

Land South of Barons Cross Road

Design and Access Statement

February 2023

Rev S3-A

MÜLLER

Design and Access Statement.



Land off Barons Cross Road, Leominster.



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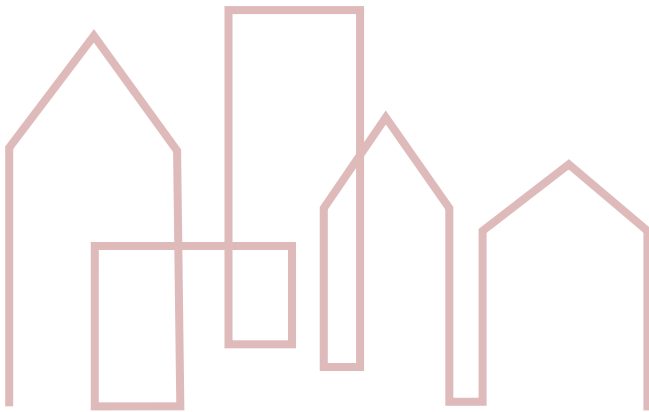
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1. Background



1.0 Scope of the DAS.

1

Background

An overview of the existing situation in terms of the site itself, planning history and the proposal aspirations.

This Design and Access Statement (DAS) has been prepared by Archi-Scape Ltd on behalf of Müller Property Group, to accompany an outline planning application, which seeks permission to develop 118no. dwellings with associated infrastructure and open space, within a parcel of land to the south west of Leominster, Herefordshire.

This DAS has also been written in accordance with industry recognised best practice guidance including the *CABE Design and Access Statements - How to Write, Read and Use Them*. A number of additional reports and surveys have been produced to supplement the application and should therefore be read in conjunction with this DAS as follows:

2

Response to Context

An illustration of the steps taken to analyse the relevant context of the proposed development site itself and the surrounding area.

To conform with Planning Practice Guidance and the Development Management Procedure (England), this DAS aims to highlight the fundamental context analysis undertaken to inform initial design concepts, how the design for the scheme has evolved, and then explain the principles upon which the refined proposal is based. The following items will be illustrated throughout:

- Design rationale and vision for the development;
- Relevant planning policy;
- Steps taken to analyse context and demonstrate how the design has responded;
- Initial design principles and concepts;
- Relevant consultation and design evolution;
- Characteristics of final proposal.

- Planning Statement by Cerda Planning Ltd;
- Transport Assessment prepared by Mode Transport Planning;
- Framework Residential Travel Plan prepared by Mode Transport Planning;
- Heritage Impact Assessment prepared by Border Archaeology;
- Preliminary Ecological Appraisal and Phase 2 Ecology Survey prepared by Harris Lamb;
- An Agricultural Land Classification prepared by Soil Environmental Services;
- Landscape & Visual Impact Assessment prepared by Greenway LA Ltd;
- Flood Risk Assessment and Drainage Strategy prepared by RMO Consultants;
- Arboricultural Impact Assessment prepared by Shields Arboricultural Consultancy;
- Noise Impact Assessment prepared by E3P;
- Air Quality Assessment prepared by Redmore Environmental;
- Geoenvironmental Phase 1 Desktop Study by Georisk Management.

3

Evaluation and Evolution

An overview of key design parameters, identified within the Response to Context section, which have informed the decision making process.

4

Description of Proposal

An explanation of the design principles underpinning the final proposal.

Structure of DAS and scope of each chapter

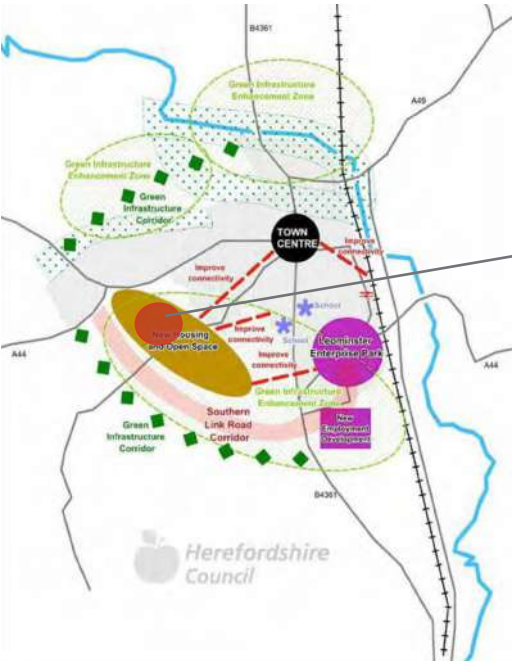
1.1 Site Location & Designation.



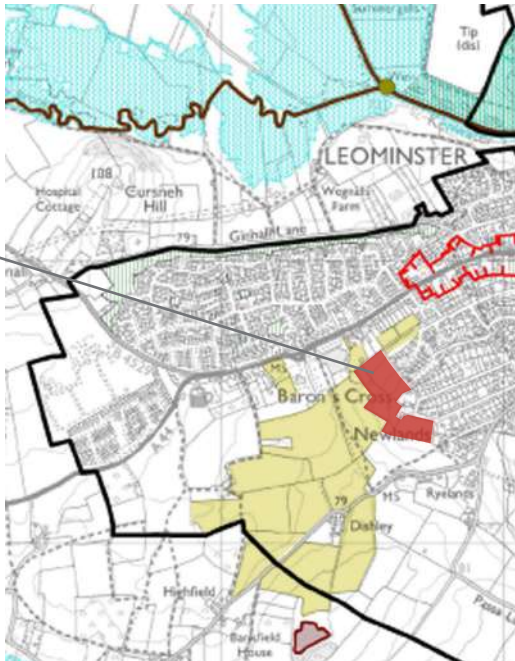
Aerial View

The site to which this application relates is situated within the Leominster 'Urban Fringe' approximately 1.3km to the south west of the town centre and south of Barons Cross Road (A44). The site is located immediately adjacent existing residential housing to the north and east with open countryside, in the form of 'Principal Settled Farmlands', currently to the south.

A crucial point to note for this application however, is the site's 'edge of settlement' characteristic, which is set change as a result of a large proportion of the open countryside land to the south west being proposed for the 'Leominster Strategic Urban Expansion' (SUE), set out within Policy LO2 of the Herefordshire Local Plan Core Strategy document. The settlement boundary has been extended to include the relevant land parcels required for the SUE which will also encompasses the application site as a result and therefore sandwiches the site between urban development, illustrated by the adjacent plans. The site's previous land designation of Green Space has been removed within the latest iteration of Leominster Policies Map.



Leominster Strategic Urban Extension - Herefordshire Local Plan Core Strategy



Landscape Designations Policies: Leominster Town Policies Map

- Legend
- Application site
 - Proposed SUE/recent residential development
 - Revised settlement boundary

1.1 SUE Illustrative Masterplan

In order to assist with understanding how the sustainable urban extension 'SUE' could be comprised, the masterplan below has been produced. Furthermore, this also assists with understanding how the proposal could be incorporated as a key component of the overall SUE.



1.2 Planning Background & 1.3 Design Rationale.

Planning Background

There are no historic planning applications for the site however, the allocated SUE (within both the Local and Neighbourhood Plans) is situated immediately adjacent.

Pre application advice was sought from Herefordshire Council under application number 212313/CE. Specific details of the pre-application advice will be covered during the design evolution phase.

Design Rationale

The scheme has been devised by embracing the Building for a Healthy Life (BHL) design guidance. This document has superseded the widely used Building for Life 12 (BFL). BHL is underpinned by the original twelve point criteria set out within BFL but integrates results of the three-year Healthy New Towns Programme led by NHS England and NHS Improvement seeking to 'Put Health into Place').

Building for a Healthy Life aims to assist the delivery of neighbourhoods and new places whilst thinking about and applying twelve key considerations.

Furthermore, it is designed to 'frame' discussions between Local Authorities, developers, local communities and other stakeholders. BHL aims to assist in creating better places for both people and nature.

BHL uses the traffic light system as a 'design process structure' not a scoring system. The more green lights the better the development will be, amber lights suggest an element is not entirely resolved and red lights indicate the relevant aspect should be reconsidered.

The criteria is set out below:

Integrated Neighbourhoods

1. Natural connections
2. Walking, cycling and public transport
3. Facilities and services
4. Homes for everyone

Distinctive Places

5. Making the most of what's there
6. A memorable character
7. Well defined streets and spaces
8. Easy to find your way around

Streets For All

9. Healthy streets
10. Cycle and car parking
11. Green and blue infrastructure
12. Back of pavement, front of home



1.4 The Vision & 1.5 Design Objectives.

The overall vision for the site is to create an attractive 'landscape led' development, which will integrate seamlessly within the existing mature landscape setting, and reinforce the local character of Leominster.

It is envisaged, given the site's location, that the proposal could positively contribute with the facilitation of the Leominster Strategic Urban Expansion to create a healthy, connected and pleasant new environment with a range of new dwellings fit for modern twenty-first century living.



Design Objectives

- To integrate the proposal within the wider landscape setting, the development should be shaped around the existing established landscape features of the site. A proportion of which would benefit from being incorporated within generous, meaningful green linear spaces;
- To design a high-quality place which embraces the unique qualities of the local vernacular by seeking ways to reinterpret distinctive character traits, whilst avoiding pastiche development;
- To provide a range of dwellings which are fit for contemporary living and deliver the appropriate volume of affordable housing;
- To provide a connected, permeable environment to embrace healthy living, whilst also adopting inclusive design by ensuring the site is accessible to all throughout;
- To promote climate resilience by considering embodied energy, end user energy consumption and recycling provisions for example, with a view to creating a carbon neutral development (or as close as possible);
- To take opportunities to enhance biodiversity and preserve local habitats, to create an overall net gain.

