

DESIGN AND ACCESS STATEMENT

LAND AT ARELEY COMMON

ASTLEY CROSS, STOURPORT-ON-SEVERN



APRIL 2022

CONTENTS

01	Introduction	01
02	Planning Context and Design Guidance	03
03	Site Assessment	07
04	Evaluation & Evolution	27
05	Development Proposals	31
06	Conclusion	51

Prepared by:



CSA Environmental
Dixie's Barns, High Street, Ashwell, Hertfordshire,
SG7 5NT
Office Telephone Number:
01462 743 647

On behalf of:



Disclaimer

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

Copyright

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

	Date:	Prepared by:	Authorised by:	File reference:
First Issue	04/03/2022	JC	SG	CSA_3076_03_DRAFT
Second Issue	25/03/2022	KP/JC	SG	CSA_3076_03_A
Third Issue	28/03/22	RC	JC	CSA_3076_03_B
Fourth Issue	01/04/22	JC	SG	CSA_3076_03_C

Land at Areley Common, Astley Cross, Stourport-on-Severn

Design and Access Statement

Issue Date: April 2022

Doc Ref: CSA_3076_03_B





01. INTRODUCTION

1.1 Introduction

The Design and Access Statement (DAS) has been prepared by CSA Environmental on behalf of Gladman Developments Ltd for a proposed residential development at Areley Common, Astley Cross, Stourport-on-Severn.

The Site straddles two Local Planning Authority boundaries. The majority of the Site lies on the northern edge of the Malvern Hills District, with the remainder of the Site lying on the southern edge of the Wyre Forest District.

The application area measures 11.39ha, which includes the site identified on the Site Location Plan in Figure 1.1 opposite (10.72ha), and a further 0.67ha identified for a drainage outfall. The Site boundary identified in figure 1.1 is a total of 10.72ha and will be referred to as 'the Site'. The drainage outfall is identified on the location plan submitted with the application (drawing reference: CSA/3076/113).

The Site measures approximately 10.72 hectares (ha), excluding the drainage land to the south, and lies on the southern edge of Astley Cross, which lies 2km to the south west of the town centre of Stourport-on-Severn. The submitted planning application seeks outline planning consent for a high quality sustainable development comprising the following:

- **Residential development for up to 145 dwellings (including 40% affordable housing).**
- **Green infrastructure (GI) including new areas of green space that will incorporate ecological mitigation and habitat creation, retained hedges and trees, sustainable drainage feature and play and recreation space.**
- **Access is applied for in full.**

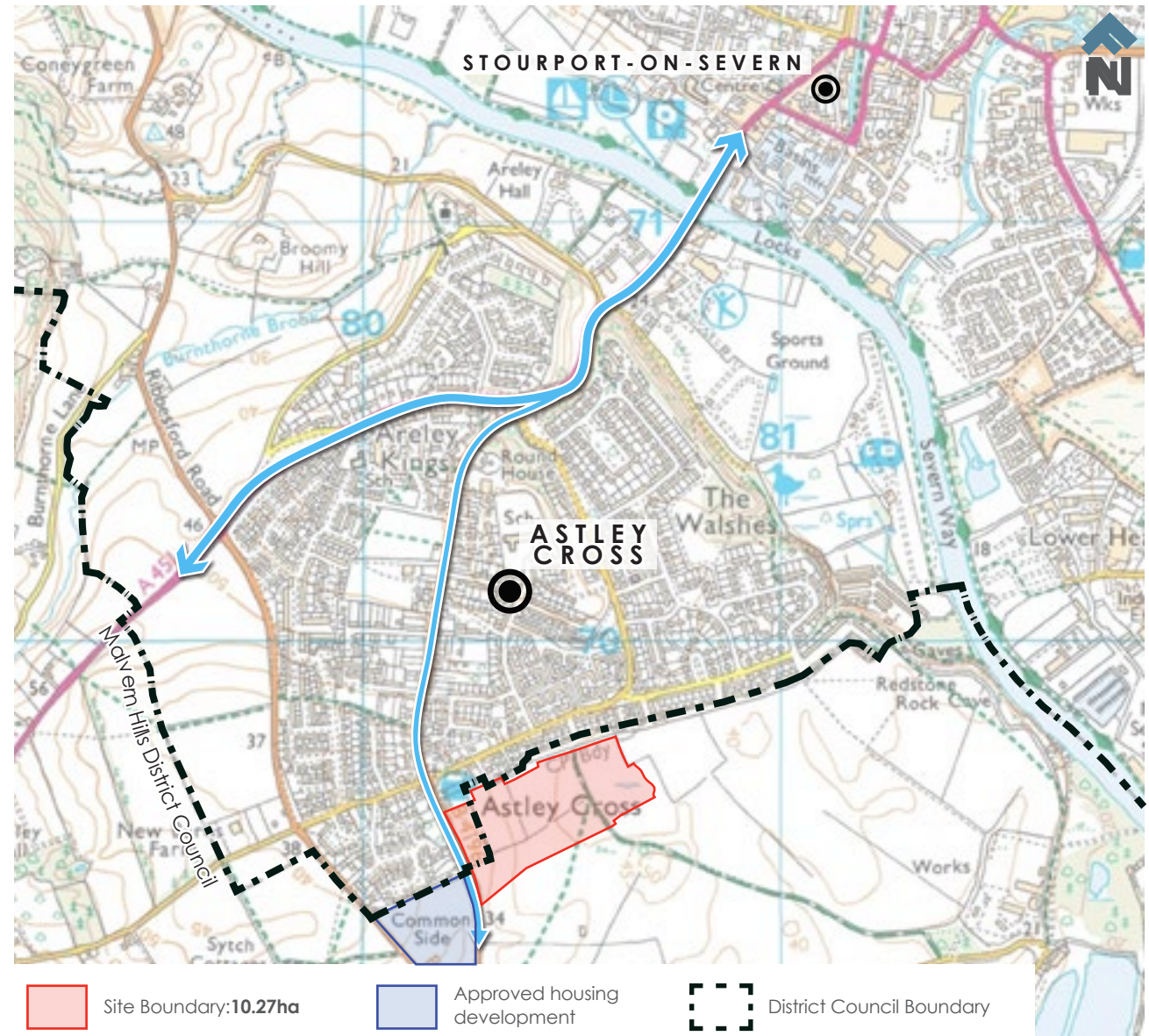


Figure 1.1: Site Location Plan.

The vision for the Site is to create a sensitively designed and high quality place, which complements the character of Astley Cross and responds to the Site's assessed constraints, as follows:

- **Deliver appropriate housing growth for Astley Cross and Stourport-on-Severn.**
- **Provide up to 145 dwellings , offering a range of dwelling types, sizes and tenures to meet the housing needs of the area.**
- **Respect and enhance the Site's landscape and environmental assets by setting the new housing within an attractive green infrastructure framework.**
- **Green infrastructure framework will allow for appropriate landscape and ecological enhancement measures to be applied, provision of new public open space (including a new children's play area) and the retention of the vast majority of the Site's existing landscape features.**
- **To create a considered and appropriate transition between the built edge and the adjacent countryside.**
- **Promote a development that integrates into its surroundings, with a focus on maximising connectivity with both the existing settlement edge and the countryside beyond.**
- **Create a 'place' that is accessible to everyone, which makes everyone feel comfortable, safe and secure and a place where people want to live.**

1.2 Purpose of the Design and Access Statement

The DAS explains the design rationale for the scheme and how the applicant has fully considered the proposals and understands what is appropriate and feasible within the context of the Site and its surroundings.

Good quality design is an integral part of sustainable development. The National Planning Policy Framework (NPPF) recognises that design quality matters and that planning should drive up standards across all forms of development. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.

This Design and Access Statement is comprised of the following sections:

01. Introduction: This section introduces the development proposals and sets out the vision and purpose of the Design and Access Statement.

02. Planning Context and Design Guidance: This section sets out the relevant planning policy and design guidance that applies to the development of the Site.

03. Site Assessment: This section demonstrates the steps taken to appraise the Site and its surroundings.

04. Evaluation and Evolution: This section identifies the influences and opportunities of the Site and its surroundings and sets out key urban design principles for the scheme.

05. Development Proposals: This section describes and illustrates the design proposals and demonstrates how they respond to the influences and opportunities identified in Section 4.0 and local design guidance.

06. Conclusion: This section evaluates the proposals against NPPF sustainability and design criteria.

02. PLANNING CONTEXT AND DESIGN GUIDANCE

2.1 Planning Policy Background

A detailed assessment of the planning policy framework is set out in the Planning Statement which accompanies this planning application. This section focuses on the local planning policies most relevant to the design and access proposals for the development.

National Planning Policy Framework (NPPF)

At the national level, the relevant policy guidance is set out in the National Planning Policy Framework (July 2021). The NPPF sets out a presumption in favour of sustainable development and is a material consideration in the making of planning decisions, setting out the parameters by which planning applications are to be assessed in relation to:

- **The presumption in favour of sustainable development.**
- **Decision-making.**
- **Delivering a sufficient supply of homes.**
- **Promoting healthy and safe communities.**
- **Promoting sustainable transport.**
- **Making effective use of land.**
- **Achieving well-designed places.**
- **Conserving and enhancing the natural environment.**

Paragraph 126 of the NPPF 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*”.

Paragraph 130 provides a set of design criteria which new development should seek to achieve:

- **Function well and add to the overall quality of the area over the lifetime of the development.**
- **Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.**
- **Be sympathetic to local character and history, while not preventing or discouraging innovation.**
- **Establish or maintain a strong sense of place to create attractive, welcoming and distinctive places to live, work and visit.**
- **Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space).**
- **Create places that are safe, inclusive and accessible and which promote health and well-being.**

National Planning Practice Guidance (PPG)

The Planning Practice Guidance explains how the NPPF policy should be implemented and should be read alongside the National Design Guide. Paragraph 001 (ID 26-001-20191001) of the PPG provides further information on design in the planning process. It states:

“...development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

National Design Guidance

In October 2019, the Ministry of Housing, Communities and Local Government (MHCLG) published the National Design Guide (NDG). The NDG has been put in place to advise local authorities and their officers when assessing planning applications, councillors when making planning decisions, applicants and their design teams when preparing a planning application and local communities and their representatives.

Whilst it seeks to inform development proposals and guide the assessment of them, it also supports paragraph 130 of the NPPF which states “planning 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.”

Part 2 of the NDG sets out the ten characteristics which help to nurture and sustain a sense of community. They work to positively address environmental issues affecting climate. They all contribute towards the cross-cutting themes for good design set out in the NPPF.

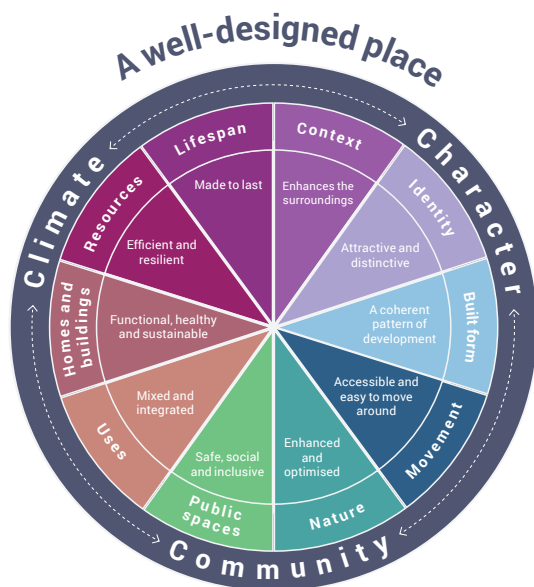


Figure 2.1: 10 Characteristics of Well-Designed Places.

Building For a Healthy Life (June, 2020)

'A Design Toolkit for neighbourhoods, streets, homes and public spaces'

Building for Healthy Life (BHL) is one of the most widely used design tools in England for creating places that are better for people and nature. It was written in partnership with Homes England, NHS England and NHS Improvement and is structured to set clear expectations for new developments. By following BHL's structure, the following Statement offers a clear set of design qualities and 'testable' principles for the application at Land at Areley Common, Astley Cross.

By following BHL, a critical aspect of the proposals for the Site is to design for active travel and access to green space. The ability to be able to walk and cycle within the new neighbourhood and further afield to essential services and work is key in order to minimise traffic and mitigating climate change. Equally, and as BHL sets out, the COVID-19 pandemic has reinforced the importance of designing for active travel. This is in recognition that design choices that help people feel disposed to walk or ride a bicycle in their neighbourhood are critical to supporting a sense of well-being from outdoor exercise.

The development of the Site will also respond positively to climate change. The principles embedded in BHL as a whole creates the basis for a sustainable development, including in relation to designing for active travel, maximising access to green space, working with the existing landscape and securing biodiversity enhancements.

Manual for Streets 2: Wider Application of the Principles (September, 2010)

Manual for Streets 2 is a companion guide to Manual for Streets and was published by the Chartered Institution of Highways and Transportation. The document builds on the original principles of balancing movement and place status at any particular location by examining common street types in different contexts to demonstrate how context and user needs inform a balanced approach to design. Furthermore, it provides additional clarification on issues relating to Highway Design, Risk and Liability, while also contains further detailed design guidance on geometric and other parameters for new and improved highways



2.2 Local Planning Policy

The Site sits predominantly within Malvern Hills District Council (approximately 7.42ha), however, the westernmost edge of the Site sits within Wyre Forest District Council (approximately 6.9ha), therefore Policy from both Districts are relevant to the Site and thus relevant to the DAS.

Malvern Hills District Council

The Malvern Hills District Local Plan (1996-2011) was superseded by the South Worcestershire Development Plan 2006-2030 (SWDP), which was adopted on 25 February 2016. The SWDP was prepared jointly by Malvern Hills District Council, Worcester City Council and Wychavon District Council in order to guide development from 2006 to 2030.

Relating to design, the following policies within the SWDP are of particular relevance to the DAS:

- **SWDP1: Overarching Sustainable Development Principles.**
- **SWDP2: Development Strategy and Settlement Hierarchy.**
- **SWDP5: Green Infrastructure.**
- **SWDP21: Design.**
- **SWDP22: Biodiversity and Geodiversity.**
- **SWDP24: Landscape Character.**
- **SWDP29: Sustainable Drainage Systems.**
- **SWDP39: Provision of Green Space and Outdoor Community Uses in New Development.**

Of particular importance to this DAS is Policy SWDP2 (Development Strategy and Settlement Hierarchy) which outlines the strategic principles for development and site allocations. It states that proposals should be of an appropriate type and scale with regard to the settlement context and local landscape character.

