transport networks; and
- f) Create places that are safe, inclusive and accessible, which promote health and well-being with a high standard of amenity, while minimizing the fear of crime.

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.”

(Paragraph 130, NPPF 2019)

National Planning Policy Framework (NPPF 2019) Section 9: Promoting Sustainable Transport (paragraph 102), points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.” (paragraph 102 sub-section e) NPPF 2019)

Whilst the National Planning Policy Framework (NPPF) and the prior publication of Planning Practice Guidance (March 2014) has replaced the Planning Policy Statements the following design guidance documents are still relevant to creating good design:

- Manual for Streets 1 & 2 (DOT/DCLG 2007/2010);
- Building for Life 12 (CABE at the Design Council, Design for Homes and the Home Builders Federation, 2018); and
- Design & Access Statements – How to write, read and use them (CABE 2006).

2.1.2 Local Planning Guidance

The proposed development will be assessed against saved policies from the Ashfield Local Plan Review (2002).

Policy HG5 seeks the design of new residential development to a high standard. The policy states that residential development will be permitted where:

- a) The amenity of neighbouring properties is protected;
- b) The design and layout of dwellings minimises potential overlooking and provides a reasonable degree of privacy and security;
- c) Adequate private garden space is provided;
- d) Boundary treatment provides an acceptable standard of privacy and visual amenity;
- e) Access for vehicles, pedestrians and cyclists and public transport where appropriate, is safe and convenient and integrated with existing provision;
- f) Parking facilities are provided in accordance with Council standards, as outlined in Appendix 7 (of the Ashfield Local Plan Review);
- g) Its design is acceptable in terms of appearance, scale and siting; and
- h) Landscaping complements and enhances its appearance.

2.1.3 Local Design Guidance

The Ashfield Residential Design Guide SPD sets out how the location, form and type of residential development will be considered by the Council through the design process. It provides guidance on matters such as minimum separation distances, garden amenity space and privacy/security. Any future reserved matters application would be informed by the SPD.



AERIAL SITE LOCATION PLAN

2.2 CONTEXT ANALYSIS

The site is situated to the north of Ashland Road West, Sutton in Ashfield. Sutton in Ashfield is a market town within Nottinghamshire, 12 miles north of Nottingham and two miles from the boundary with Derbyshire.

The site comprises of two agricultural fields currently under pasture. The north of the site is bounded by Brierley Forest Park, with a Public Right of Way running along the extent of the northern boundary. To the south and west, the site is bounded by existing residential dwellings which back onto the site, and further residential dwellings side onto the eastern boundary.

There is existing vegetation and trees along the boundaries of the site, with dense planting to the north-west, which becomes rather sparse toward the north-eastern corner.

KEY

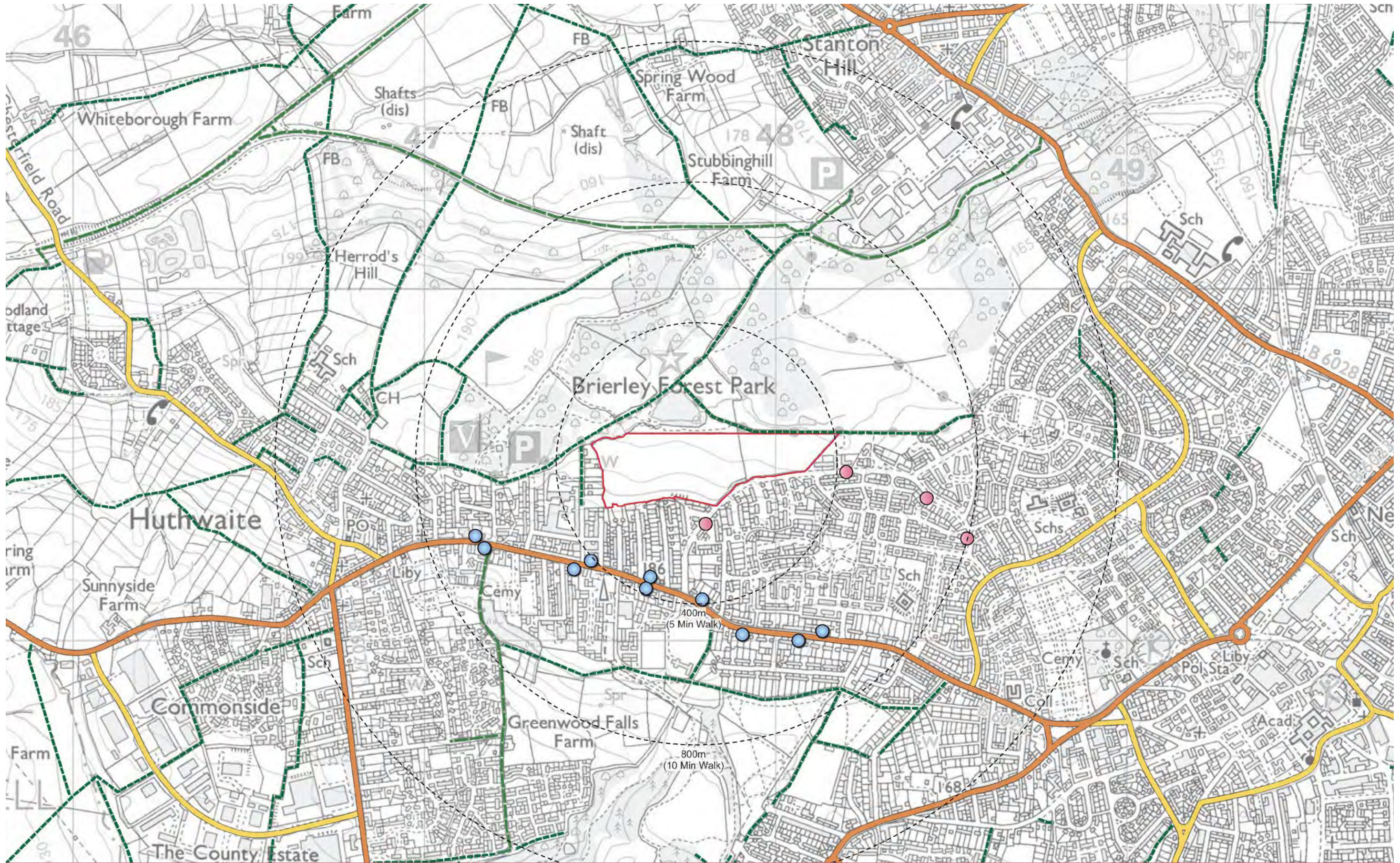
Site Boundary



PUBLIC FOOTPATH, BRIERLEY FOREST PARK



FISHING POND, BRIERLEY FOREST PARK



EXISTING MOVEMENT PLAN

2.3 CONNECTIONS & PUBLIC TRANSPORT

The site sits along Ashland Road West which is a loop road, connecting to Huthwaite Road (B6026) to the south-east and west. Huthwaite Road leads to Huthwaite to the west and the B6023 which connects to Sutton in Ashfield to the east. From Sutton in Ashfield the A38 is a short drive to the east, leading to Mansfield in the east and the M1 to the west which runs down to Leicester and beyond to the south, and Sheffield and Leeds to the north.