2. Response to context



2.0 Approach & 2.1 Planning Backdrop.

Approach

A wide range of considerations have been explored to identify any constraints and opportunities within the site as well as in the local vicinity which may influence the design. Moreover, this process greatly assists with understanding the immediate surrounding area and ensures design proposals respond effectively. The character of the local area has been studied, in terms of prominent defining landscape and built features including form, the aspect of scale, materiality and architectural detail.

The context appraisal has considered:

- Planning Backdrop
- Housing Need
- Historic Growth
- Archaeology and Heritage
- Local Character Appraisal - Built Form
- Local Character Appraisal - Landscape
- Landscape and Visual Impact
- Access, Movement and Connectivity
- Facilities, Services and Amenities
- The Site
- Arboriculture
- Ecology
- Noise
- Hydrology and Flood Risk
- Drainage
- Utilities
- Site Opportunities and Constraints

A summary of the main opportunities and constraints for the site follows the above contextual analysis within the Evaluation and Evolution section.

Planning Backdrop

A detailed assessment of planning policy is set out within the application accompanying Planning Statement. This overview focuses on relevant planning policies relating specifically to design and which will have influence over subsequent proposals.

National Planning Policy Framework (NPPF)

At the heart of the NPPF is a presumption in favour of sustainable development. Sustainable development comprises three parts which include economic, social and environmental. These dimensions should be seen as a golden thread running through plan making and decision taking processes.

Section 12 Achieving well-designed places, paragraph 124 makes specific reference to good design as a fundamental aspect of sustainable development. Paragraph 127 requires developments to:

- Function well and add to the overall quality of the area, not just for the short term but 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, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- 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;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

- 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.

Section 15 Conserving and Enhancing the Natural Environment, paragraph 170 provides a list of factors which should influence decisions, including proposals which protect and enhance valued landscapes, recognise the intrinsic character and beauty of the countryside and minimise impacts on and provide net gains for biodiversity.

Local Planning Policy - Herefordshire Local Plan Core Strategy

Policy SS6 Environmental Quality and Local Distinctiveness, states proposals should conserve and enhance environmental assets that contribute towards the county's distinctiveness, in particular its settlement pattern, landscape, biodiversity and heritage assets.

Policy LD1 Landscape and Townscape, states developments should:

- Demonstrate that the character of the landscape and townscape has positively influenced design, scale, nature and site selection, protection and enhancement of the setting of settlements and designated areas;
- Conserve and enhance the natural, historic and scenic beauty of important landscapes and features, through the protection of the area's character and by enabling appropriate uses, design and management;
- Maintain and extend tree cover where important to amenity, through the retention of important trees, appropriate replacement of trees lost through development and new planting to support green infrastructure

Policy LO1 Development in Leominster outlines that a minimum of 2300 new homes are required, through the 2011-2031 plan period, 1500 of which will be provided in the Strategic Urban Extension (SUE) to the south west of the town. The remaining dwellings will be provided through existing commitments, smaller scale non-strategic sites within the existing built up area; those which come forward through the Leominster Neighbourhood Development Plan, or sites judged as having development potential which are identified in the Strategic Housing Land Availability Assessment.

Policy LO2 Leominster urban extension (SUE) outlines what the proposed urban extension will comprise:

- Minimum 1500 new homes at an average density of up to 35 dwellings per hectare;
- Mix of market and affordable (25%) house sizes and types;
- Provision of on-site open space and recreation provision;
- Small scale neighbourhood retail facilities and potential for employment opportunities as demand arises in the form of use class B1 and live/work units;
- Provision of appropriate community and youth facilities within a community hub;
- Provision of a new 420 place primary school and pre-school facilities;
- Appropriate provision of on-site open space, sports and recreation provision. This shall include fully accessible semi-natural natural green space, play provision for all age groups, indoor and outdoor sports provision (some of which may be off site), allotments and new orchard planting;
- New green infrastructure walking and cycling links to the town centre, schools, the Enterprise Park and local public right of way network;
- Sustainable standards of design and construction;
- Comprehensive Sustainable Drainage System to help safeguard against increased flood risk.

Policy H3 Ensuring an appropriate range and mix of housing, requires residential developments to provide both a range and mix of housing units to help create balanced communities. Developments of 50 dwellings and above are expected to include:

- Range of house types and sizes to suit the needs of all households including younger single people;
- Housing capable of being adapted for people in the community with additional needs;
- Housing suitable for the needs of the elderly, and ageing population.

Policy OS1 Requirement for open space, sports and recreation facilities states, provision for such activities will be sought from all new residential development and considered on a site by site basis. Detailed feedback from the Landscape Officer, within pre-application engagement, has highlighted the following quantum required for the application site:

- Dwelling occupancy average of 2.3 per dwelling
- Minimum on site green infrastructure comprising:
Public Open Space (@ 0.4ha per 1000 population)
Children's Play (@ 0.8ha per 1000 population) - a proportion of which should be formal children's play. (@ 0.25ha per 1000 population).

Highways Design Guide for New Developments

This guide stipulates the following parking provisions:

- 1 bedroom dwellings - 1 space
- 2 / 3 bedroom dwellings - 2 spaces
- 4 bedroom dwellings and above - 3 spaces (Can include garages)

Leominster Neighbourhood Plan

LANP13 - Landscapes, states development proposals will be expected to protect and enhance the character of the local landscape.

LANP15 - New Building In Leominster, outlines the expectations for developments to justify their design according to the following points with a view to ensuring Leominster remains a distinctive:

- Design that is appropriate to the local context and setting, taking into account streetscape, building heights and lines, scale and mass, density, plot sizes, layout, means of enclosure, measures to reduce crime and increase personal safety;
- Design that creates high quality buildings that respond to local character and styles, taking into account characteristic architectural design, building materials, form, colour and detailing, scope for innovation, scale and proportion, retain and where possible incorporate existing site features;
- Design variety in the size, type and design of houses, allowance for adaptation to changing lifestyles;
- Design for low carbon emissions, High levels of connectivity and appropriate community spaces.

Appendix 4 of the Neighbourhood Plan highlights design cues that are encouraged;

- Progressive changes in materials as horizontal strata. Texture of materials and repetition/tessellation of small elements, characteristic weatherings;
- Acceptable materials for walls: timber, stone, render, brick - to be used sparingly, mellow and aged appearance, not uniform shade;
- Acceptable materials for roofs: thatch, slate, tile, mitred hips.
- Most houses should have chimneys

2.2 Housing Need & 2.3 Historic Growth.

Housing Need

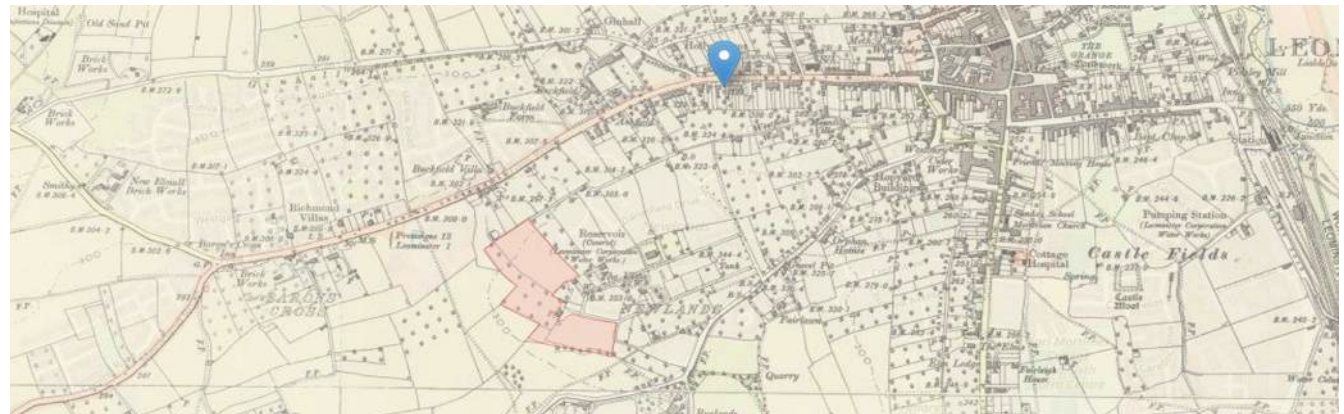
As previously highlighted, the Herefordshire Local Plan Core Strategy has identified that Leominster will need to accommodate 2300 new homes between 2011 and 2031, including 1500 homes within the allocated SUE area. An affordable housing provision of 25% is required within new developments.

Given the site's sustainable location, in relation to the allocated SUE land, the proposal is perfectly placed to contribute to the delivery of the urban expansion by offering a continuation of a new high quality neighbourhood and help to deliver the required housing numbers for local residents.

Historic Growth

Urban growth for Leominster has seen the town grow in a south-westerly direction towards the application site from the historic centre. Most recent and significant urban expansion would appear to have taken place within the 1960s/70s as demonstrated in the adjacent maps.

This trend is set to continue with the proposed SUE recently significantly extending the settlement boundary of Leominster well beyond the application site, stretching further southwest.