Policy SWDP21 (Design) is also of particular relevance to the DAS and states that new development should be of high quality design, be well integrated, reinforce local distinctiveness and enhance, where appropriate, cultural and heritage assets, providing evidence of this through a Design and Access Statement.



Wyre Forest District Council

Within Wyre Forest District Council, the main Planning Policies relevant to the Site are contained within the Wyre Forest Adopted Core Strategy (December 2010) and the Wyre Forest Adopted Site Allocations and Policies Local Plan (July 2013). The Core Strategy was formally adopted by the Council in December 2010 and sets out the broad strategy for development in the District up until 2026. The Site Allocations and Policies Local Plan was formally adopted in July 2013 in order to meet the requirements set out in the Adopted Core Strategy.

The Council are producing a new Local Plan and the The Wyre Forest District Local Plan (2016 - 2036) was submitted to the Secretary of State for Examination on 30th April 2020. In February 2022 Wyre Forest DC sent a formal request to the Planning Inspectorate to recommend any main modifications that are necessary to make the Local Plan sound and legally compliant.

Policies within the adopted Core Strategy relevant to the Site for the purpose of this DAS include the following:

- **CP01: Delivering Sustainable Development Standards.**
- **CP03: Promoting Transport Choice and Improving Accessibility.**
- **CP04: Providing Affordable Housing.**
- **CP05: Delivering Mixed Communities.**
- **CP07: Delivering Community Wellbeing.**
- **CP02: Water Management.**
- **CP11: Quality Design and Local Distinctiveness.**
- **CP12: Landscape Character.**
- **CP13: Providing a Green Infrastructure Network.**
- **CP14: Opportunities for Local Biodiversity and Geodiversity.**

The policies of relevance to the DAS set out in the Wyre Forest Adopted Site Allocations and Policies Local Plan (July 2013) include:

- **SAL.UP3: Providing a Green Infrastructure Network.**
- **SAL.UP4: Open Space and Play Provision.**
- **SAL.UP5: Providing Opportunities for Safeguarding Local Biodiversity and Geodiversity.**
- **SAL.UP7: Quality Design and Local Distinctiveness.**
- **SAL.UP9: Landscaping and Boundary Treatment.**

2.3 Supplementary Planning Guidance

Supplementary Planning Documents (SPD) expand upon and provide further details and guidance to policies in the adopted Development Plan Documents and are an important material consideration when determining a planning application. The following SPDs are considered to be of relevance to the DAS:

- **Wyre Forest District Council Design Guidance Supplementary Planning Document June 2015.**
- **Wyre Forest District Council Green Infrastructure Strategy 2012.**
- **Worcestershire Local Transport Plan 3 – Highways Design Guide.**
- **South Worcestershire Design Guide SPD (March 2018)**
- **WCC's Streetscape Design Guide (2020)**

03. SITE ASSESSMENT

3.1 Site Location and Context

The Site lies adjacent to the southern edge of Astley Cross, part of the settlement of Stourport-on-Severn, to the east of Areley Common (road). Stourport-on-Severn Town Centre lies approximately 2km to the north east of Astley Cross. The town of Kidderminster lies approximately 7.3km to the north east of the Site and the city of Worcester lies approximately 15.5km to the south east.

The Site is bound to the north by the houses along Areley Common, Redstone Lane, Summercroft and Hillside Close, and by Marlborough Drive along the eastern half of the northern Site boundary. The majority of houses to the north of the Site comprise bungalows, chalet bungalows or two storey dwellings. Towards the west, the houses are mostly detached, with those along Marlborough Drive comprising mostly semi-detached properties.

Redstone Lane, north of Marlborough Drive, is one of the main streets in Astley Cross, leading to Stourport-on-Severn. The residential settlement at Astley Cross lies to the north west, north and north east of the Site.

To the west, the Site is bound by the B4195, Areley Common road, beyond which lies existing development in the south west of Astley Cross. The houses west of the Site, between Areley Common and Pearl Lane, mostly comprise detached and semi-detached dwellings, two storeys in height. Beyond this lie agricultural fields and woodland blocks along the rising land towards the hamlet of Dunley.

The land to the south west of the Site, south of Malvern Edge Court is allocated and an outline application was approved in 2015 (ref: 13/01405/OUT), but it has now expired.

To the south of the Site lie agricultural fields with wooded hedgerows and scattered woodland blocks. The land gradually falls towards Longmore Hill/Larford Lane, before rising again to the wooded hills beyond.

A small area of scrub and woodland lies to the east of the Site, south of Woodhampton Close, beyond which the grassland fields continue, with the land falling towards the wooded western bank of the River Severn. Immediately across the river lies the Lower Heath area of Stourport-on-Severn.



A bridleway lies within the eastern half of the Site and connects Marlborough Drive to Longmore Hill.



Figure 3.1: Site context.

3.2 Surrounding Designations

Figure 3.2 shows the designations within the context of the Site. The Site is not covered by any national statutory or non-statutory designations for landscape, historical or ecological character or quality.

Landscape

The Site is not covered by any statutory or non-statutory designations for landscape character or quality.

Public bridleway 546(C) runs south from Marlborough Drive through the Site, between Areas B and C, and this becomes public bridleway 547(C) beyond the Site's southern boundary. The bridleway continues south east towards Larford Lane.

Public footpath 545(C) runs south west from the point where bridleway 546(C) meets the Site's southern boundary, running towards Areley Common, near its junction with Pearl Lane.

There are several public rights of way located within the land to the south, west and north west of the Site, linking the various hamlets and farmsteads in the surrounding area.



The Astley Cross Inn on Areley Common is Locally Listed.

Ecological

There are no ecological statutory designations covering any part of the Site. The nearest statutory designation to the Site lies approximately 1.4km to the north east, which is the Hartlebury Common Site of Special Scientific Interest (SSSI.) Areley Wood SSSI is located approximately 1.75km to the north west.

Two non-statutory designations are present within 1km of the Site; Half Crown Woods and Redstone Local Nature Reserves (LNR), located approximately 300m and 650m respectively from the Site. Just beyond Redstone LNR is the River Severn Site of Regional and Local Wildlife Importance.

Tree Preservation Orders

In August 2019 Malvern Hills District Council confirmed that a Tree Preservation order had been placed on eight trees and one woodland, which fall within the Site boundary. This Order is referenced as Order 647 (2019) Astley Cross and includes five oak trees, three pines and a mixed species woodland.

Nearby Heritage Assets

The Areley Kings Conservation Area is approximately 1.1km north of the Site and covers an historic hamlet, with the principal focus being the historic Church of St. Bartholomew and its immediate surroundings. The Conservation Area contains a number of Grade II Listed Buildings surrounded by open spaces. Areley Kings Conservation Area is separated from the Site by intervening development and there is no intervisibility.

The nearest Listed Building to the Site is at Longmore Hill Farm, located approximately 760m south of the Site.

There are also several Locally Listed Buildings along Areley Common designated within the Stourport-on-Severn Local List, with the nearest to the Site being The Astley Cross Inn, located at the junction of Areley Common and Redstone Lane. Astley Cross Inn is a mid-late 19th Century building, with some post-war extensions. Architectural features include sash windows, slate roof tiles and pebble-dashed cream render. This Local Listed Building is not visible from the Site.













-  Site Boundary
-  Local Nature Reserve (LNR)
-  Sites of Special Scientific Interest (SSSI)
-  Site of Regional or Local Wildlife Importance
-  Ancient and Semi-Natural Woodland
-  Ancient Replanted Woodland
-  District Council Boundary
-  Conservation Areas
-  Grade II Listed Buildings (within 1km)
- 1.** Longmore Hill Farmhouse
-  Locally Listed Building

Figure 3.2: Surrounding Designations.

3.3 Historical Development

The following historic maps illustrate how Astley Cross has grown over the past 128 years. The map from 1888 - 1890 shows that the settlement had a distinct linear form focussed on Areley Common, with a few sparse farm houses located along Redstone Lane. Areley Common was originally established as a track used for driving livestock towards Stourport-on-Severn, and remains as the main thoroughfare through Astley Cross today. The Church of St. Bartholomew, which sits to the north of Astley Cross in the Areley Kings area, can be seen just to the south of the River Severn. This church was built in the Norman period with a partial rebuild in the 19th Century, and is the oldest building within the Areley Kings Conservation Area.

The 1929 -1930 map shows the development of a more concentrated urban form along Areley Common and its juncture with Redhouse Road/Redstone Lane. Development can be seen extending eastwards along Redstone Lane. Comparing this map to the 1974 - 78 map, it is clear to see how the settlement grew rapidly during the mid-20th Century. The urban form densified along Areley Common and Redstone Lane, and Astley Cross expanded to the west with the settlement edge bound by Pearl Lane. To the east, the settlement had more room for expansion, as can be seen from the urban development that stretches along Redstone Lane to the River Severn.

The modern day map shows that Astley Cross has seen further growth since the late 1970s, including the construction of new residential areas immediately to the south of Dunley Road, closing the gap between Astley Cross and south Areley Kings. The Astley Cross allotments were retained as a community facility when the Areley Common was apportioned in 1846, and are still in use today.

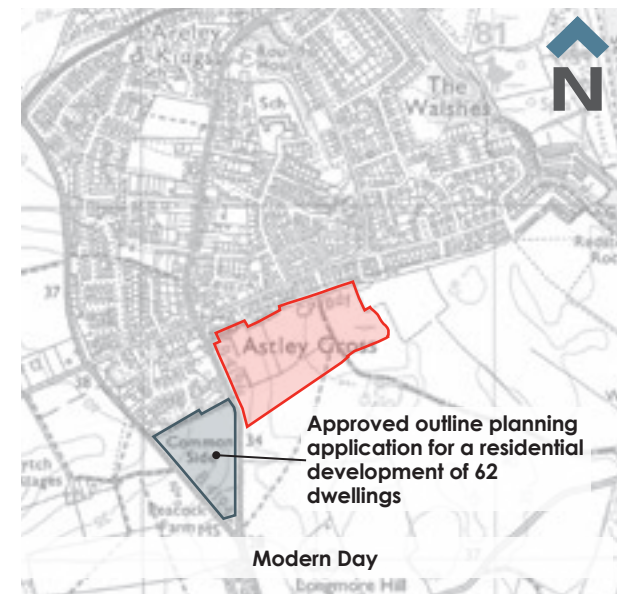
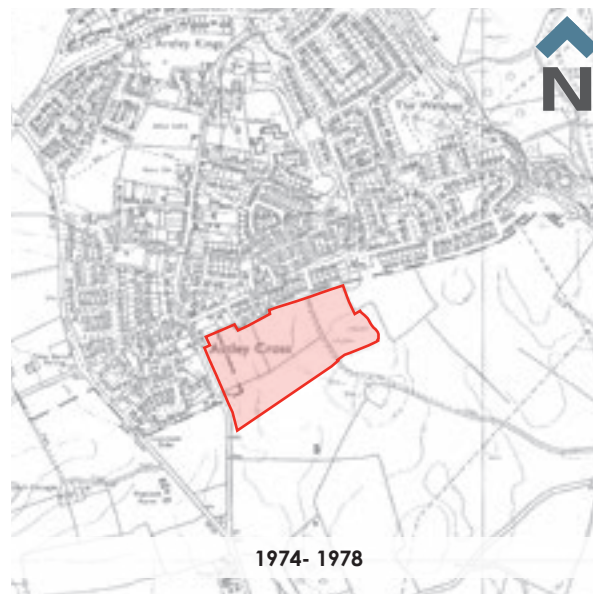
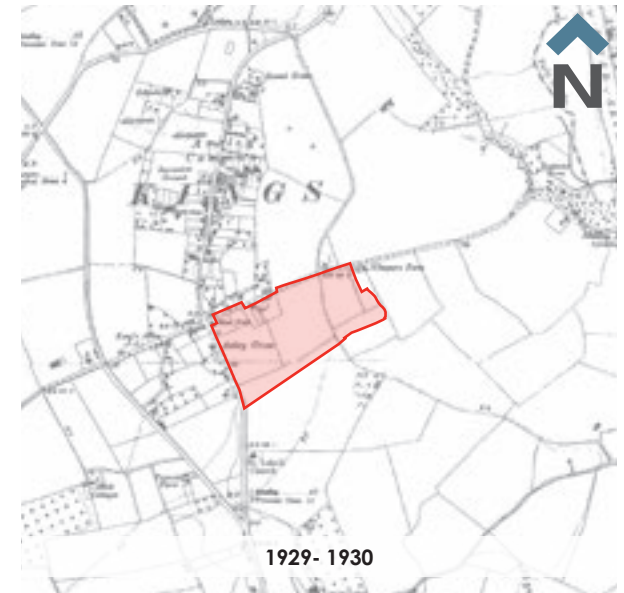
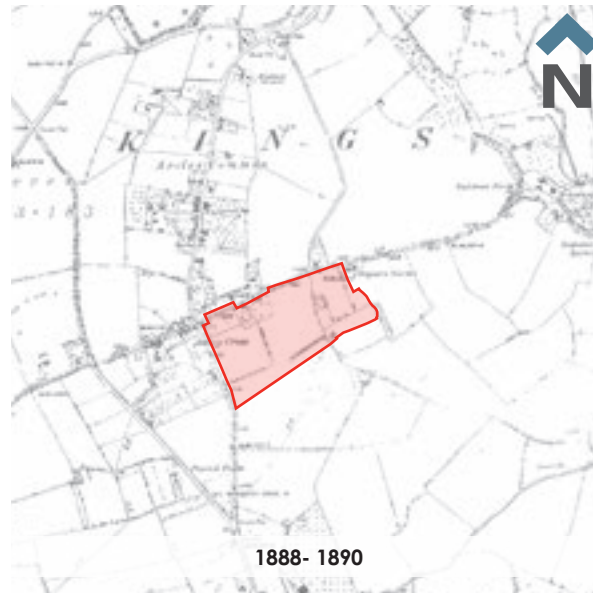


Figure 3.3: Historic maps illustrating the development at Astley .