There are footways running along both sides of Ashland Road West, with numerous Public Rights of Ways and bridleways accessible to the site. The nearest of which runs along the northern boundary of the site, leading to Brierley Park to the west and towards the residential edge of Sutton in Ashfield to the east.

Ashland Road West has bus stops on both sides of the road which are less than 100m from the proposed site access. These stops service the 417 bus, operated by Nottsbus Connect, providing a link with Sutton in Ashfield bus station twice a day. A more frequent service, the number 1, operated by Stagecoach East Midlands, runs along Huthwaite Road which provides a service between Mansfield and Alfreton.

Sutton Parkway station is located 4km from the site which is a 17-minute cycle ride or a 7-minute journey in the car. Sutton Parkway has a half-hourly service to Nottingham, an hourly service to Mansfield and Worksop, and a direct link to Sheffield.

KEY

Site Boundary

B Road

Local Road

Public Right of Way

Bridleway/ Byway

Bus Stop 1
Mansfield to Alfreton

Bus Stop 417
to Sutton in Ashfield Bus Station



SUTTON ROAD, LEADING INTO SUTTON IN ASHFIELD TOWN CENTRE FROM HUTHWAITE



2.4 FACILITIES & SERVICES

The site lies approximately 1 mile north-west of the centre of Sutton in Ashfield, on the edge of the village of Huthwaite. There are a number of facilities and services within walkable distance of the site both towards Sutton in Ashfield and Huthwaite.

The plan adjacent shows the facilities and services which are all within walking distance of the site, details of some of these can be found below.

St Mary Magdalene C of E Primary School is the closest school to the proposed site within a 10-minute walk of the site to the south east, with four other schools within a 15-minute walk. These are a mixture of infant and primary schools. The nearest secondary school, Westbourne School, is south of the site and just over a 15-minute walk away (1200m).

There is convenience store and petrol station located on Huthwaite Road, within a 5-minute walk to the site, with numerous other food stores located to the west in Huthwaite, also within walking distance at less than 1200m away. Other amenities which can be found in around the Market Street and Main Street junction of Huthwaite include Huthwaite Library, two Public Houses, All Saints Infant School and two Methodist Churches.

Manual for Streets states that ‘walkable neighbourhoods’ are those that have a range of facilities within a 10-minute walk (800m). The proposed development site would be classed as being located within a walkable neighbourhood with the added bonus of accessible public transport links to greater facilities further afield.