Historic map extract, 1886 from the accompanying Landscape and Visual Impact Assessment



Historic map extract, 1964 from the accompanying Landscape and Visual Impact Assessment



Historic map extract, 1977 from the accompanying Landscape and Visual Impact Assessment

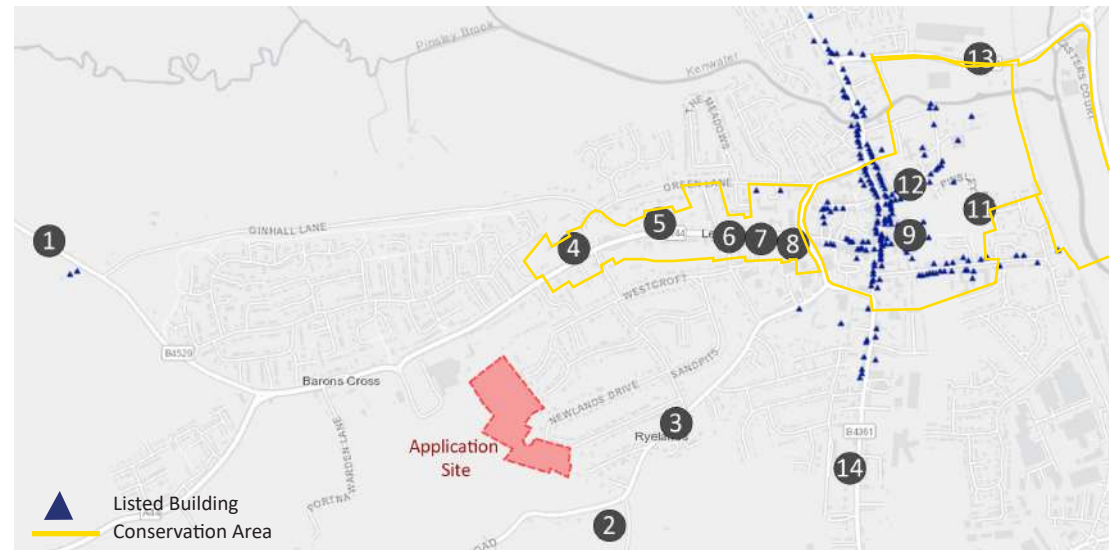
2.4 Archaeology & Heritage.

Archaeology

Border Archaeology have undertaken an Archaeological Assessment of the site. The potential for archaeological remains within the site has been assessed in overall terms as moderate, with particular reference to encountering evidence of medieval and post-medieval activity. Furthermore, the possibility of discovering archaeological remains of prehistoric and Romano-British date has been classified as Low to Moderate.

Heritage

There are no designated heritage assets within the site or in the immediate vicinity of the site boundaries. There are however 59 designated heritage assets and two conservation areas within 1km of the site, shown on the adjacent plan and some of which are pictured below.



11. Grange Court



13. The Poplands



12. The Forbury,



1. The Old Toll House



3. The Lodge



14. Grange Court



4. Buckfield Place



8. 45-57 Barons Cross Road



2. Ryelands

2.5 Local Character - Built Form.

Character Area 1 - Historic Bargates & Barons Cross Road

Urban Form

Well defined with variously sized building groupings, situated perpendicular to the highway with principle elevations orientated towards the street and private amenity spaces to the rear. The build line often varies between building groupings.

Building Typologies & Scale

Varied array of building typologies, generally closely grouped into terrace and semi-detached interspersed with detached properties. Building heights include 2, 2.5 and 3 stories.

Density

Predominantly fairly dense with narrow gaps between buildings.

Enclosure & Boundary Treatments

Defensible spaces to the front of the buildings vary in depth to the street and are often defined by a physical boundary treatment to distinguish public and private space.

Public Realm & Landscape

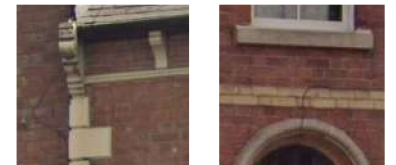
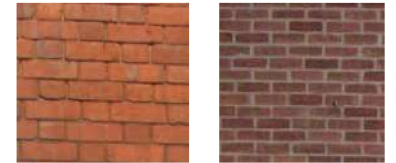
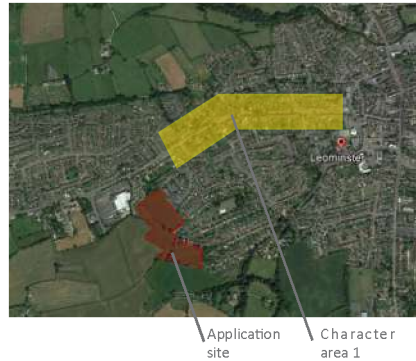
Predominantly hard landscape with occasional planting and soft landscaping within dwelling curtilage. Mature street trees line the highway.

Access & Movement

Access mainly provided directly from the street with upfront and street parking common.

Materiality & Architectural Details

Red brick, render and painted brick, often enhanced with brick banding, are among the most prominent facade facing materials with grey slate and rosemary tiled roofs. Fenestration is accentuated with an array of architectural detailing such as stone heads and cills. Decorative timber pediments and fascias are also a common defining feature, as is the use of stone quoins and dentils.



Character Area 2 - Neighbouring Streets - 1960/70s Urban Expansion

Urban Form

A series of more organic suburban streets and cul-de-sacs. Buildings less formally positioned in relation to the highway. Build lines are also less consistent.

Building Typologies & Scale

Variety of building typologies, generally grouped further apart. Detached and semi-detached properties are more common than terraced groupings. Building heights include 1, 1.5 and 2 storey.

Density

Medium suburban density.

Enclosure & Boundary Treatments

Less formally defined public and private boundaries. Front gardens vary in size and shape and often abut the footway without a 'hard' boundary.

Public Realm & Landscape

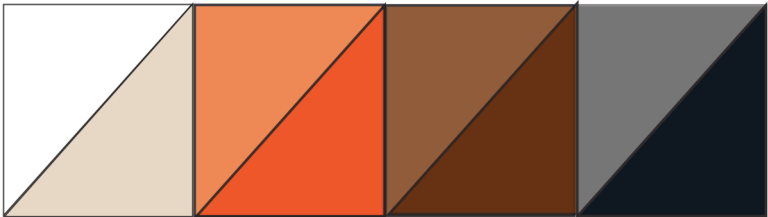
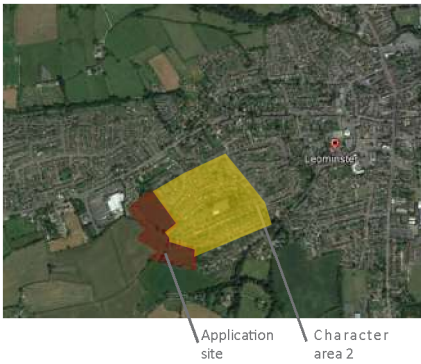
Much 'greener' in appearance through soft landscaping within curtilage being a strong defining feature. The soft landscaping also tends to be less mature and kept to more of a managed domestic scale.

Access & Movement

Access is taken from the street with side drives and upfront parking being the dominant parking provision. Adhoc street parking is also present.

Materiality & Architectural Details

Red, brown and buff facing brick dominate the area, interspersed with rendered facades. Modern references to traditional architectural detailing also evident through hanging tile and brick detailing above and below widow openings.



Local area colour palette

2.6 Local Character - Landscape.

The application site and immediate surrounding open countryside is categorised as Principle Settled Farmlands, with Riverside Meadows beyond as defined by Urban Fringe Sensitivity Analysis Report, 2010 by Herefordshire Council. Key characteristics are as follows:

Primary

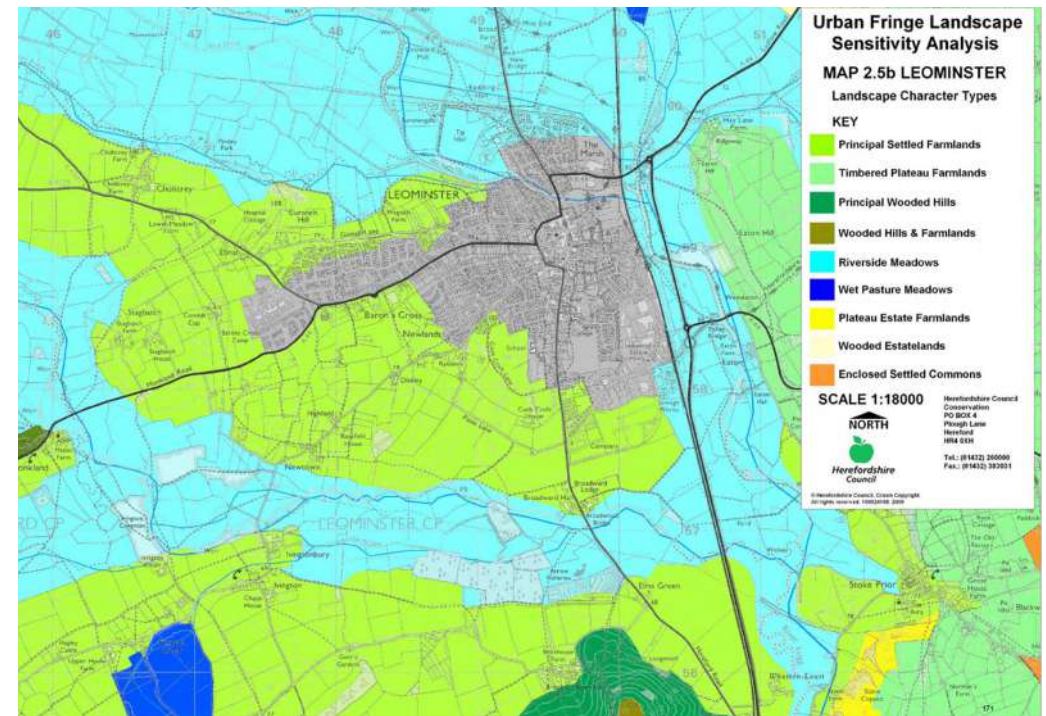
- Pastoral land use;
- Linear tree cover pattern;
- Tree cover provided by hedgerow and watercourse trees;
- Unsettled landscape.

Secondary

- Hedgerows delineate the field boundaries.