3.4 Settlement Form

Astley Cross forms part of the settlement of Stourport-on-Severn and does not have its own town centre. The River Severn lies between Astley Cross and the centre of Stourport-on-Severn. The settlement pattern of Astley Cross shows arrangements of predominantly semi-detached and detached properties, with some examples of terraced properties. The road layout of Astley Cross consists of curvilinear main roads serving cul-de-sacs.

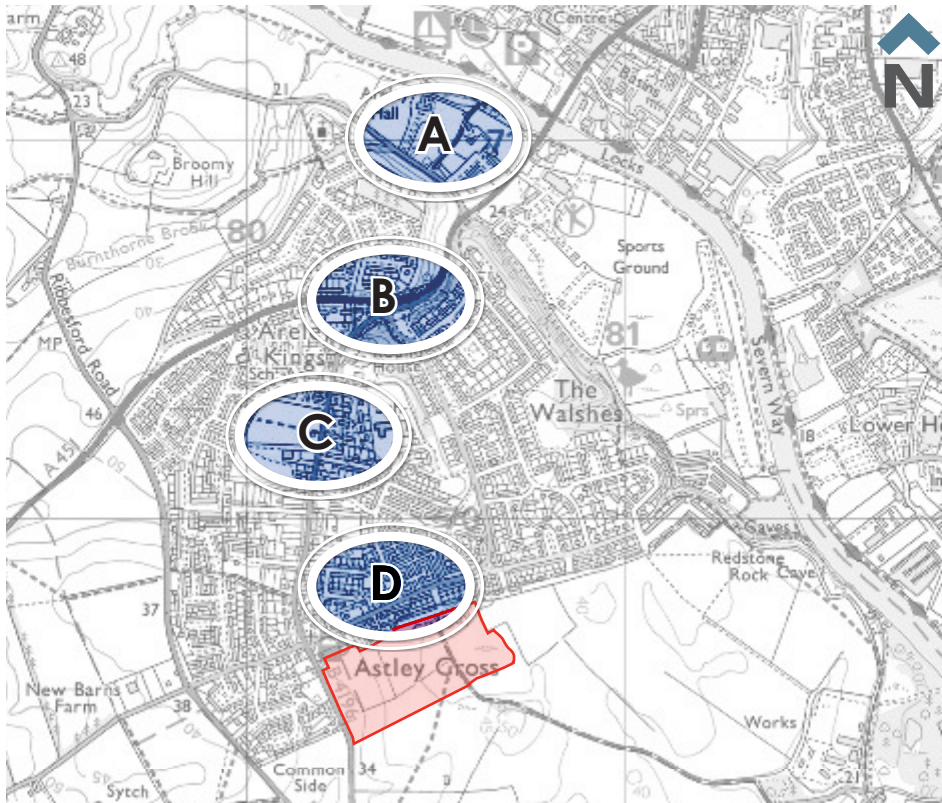


Figure 3.4: Character areas assessed on pages 13 and 14.





Character Area A:

Areley Kings Conservation Area

- The church has been constructed on the highest ground within the Areley Kings Conservation Area and properties adjacent to the river may have been associated with the medieval fisheries and lands of Bordesley Abbey.
- Historic properties are generally large, detached, and set well back from the road.
- Narrow lanes and soft edges with overhanging trees and mature hedgerows.
- Large plots surrounded by open fields, hedgerows, woodland and mature trees.
- Along the southern edge, several deciduous trees form an important visual backdrop to the Conservation Area.



Character Area B:

Dunley Road

- 1950s properties on Dunley Road are mostly detached houses within large plots.
- Generous front gardens to accommodate on-plot parking and garages.
- Buildings of different styles are set back from the roadside at varying distances, adding interest to the streetscene.
- Mature front garden vegetation often hides the front elevation from view.
- Mix of bungalows and 2 storey properties face onto wide streets with green verges.



Character Area C:

Areley Common / Bowpatch Road / Beach Road

- Pockets of 2 storey terraced housing punctuate the streetscene.
- Edwardian and Victorian housing.
- Rows of 3-4 terraces, with slight variations to set back distances.
- Linear streets where the parking is predominantly on-street or accessed from the rear.
- Predominately shallow front gardens, marked by a low brick wall and garden gate.
- Narrow plots with long rear gardens.

Character Area D:

Mid-Late 20th Century Development

- Typically detached and semi-detached houses.
- Similar house types grouped together.
- Buildings orientated to front the carriageway.
- Subtle variations of setback distances.
- Curvilinear main streets serving cul-de-sacs.

3.5 Traditional Detail and Material

Despite Astley Cross comprising predominately mid 20th Century development, there are a range of details and materials within the local area. Traditional materials and details found along the historic routes to Stourport-on-Severn and within Areley Kings Conservation Area are summarised below:

- Brickwork in rich and warm reddish-orange to reddish-brown tones laid in Flemish bond.
- White and off-white render.
- Timber framed buildings infilled with white render.
- Roofs are predominately small plain clay tiles or imported natural grey Welsh slate.
- Mix of plain red clay tiles and dark blue-grey slate roof tiles.
- Occasional but simple brick dentilling at eaves level.
- Chimneys of various designs add interest to the roofscape.
- Door and window openings are rectangular, with a strong vertical emphasis.
- Rectangular windows painted white, usually sash with white door frames.
- Doors to dwellings are panelled; generally surrounded with a wooden door case (painted white); topped with a broken pediment, flat or pointed canopy, and fanlight or box light. Some doorways have classical columns to either side.
- Dark blue bricks for copings and boundary walls alongside wrought iron railings.

A mix of the above materials and details can be found within Astley Cross associated with Locally Listed Buildings and some buildings along the historic routes to Stourport-on-Severn.



Red brick is the predominant building material. Doors and windows have a strong vertical emphasis.



An example of a building with orange and red brickwork in Flemish bond and low cross hipped roof.

3.6 Existing Site Features

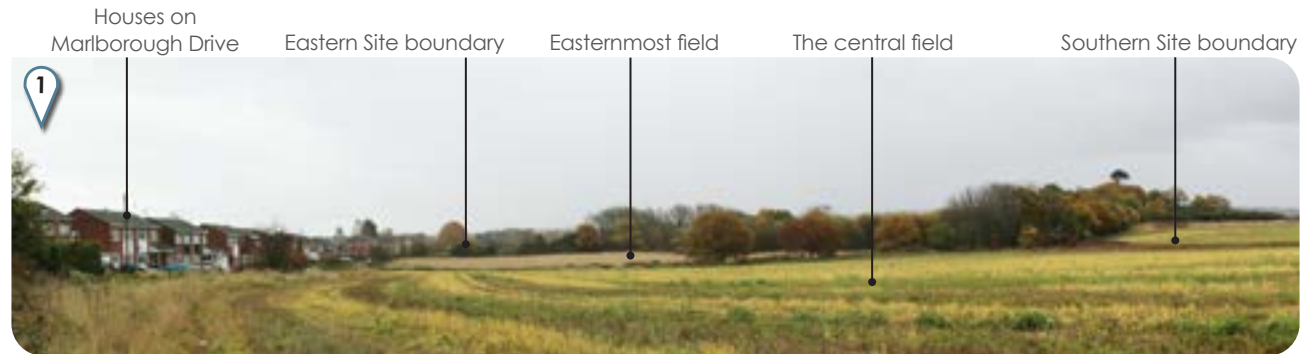
For clarity, the Site has been split into five areas, the western field will be referred to as Area A and the eastern field up to the bridleway as Area B. Beyond the bridleway will be referred to as Area C, the existing broad-leaved woodland will be referred to as Area D and the northern extent of a larger agricultural field to the south of Areas A and Area B, referred to as Area E (as shown in Figure 3.5).

Area A comprises a roughly rectangular arable field in the far west of the Site. The Area is bound to the west by a low maintained hawthorn hedge, beyond which lies a footway and Areley Common road. To the south, the Area is bound by an approximately 8m high outgrown hedgerow, with the boundary between Area A and B similarly formed by an outgrown hedgerow with scattered trees.

The northern boundary of Area A is formed by 1.5m high managed native hedgerow and a short section of conifer hedge in the east. The properties along Areley Common, Redstone Lane and Summercroft back or side onto the Site. A mature oak tree lies within this northern boundary.

Area A is crossed by overhead powerlines which enter the Site at roughly the south western corner of the Site, and lead in a north easterly direction into Area B, towards the westernmost end of Marlborough Drive.

Area B is similarly in arable use, although the outgrown hedgerow along the southern boundary here is fragmented, with a high section occurring in the west of the Area, a lower section (around 4m high) in the east of Area B, and the central part of this southern boundary is open. The boundary between Area B and C is formed by the route of the existing bridleway which leads south from Marlborough Drive.



View south across the central and easternmost fields from the northern Site boundary.



View towards the Site from Areley Common.



View looking north west towards Marlborough Road from within Area C.

To the north, Area B is bound by a dilapidated wire fence and scrub, beyond this lies Marlborough Drive. There are two trees/shrubs along this boundary, both of which are not of landscape importance. The western side of the northern boundary of Area B is formed by a short section of conifer hedge adjacent to the westernmost property on Marlborough Drive, which sides onto the Site. A timber close board fence lies further west along the rear gardens of the properties on Hillside Close, which back onto the Site.

Area C comprises a grass field, with two young oak trees occurring along the route of the existing bridleway along the western edge of this Area. To the north, the Area is bound by a line of scrub separating it from Marlborough Drive beyond. The eastern boundary here is formed by a gappy outgrown hedgerow around 6m in height.

Area D lies to the south of Area C, and comprises an area of wet woodland including several mature oak trees, and is bound by the route of the existing bridleway to the west.

Area E forms the northern third of a larger agricultural field, which borders Areas A and B and is defined to its northern boundary by an existing native hedgerow. Its eastern boundary is bound by Area D and the broadleaf woodland. Its southern boundary is open to the remaining two-thirds of this agricultural field and its western boundary is bound by a mature hedgerow and three mature trees which are covered by a Tree Preservation Orders.



Figure 3.5: Aerial Photograph.

-  Site Boundary
-  Existing public footpaths
-  Existing bridleway
-  Photograph locations

3.7 Topography

The Site lies across a local ridgeline, with Area A and the western part of Area A lying along a west facing slope, and Areas B, C, D and the eastern part of Area E located along a shallow east facing slope, with the north-south ridgeline occurring along the boundary between Areas A and B. The high point of the Site is located on the northern section along the boundary between Area A and B, and lies at around 44m Above Ordnance Datum (AOD).

From this high point, the land falls to the west to a low point around 33m AOD in the south west of the Site. To the east, the land falls towards the south east to approximately 38m AOD at the south eastern corner of Area B. Area C and D are more level at around 38-39m AOD.

A localised low hill occurs a short distance to the south of Area D, with the land to the south east of the Site gently sloping down to the River Severn at approximately 20m AOD.

To the west, the countryside beyond Astley Cross is steeply sloping, with several hills occurring here, including the hill along Dunley Road to the north west, which reaches 154m AOD at its high point.

The settlement of Astley Cross and Astley Kings remains mostly level at approximately 40-50m AOD but falls sharply to the east along the edge of the settlement, towards the River Severn, where it reaches 20m AOD.

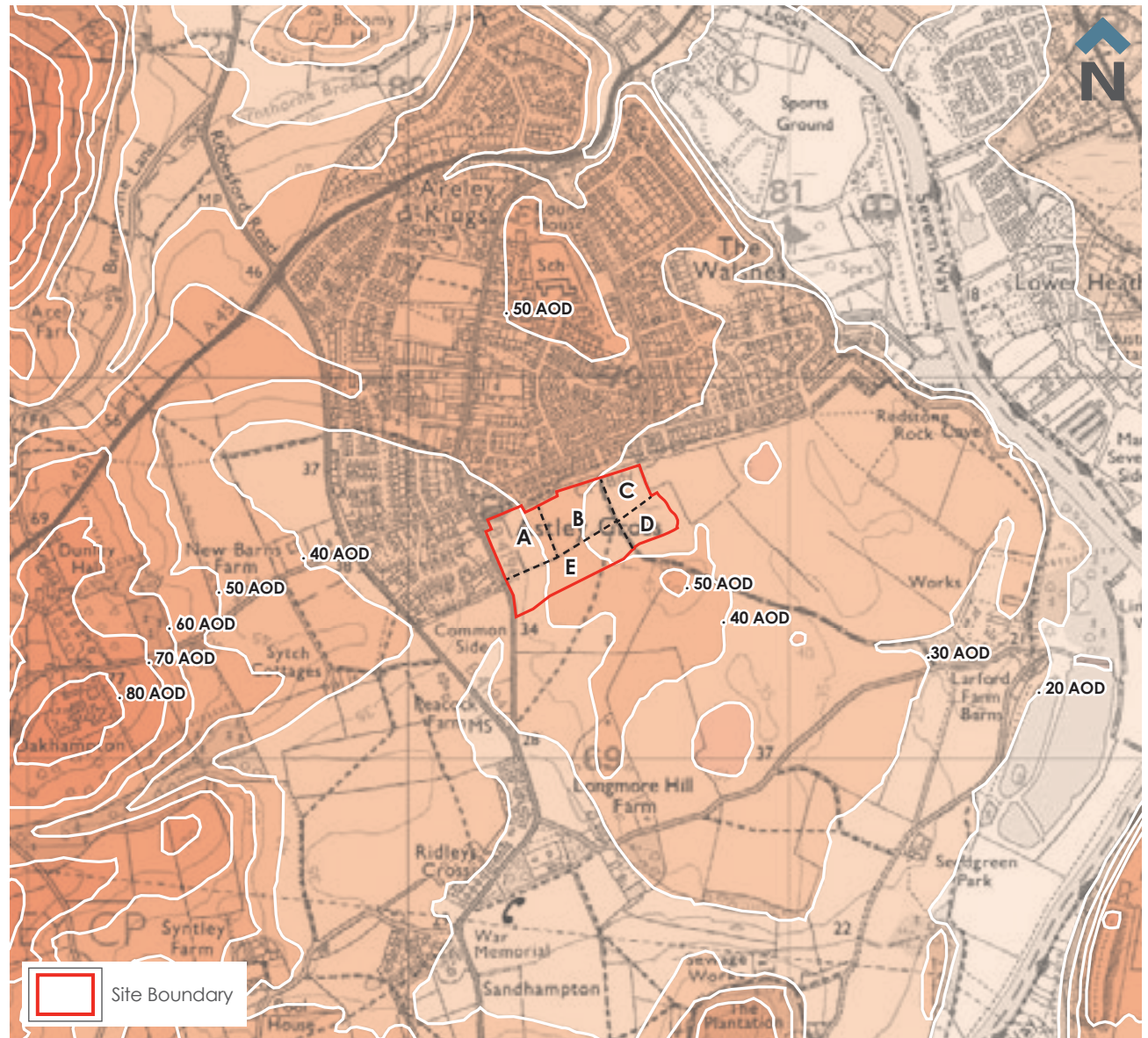


Figure 3.6: Topography Plan.