KEY

EDUCATION

1

St Mary Magdalene C of E Primary

2

Brierley Forest Primary & Nursery

3

Westbourne School

4

All Saints C of E Infants

5

Woodland View Primary

6

Huthwaite Library

SHOPS

7

Costcutter Convenience Store

8

Tesco Express

9

B&R Fruit and Veg Farm Shop

10

Tesco Express

11

Co-Op Food Store

12

Co-Op Food Store and Post Office

13

Select & Save Huthwaite Stores

14

Huthwaite News

HEALTH

15

Brierley Park Medical Centre

16

Peak Pharmacy

LEISURE

17

Mansfield Hosiery Mills Sports & Social Club

18

Brierley Forest Golf Club

19

Allotment Gardens

WORSHIP

20

Community of Christ

21

Greek Church of St. Cyril & Methodist

22

All Saints Church Huthwaite

23

Huthwaite Methodist Church

PUBS

24

Travellers Rest

25

The Market Inn

26

The Peacock

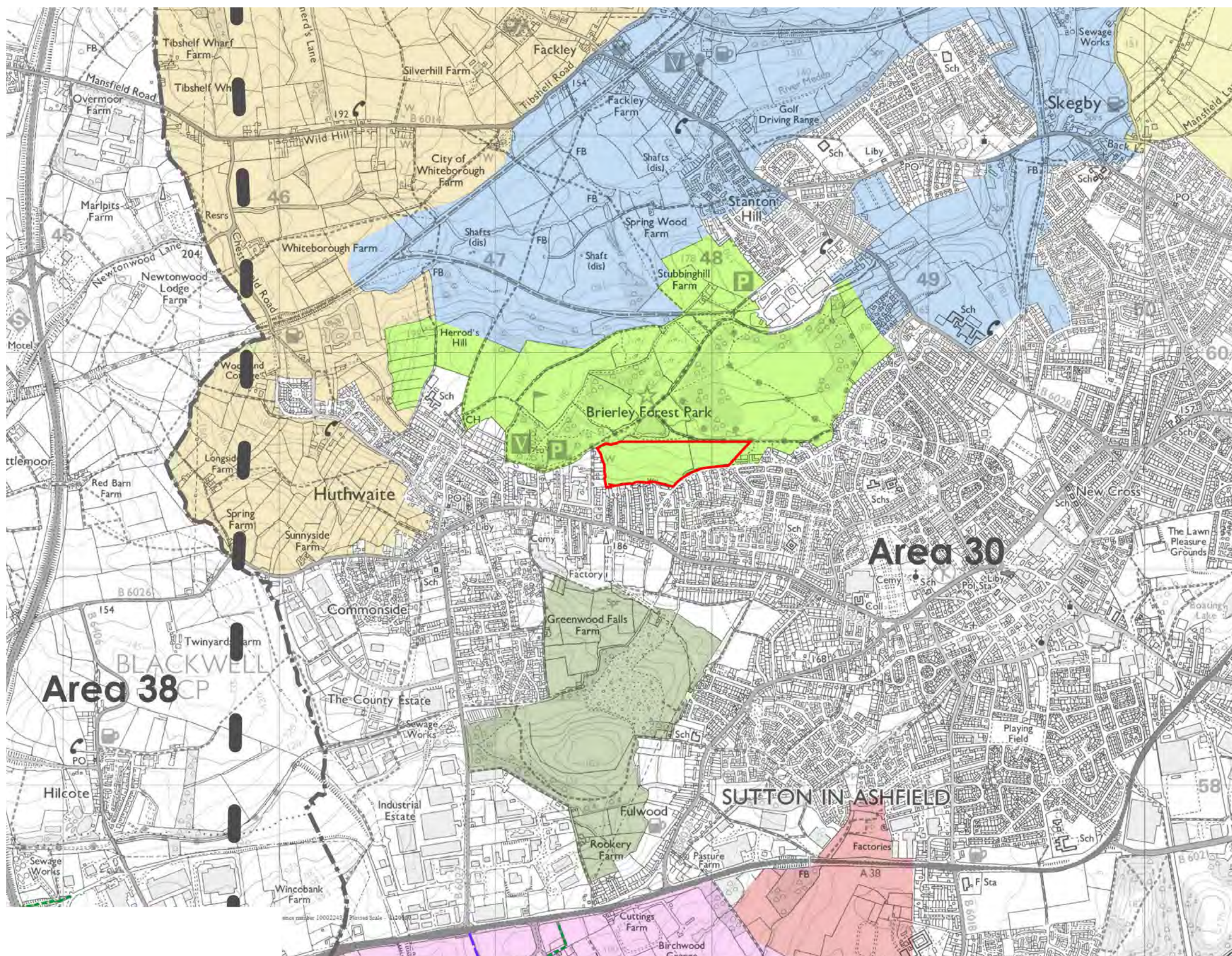
OTHER

27

Thompson Veterinary Surgery

28

Gulf Petrol Filling Station



| KEY | |
|----------------|--|
| | Site Boundary |
| | District Boundary |
| | National Character Area (NCA) Boundary |
| AREA 30 | Southern Magnesian Limestone |
| AREA 38 | Nottinghamshire, Derbyshire and Yorkshire Coalfield |
| | Policy Zone ML21 - Brierley Forest Park |
| | Policy Zone NC07 - Stanley and Silverhill |
| | Policy Zone NC08 - River Meden Valley |
| | Policy Zone ML23 - Skegby Plateau |
| | Policy Zone NC06 - Fulwood Restored Works |
| | Policy Zone NC05 - Kirby Coalfield Farmlands/ Kirkby Vales |
| | Policy Zone ML20 - Kirkby Plateau |

2.5 LANDSCAPE CHARACTER

The landscape character assessment confirmed that the site is located within the framework of settlement to the south, east and west, and the modified landscape restored colliery tip at Brierley Forest Park to the north.

The site and proposed development are set within the envelope of existing built form that is already a key characteristic of the area and landscape setting.

The site is not covered by any statutory or non-statutory designations that would prohibit it to be developed for residential purposes.

The illustrative masterplan seeks to substantially maintain the existing hedgerows and tree cover, and as such, does not look to alter much of the main landscape features on site. With these being retained and enhanced, over time the site will become secure and an attractive landscape setting, softening the appearance of the development.

The assessment concludes that the development of the site is unlikely to have an adverse affect on the wider character of Brierley Forest Park or main urban area. The only notable effect of consideration would be the loss of open farmland setting of the site.

Further details of the landscape character and visual assessment can be found in the report submitted with the application.

2.6 HISTORICAL & PHYSICAL CONTEXT

Sutton in Ashfield, as the name suggests, has been historically known as a heavily wooded area with very little evidence of early human activity.

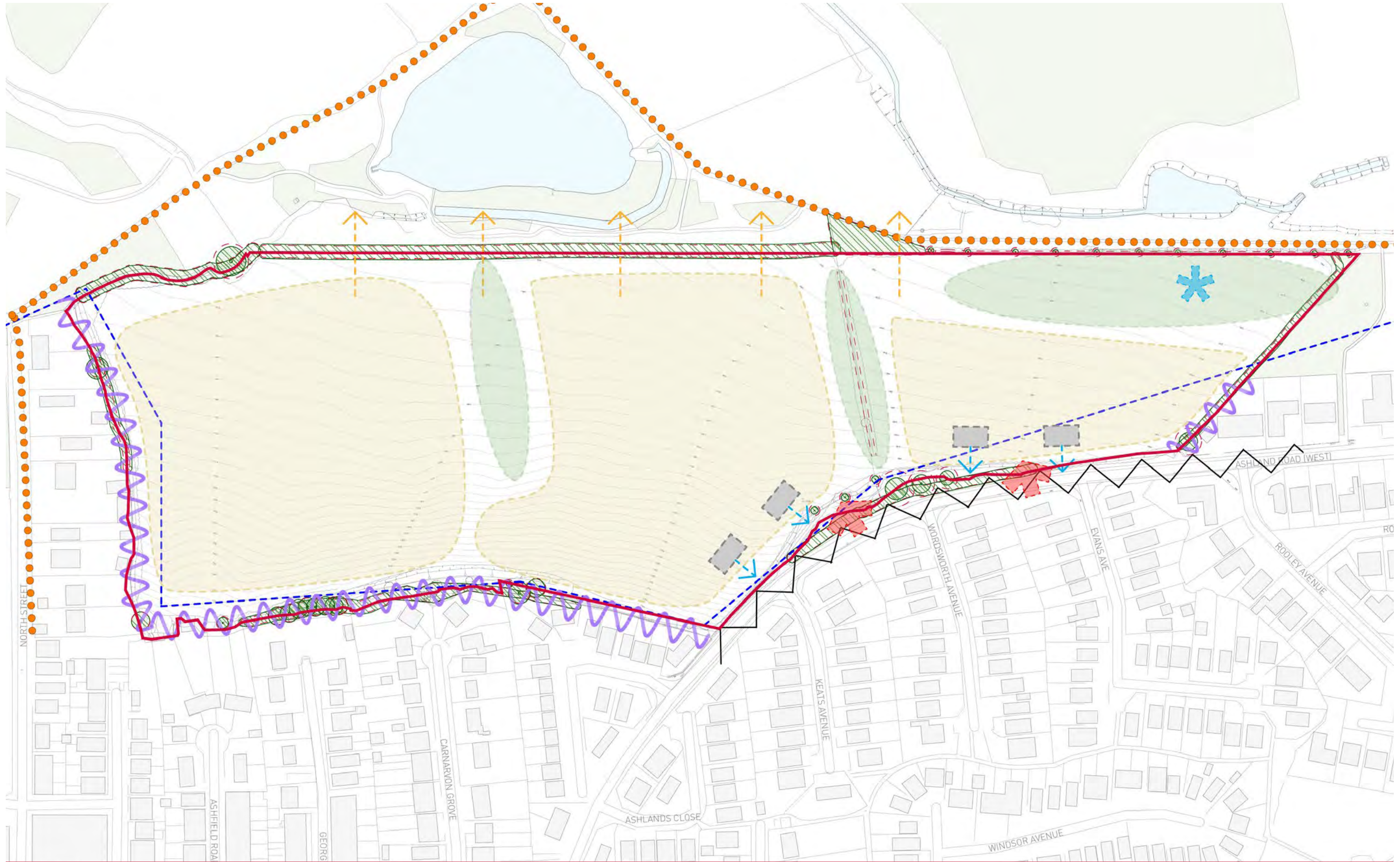
There is very little evidence of development until the 1917 OS map which shows development to the south-west of the site. This area of development has grown considerably since with the 1960 OS map showing the development reaching the west and south west site boundaries.