A Landscape and Visual Impact Assessment has been prepared for the application by Greenway LA Ltd, the following recommendations are made:

- Ensure the development is set back from the southern boundary hedges so these to continue to screen the entire area;
- Mature Hedgerow Trees & Hedgerows on the parcel boundaries should be retained as these are visible from the adjacent open countryside;
- Some proportion of the species rich pastures could be retained by devising a linear green space and public open space network through the proposed application site by adopting a considered layout which is landscape led;
- Public Open space should form nodes on this green space network;
- A wide margin of existing species rich meadowland should be maintained either side of the existing hedgerows in a linear greenspace space network/ cycleway link to conserve bio-diversity and provide for sustainable access and recreation;
- Linkages to the existing footpath and cycle infrastructure should enable resident and visitors to access the centre of Leominster without using motor vehicles;
- Footpath links should be a continuous;
- New hedgerow planting with individual trees should reinstate fragmented boundaries or where hedges have been removed.
- Small copse areas should only be used to screen receptors as woodland is not encouraged in this landscape type. Hedge thickening and reinforcement are permissible.
- Use tree planting within the development to soften the massing of the roofscape;
- Provisions for a linear green space network;
- Landscape planting proposals to used natives species wherever appropriate to maintain species diversity & local distinctiveness.



Urban Fringe Sensitivity Analysis Report Map extract

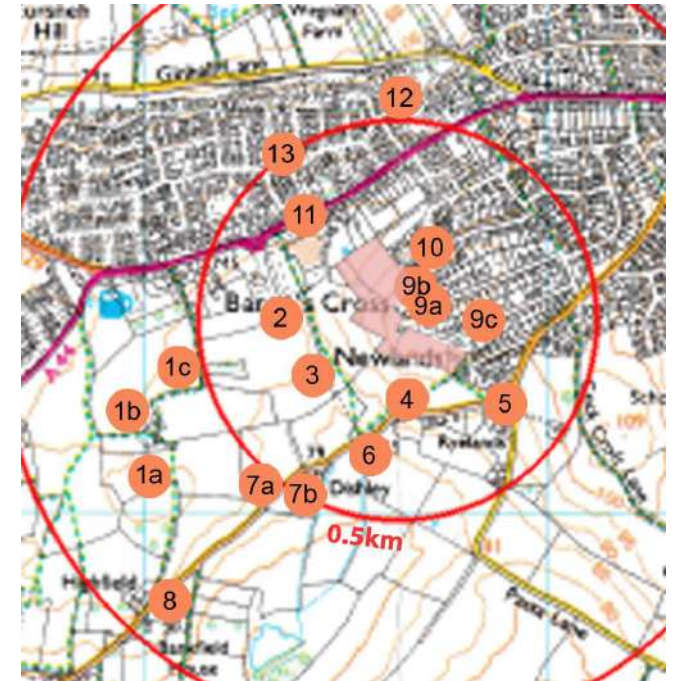
2.7 Landscape & Visual Impact.

The landscape architect has also conducted a visual appraisal of the application site to assess the site's zone of theoretical visibility as well as the visibility of the application site from the identified receptors and an evaluation of the visual impacts as a result of developing the site. Pertinent points are as follows:

- The proposal site is described as having a 'High' sensitivity to change in the Urban Fringe Sensitivity Analysis Report produced in 2010 by Herefordshire Council. However, this view is partially disagreed with by the consulting Landscape Architect who believes parcels 1472, 1468 and 1467 should be of 'Medium' sensitivity, as these are described as being substantially screened from the wider Principal Settled Farmland on the lower slopes of the escarpment and the wide valley of the River Arrow & River Lugg. Leaving the sloped parcel only to be of 'High' sensitivity;
- Whilst the landscape character is currently heavily influenced by the adjacent open countryside the site is juxtaposed with the land identified as a Strategic Urban Expansion of Leominster for 1500 homes and other key infrastructure which has the potential to significantly change the baseline condition;
- It is acknowledged that the site is on an important high parcel of land that has wide reaching views but it is contested that the parcels of the application site are in fact rather discrete being substantially screened at present and that in bringing forward the housing development that the form and massing of units should not weaken this inter-relationship with the adjacent countryside but should seek to ensure that visual intrusion is avoided by careful siting and general arrangements;

- Generally, the most sensitive receptors are well contained due to the local landform and the intact boundary hedges around the three parcels forming the application site. Where potential impacts have been identified a Landscape Led Masterplan should seek to minimise the said impacts by mitigating the said impacts in a sensitive and sustainable approach.

In order to offset some of the negative aspects of the application site development the listed recommendations (see previous page) should be incorporated to help assimilate the proposal within it's setting irrespective of the SUE.



Viewpoint Location Plan from Landscape and Visual Impact Assessment



Viewpoint 1a from Landscape and Visual Impact Assessment



Viewpoint 3a from Landscape and Visual Impact Assessment



Viewpoint 4 from Landscape and Visual Impact Assessment

2.8 Access, Movement & Connectivity.

Mode Transport Planning have completed a transport assessment of the site and surrounding area to initially ascertain the accessibility of the application site.

Local Highway Network

The A44, to the north of the site, connects the site to the centre of Leominster. The A44 provides further links to Worcester to the east and the Welsh borders to the west. The A49 runs to the east of Leominster with connections to Ludlow to the north and Hereford to the south.

Walking and Cycling Connectivity

Leominster town centre is located approximately 1.3km to the northeast, linked to the application site by an extensive network of pedestrian routes adjacent to the road network.

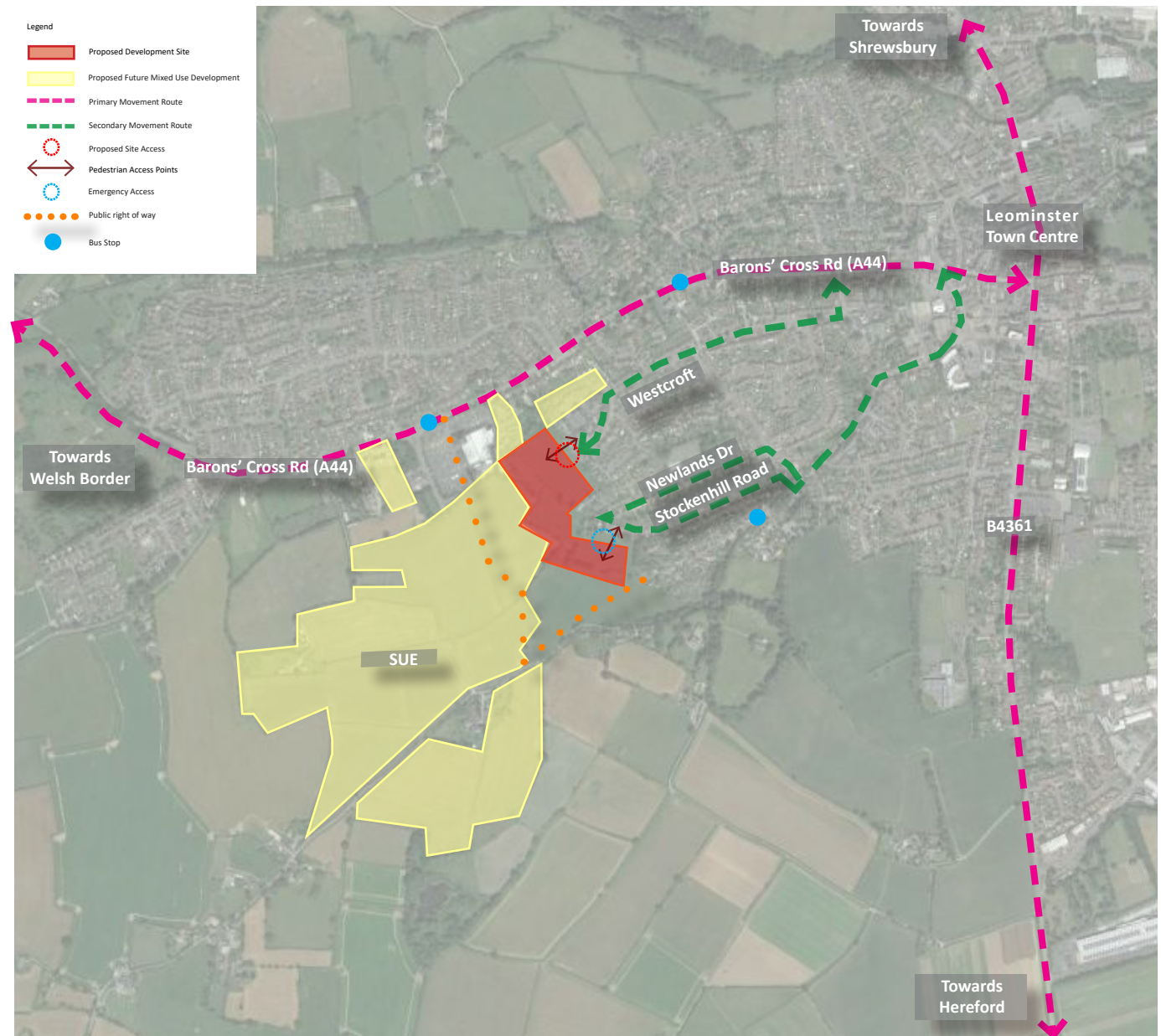
Bus services

Generally bus stops should be provided within a 400m distance of residential development. The closest bus stops to the site (accessed by walking) are situated on Newlands Road 400m from the proposed site access and Ryelands Road around 500m from the emergency/pedestrian/cycle access on Stockenhill Road. These stops help to provide access to Leominster town centre where a wide selection of local amenities are located.

Train Station

Leominster Station is approximately 2km east of the application site and is situated on the Welsh Marches Line which runs services from Newport to Shrewsbury. This line provides direct routes to local areas such as Ludlow and Hereford with services running once per hour. The Welsh Marches Line also provides access to the wider north west region. The station is accessible and would take approximately 20 minutes to walk to from the proposed site or a short cycle of roughly 5 minutes.