3.8 Landscape and Visual Character

A Landscape and Visual Impact Assessment (LVIA) has been prepared in support of this planning application. The findings and conclusions of the LVIA are summarised below:

- The Site is not covered by any national statutory or non-statutory designation for landscape character or quality.
- The visual assessment found that the Site is well contained in wider views by the adjoining built development and the woodland and local ridge to the south. Views of the Site are available from the houses and streets which adjoin it, as well as from the Public Rights of Way to the south.
- Area A is located on the west facing slope of the low ridge, is visible in long distance views from the higher ground to the west, with the existing houses which bound the Site also visible from here.
- The intervening topography and the existing woodland within the Site screen the majority of views from the south.
- New tree and thicket planting will help to screen the new homes in views, and will ensure a soft edge is created to the built-up area of Astley Cross.

The LVIA concludes that, while the character of the Site will change, the proposed development can be designed to be beautiful, and will provide recreational and ecological benefits. Material landscape and visual effects will be limited to the near vicinity of the Site.



Map showing Site boundary and photo location.



View towards the Site from the Public Right of Way within the south of the Site.

3.9 Arboriculture

An Arboricultural Impact Assessment (AIA) has been prepared in support of this planning application to assess the impact of the development on the Site's trees and hedgerows.

The Assessment found that 14 individual trees and two tree groups are covered by a Tree Preservation Order (TPO), and can be seen on the TPO Plan (Figure 3.7) under the references T1, T2, T3, T4, T5, T6, T7, T8, T9, T10 and W1, and the Tree Survey (Figure 3.8) under the following references: T1, T2, T3, T6, T7, T20, T21, T22, T23, T24, G5 and G6.

The Site contains three Category A tree (high quality tree with an estimated remaining life expectancy of at least 40 years). These trees are all English Oak, reference T1 T10 and T13. The AIA recommends the design of the Development Framework Plan avoids the Root Protection Area (RPA) of all trees and hedgerows present on Site. Inevitably, small sections of hedgerow will require removal to facilitate vehicular access to the Site and through the proposed development. Replacement hedgerow planting and new tree planting will enhance the Site's current tree cover.

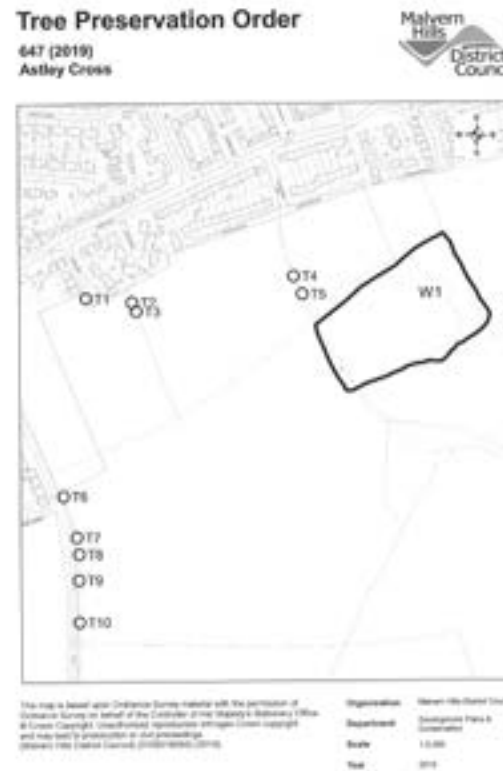
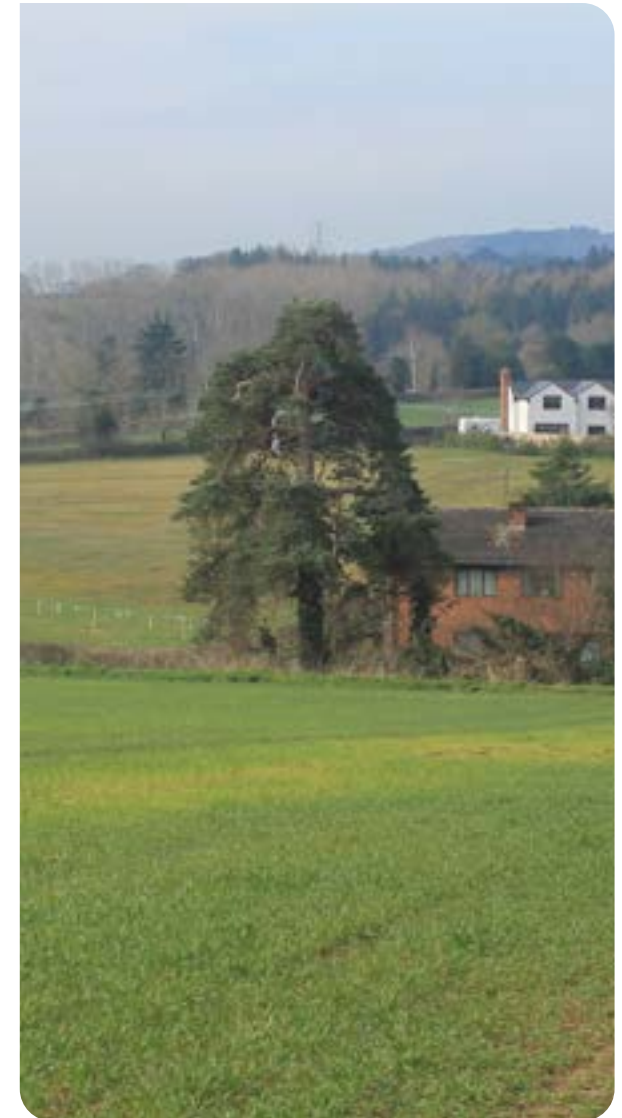










Figure 3.7: Tree Preservation Order Plan (Malvern Hills District Council).



T1 - A Category English Oak tree along Site's northern boundary.

-  Category U - Trees / Groups Unsuitable for Retention (BS 5837:2012)
-  Category A - Trees / Groups of High Quality (BS 5837:2012)
-  Category B - Trees / Groups of Moderate Quality (BS 5837:2012)
-  Category C - Trees / Groups of Low Quality (BS 5837:2012)
-  Hedgerow (Colour indicates BS5837:2012 Category)
-  Root Protection Area (RPA has been altered where appropriate to reflect underground constraints)
-  Individual / Group Number and BS5837:2012 Category
-  Indicative Shade Pattern (in accordance with BS5837:2012 where appropriate)

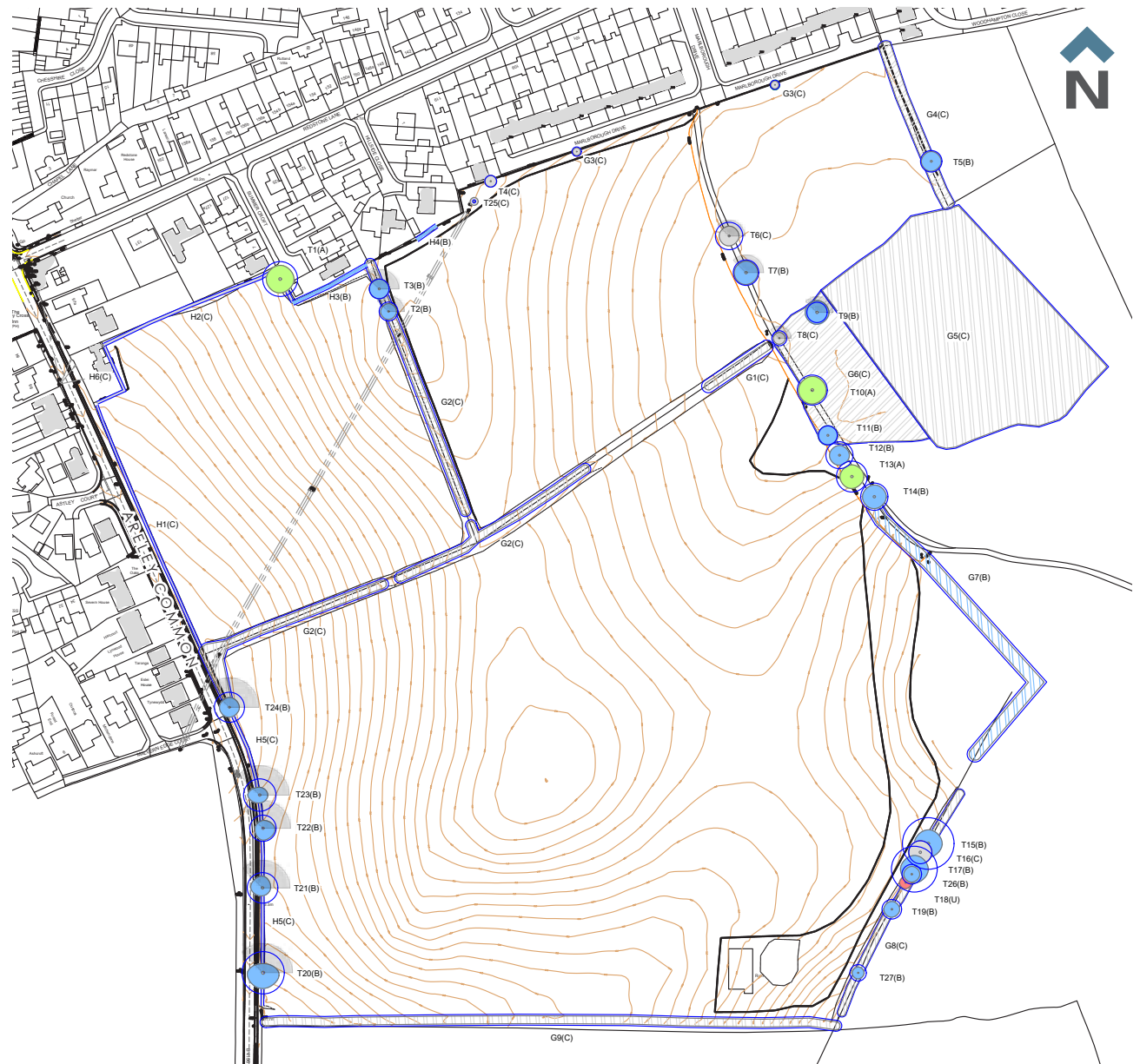


Figure 3.8: Tree Survey.

3.10 Ecology

An Ecological Appraisal has been prepared as part of the planning application submission.

The ecological surveys recorded low to moderate levels of bat activity within the Site, and recommends the retention of existing features and treelines alongside standard mitigations measures (such as providing appropriate lighting scheme) to protect the foraging and commuting bats.

The Site is largely made up of arable fields, which currently have no condition assessment requirement and should pose no constraint to development. The singular field made up of species-poor semi-improved grassland has been assessed as having moderate distinctiveness grassland and is in moderate quality.

The area of semi-natural broadleaved woodland in the south east corner of the Site has been assessed as being of poor condition, but is of comparatively greater value, and it is recommended that the woodland be retained with an appropriate buffer to the development.

A small patch of dense scrub was identified within the semi-improved grassland in the north eastern field. This was assessed as being in poor condition.

Seven hedgerows can be seen in Figure 3.9, which are all of varying condition. H6 was assessed as being in good condition, H1, H2 and H5 in moderate condition, and H3, H4 and H7 in poor condition. All hedgerows are Priority Habitats under Section 41 of the National Environment Research Council (NERC) act.