There are few prehistoric and Roman finds or known archaeological sites in the area and none within a 1km radius of the assessment area.

There is only one recorded listed building with 1km of the site which is Huthwaite War Memorial, built in 1920.

Therefore, there is low potential for archaeological remains for all periods to be discovered during any new development, and there will be no impact on historic buildings or landscapes in the vicinity with the development of this site.

Further details of the archaeological impact can be found in the Archaeological assessment submitted with this application.



2.7 SITE ANALYSIS

The constraints and opportunities presented by the site are utilised to inform and structure the development proposals. These are outlined below and illustrated, where appropriate, on the Site Analysis plan shown opposite. These points have been used to inform the design proposals.

2.7.1 Opportunities

- Create a landscape-led development which picks up on the existing field composition;
- Provide areas of public open space which help to break up the massing of development while providing views to the country park;
- Opportunity to provide pedestrian links through to the country park and existing Public Right of Way;
- Provide an outward facing development, where suitable, to provide a softer edge;
- Take advantage of views over the rural landscape;
- Create an active, secure development which is an extension of the urban edge; and
- Design an attractive and legible scheme which further enhances the surrounding area.

2.7.2 Constraints

- Consider the site’s existing topography;
- Retain, where practical, existing landscaping around the perimeter of the application site to preserve its strong amenity and ecological value;
- The properties along the southern and western boundary back on to the proposed site, therefore this must also be taken into consideration;
- Suitable drainage attenuation must be provided on site; and
- Consider potential noise constraint along southern boundary.



ABOVE: EXAMPLES OF LOCAL VERNACULAR

| KEY | | | | | |
|-----|----------------------------|--|---|--|--|
| | Site Boundary | | Existing Public Rights of Way | | Potential Pedestrian Links |
| | Potential Noise Constraint | | Existing Vegetation | | Proposed Areas of Open Space |
| | Sensitive Edge | | Potential Vehicular Access | | Potential Area for Attenuation |
| | Urban Extent | | Proposed Areas of Residential Development | | Residential Development Addressing the Main Road |



PRINCIPLES

3.1 DESIGN PRINCIPLES

3.2 SUSTAINABLE STRUCTURING

3.1 DESIGN PRINCIPLES

In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. The application of urban design objectives will ensure a high quality layout is achieved whilst the identification of the constraints and opportunities will ensure that the proposals are sensitively assimilated on the site and into the surrounding landscape and urban fabric. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.

The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high quality standard of design. These principles have been derived from the site assessment in conjunction with the delivery of a high quality development which achieves the criteria set out within the NPPF, namely:

3.1.1 Function & Quality

“...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” (paragraph 127, point A, NPPF 2019)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site where possible;
- Provision of a mix of uses which cater for the everyday needs of the new residents including work, education, leisure, recreation and retail activities whilst respecting and assisting in the regeneration of the area;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- Establish a distinctive identity through well-designed spaces and built form;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;
- Minimise the impact of the development on the open countryside and surrounding context; and
- Provision of Sustainable Urban Drainage Systems to ensure that the development does not increase the risk from flooding in the area.

3.1.2 Visually Attractive

“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping” (paragraph 127, point B, NPPF 2019)

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features in order to soften the built form, particularly towards the countryside edge of the development; and
- Enrich the qualities of the existing place, with distinctive responses that complement its setting, respect the grain of the area and acknowledge local character.

3.1.3 Response to Context

“...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)” (paragraph 127, point C, NPPF 2019)

- Integration of the development into the existing built form fabric of the surrounding area particularly in relation to scale, height and massing;
- Respond to the existing site topography including the consideration of views in and out of the site;
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

3.1.4 Strong Sense of Place

“...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 (such as increased densities)” (paragraph 127, point D, NPPF 2019)

- Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all;
- Make efficient use of land through proposing a development with an appropriate density;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variation in enclosure of private spaces;
- Consider carefully texture, colour, pattern and durability of materials and how they are used; and
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities.

3.1.5 Accessibility

“...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” (paragraph 127, point E, NPPF 2019)

- Integration of the proposed development into the existing movement network including new public transport provision with bus stops located within easy walking distance of all the new dwellings;
- Provision of multiple access points into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian);
- Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating access to the Town Centre and existing employment areas;
- Maximise opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a clear movement hierarchy providing easily recognisable routes which balances the street as a space alongside its function as a movement corridor; and
- Maximisation of the connections to the Town Centre via sustainable routes for pedestrians, cyclists and public transport users.

3.1.6 Safe, Inclusive & Accessible Places

“...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” (paragraph 127, point F, NPPF 2019)

- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in enclosure of private spaces; and
- Control of access to private areas, particularly rear gardens and parking courts.







PROPOSALS

4.1 THE DESIGN PROPOSAL

4.2 SITE LAYOUT

4.3 USE & AMOUNT OF DEVELOPMENT

4.4 ACCESS & MOVEMENT

4.5 APPEARANCE

4.6 SCALE

4.7 LANDSCAPE STRATEGY

4.8 SUSTAINABLE DESIGN



4.1 THE DESIGN PROPOSAL

This chapter explains the principles that have been applied to particular aspects of the design, such as layout, use and amount, access, continuity and enclosure, appearance, landscape and sustainable design.

SITE LAYOUT

The way in which buildings, routes and open spaces are provided within the development and their relationship to buildings and spaces outside the development.

USE & AMOUNT

How much development is proposed. For residential development, this means the number of proposed units for residential use and for all other development, this means the proposed floor space for each proposed use.

ACCESS & MOVEMENT

This covers accessibility to and within The Site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

APPEARANCE

The aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.