The site is considered to be located in an accessible area by walking, cycling and public transport. On this basis it accords with national and local policy guidance, encouraging travel by means other than the private car.

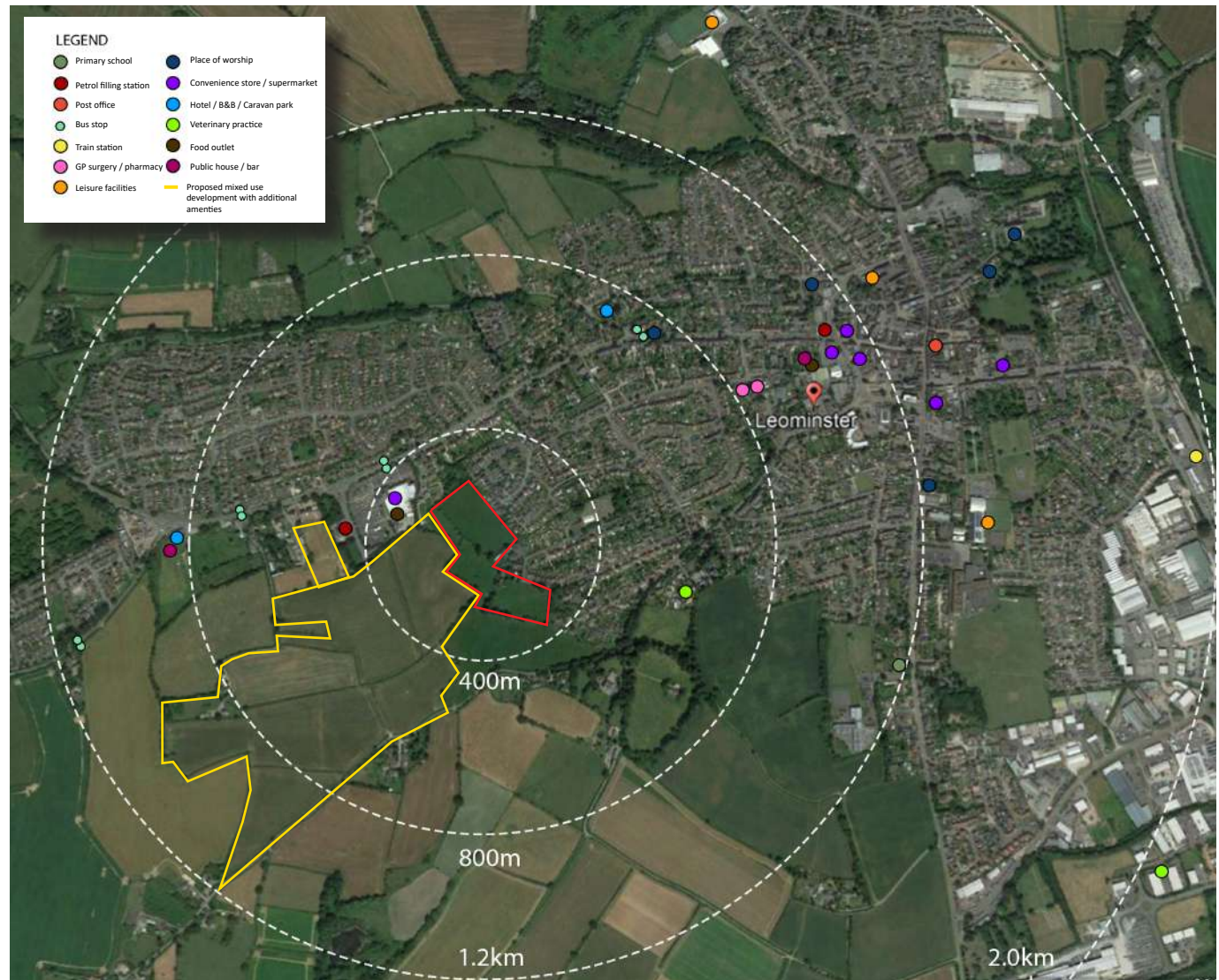


2.9 Facilities, Services & Amenities.

As previously highlighted, the NPPF highlights the importance of sustainable development. Moreover, it is commonly accepted that walking has the greatest potential to replace short car journeys for activities such as 'school runs' or 'top up shopping trips' for example, particularly those under two kilometres.

Leominster contains a variety of services and facilities, the plan opposite shows the local amenities within a 400m, 800m, 1.2km and 2km walking catchment range for the development site.

The array and proximity of local amenities would indicate that the application site is located within a highly sustainable location. The SUE will enhance the availability of local services through mixed use development.



2.10 The Site.

The site comprises 9.8 acres of three Greenfield land parcels and occupies an elevated position, within the southern Leominster Urban Fringe, overlooking the River Lugg and River Arrow meadows with surrounding hills beyond. Existing urban development bounds the site to the north and west boundaries, with open countryside located to the south. The site is situated within the Leominster settlement boundary as defined within the Neighbourhood Plan.

Existing Use

The existing use is currently agricultural with a pasture, orchard and a hay meadow, bounded by hedgerows and containing some mature trees along the periphery and within the site.

Topography

The site falls from it's highest point, south of Danesfield Drive, to the western and southern boundaries. A Geo-environmental Phase 1 Desk Study will accompany the application.



Viewpoint PV9 from Landscape and Visual Impact Assessment



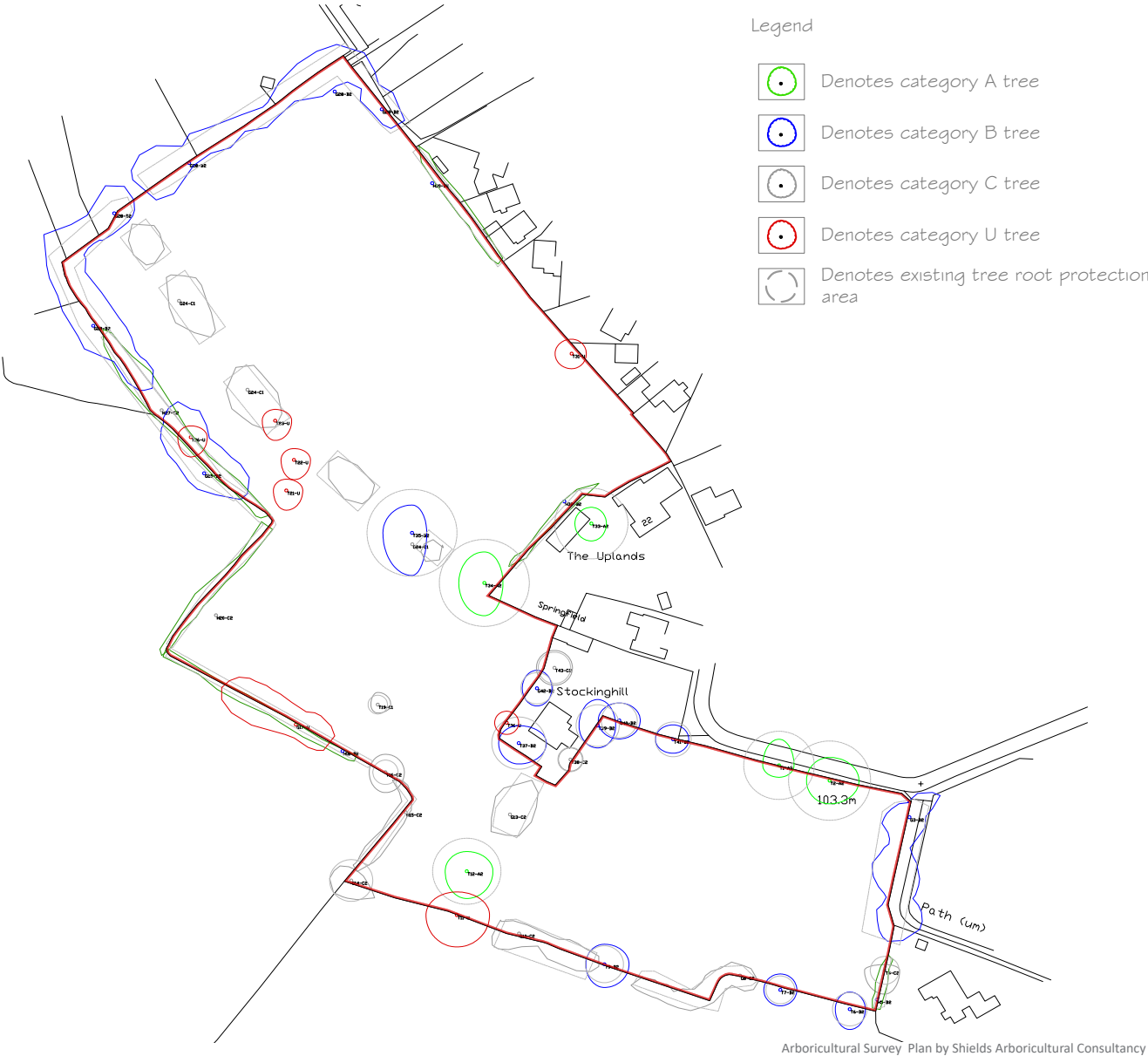
Viewpoint PV5 from Landscape and Visual Impact Assessment

2.11 Arboriculture.

Various trees, tree groups and hedgerow are found both to the perimeter and distributed across the site. The consulting agriculturalist has completed a stage one tree survey and an Arboricultural Impact Assessment. The results of which are displayed on the adjacent plan.

There are a number of large trees that should be retained as they form a critical element of the landscape character of the site, as well as being visible from long distances as a result of their size and position on the hillside.

Category U trees will require removal in accordance with the arboriculturist's recommendations.