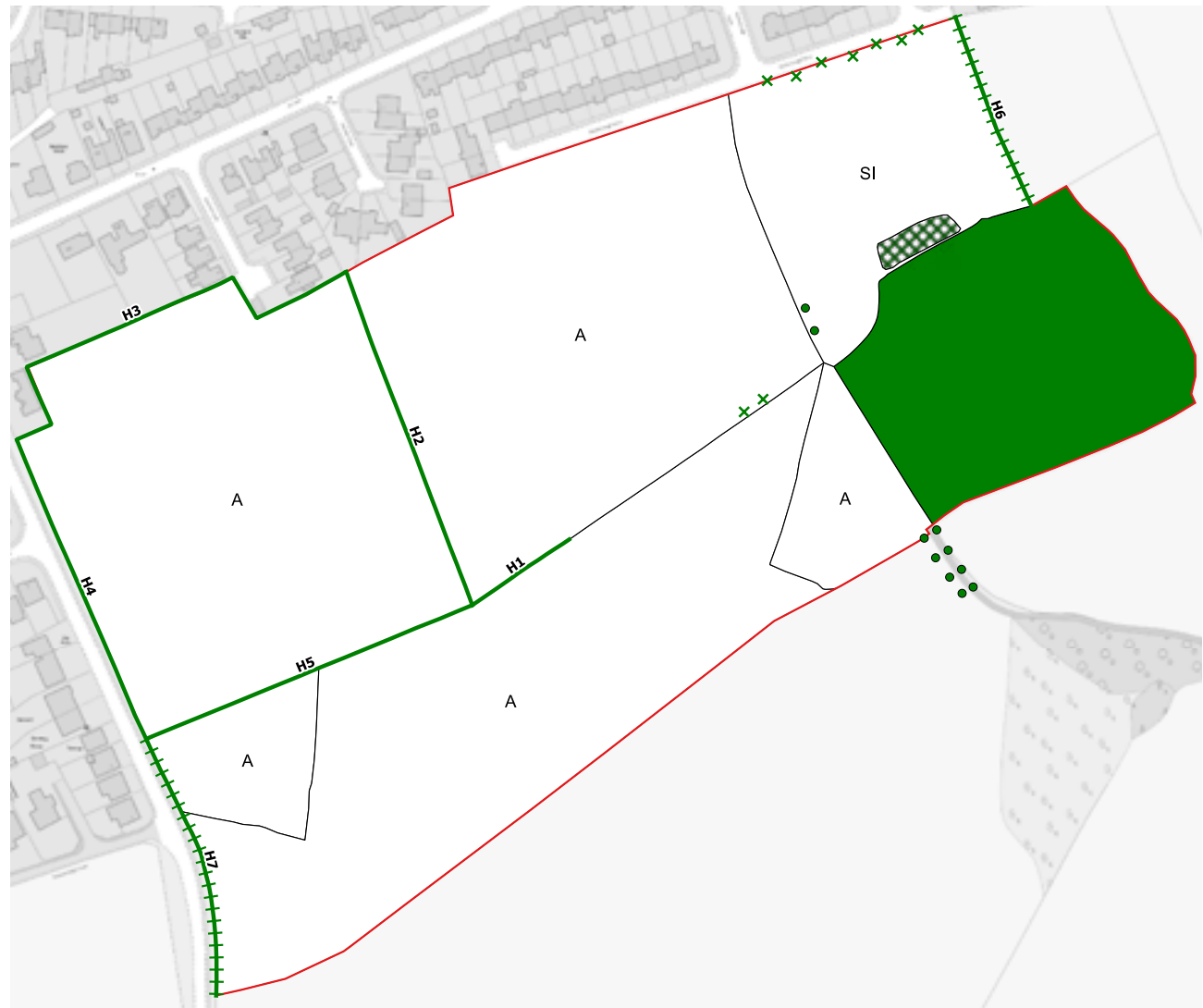
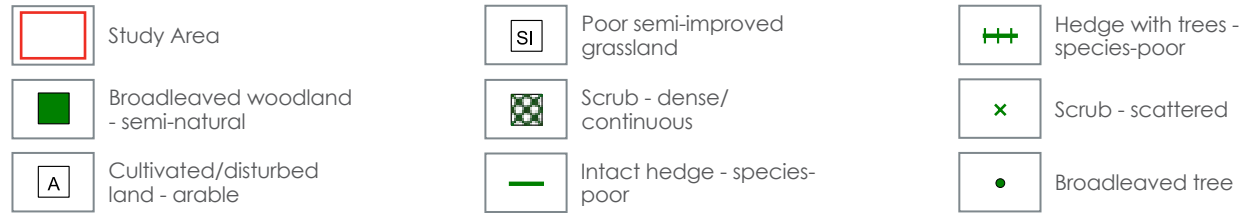


Figure 3.9: Phase 1 Habitats.

3.11 Water, Drainage and Hydrology

Flood Risk

The outline planning application is accompanied by a Flood Risk Assessment (FRA), which has been prepared to demonstrate that, following construction of the development, the risk of flooding on the Site and the potential risk of flooding elsewhere will not be increased. It also shows that surface water drainage from the development will accord with Sustainable Drainage Systems (SuDS) principles, in compliance with current national and local standards.

The FRA shows that the Site is located within Flood Zone 1 (less than 1 in 1000 annual probability of river or sea flooding). The nearest fluvial flooding occurs approximately 0.84km east of the Site associated with the River Severn. The Site is therefore located in a preferable location for residential development when considered in the context of the NPPF Sequential Test.

There are no water features such as ditches within or adjacent to the Site boundary, however a part of the Site is at risk of surface water flooding (pluvial), which is mapped out on Figure 3.10. These areas of the surface water flooding do not pose a constraint to development.

Drainage Strategy

The drainage strategy recommends one attenuation basin located in the south eastern part of the Site, with an outfall to the watercourse to the south, in order to catch and detain the predicted surface water run-off from the proposed development with an outfall to the watercourse to the south. The proposed scheme will also require three separate pumping stations; one for foul water and two for surface water to pump the drainage to the existing drainage infrastructure at Marlborough Drive.

Should a connection into the southern watercourse not be possible, a secondary option would be a pumped outfall to the public surface water sewer network to the north of the site.

3.12 Utilities

Overhead powerlines enter the Site at roughly the south western corner, and lead in a north easterly direction towards the westernmost end of Marlborough Drive. The existing powerline does not pose a constraint to development as it is possible to underground it. Utility services exist on Areley Common including:

- LP Gas Main
- Distribution Water Main
- Foul use pressurised sewer.

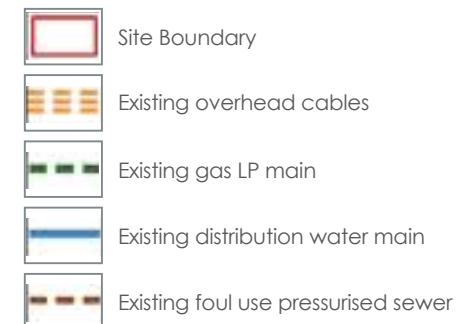


Figure 3.10: Utilities plan

3.13 Access, Movement and Facilities



















The Site is located within a sustainable location, near Astley Cross, Stourport on Severn's good range of local services and facilities, which are within 1km of the Site. Facilities include a primary school, shop and post office, village hall, church, allotments and public houses. Areley Kings Village Hall hosts a number of weekly clubs, including dance, girlguiding, badminton, yoga and a variety of children's clubs.

St. Bartholomew's Primary School, with adjoining Nursery is the closest school to the Site, located approximately 0.6km to the north. The nearest secondary school is Stourport High School and is located 2.8km from the Site and 1km of Stourport-on-Severn's town centre. The nearest bus stop to the Site provides bus service no.294 which drops off and picks up directly opposite the school entrance.

A wider range of facilities and employment opportunities are available in Stourport-on-Severn Town Centre and further afield in Kidderminster and Worcester.

There are several bus stops located along Redstone Lane, with the nearest bus stop to the Site located approximately 60m from the north eastern corner of the Site. Three bus services run along Redstone Lane; service No.3 from Kidderminster to Areley Kings and services No.294 and No.295 from Worcester to Kidderminster.

The nearest train station to Astley Cross is in Kidderminster, approximately 8.37km from the Site.

-  Site Boundary
-  Main vehicular routes
-  Minor vehicular routes
-  Existing bus routes and bus stops
-  Existing local cycle route
-  Existing public footpaths
-  Existing bridleway
-  Public house (The Kings Arms)
-  Public house (Astley Cross Inn)
-  Local shop & post office
-  Pharmacy
-  Taylors Newsagents
-  Daily Stores
-  St. Bartholomew's Primary School
-  Areley Kings Methodist Church
-  Areley Kings Village Hall and play area
-  Walshes Community Hall and play area
-  Areley Kings Allotments

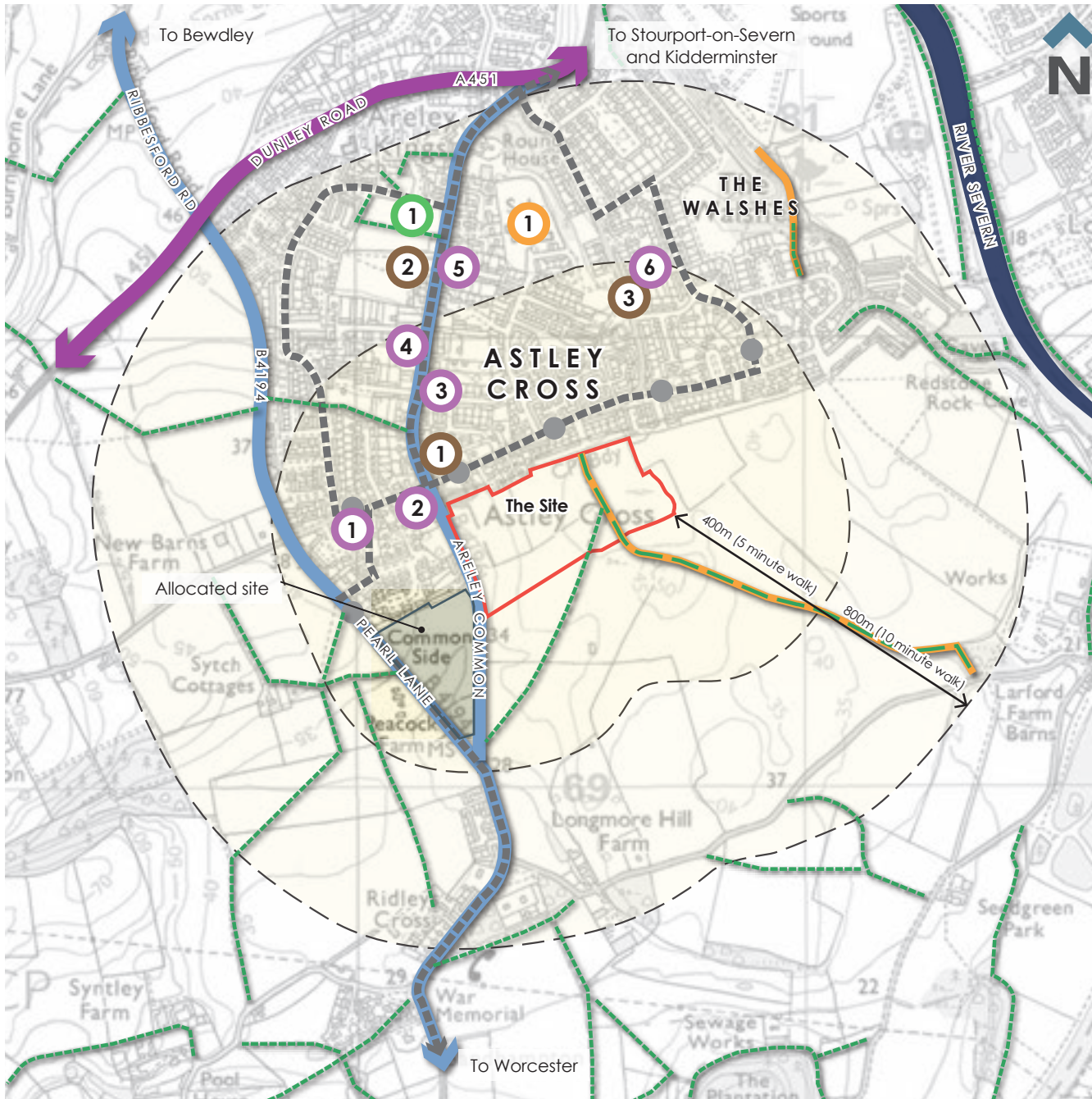


Figure 3.11: Services and Facilities Plan.

04. EVALUATION AND EVOLUTION

4.1 Opportunities and Influences

The Opportunities and Influences associated with the proposed development have been identified following the assessment of the Site and its surrounding, as detailed in Sections 2 and 3. These are listed below and are shown on the Opportunities and Influences Plan at Figure 4.1. This assessment of the Site and its surroundings has informed the design proposals.

Opportunities



























- Provision of high quality sustainable housing, which can accommodate up to 145 (including 40% affordable housing) new homes with associated green infrastructure.
- Provision of a strong landscape framework based on the retention of the existing field boundaries including mature hedgerows and hedgerow trees, as well as providing a large open parkland character to the south, which will facilitate in respecting and retaining views to the south.
- There is opportunity to create a sensitive development with a strong sense of place. The provision of new recreational routes that link to the existing Public Rights of Way network will enhance the proposed development's integration with Astley Cross and surrounding countryside.
- Reflect the local vernacular of the area in the design of the layout and housing.
- To provide new Sustainable Drainage System (SuDS) features which will form an integral part of the development's green infrastructure and be designed to maximise landscape and biodiversity benefits.
- Opportunity to front development onto Areley Common and Marlborough Drive and continue the existing linear residential streets whilst ensuring the integration of the new development with the existing urban fabric.
- The opportunity exists to create a logical, yet carefully considered extension of Astley Cross.

Influences

- The existing semi-natural broad-leaved woodland has a higher ecological value and requires a 10m buffer to development.
- The local ridgeline which crosses the Site should be left undeveloped to respect this high point of the Site and new landscaping will help visually assimilate the proposals into the wider landscape.
- Reflect the scale and form of surrounding buildings.
- Development must respect the privacy and amenity of the existing dwellings that border the Site.
- Existing trees and hedgerows to be retained as an integral part of the development proposals with compensatory planting provided where necessary for vegetation which needs to be removed to facilitate access and vehicular circulation through the Site.
- Pump stations will require a 15 metre cordon sanitaire.



Figure 4.1: Constraints Plan.

-  Site Boundary: **10.72ha**
-  Approved outline planning application for a residential development of up to 62 dwellings
-  District Council Boundary
- Movement & Infrastructure**
-  Potential developable area
-  Potential vehicular access point
-  Main vehicular routes through Astley Cross and existing bus stops
-  Higher ground to be retained as open space
-  Green infrastructure corridor
-  Potential location for SuDS features
-  Opportunity to strengthen existing vegetation
-  Potential location for children's play area (20m offset required)
-  New dwellings to be set back to create green frontage to Marlborough Drive
-  Potential vehicular link between development parcels
-  Views to the south
- Constraints**
-  Contours
-  Existing vegetation
-  Tree Preservation Order 647 (2019)
-  10m planted buffer to the existing semi-natural broad-leaved woodland
-  Existing bridleway
-  Existing local cycle route
-  Existing public footpath
-  Respect the privacy/amenity of existing properties
-  Potential location for pump station (requires 15m cordon sanitaire)
-  Existing overhead cables
-  Existing gas LP main
-  Existing distribution water main
-  Existing foul use pressurised sewer

4.2 Consultation

Gladman Developments engaged in a process of community consultation, which has informed the development of the proposals for the Site.

A leaflet covering the application proposals was delivered to local residents living in close proximity to the Site and interested parties for their information. In addition, a website containing information on the proposed development was available to view by the public since March 2022 (www.your-views.co.uk/astley-cross).

Full details of the consultation and information presented is set out in the Statement of Community Involvement accompanying the Planning Application.