SCALE

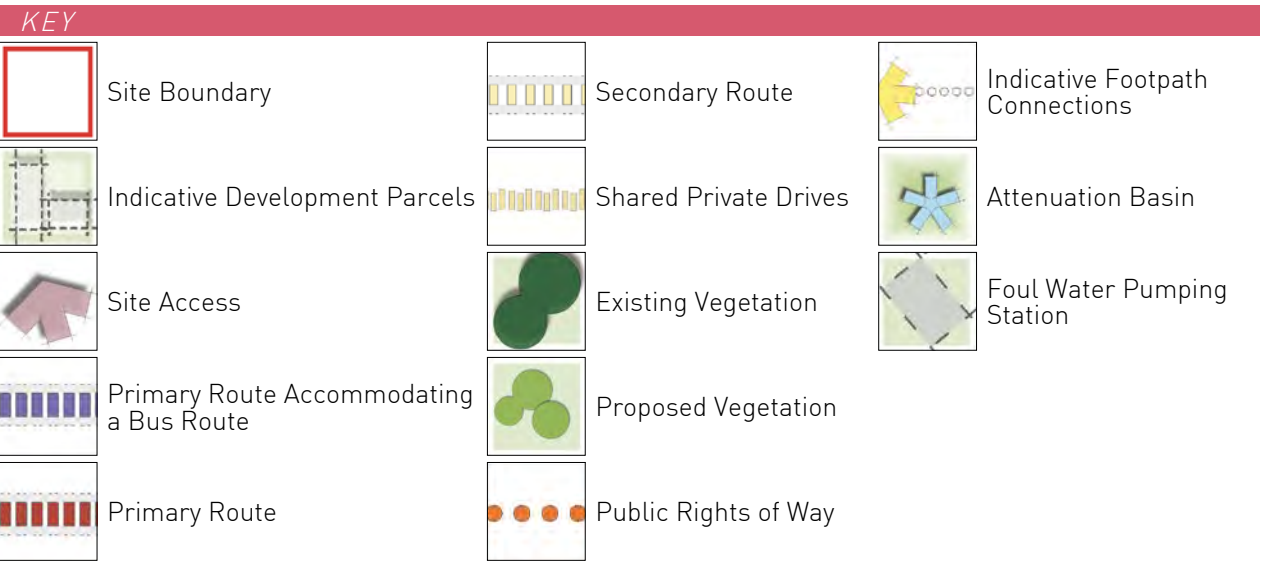
The height, width and length of each building proposed in relation to its surroundings.

LANDSCAPE STRATEGY

This is the treatment of private and public space to enhance or protect The Site’s amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

SUSTAINABLE DESIGN

Outlines the principles of sustainable design.





PROPOSED SITE LAYOUT PLAN

4.2 SITE LAYOUT

The layout is the way in which buildings, routes and open spaces are provided, placed and orientated in relation to each other and the buildings and spaces surrounding the development.

The design of the development proposals are broadly based on the principle of perimeter blocks that provide a strong frontage to the public realm whilst protecting the amenity of existing residents. This continuity assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment. Proposed dwellings form a continuation of the building blocks of the adjacent existing dwellings in order to minimise overlooking and to incorporate the new development into the existing urban form without forming any physical barriers. The new dwellings will back on to the back of existing dwellings while providing frontage over the proposed areas of public open space.

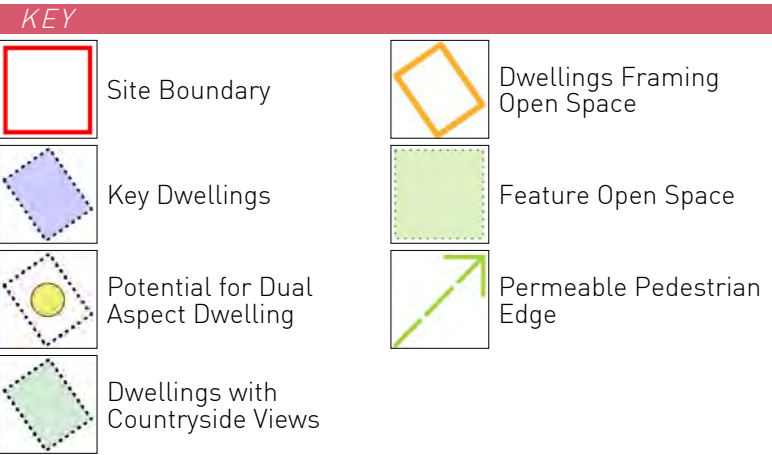
The design solution for the site reflects the variety in townscape form that can be seen in the area. However as this is an edge of the town location some streets, could incorporate a more open aspect with elevations set back behind more traditional front gardens. In locations where gable ends of houses adjoin the street, additional windows may be incorporated on these elevations to reinforce the level of surveillance of public areas.

Development plots will be defined by a range of boundary treatments including fencing and hedging, depending upon their location, in order to clearly define public and private spaces.

Key frontages such as those following the main route will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition in order to provide a cohesive element to these prominent positions.

With Brierley Forest Park lying to the north of the proposed site, it is intended that this edge will be permeable, creating pedestrian links to the park which will also soften the massing of development and create a more subtle edge to the site.

A network of streets, and open and incidental spaces will shape people’s view of the development. By providing recognisably different places within the development and identifiable markers in key areas, will enable a ‘sense of place’ within the site.





PROPOSED USE & AMOUNT OF DEVELOPMENT PLAN

4.3 USE & AMOUNT OF DEVELOPMENT

(The Town and Country Planning (Development Management Procedure) (England) Order 2015 states that “amount” means (a) the number of proposed units for residential use).

4.3.1 Residential - up to 300 dwellings (Class C3)

Of the 10.137 hectares of site, 8.54 hectares will be used for residential dwellings and their associated uses. This will include access roads within the site, private gardens, car parking areas, and areas of incidental space. The development achieves an average net density of 34 dwellings per hectare (dph). This density will allow for the formation of differing densities across the development including higher density towards the existing urban areas and lower densities near landscape sensitive areas. Overall the density results in the efficient use of the site whilst at the same time promoting densities which are appropriate to the local area and which will help assimilate the development into the surrounding areas.

The density will also allow for a range of dwellings across the site with varying sizes and tenures in order to accommodate a variety of household types. This will provide a hierarchy of dwellings from large detached properties with larger plots through to smaller terraced forms allowing for a variety in the proposed streetscape.