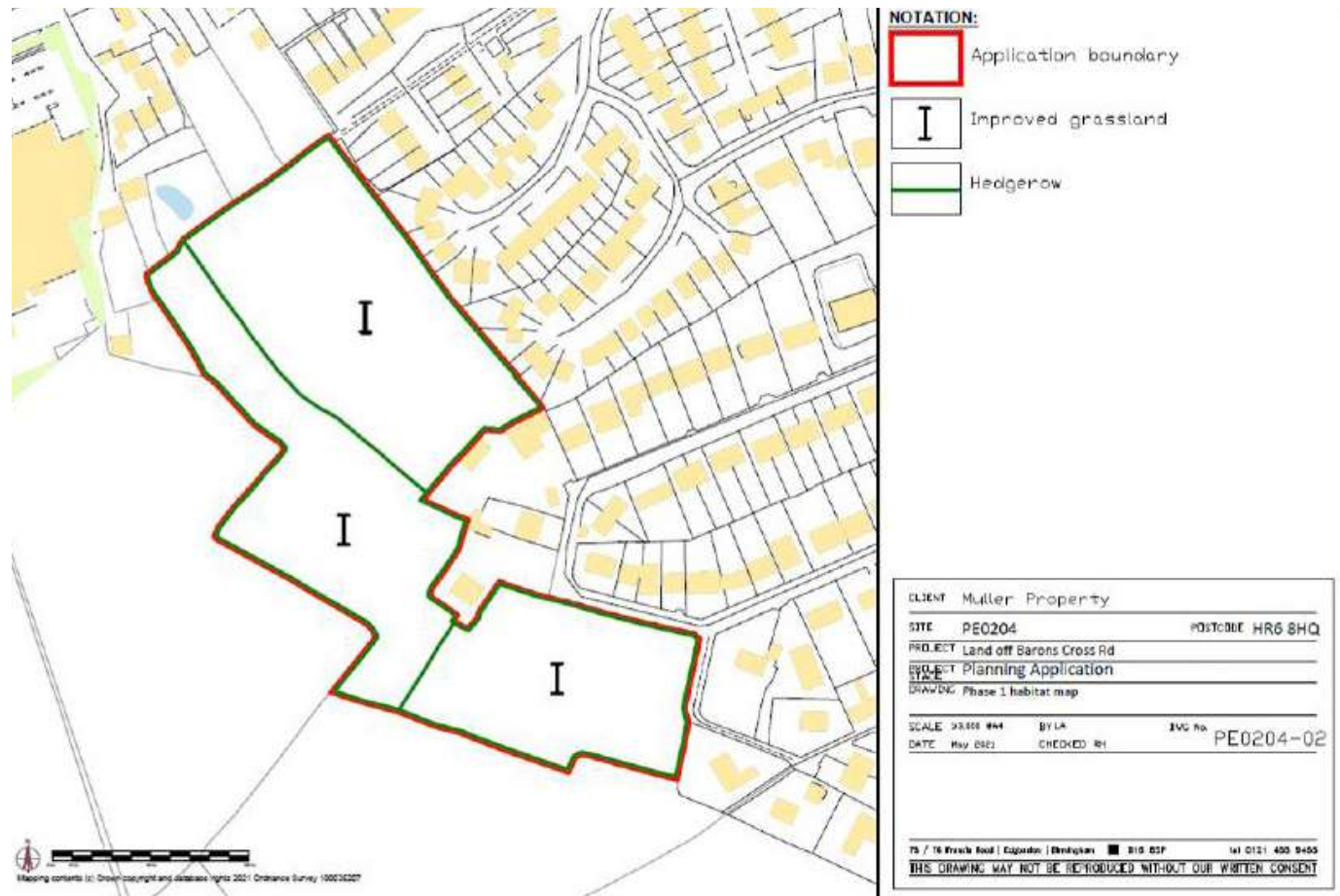
2.12 Ecology.

Harris Lamb Property Consultancy were commissioned to undertake an Extended Phase 1 Habitat Survey for the application site.

The survey highlighted pasture and hedgerow habitats are present on site, however any development scheme proposed in the future, was not envisaged to have a significant direct impact on any site designated for its nature conservation interest at an international, national or local level.

Several design considerations were highlighted as follows:

- Retain hedgerows where possible - replacement planting for hedgerows to be lost with greater number of native species mix. Retain habitat connectivity across the site;
- Potential for breeding birds and bat roosting - retention of trees on site and replacement planting to mitigate net loss;
- Badgers - retain habitat connectivity;
- Hedgehogs - boundary treatments should allow adequate gaps to allow hedgehog to move across the site. These can be marked with signs so that they are not blocked off in the future;
- Invertebrates - consider enhancing habitats through additional wetland features in SuDs design if possible.



Phase 1 habitat map by Harris Lamb Property Consultancy

2.15 Drainage & 2.16 Utilities.

Drainage

RMO consultants have provided options for both surface and foul water drainage.

Potential strategies for surface water disposal, subject to detailed design include both infiltration and discharging into a sewer.

With regards to a foul water drainage strategy, a pre-development enquiry has been made to Welsh Water to agree the point of connection and to confirm available capacity within the local sewer network. Welsh Water have confirmed that the development can connect into their existing foul drainage infrastructure in close proximity to the site, without the need for off-site reinforcements.

Utilities

A local search, completed by TDS, has identified the location of multiple utility services within close proximity to the application site.

However, proposals need to have regard to an existing water main, within the south east corner of the site adjacent Stockenhill Road, requiring a 10m easement.

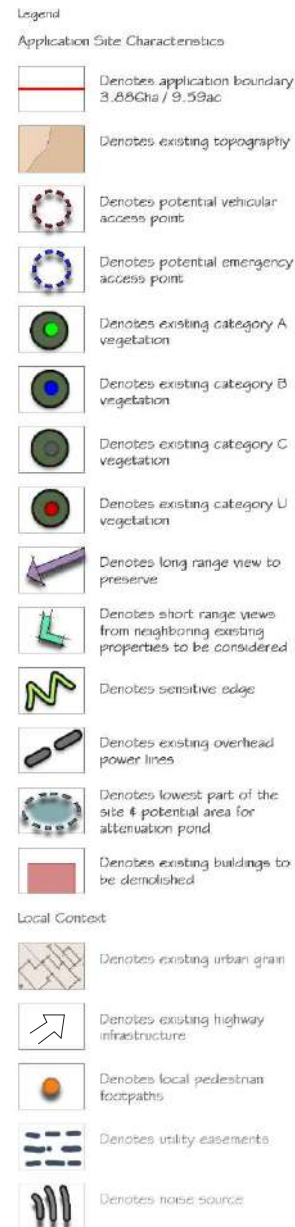
There is also a drainage pipe running along the north west boundary, requiring a 5m easement. Both of which are shown on the adjacent report extracts.



2.17 Site Opportunities & Constraints.

The adjacent site analysis plan has been produced in response to the proceeding contextual analysis as a visual representation of the opportunities and constraints for the application site.

This plan has evolved as more information has come to light and has formed the basis of the final proposal.



2.18 Evaluation.

Access

- Vehicular access is to be taken from Westcroft, following demolition of the existing property at Number 100;
- An emergency access is required from Stockenhill Road.
- Links to the existing footpath to the east should be provisioned along with potential access to future SUE development.

Physical and Environmental

- Topography, the site falls from it's highest point, south of Danesfield Drive, to the western and southern boundaries;
- Existing mature landscape, several high category trees and hedges are present on site, their retention and inclusion within the final proposal is key to the success of the scheme;
- New development and associated infrastructure should be carefully placed so as not to have detrimental affect upon the existing root protection areas;
- On-site utility easements will require the relevant easements;
- Surface water attenuation will require provisioning to the lowest part of the site.

Social and Neighbourhood

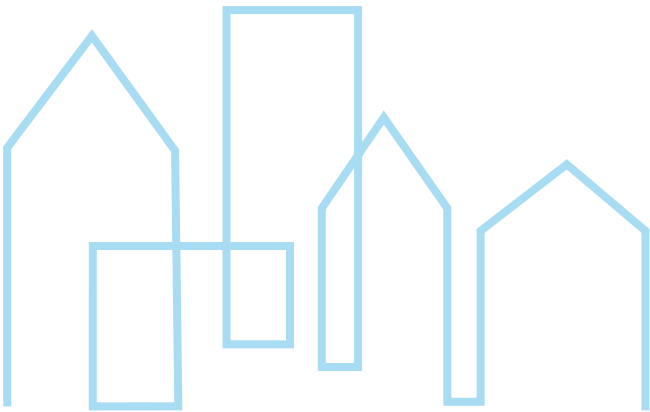
- Sensitive edges, along the southern boundary will require 'strengthening' with additional landscape planting as well as the development edge being pulled back but able to offer an attractive outlook to the neighbouring open countryside;
- Existing habitable façades will require adequate separation distances from the proposal;
- The design of the housing layout needs to consider potential noise constraints from Morrisons superstore.

Design Parameters

As well as achieving the overall Vision and Design Objectives for the proposal, it is critical that the below design parameters, identified as a result of the previous Response to Context section, are considered when shaping the design:

- A landscape led approach to the development, to enable the proposal to assimilate into the existing mature landscape setting;
- The proposal should be designed sympathetically to it's immediate surroundings to avoid causing undue harm to the landscape character and visual amenity of the site;
- The appearance of the development needs to respond appropriately to the existing local character by reflecting the surrounding vernacular;
- Guidance set out within the various planning policy documents should be adhered to at both national and local levels;
- Opportunities to provide attractive and safe links from the proposal to the surrounding network should be taken, including the SUE.

3. Evaluation & Evolution











3.0 Initial Concept.

The initial indicative layout was produced with limited information available. This sketch was submitted to the Local Authority for initial consultation in June 2021.