05. DEVELOPMENT PROPOSALS

5.1 The Development Framework Plan

The design proposals for the Site have evolved through an iterative design process informed by environmental and technical work, an understanding of the development's relationship with Astley Cross, Stourport-on-Severn and the surrounding context, and an assessment of planning and design policy. This has resulted in the Development Framework Plan (Figure 5.1) that seeks to minimise environmental impacts whilst maximising social, economic, biodiversity and sustainability benefits.

The Development Framework Plan shows the Site boundary, the means of access into the Site, the areas of retained and new landscaping and the location and extent of the proposed land uses, including the amount of built development.

VISION – A PLACEMAKING APPROACH

- **Provide up to 145 dwellings, offering a range of dwelling types, sizes and tenures.**
- **Creation of a high quality, sustainable new neighbourhood that integrates successfully with the existing built environment and the wider countryside.**
- **Creation of a place that is accessible to everyone, which makes everyone feel comfortable, safe and secure and a place where people want to live.**
- **To promote active lifestyles and a sense of wellbeing through the provision of new public open space, new woodland planting, recreational routes and a children's play area.**
- **Create a residential area which reflects the architectural qualities of Astley Cross and nearby settlements to build a sense of place and identity.**



-  Site Boundary: **10.72ha**
 -  Housing area: **4.03ha**
 -  Low density development
 -  Public open space (incl. play area & SuDS): **5.32ha**
 -  Drainage infrastructure
 -  Existing woodland: **1.36ha**
 -  Timber post and rail fence
 -  Views to the south
 -  District Council Boundary
- Movement & Infrastructure**
-  Vehicular access point
 -  Primary vehicular route
 -  Secondary streets
 -  Lanes and private drives
 -  Existing bus stops
 -  Existing bridleway
 -  Existing local cycle route
 -  Existing public footpath
 -  Proposed recreational routes
 -  Proposed emergency/ped/cycle access
 -  Potential agricultural access
 -  Potential location for pump station (15m cordon sanitaire): **total 0.03ha**
 -  Key spaces with pedestrian priority
- Green Infrastructure & Recreation**
-  Existing vegetation retained
 -  Tree Preservation Order 647 (2019)
 -  Proposed vegetation
 -  Potential location for Locally Equipped Area for Play (LEAP)

Figure 5.1: Development Framework and Plan.

5.2 The Illustrative Masterplan

The Illustrative Masterplan (Figure 5.2), which is based upon the Development Framework Plan, has been prepared to demonstrate in more detail the general design principles that will be adopted through the development of the Site.

It is important to note that the layout of the development is a Reserved Matter. However, the Illustrative Masterplan, together with the Design and Access Statement, communicate the key design principles that a subsequent Reserved Matters application should reflect in order to respect the in depth analysis of the Site and its surrounding context.

The Illustrative Masterplan indicates the principles of the development's urban structure; the proposed patterns of streets and spaces, the urban grain, the location, arrangement and design of the principal development blocks and the green infrastructure that the new development will sit within.

The Illustrative Masterplan provides for up to 145 dwellings (40% affordable housing) within an attractive framework of open spaces. These areas of open space will contain new landscaping, a children's play area and recreational footways. The existing vegetation, particularly along the southern boundary, will be strengthened to provide a soft edge to the development. Sustainable drainage systems (SuDS) basins will be located to the south western part of the proposed area of parkland, and will be landscaped to increase biodiversity and create attractive landscape features.

The Illustrative Masterplan demonstrates how potential new housing fits within the layout set out by the Development Framework Plan.

-  Site Boundary
-  Proposed residential development
-  Proposed focal square/shared surface with pedestrian priority
-  Tree lined spine street
-  Proposed public open space
-  Proposed children's play area - Locally Equipped Area for Play (LEAP)
-  Proposed vehicular access point
-  Proposed emergency vehicular/ped/cycle access point
-  Existing bus stops
-  Proposed recreational footways
-  Potential retained agricultural access
-  Existing public footpath
-  Existing local cycle route
-  Existing bridleway
-  Existing vegetation
-  Proposed location of attenuation basins (SuDS)
-  Proposed location for pump stations and 15m cordon sanitaire



Figure 5.2: Illustrative Masterplan.

5.3 Use and Amount

The outline planning application covers a total area of 10.72 hectares. The proposals encompass the following uses:

Residential Development Area - Up to 145 dwellings (4.03 hectares)

The development accommodates a residential development area measuring 4.03 hectares, providing for up to 145 dwellings.

The housing mix will be determined at the Reserved Matters stage, but it is expected to include a range of house types, sizes and tenures. A proportion of the homes will be affordable and these will be fully integrated within the market housing, and be of a type and size that meets local needs.

Green Infrastructure – 5.32 hectares

As shown on the Land Use Plan (Figure 5.3), the proposals for the Site include 5.32 hectares of green infrastructure. The green infrastructure will have a range of functions and provide a range of benefits:

- **Landscape:** The enhancement of the existing landscape framework, retention of existing woodland and the provision of public open space and new parkland on the Site will integrate the proposal into the fabric of the Astley Cross and its rural setting to the south. The provision of public open space on the highest part and within the southern area of the Site will also limit the visual impact of the proposed development.
- **Recreation and Play:** To accommodate a new Locally Equipped Area for Play (LEAP) for young children and teenagers. New public open space will allow for informal recreation, and include recreational routes which link to the existing bridleway and wider landscape.
- **Amenity Areas:** Part of a network of public open space designed to create a sense of place. These areas will have a more 'cared-for' appearance.
- **Sustainable Drainage Feature (SuDS):** To accommodate the provision of SuDS to manage excess surface water run-off during periods of heavy or persistent rainfall.

Policy SWDP 5 (Green Infrastructure) in South Worcestershire Development Plan (SWDP), states 'housing development proposals are required to contribute towards the provision, maintenance, improvement and connectivity of Green Infrastructure (40% green infrastructure for greenfield sites exceeding 1ha).

The development proposal allows for 62% of the Site to be green infrastructure.

SWDP 39 (Provision for Green Space and Outdoor Uses in New Development) in the SWDP sets out the open space standards required within the overall quantum of green infrastructure set out by Policy SWDP 5 (See above). The typologies and quantitative standards catered for on-site are set out as follows:

Open Space Typology	Malvern Hills Standard
Amenity (including informal pitches) and semi-natural greenspace	2.0ha/1000 people
Equipped play space	0.04ha/1000 people

Policy SAL.UP4 (Open Space and Play Provision) in Wyre Forest Adopted Allocations and Policies Local Plan (2006-2026), states 'new development should meet the quantity, quality and accessibility standards for open space as established through the Wyre Forest District Open Space, Sport and Recreation Assessment (October 2008)'.

The Wyre Forest District Open Space, Sport and Recreation Assessment (October 2008) sets out the quantitative standards for different open space typologies. The typologies catered for on-site and their associated standards are as follows:

Open Space Typology	Wyre Forest Standard
Local parks	0.24ha/1000 people
Natural and semi-natural green spaces	2.3ha/1000 people
Amenity green space	0.29ha/1000 people
Provision for children	0.05ha/1000 people
Provision for young people	0.03ha/1000 people

The total amount of open space required by the Malvern Hills standard is 1.00ha/1000 population and the Wyre Forest Standard is 1.64ha/1000 population. These areas are based on 145 dwellings with an average occupancy rate of 2.4 per dwelling. The provision of 5.32ha (incl LEAP & SuDS) of open space therefore meets and exceeds the standard set by both Local Planning Authorities.



Figure 5.3: Land Use Plan.

5.4 Access

Vehicular Access

The primary vehicular access to the development will be from Areley Common (B4196). This will result in the loss of a small section of the existing hedgerow along the Site's frontage. In addition, a small section of existing hedgerow within the Site will also be removed to accommodate the Spine Street through the development.

Pedestrian and Cycle Access

The existing bridleway that crosses the eastern part of the Site is proposed to be retained along its current alignment within a green corridor through the development. The existing bridleway provides a pedestrian and cycle connection to Marlborough Drive and the proposed recreational routes will link with the existing bridleway, providing a safe and direct connection to the existing footway along Areley Common.

Public Transport

The Site is well located with regards to existing bus stops. The nearest bus stops to the development are located on Redstone Lane, approximately 85 metres from the Site's northern boundary as well as on Areley Common approximately 200 and 250 metres from the Site's northern and southern boundary respectively. The existing bridleway links the Site to Marlborough Drive, providing a convenient walking

route to the existing bus stops.

Service vehicles

The detailed design and dimensions of the development's new streets will be submitted and agreed with the LPA as part of the future Reserved Matters submissions. Critically, the streets will be designed to accommodate service vehicles without allowing their requirements to dominate the layout. The detailed layout design will accord with Schedule 1, Part H of the Building Regulations to ensure appropriate waste collection, vehicle access and bin carry distance standards are achieved.

Emergency Vehicles

The detailed design of the layout will be designed in accordance with Part B of the Building Regulations, 'Access and Facilities for the Fire Service' to ensure sufficient carriageway widths and appropriate access for fire appliances can be achieved.



The development will be accessed off Areley Common.

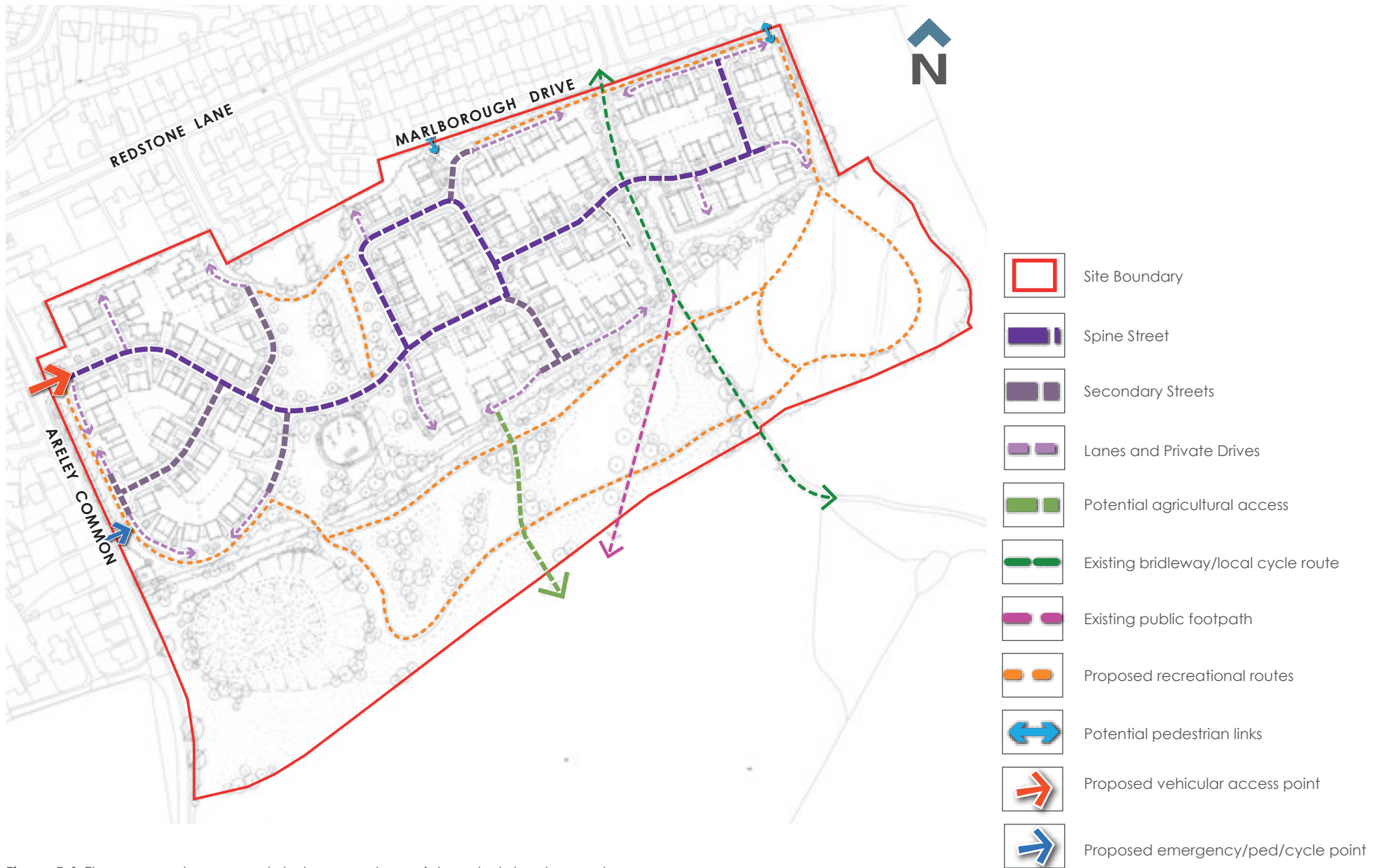


Figure 5.4: The proposed movement strategy creates an integrated development.

5.5 Layout

It is important to note that the layout of the development is a Reserved Matter. However, the key principles need to be communicated within the Design and Access Statement to ensure the subsequent detailed design reflects the initial aspirations and development structure.

These key principles are:

- The new homes will consist of a mix of 2 and 2½ storey buildings. New dwellings will be a mix of detached, semi-detached and terraced homes.
- The vehicular access point to the development will be from Areley Common. A small loss of part of the existing central hedgerow will occur to accommodate the main street. Consequently, new tree and hedgerow planting will be provided within the Site to mitigate the loss of the existing vegetation.
- New dwelling frontages along Areley Common will form a continuous frontage that reflects the style of housing seen here. Given the Site's location on the southern approach into the settlement, it is important that the new development respects and integrates into the existing settlement pattern of its surrounding context, while also forming an attractive entrance feature into Astley Cross and Stourport-on-Severn.
- Lower density development towards the periphery of the Site will be of an architectural style and layout that reflects its edge-of-settlement setting.
- The development will be set within an attractive landscape framework and will be structured to respect the existing landscape features, including the retention and reinforcement of the existing boundary vegetation and the central hedgerow that runs through the Site.
- The local ridgeline which crosses the Site should be left undeveloped to respect this high point. New landscaping will help visually assimilate the proposals into the wider landscape.
- New areas of public open space will include a children's play area, a new parkland and areas for informal recreation, such as walking and picnicking. A new 10m wide planted buffer is proposed to respect the semi-natural broad-leaved woodland in the south eastern corner of the Site.
- A new recreational route will meander through the areas of open space and existing woodland, with new pedestrian links connecting to the existing bridleway and local cycle route, integrating the Site into its wider context. The new recreational routes and existing bridleway and local cycle route will be lit appropriately and overlooked to allow for natural surveillance. The existing bridleway will be upgraded and reggraded to be level with Marlborough Drive and widened to 3m.
- A new SuDS feature will be provided in the lowest part of the Site. These features will store water during periods of persistent or heavy rainfall in order to maintain run-off from the Site to present day conditions, and will be designed to maximise their wildlife value.
- The pump stations have been located adjacent to the south western SuDS feature and in the south eastern area of the parkland at low points of the Site. New planting around them will screen them from views.