4.3.2 Affordable Housing

An element of affordable housing will be provided within the development in a series of clusters. These will include affordable rented, shared ownership and low cost/reduced cost market housing, details of the precise tenure arrangements will be submitted at Reserved Matters stage through consultation with the Planning Authority and will be informed by the affordable housing provisions contained within the Section 106 Agreement.

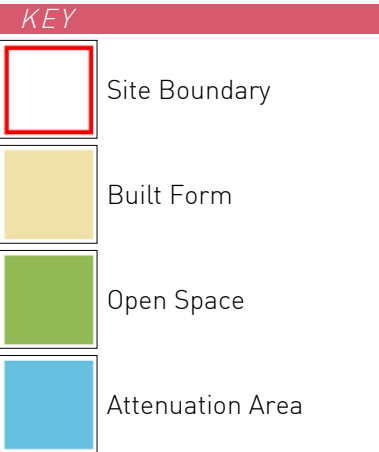
4.3.3 Public Open Space & Green Infrastructure

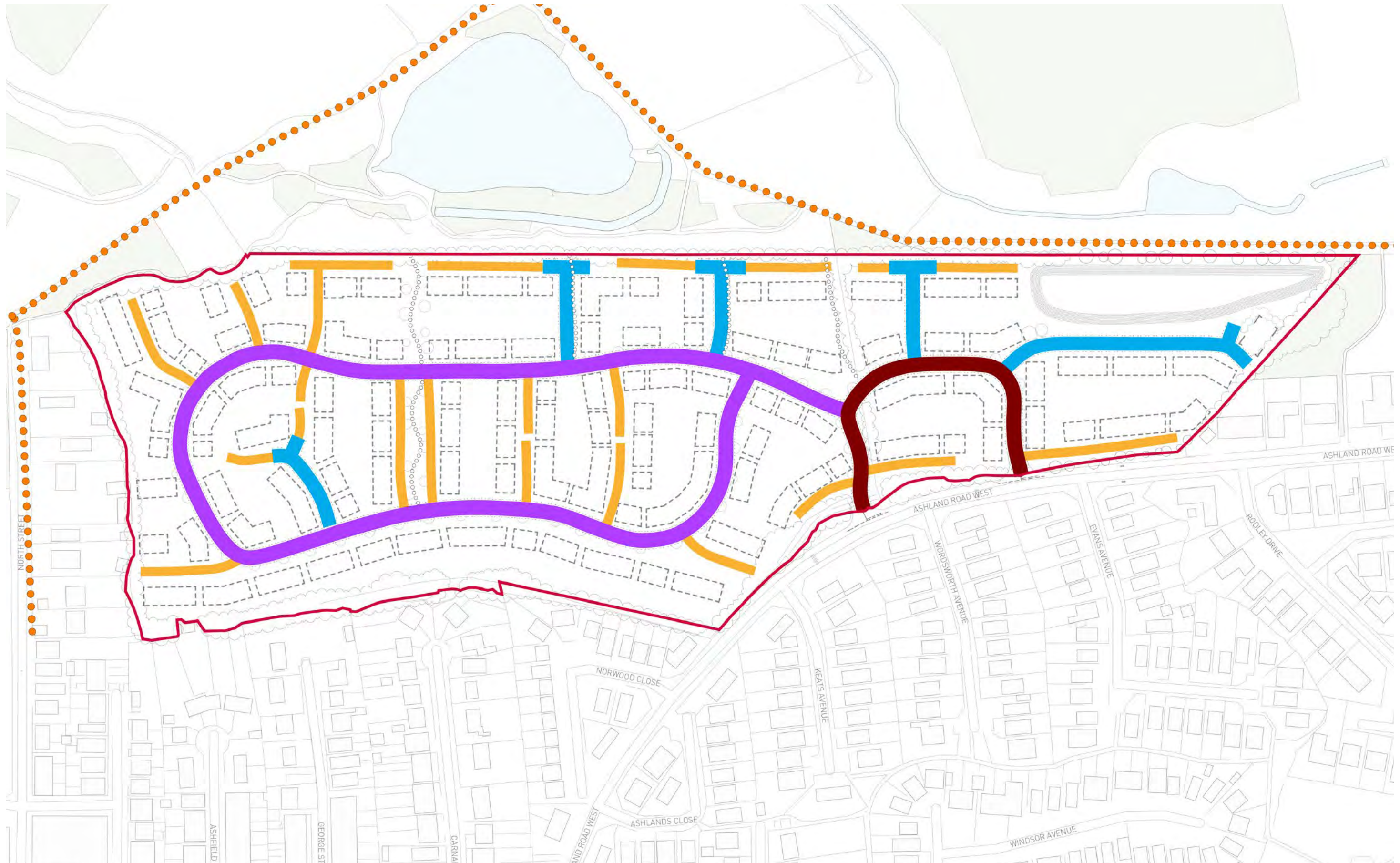
The proposals will include 1.34 hectares of open space and green infrastructure, with green corridors being used from north to south through the site at varying intervals, breaking up the built form and providing pedestrian connections through the site.

Perimeter hedgerows are retained throughout the site, with a large section of hedgerow to the east, running, north to south, being retained also. This respects the existing landscape framework and retains wildlife corridors within the area.

4.3.4 Attenuation & Drainage

A Flood Risk Assessment was carried out and it was determined that the site lies within Flood Zone 1 and therefore at low risk of flooding. It was suggested that a balancing pond would be required in the site, situated in the north east corner, the sites lowest point. Further information on attenuation and drainage principles for the site can be found in the Flood Risk Assessment submitted as part of this application.





4.4 ACCESS & MOVEMENT

4.4.1 Proposed Access & Movement

The Illustrative Masterplan shows the disposition of land uses and the proposed structure for movement within the development. A well connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate.

The development proposals have been influenced by “Manual for Streets 1 & 2” which encourages designers to move away from standardized prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities.

4.4.2 Street Hierarchy

The proposed development will be accessed via Ashland Road West via two T-junctions located along the southern boundary of the site. The access road has been designed with a 6m wide carriageway to enable the possibility of a bus route to loop into the site, while also provided 2m wide footpaths on both side of the road to enable pedestrian connection to the existing infrastructure along Ashland Road West.

From this ‘Primary Route’, ‘Streets’ are accessed which then lead to ‘Lanes’ and ‘Shared Private Drives’ at development zone edges. The hierarchy of the roads help to distinguish key areas of the site, aid in the restraint of traffic speeds, and encourage walking and cycling.