Key design principles:

- The scheme incorporates new residential development of a mixed variety around a framework of linear open spaces thought to contain existing mature vegetation;
- Sensitive edges were bolstered with landscape planting and development parcels offset from the southern boundary edges;
- A series of perimeter blocks and focal spaces were afforded in an attempt to make the development distinctive;
- Pedestrian links and recreational spaces were provisioned to promote sustainable movement and healthy lifestyles;
- Vehicular Access was proposed both from Westcroft and Stochenhill Road.

Legend

	Application Boundary 3.86ha / 9.54ac
	Denotes Vehicular Access Point
	Existing Trees & Hedgerows
	Denotes Proposed Structural Landscaping & Buffer
	Denotes New Pedestrian Links & Routes
	Denotes Potential Play Area LEAP 1 no. LAP 2no.
	Denotes Long Range View to Preserve
	Denotes Existing Urban Grain



3.1 Stakeholder Consultation.

Pre-Application 212313/CE - Consultee Comments

Various comments relating to the initial sketch masterplan were received and are summarised below.

Area Engineers (Highways)

- One of the most important aspects is the connections for active travel to the primary amenities of Leominster. Routes to north and west are likely to be circuitous so careful consideration required;
- Provision of cycle storage required;
- Indicative layout broadly acceptable from a highways perspective but if require further assessment, detailed discussions can take place with the highway authority.

Landscape Officer

- Conceptually scheme appears to have pedestrian and landscape focus. Various green infrastructure links with square or plaza at the entrance;
- Edge conditions with open countryside important in maintaining the rural character;
- In terms of improvement – there could be more substantial provision of street trees and hedgerow lined streets;
- Subject to highway requirements, there could be potential to reduce (within reason) road widths and the need for pedestrian footpaths on both sides to assist in providing a landscape led scheme.

Open Spaces Officer

- In accordance with CS policies OS1 and OS2 requirements for open space, sport and recreation facilities will be sought from all new residential development on a site by site basis in accordance with all applicable set standards and evidence bases. Planning for healthier spaces is good practice and any on site provision for a development of this size should be well designed and of a usable size to offer a range of recreation opportunities and experiences appropriate to the site and location;
- Safe and accessible networks of green spaces should incorporate both walking and cycling opportunities where possible;
- Submitted Masterplan shows areas of connected linear green infrastructure including pedestrian access, green spaces and play areas. In total 3 play areas are proposed to include a LEAP and 2 LAPS distributed throughout the site This approach is supported by CS policy LD3 and would be encouraged going forward;
- The applicant will need to demonstrate that for 118 houses at an occupancy of 2.3 (total population 271.4) the following is required:
 - The developer provides a minimum of 0.324 ha (3240sq m) of on-site green infrastructure comprising;
 - 0.108ha (1080sqm) of Public Open Space (@ 0.4ha per 1000 population)
 - 0.216ha (2160sq m) of Children's Play (@ 0.8ha per 1000 population) of which 0.067ha (670 sq m) should be formal children's play. (@ 0.25ha per 1000 population).

- In respect of the formal play element for children, advise that we no longer encourage LAPS. They are small and offer very little in play value. Would be happy to see a combination of formal play equipment on the larger area (LEAP) and some more natural play and play trails to be included in the other areas shown for formal play;
- All children's play should be easily accessible, safe and offer natural surveillance. In total play provision should be approximately 670sq m;
- If SuDS is to be provided on site they can be included as part of the POS if designed accordingly to take account of health and safety and standing water issues. It is acknowledged that these areas can provide good opportunities for informal recreation and natural play along with being areas suitable for biodiversity and wildlife.

Strategic Housing

- Requirement to provide 25% (30 units) as affordable housing;
- Should not be possible to ascertain any difference between the open market and affordable housing. Applicant will need to provide a mix of units to include bungalows, houses and maisonettes;

Land Drainage

- Foul water – as there is a public sewer within 30m, connection must be sought.

Environmental Health - Noise and nuisance

- In principle department is unlikely to have objections from noise and nuisance perspective – apart from the impact of noise from the rear of the Morrison's store;

Amenity and Design

- There is an opportunity introduce a more contemporary form of design in the area, in terms of architectural detailing, fenestration and materials but still maintain a traditional form;
- Any development should respect adjacent scale, mass and form of development. This is predominantly two storeys in this case;
- There are areas of the layout which appear to be cramped, awkward relationships between certain buildings, areas dominated by car parking and also the presence of rear parking courts. It is important to distribute parking across the site and adjacent to associated dwellings (within its curtilage). It can also help in breaking up the street elevations by incorporating it to the side of properties;
- Dwellings need to be successfully distributed across the site and variation provided in terms of design;
- Satisfactory distances should be achieved between first floor windows (approx. 10.5 metres top rear boundaries). Also 12 metres from flank walls to the rear wall of adjacent properties and 21 metres between facing first floor windows;
- Strategic Housing comments should be taken into account in design in terms of mix and ensuring dwellings are well distributed and tenure blind;
- Landscaping should be meaningful, particularly towards the outer parameters of the site;
- Amenity of occupiers would need to be carefully considered and as per the EHO comments, mitigation may be required.

Climate Change

- The Council declared a Climate Emergency in March 2019. This signalled a commitment to ensuring that the council considers tackling Climate Change in its future work and decisions taken. There is a county wide aspiration to be zero carbon by 2030. For planning applications, applicants are required to demonstrate explicitly how the policies relating to climate in the adopted core strategy are being fully taken into account. Policies SS7 and SD1 are the most relevant policies.

Conclusions

- Applications for planning permission are to be determined in accordance with the development plan unless material considerations indicate otherwise. Whilst the site lies within the built up area of Leominster, it forms part of the strategic allocation for the south west of the town. The principle of piecemeal residential is contrary to both the Core Strategy and the Leominster Area Neighbourhood Development Plan (Policies LO1, LANP1 and LANP2). Core Strategy Policy LO2 is clear the allocation will deliver a comprehensively planned sustainable extension and set out policy requirements in that respect. The primary purpose of the link road required as part of the SUE is to create a by-pass for traffic including HGV's that would otherwise have to travel through the heart of the town and the Bargates Air Quality Management Area. This area is one of two air quality management areas in the county which have been declared due to the fact that it breaches the Government's objective for nitrogen dioxide.

3.2 Evaluation & Design Evolution.

Following a detailed review of the pre-application comments received and additional information being made available, the proposal was subsequently revised. Key updates included provisions for the following:

- A topographical survey identified the precise location of the existing vegetation. The levels of the site were also interrogated to ensure development parcels step down or 'ride the contours' to eliminate excessive engineering structures where possible;
- An arboricultural survey assisted with ascertaining which elements of existing mature vegetation should be retained and their associated root protection areas;
- Road hierarchy more defined with narrower 'shared surfaces' proposed leading from the primary routes. The Stochenhill Road vehicular access was also altered to an emergency access;
- More street tree and soft landscaping areas incorporated;
- Connected linear green infrastructure network broadened and greater POS quantum achieved;
- LAP proposals removed in lieu of trim trail play provisions;
- Attenuation strategy incorporated;
- Noise mitigation strategy added with dwellings orientated towards the potential noise source;
- Previously 'cramped' development parcels altered;
- Efforts to reduce the impact of the car on the street-scene also made.



4. Description of proposal



4.0 Mastersteps.



The Site and Surrounding Context

- Application boundary defined and extent edged in red;
- Existing urban grain examined;
- Adjacent open space areas highlighted;
- Existing trees and hedgerows for retention indicated;
- Topography studied.



Technical Constraints

- Vehicular and emergency access points identified;
- Utility easement location and required width plotted;
- SUDs - SW Attenuation area identified;
- Sensitive boundary edges identified;
- Existing neighbour amenity identified;
- Pedestrian connections and links to surrounding context identified.



Proposal Structure and Movement

- Linear green corridors and buffers established - filtered long range views catered for;
- Legible movement network hierarchy established;
- Perimeter development blocks established;
- Existing neighbour amenity allowed for - sensitive placement of new development with appropriate buffers and spacing.



Development Parcels Refined

- Memorable 'arrival gateway' space formulated;
- A series of focal areas and transitional nodes introduced, defined by buildings, to make the proposal distinctive, pedestrian friendly and allow impromptu meeting spaces for social integration;
- Ecological corridor established with existing habitat retention and enhancement for a biodiversity net gain;
- Linear green spaces with trim trail activity and play equipment added;
- Neighbourhood green space established;
- Internal site views and road terminations refined to ensure positive vista achieved through focal buildings.

4.1 Design Concept.



The Illustrative Masterplan demonstrates that the amount of development proposed is appropriate and can comfortably sit within the development site with minimal impact to the existing natural landscape features.

Key design principles:

1. Perimeter block form of development proposed throughout, to ensure the proposal maintains an attractive edge along the peripheries and to provide surveillance over the public realm;
2. Generous green infrastructure network provided to promote recreational routes, play spaces and links, retain existing landscape features and enhance ecological habitats;
3. Development pulled back from southern boundary edges and separated with linear corridors of green space;
4. Boundary landscape structure enhanced with additional planting to filter views of the proposal;
5. Focal arrival gateway space, designed as the 'hub' of the development;
6. Road hierarchy clear and legible with distinctive focal squares at prominent transitional nodes also offering impromptu meeting spaces for social cohesion;
7. Permeable layout to pedestrians and cyclists with green corridor links throughout, as well as to existing and future urban development;
8. Surface water management with a combination of an attenuation pond and underground storage tanks;
9. Mixed array of housing typologies and sizes with either a dedicated private rear garden or balcony;
10. Mix of parking solutions proposed throughout the site, with emphasis to remove the car from dominating the streetscene.
11. Noise impacts from Morrisons Superstore to the north western boundary have been identified. To help further mitigate any impacts, units have been set back behind the ecological corridor and orientated to face the noise source (leaving the rear amenity space shielded behind the build line).