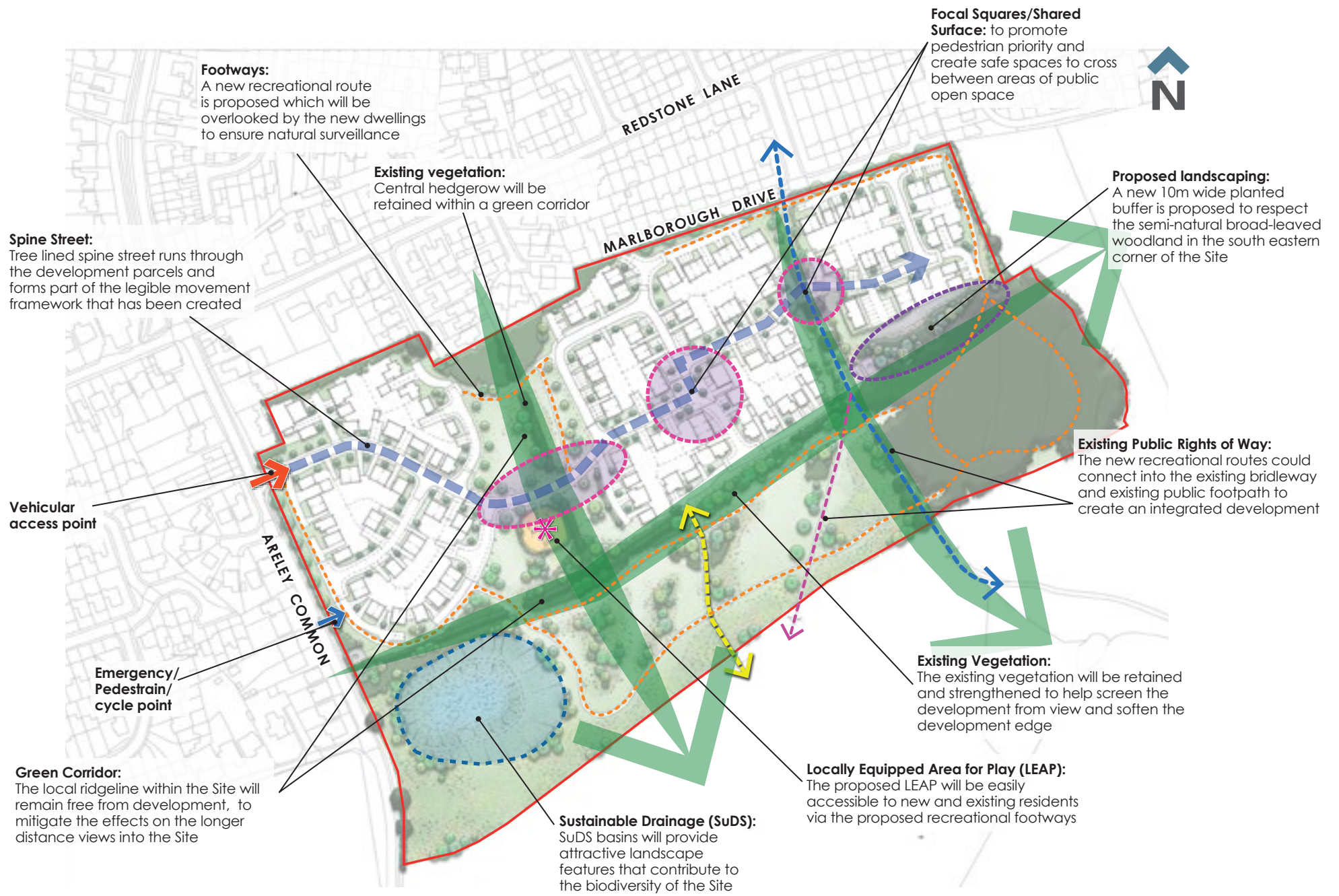


Figure 5.5: Layout Principles Plan.

Street Hierarchy and Legibility

The Development Framework Plan and the Illustrative Masterplan have been designed to show how a clear hierarchy of streets and spaces should be created so that it will be clear for residents and visitors alike to know where the principal routes are and how to navigate their way around the development. The design proposals provide for a layout where each street and route within the hierarchy will be an identifiable type. The character areas are identified on the following pages.

Character Area – Spine Street

The Spine Street provides the connection between Areley Common and the core of the development. The Spine Street will be the principal street running through the development, and will be suitable for all types of predicted traffic movement. The key characteristics of the Spine Street are as follows:

- **Defined by a more formal arrangement of buildings with occasional varied building line and differing set back distances.**
- **In parts, strong and consistent building frontages should front the street to mark its importance as the principal street serving the development and aid legibility.**
- **A considered mix of parallel frontages and gable frontages will help to break up the roofscape and add character.**
- **Will accommodate safe movement for vehicles, cyclists and pedestrians. Differing surface materials will therefore help to passively control traffic speeds.**



Character Area – Secondary Streets

The Secondary Streets will provide important connections from the Spine Street to the peripheral areas of the development. The key characteristics of the Secondary Streets will be as follows:

- **Defined by more informal arrangement of buildings with a more varied building line and differing set back distances.**
- **In limited areas, and at low points of the development, dwellings up to 2½ storeys may be proposed to aid legibility and define key buildings and spaces.**
- **Will accommodate safe movement for pedestrian, cyclists and vehicles. Differing surface materials will help to passively control vehicle speeds.**



Character Area – Lanes and Private Drives

The Lanes and Private Drives will play an important role in the character of the development, marking the peripheral parts of the development parcels overlooking the new open spaces. The key characteristics of the Lanes and Private Drives are as follows:

- **Predominantly detached dwellings to create lower densities, and varied set back distances and building orientations.**
- **Good sized front gardens will assist in creating softer building lines that appropriately mark the transition between the built environment and the development's open spaces.**
- **Generally will take the form of shared surface, private drives.**



Character Area – Recreational Routes

These traffic-free routes will run through the areas of public open space and the existing woodland, providing important connections to the play area and the existing settlement edge. The key characteristics are as follows:

- **The routes will pass through the areas of open space and attractively landscaped areas, which will be overlooked by the new homes to ensure they are safe and secure to use.**
- **The routes will be clearly visible and sensitively signposted, providing clutter free paths.**
- **Sensitive lighting will avoid light pollution and potential conflicts with ecological objectives.**
- **The routes will be more than just paths for non-vehicular movement. For example, benches will be placed alongside them to coincide with key points of interest, such as the Locally Equipped Areas for Play (LEAP).**



Street Design

Calming and slowing traffic is an important part of delivering streets for people, and encouraging walking and cycling. To slow vehicles and to encourage users to drive with caution, it is expected that some, or all of the following methods will be used:

- **Locating buildings so that they are close to the street edge or carriageway.**
- **The introduction of features that act as visual 'incidents' along the street.**
- **Changes in the carriageway surface.**
- **The use of well designed 'shared surfaces' to create streets for all.**
- **Carefully restricting forward visibility through the arrangement of buildings, the building line and landscape treatment.**

Parking

The new car parking will be in accordance with Worcestershire County Council (WCC) Parking Standards, set out in section 4 of the WCC Steetscape Design Guide (2020).

The new residential parking will predominately be off-street, on driveways or in garages, as well as in grouped dedicated on-street areas.

Appendix A sets out the following minimum standards:

- **C3 Residential 1 Bedroom dwellings: 1 space per unit**
- **C3 Residential 2 & 3 Bedroom dwellings: 2 space per unit**
- **C3 Residential 4 & 5 Bedroom dwellings: 3 spaces per unit**

This standards also sets out the cycle parking spaces per dwelling. The proposed development will be expected to provide at least:

- **1 secure spaces per unit for 1 Bedroom dwellings**
- **2 secure spaces per unit for 2 & 3 bedroom dwellings**
- **2 secure spaces per unit for 4 & 5 bedroom dwellings**

Non-allocated visitor parking will be provided at a rate of 20% of overall parking provision.

Creating a Safe and Secure Environment

Opportunities for creating a safe and secure environment and providing surveillance will be included in the proposed design of the development, principally through the layout and positioning of buildings, spaces and uses. Where appropriate, development will incorporate measures for crime reduction that are consistent with those recommended by the Secured by Design (SBD) - Homes 2016 (2016).

To ensure the proposed development is in accordance with SWDP Objective E 'Communities that are safe and feel safe' the Development Framework Plan and Illustrative Masterplan incorporates the design principles set out in the SBD Homes 2016. These principles are illustrated on Figure 5.6.



Figure 5.6: 'Designing out crime' Principles.

5.6 Scale

The development proposals show an average density of 35 dwellings per hectare, which achieves an efficient use of the Site, whilst providing a balanced approach to the provision of green infrastructure. In general terms the density of development will graduate from higher densities along the proposed Spine Street from Areley Common to lower densities towards the peripheral areas and the existing settlement edge. However, within this overall density framework a range of densities will be established through the Site. When combined with landscape and building form, this will assist in providing different areas of recognisable character.

The new dwellings will generally be 2 storeys in height. Building heights will be limited to 2 storeys along the northern boundary to reflect the storey heights of existing dwellings here, and along the southern boundary to respect the Site's countryside edge.

2½ storey buildings will emphasise the development's frontage on Areley Common as well as in key spaces to achieve the following townscape functions, including:

- **To emphasise the importance of the Spine Street and aid legibility.**
- **To create key groupings overlooking important areas of open space located within more central parts of the development.**
- **To enclose important residential spaces.**
- **To terminate vistas along the proposed streets and open spaces.**
- **To punctuate the street scene.**

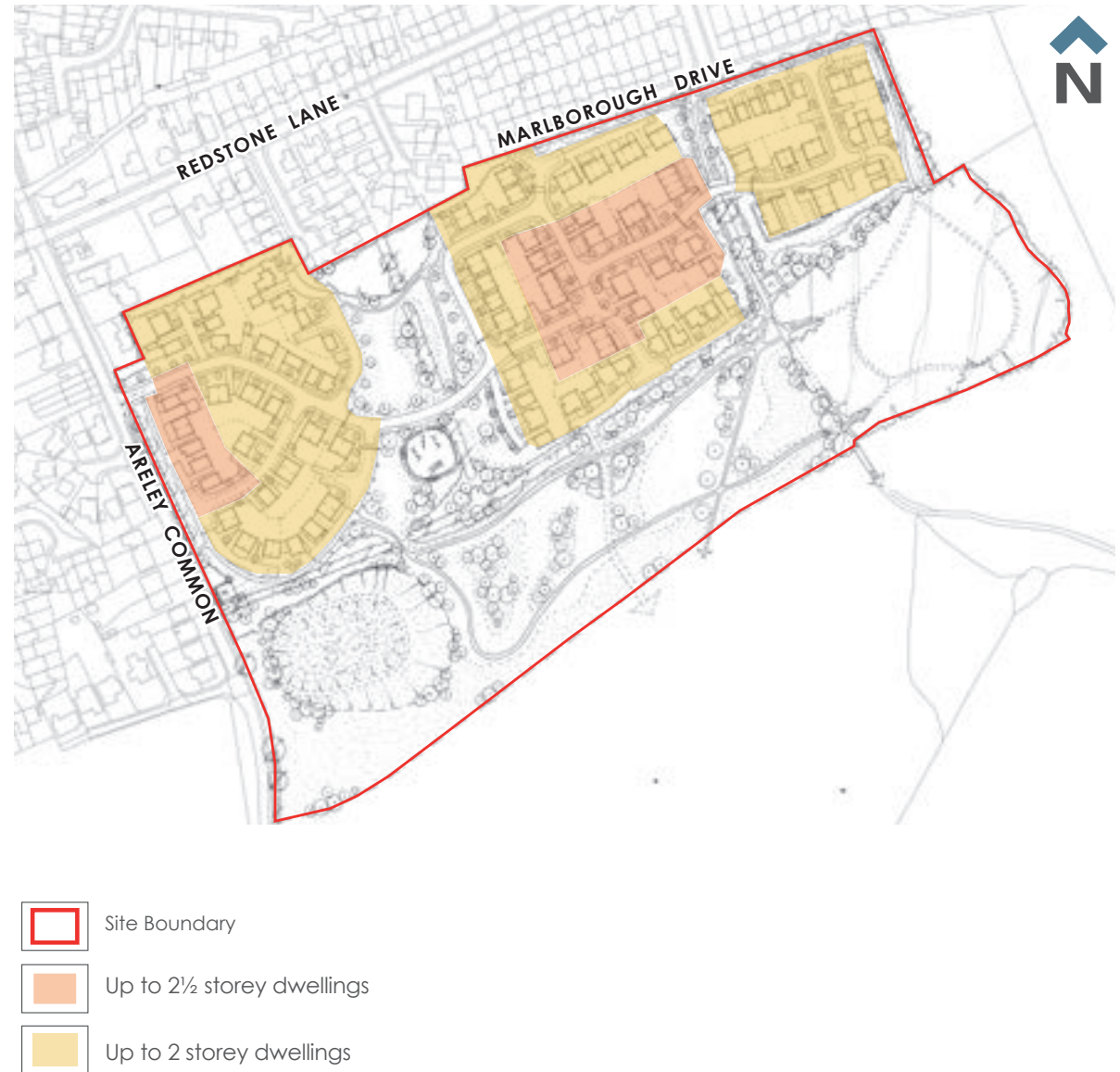


Figure 5.7: Building Heights Plan.