4.4.3 Footpaths & Cycleways

The location of the site close to the established community and close to public transport nodes are positive characteristics which have been maximised through the provision of safe, direct, convenient and interesting pedestrian routes. In order to achieve this, safe and convenient routes through the site, particularly for those people with disabilities, have been included as well as the inclusion of pedestrian links which will directly connect to the wider network. The inclusion of these paths will allow users of all ages and abilities to move safely and conveniently between all points of the development and surrounding facilities.

The following measures to provide accessibility by foot and cycle are proposed:

- Provision of pedestrian links through the site;
- Internal road layout design to ensure low traffic speeds. The design will promote safe walking and high permeability through the site, and limit potential for anti-social behaviour;
- Particular attention to be paid to surface quality, and sufficient ‘overlook’ to provide a sense of safety and security for users; and
- Appropriate signage and crossing points of roads through the development, to include dropped kerbs, tactile paving and guardrails as appropriate.

Pedestrian links have been located so as to encourage residents to use them and in particular utilise the already established routes across the site. Pedestrians are led into the site from well-lit links created between existing and proposed residential areas. All pedestrian links will be suitable for use by disabled people.

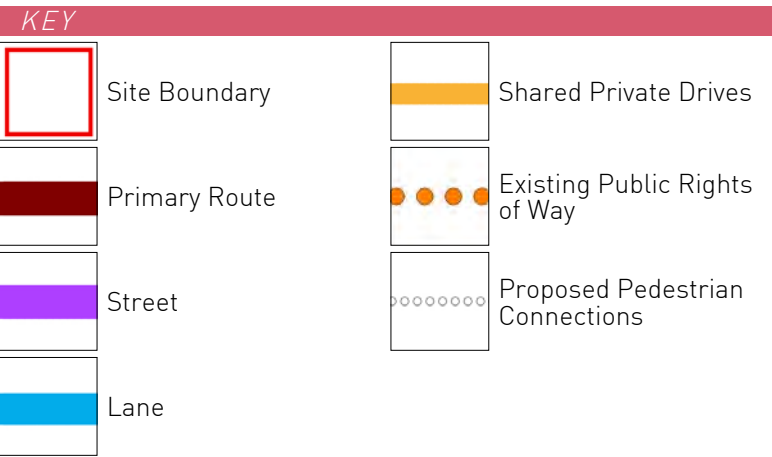
Cycle use is encouraged through the high degree of permeability within the layout. With traffic movement low within this phase due to dwelling numbers, cyclists will therefore find it safe and convenient to use the streets for cycling.

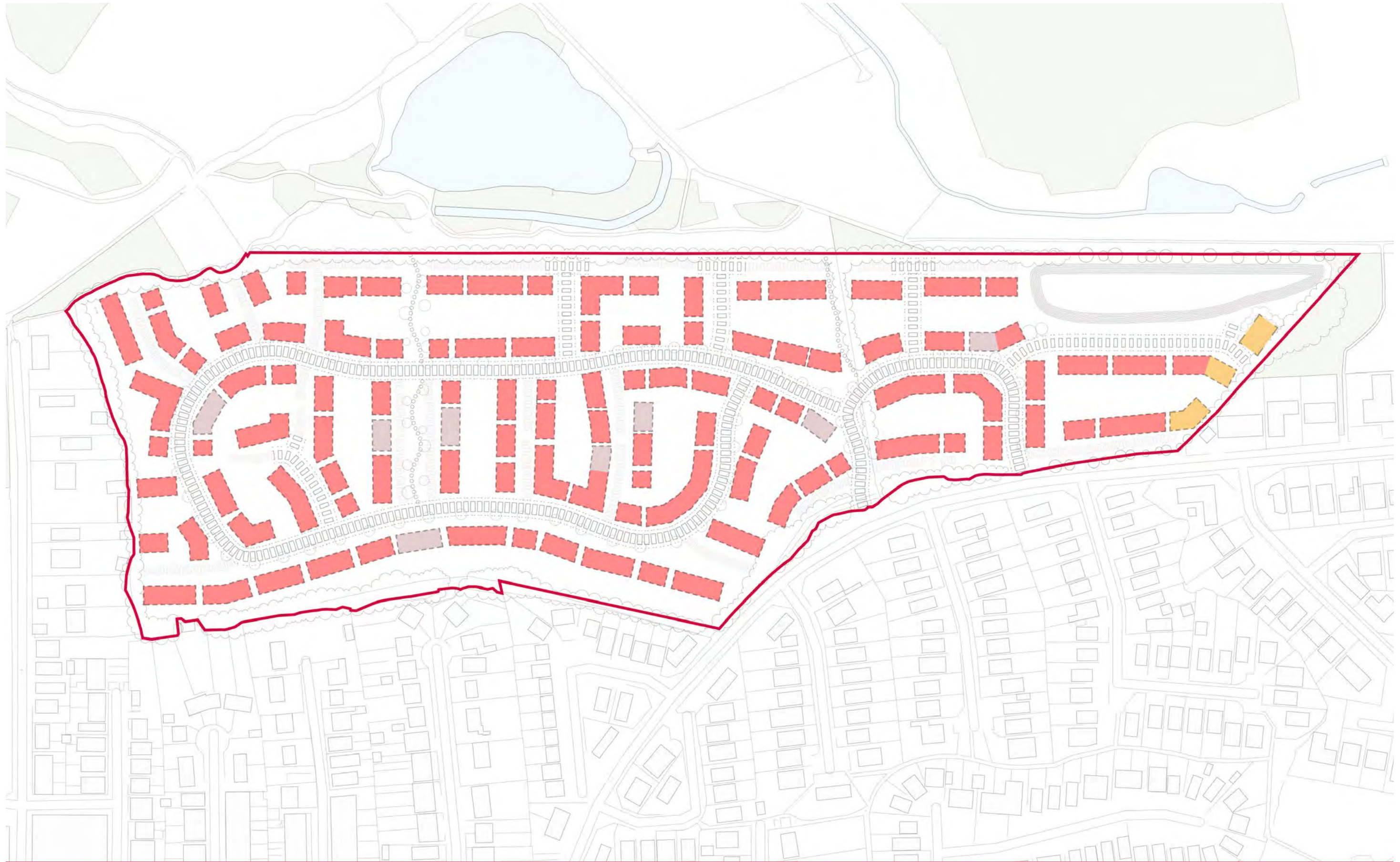
4.4.4 Parking

Parking should be designed in line with the guidance contained within Manual for Streets. An assessment of the car parking ownership of the area should be made and used to identify the split between unallocated and allocated parking and a balanced approach adopted, this will ensure that adequate parking is designed into the scheme from an early stage, is conveniently located and distributed efficiently.

The residential parking will be informed by the standards and guidance contained in the Ashfield District Council Residential Car Parking Standards Supplementary Planning Document (2014) and the Nottinghamshire Highway Design Guide.

The majority of allocated parking will be provided on-plot and is generally located to the side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings, except where levels preclude side parking. Extra visitor spaces will be provided throughout the development.





PROPOSED SCALE PLAN

4.5 APPEARANCE

As appearance is reserved at this stage, no specific information on the issue is required to be provided.

The proposed new housing should be designed to relate well to the architecture of the surrounding areas and contribute to its character. This will ensure the architectural response of the proposal reflects and enhances the traditional local character, rather than creating a development which does not fit with the local vernacular.

4.6 SCALE

The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. Two storey units will be placed near to the existing urban form to minimise the impact of new development, there will however be occasional 2.5 storey dwellings in key locations to provide distinctiveness in the street scene.

In terms of a variety in the heights and massing of the residential buildings, this is achieved through the use of a range of house types and sizes ranging from smaller units to 3-4 bedroom detached houses.

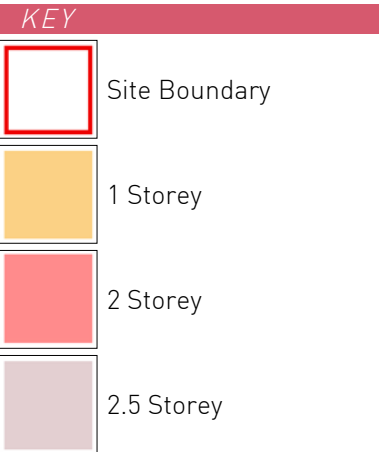
Landmark buildings, along with focal points and a clear hierarchy of routes and intersections are considered to increase the legibility of developments. Landmark buildings are identified that should be designed to be distinctive from the adjacent built form. These can be designed to utilise variations in materials, colour, frontage treatment and architectural styles and do not necessarily dictate the need for increased height.

4.7 LANDSCAPE STRATEGY

Landscape design is a key component for creating a successful development at Sutton in Ashfield. The green spaces are an integral part of the place and create a strong landscape structure across the site. The existing green infrastructure has been a key component in the development of the illustrative masterplan, which seeks to enhance and protect what is currently on site.

Successful green spaces help create more attractive places and provide safer routes. From an ecological perspective they can also increase flood protection and sustainable drainage as well as providing better microclimates and enhancing biodiversity.

Reserved at this stage, a complete landscape strategy is not required, however the green infrastructure has been a driving factor in the creation of new routes and spaces within the masterplan and the landscape helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment.



4.8 SUSTAINABLE DESIGN

The presumption in favour of sustainable development is at the heart of the planning system as set out in the National Planning Policy Framework (NPPF) and Local Plans.

Resolution 42/187 of the United Nations General Assembly defines sustainable development as “meeting the needs of the present without compromising the ability of future generations to meet their own needs” (WCED Report “Our Common Future” (1987)) and is captured in paragraph 7 of the NPPF at Section 2: Achieving Sustainable Development.

To achieve sustainable development paragraph 8 of the NPPF states that the planning system has three overarching objectives:

- An economic objective – to build a strong, responsive and competitive economy;
- A social objective – to support strong, vibrant and healthy communities; and
- An environmental objective – protecting and enhancing the natural, built and historic environment.

The presumption in favour of sustainable development is described in greater detail at paragraph 11 of the NPPF (2018).

4.8.1 Sustainable Building Techniques

Where appropriate, sustainable building construction techniques will be used in line with current building regulations. Sustainable construction measures typically comprise a combination of the following:

- Improved energy efficiency through siting, design and orientation;
- Sustainable Urban Drainage Systems (SUDs);
- Considering fabric efficiency in the design of buildings;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.



4.8.2 Crime Prevention

One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:

“...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 fear of crime, do not undermine the quality of life or community cohesion and resilience” (paragraph 127(f), NPPF 2019)

The design proposals for the site north of Ashland Road West are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: the Planning System” and “Manual for Streets” as well as ACPO “New Homes” guidance.

When designing new developments, these should create areas that are attractive and contain clearly defined public and private areas that relate well with one another and create no ambiguity. In addition, the development should enable residents to take pride in their surroundings without the fear of crime, which in turn will create a sense of shared ownership and responsibility.

Landscape design is essential in achieving an environment that creates a sense of place and community safety. In this context, landscape design encompasses the planning, design and management of external, public spaces. Well-designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.

Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.

In forming the design proposals the following key attributes have been included:

- Buildings are generally orientated back to back to ensure rear gardens are not exposed;
- Public open spaces, and in particular children’s play space are well overlooked by the surrounding built form;
- All routes are necessary and serve a specific function or destination, where the use of parking courts or private drives have been utilised, these areas serve only a few dwellings and are well overlooked by the surrounding built form;
- The internal street network forms the required connected loop within the site, lower category roads serve smaller groups of dwellings but with a clearly different street character to signal a semi-private environment.
- Elsewhere, there are semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to know it ‘belongs’ to the dwellings;
- The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
- Natural surveillance is promoted wherever possible; and
- Architectural details which promote natural surveillance are to be designed into dwellings, not only through window positioning, but also through the use of bay windows in key locations to give a further angle of natural surveillance.



SUMMARY



5.1 SUMMARY

The proposed development will create housing choice and new amenity spaces for the existing and new community whilst improving public access across the site and to the wider pedestrian network.

The illustrative masterplan is founded on the best practice in urban design, community integration and sustainable development, with strong links to the wider area. It aims to create a development for the 21st Century, whilst reflecting the desirable elements of the local vernacular.

In this context, the development will respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice. Development will accord with the principles of high quality design and best practice to create a townscape that is varied and sympathetic to its environment. The aim must be to achieve a development with a strong identity and distinct sense of place whilst at the same time integrating with the existing community.

The development proposals will be achieved in the following way:

- The creation of an integrated residential community with a sensitive relationship to the existing settlement;
- The creation of pedestrian routes through the development;
- Creating pedestrian links to Brierley Forest Park;
- Providing a development that is well connected, readily understood and easily navigated;
- The creation of a strong landscape structure that responds to the local area and retains and enhances the immediate locality;
- Providing a range of dwelling sizes, types and tenures that offers an accessible and acceptable choice of lifestyles; and
- Promoting the objectives of sustainable development through layout and design.



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