5.7 External Appearance

The external appearance of the development is a Reserved Matter, although the principles need to be communicated within the Design and Access Statement to provide a design framework at the detailed design stage.

In overall terms, the building form, architectural style, detailing and materials, will contribute to the character of the development. The design of the Development Framework Plan and Illustrative Masterplan show how the development contributes towards local distinctiveness and avoid a development that could be found anywhere. Therefore, at the detailed design stage particular attention will be given to local landscape and building traditions, boundary treatments, mix of materials, scale and proportion. The following section provides a context for the subsequent detailed planning application.

- **Simple Built Form:** Buildings designed with a simple built form and appropriate level of detailing that complements the local vernacular.
- **Unity:** New homes will convey an impression of unity relieved by minor points of detail, materials and grouping, producing a variety with harmonious identity.
- **Key Buildings:** Key buildings using special details, raised building heights and/or increased massing will be used in key locations.
- **Corners:** Houses on corners should have dual frontages and use features such as bay windows to emphasise their pivotal position.
- **Active Edges:** Building frontages will be as 'active' as possible, particularly at groundfloor level. Windows to active rooms, such as living room and kitchen, will face the public realm so there will be no blank facades facing streets.

Palette of materials

A restrained palette of materials should be used, although there will be subtle changes in composition of materials to strengthen the identity of individual areas. The choice of materials should be consistent with local colours:

- **Facing brickwork:** Mainly red/orange and red/brown shades.
- **Render:** Use of render in white and cream to highlight key buildings or frame key spaces through the development.
- **Roof finish:** High quality artificial slate tiles (with thin profiles) and plain tiles to provide variety within the roofscape.
- **Windows:** Rectangular vertical white windows. Concrete or cast stone and splayed brick headers above windows and sills below windows to draw upon important characteristics of Astley Cross and the surrounding areas.
- **Chimneys:** Used to break up the roofscape and create vertical rhythm.
- **Front doors and porches:** Simple traditional front door designs with fanlight or box light above, in complementary shades of colour.
- **Rainwater goods:** Discreet and uniform. Generally black PVCu with gutters having a half-round profile.
- **Boundary Treatments:** Low red brick walls to be used in front gardens facing key spaces. Dwellings fronting public open space should use hedgerows to reflect the countryside edge.



The existing materials in Astley Cross will be reflected.

5.9 Green Infrastructure and Drainage

Landscape Design

The landscape proposals have evolved through an analysis of the Site and its setting as well as best practice design guidance. As set out earlier in the DAS, the development comprises 5.32ha of green infrastructure. Therefore, approximately 62% of the Site will comprise areas of retained trees and hedgerows, existing woodland, new landscaping, public open space, a children's play area and SuDS features.

The following key green infrastructure and landscape design principles are proposed:

- **Open space provision will include areas of public open space, incorporating the green corridors within the Site, with a focus on community facilities including a new children's play area and landscaped recreational routes.**
- **A new parkland in the south of the Site, sets the new development in a strong green framework and will create a gateway feature when arriving into Astley Cross from the south. This area will also help respect and enhance views out to the south of the development and the settlement.**
- **The vast majority of existing trees and hedgerows will be retained and supplemented with new tree planting, especially to the south to reinforce the visual containment of the Site.**
- **The central hedgerow and existing bridleway and local cycle route will form green corridors through the development, and will be enhanced by long grass margins and tree planting which will provide wildlife benefit and an attractive outlook for the new dwellings.**
- **The existing semi-natural broad-leaved woodland in the south eastern corner of the Site will be retained, and a new 10m planted buffer to the north of the woodland is proposed. The proposed recreational route could pass through the existing woodland as well as the development's public open spaces.**
- **Proposed SuDS features in the southern parts of the Site will store water during periods of persistent or heavy rainfall in order to maintain run-off from the Site to present day conditions. The SuDS features will be designed to maximise their wildlife value.**

The future maintenance and management will be secured for the long-term via a planning obligation using an appropriate public body or private management company.



Recreation

The proposed development will consist of a mix of formal and informal open spaces providing a range of recreational benefits for both new and existing residents.

Formal provision is to be provided in the form of a Locally Equipped Area for Play (LEAP). At the detailed design stage the play area will be designed to offer disabled children the same play opportunities as other children.

The areas of open space and existing woodland accommodated on the Illustrative Masterplan will provide a substantial new asset for informal recreational activities, including walking, picnicking and informal play.



Sustainable Drainage Systems

The detailed drainage strategy for the development will be determined in accordance with the standards set out by the Lead Local Flood Authority (LLFA). An attenuation basin is proposed in the south eastern part of the Site, with an outfall to the watercourse to the south. The attenuation basin restricts surface water discharge from the development to the natural greenfield run-off rate and will provide storage to attenuate the balance of the water required to restrict surface water discharge to greenfield rates for a 1 in 100 year plus climate change event.

Should a connection into the southern watercourse not be possible, a secondary option would be a pumped outfall to the public surface water sewer network to the north of the site.

The attenuation basin will comprise shallow vegetated basins for the attenuation and retention of flows. It will condition the quality of the water and provide landscape, amenity and ecological benefits. The attenuation basins will be landscaped with native emergent and marginal vegetation.



5.10 Sustainability

The NPPF sets out the three dimensions to sustainable development: economic, social and environmental. Paragraph 6 of the Framework states that the policies in paragraphs 18 – 219, taken as a whole, constitute the Government's view as to what sustainable development means for the planning system. The following section describes what makes the proposal a sustainable form of development.

The Economic Role

- The development would contribute to the economic role of the area by generating employment and tax receipts during construction.
- In the longer term the local economy would benefit from the provision of housing workers, investment in local infrastructure and services, additional expenditure on goods and services, from the New Homes Bonus and from additional Council Tax receipts.

The Social Role

- The Local Planning Authorities suggest that they have a robust housing land supply, however more housing and additional deliverable sites are required in order to meet this demand and maintain the five year housing supply required by National Policy. The development would contribute to providing new housing and addressing the current shortfall in supply within Malvern Hills District Council.
- Up to 40% of the new homes will be affordable, providing new housing opportunities for existing residents in the area.
- The new children's play area and areas of open space and recreation routes within the Site, will help to support community health and wellbeing.
- The Site is located in an accessible location near to existing bus stops which provide links to the centre of Stourport-on-Severn and further afield to Kidderminster and Worcester.

The Environmental Role

- A wide range of connected open spaces comprising existing and new landscaping, SuDS feature, a children's play area and opportunities for biodiversity enhancements, will ensure all new homes are within easy reach of open spaces.
- An attenuation basin will be used to avoid any adverse impact in terms of flood risk.
- The new green infrastructure will enhance the character and quality of the development.
- At the detailed design stage, the new homes will be designed to meet national and local targets in respect of reducing energy demand, carbon emissions and energy efficiency.

This page has been left intentionally blank

06. CONCLUSION

This Design and Access Statement has been prepared on behalf of Gladman Developments Ltd in support of the Outline Planning Application for up to 145 homes, including a vehicular access point off Areley Common, public open space, parkland, a children's play area, landscaping, drainage and associated works.

KEY BENEFITS




- ✓ The provision of up to 145 high-quality new homes
- ✓ The delivery of 40% affordable housing
- ✓ Helping Malvern Hills & Wyre Forest District Councils meet their housing targets
- ✓ Creating substantial areas of public open green space for all to enjoy
- ✓ Protecting existing habitats and creating new ones, including the retention and extensive enhancement of the existing woodland, trees and hedgerows on-site
- ✓ Creating local jobs during the construction phase
- ✓ Investing in the local economy, aiding the recovery from the COVID-19 pandemic
- ✓ Financial contributions towards the improvement infrastructure



The Areley Common, Astley Cross Masterplan sets out the importance of the Building for a Healthy Life publication for achieving best practice design. Therefore, to conclude the DAS, the following pages provide an assessment of this planning application against the principles of good design contained within Building for a Healthy Life.

INTEGRATED NEIGHBOURHOODS		SCORE
Natural connections	<ul style="list-style-type: none"> ✓ The planning application allows for 'edge to edge connectivity' facilitated by the new streets running through the length of the Site. ✓ The proposals respond to pedestrian and cyclist desire lines, which includes pedestrian connections to areas of interest (such as the existing woodland, parkland and children's play area) and a pedestrian/cycle/emergency connection onto Areley Common. ✓ A connected street network is achieved. ✓ The principles of 'filtered permeability' are achieved whereby the private drives and lanes, create pleasant low traffic environments with pedestrian connections will allow pedestrian movement to the existing footway network along the Site's southern boundary. ✓ A connected network of green spaces connect existing and new habitats, safeguard existing wildlife corridors and create new movement corridors for nature. ✓ The existing woodland and the majority of the existing trees and hedgerows are retained within the public realm, safeguarding their future retention, management and improvement. 	✓
Walking, cycling and public transport	<ul style="list-style-type: none"> ✓ The Spine Street is designed to accommodate a pedestrian footway along both sides of the carriageway. ✓ The lanes are to form shared surface street spaces. ✓ Footways along the Spine Street and Secondary Streets will provide a connected pedestrian network. ✓ All of the homes are located within easy reach of the existing bus stop along Redstone Lane. The access proposals provide direct access to this bus stop. 	✓

Facilities and services	<ul style="list-style-type: none"> ✓ The parkland and wildflower meadow area at the Site frontage along Areley Common to complement existing surrounding uses. ✓ The new children's play area will inherently create further points of community activity. The parkland, existing woodland and areas for picnicing are easily accessible to the play area and the Astley Cross, connected via the new recreational routes and public footpath through the development. 	✓
Homes for everyone	<ul style="list-style-type: none"> ✓ At the detailed design stage, the homes and streets will be designed so it is difficult to determine the tenure of properties through architectural, landscape or other differences. ✓ A range of house types, sizes and tenures are to be provided to meet local needs and create a broad-based community. ✓ Affordable homes are to be distributed across the Site. 	✓
DISTINCTIVE PLACES		
Making the most of what's there	<ul style="list-style-type: none"> ✓ A thorough understanding of the Site has been gained by site visits and desktop research in order to appreciate the local area and how the Site's existing features can be incorporated into the design proposals. ✓ Existing features, such as the woodland, trees and hedgerows, are used as "anchor features" to inform and shape the design proposals. Features such as the existing mature hedgerow through the centre of the Site and the TPO'd trees will be retained within the proposals and enhanced where appropriate. ✓ The attenuation basin will form a key and integral part of the Site's green infrastructure, delivering both landscape and ecological enhancements. ✓ Existing habitats are to be protected and enhanced. New habitats are to be created. 	✓
A memorable character	<ul style="list-style-type: none"> ✓ At the detailed design stage, inspiration will be drawn from the local vernacular and character seen within Astley Cross and Stourport-on-Severn. ✓ New green spaces and the existing and new landscaping within them will create places with a memorable character. ✓ The masterplan proposals create a design framework within which memorable spaces and building groupings will be created at the detailed design stage. ✓ At the street naming stage, the opportunity exists to have names that have a connection to the locality. 	✓

Well defined streets and spaces	<ul style="list-style-type: none"> ✓ All streets will benefit from having active frontages. ✓ The streets and spaces are to be well-defined using buildings and landscaping to enclose and define spaces. ✓ At the detailed design stage, front doors will face streets and public spaces. Dual-aspect homes on street corners will have windows serving habitable rooms. ✓ The design proposals are based upon well-defined perimeter blocks. 	
Easy to find your way around	<ul style="list-style-type: none"> ✓ Legibility has been a key consideration from the outset of the design process. The streets have been designed to connect with one another and to be as direct as possible (noting topographical constraints). ✓ The Illustrative Masterplan demonstrate how streets are to be used as the main way to help people find their way around a place. For instance, the Spine Street will be distinguishable from the more minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies, materials and boundary treatments. 	
STREETS FOR ALL		
Healthy streets	<ul style="list-style-type: none"> ✓ The design speed for the Spine Streets and Secondary Streets will be 20mph and 15mph for the Mews, Lanes and Courtyards and Green Edges. ✓ Green verges and pocket greens will be located along Spine Streets where possible. These areas will contain tree and shrub planting. ✓ The shared surface nature and low design speeds of the Lanes and Private Drives will create streets that encourage more social interaction and street life, bringing wider social benefits. ✓ At the detailed design stage, new and existing landscape will provide layers that add sensory richness to a place – visual, scent and sound. ✓ The new homes will front the streets with active edges that will provide natural surveillance to create the basis for a safe new neighbourhood. 	

Cycle and car parking	<ul style="list-style-type: none"> ✓ The DAS sets out both the car and cycle parking provision, which is to be provided in accordance with both District's Parking Standards SPD. The emphasis is on incorporating adequate, safe and secure parking for vehicles and bicycles in a discreet and sensitive manner. ✓ Cycle parking is to be secure and overlooked. ✓ Where used, parking courtyards will have properties within courtyard spaces with habitable rooms providing natural surveillance. 	✓
Green and blue infrastructure	<ul style="list-style-type: none"> ✓ The connected network of green spaces will maintain movement and feeding corridors for wildlife. ✓ The recreational routes and footways within the development combined with pocket greens and areas of public open space will encourage physical activity and social interaction. ✓ The attenuation will capture and manage water close to where it falls. This feature will form an integral part of the development's green space to deliver a range of landscape, recreational and ecological benefits. ✓ The masterplan proposals create a habitat network providing residents with opportunities to interact with nature on a day-to-day basis. ✓ Natural surveillance opportunities are maximised from the adjacent dwellings and buildings and from the connected network of traffic-free routes. 	✓
Back of pavement, front of home	<ul style="list-style-type: none"> ✓ At the detailed design stage, defensible space and strong boundary treatments will be used, with an emphasis on boundary treatments that add ecological value and/or reinforce Arcadian characteristics. ✓ At the detailed design stage, waste storage and utility boxes will be well-integrated. ✓ In places, such as the lanes and where topography allows, deeper front garden spaces will create opportunities for social interaction. ✓ Where used and wherever possible, ground floor apartments with their own front doors and semi-private amenity spaces will be used to help to enliven the street whilst also reducing the amount of people using communal areas. 	✓

This page has been left intentionally blank



Dixies Barns, High Street, Ashwell, Hertfordshire, SG7 5NT
email: ashwell@csaenvironmental.co.uk