4.2 Use & Amount

Outline planning permission for up to 118 dwellings is sought with all matters reserved with the exception of access. An affordable provision of 25% (30 dwellings) has been indicatively shown within the Illustrative Masterplan.

A mix of dwelling types and tenure are proposed in order to reflect the needs of Leominster, with a mix of one, two, three and four bedroom units proposed. A summary of the amount of development proposed within the site is as follows:

House Type	Bed No.	Storey	Type	No.
Open Market				
1B2P 440	1	2	Apartment	1
1B2P 590	1	3	Apartment	6
2B3P 675	2	3	Apartment	3
2B3P 725	2	3	Apartment	6
2B4P 732	2	2	Mews	20
2B4P 802	2	2	Mews	1
3B5P 898	3	2	Semi detached, Mews	26
3B5P 977	3	2	Semi detached	2
3B5P 980	3	2	Detached	6
3B5P 1090	3	2.5	Semi detached, Mews	8
4B6P 1140	4	2	Detached	1
4B7P 1201	4	2	Detached	2
4B7P 1233	4	2	Detached	1
4B7P 1246	4	2	Detached	1
4B8P 1360	4	2.5	Detached	4
Grand Total				88
Affordable Provision				
1B2P 400	1	2	Apartment	2
1B2P 440	1	2	Apartment	1
1B2P 550	1	2	Apartment	2
1B2P 590	1	3	Apartment	6
2B3P 675	2	3	Apartment	3
2B4P 732	2	2	Mews	7
3B5P 898	3	2	Semi detached, Mews	6
3B5P 977	3	2	Semi detached	2
4B7P 1259	4	2	Detached	1
Sub Total				30
Grand Total				118

Green Infrastructure: 1.12ha / 2.76ac



4.3 Access & Movement.

Access

It is proposed to take vehicular access from Westcroft, facilitated by the demolition of the existing property at No. 100. It is not perceived that this will result in any detrimental loss in character in architectural terms. An emergency access is provisioned from Stocknehill Road, to the south east of the proposal.

Movement






In order to offer convenient sustainable movement, assist with the reduction of carbon emissions and promote active lifestyles, the proposal has established a distinct and legible movement network hierarchy with priority afforded to cycling and walking. These routes have been designed to be attractive and safe throughout the scheme and are highlighted on the adjacent movement plan.

The vehicular network is also designed to be legible with a clear hierarchy of routes defined. The primary route is distinguishable by taller buildings, overall width, dedicated footways and street trees. Focal areas, located along the primary route, within nodal transition junctions, aim to enrich the sense of place within each unique space.

Secondary shared surfaces lead off the primary route and are demarcated by a change in road surface or ramp, which also ensure vehicles reduce travelling speeds.

Private, tertiary lanes are reduced yet further in width and formality to minimise the impact upon the green infrastructure and open countryside beyond they generally abut.

Legend

-  Trim trail / recreational pedestrian / cycle routes
-  Pedestrian / cycle routes
-  Primary route
-  Shared surface
-  Tertiary lane

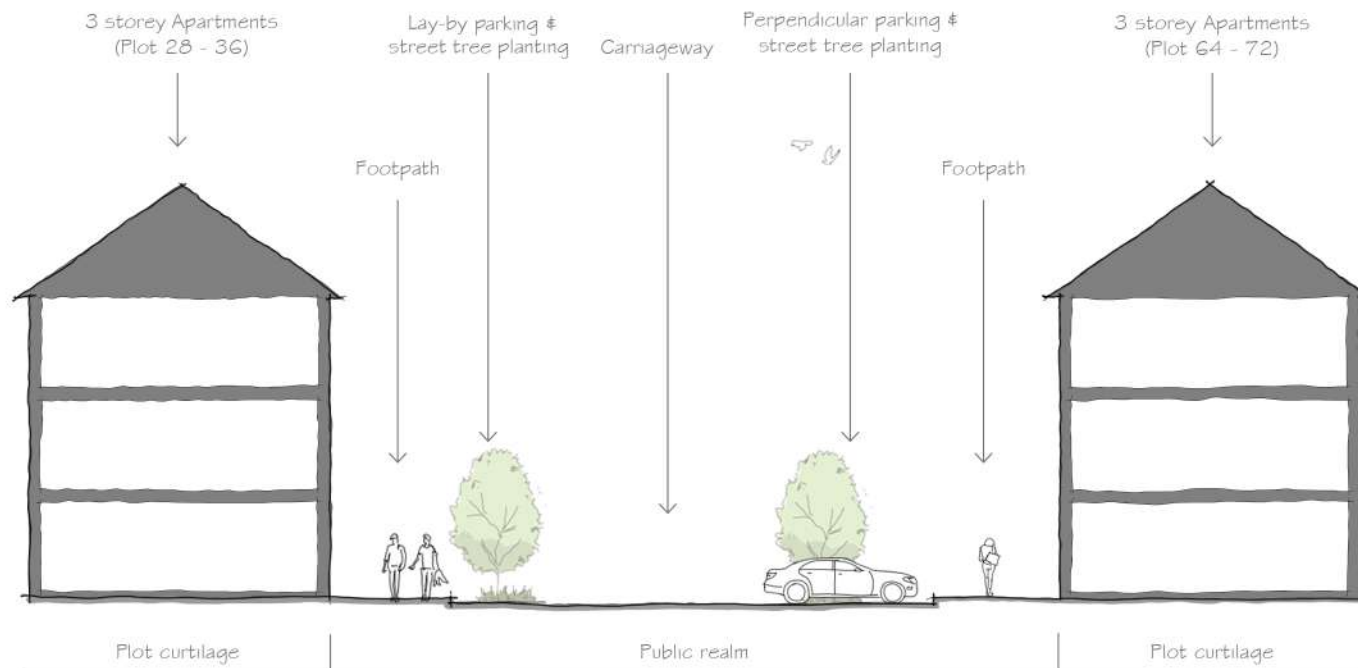
* Refer to access drawing by Mode Transport Planning - drawing num J32-325737-PS-006



Streetscape Sections - Primary Routes, Entrance Gateway and Focal Areas

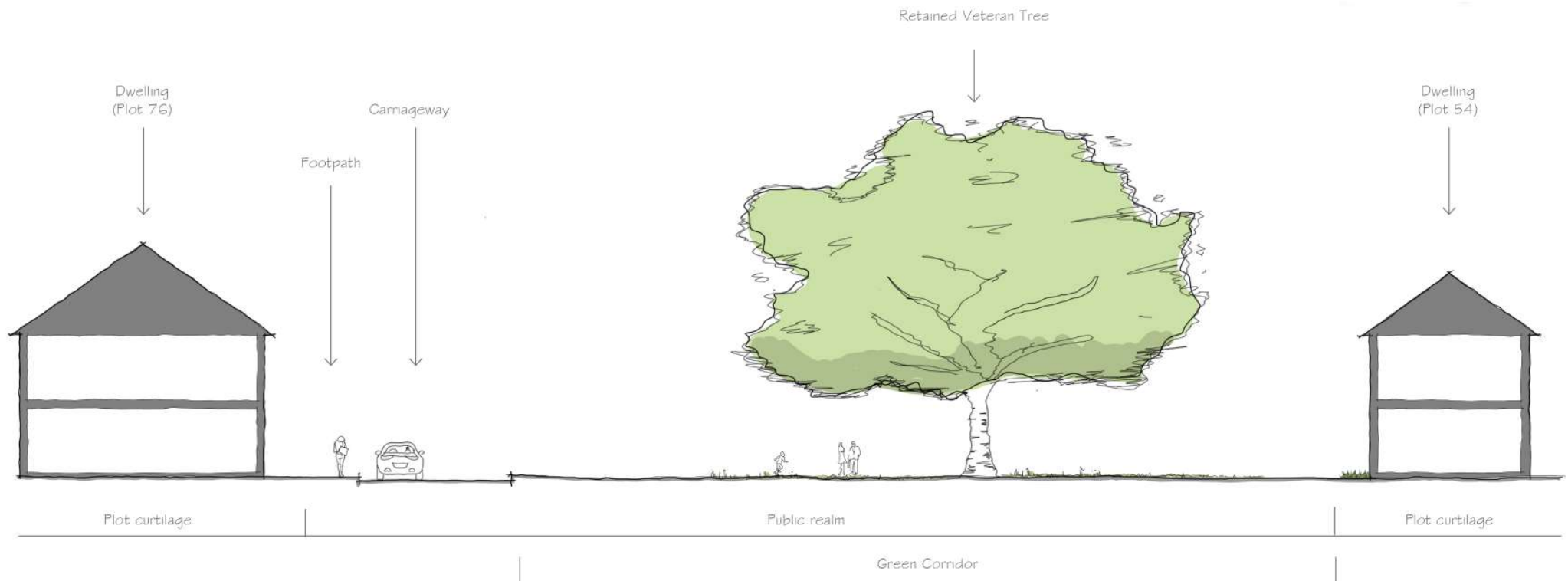
The following sections establish the technical requirements from each road typology as well as offer a visual insight into the proposed look and feel of the streets and spaces.

- Dual lane carriageway - 5.5m wide;
- Footways either side - 2m wide;
- Tree-lined on one or both sides;
- On street parking provision;
- Taller buildings provide enclosure;
- Small set-backs with less private defensible space afforded to the plots, heavy emphasis on the public realm;
- Focal spaces positioned at prominent transitional junction nodes;
- Predominant pedestrian crossing points.
- Plot boundaries delineated with hard boundary treatment - dwarf wall or railings.



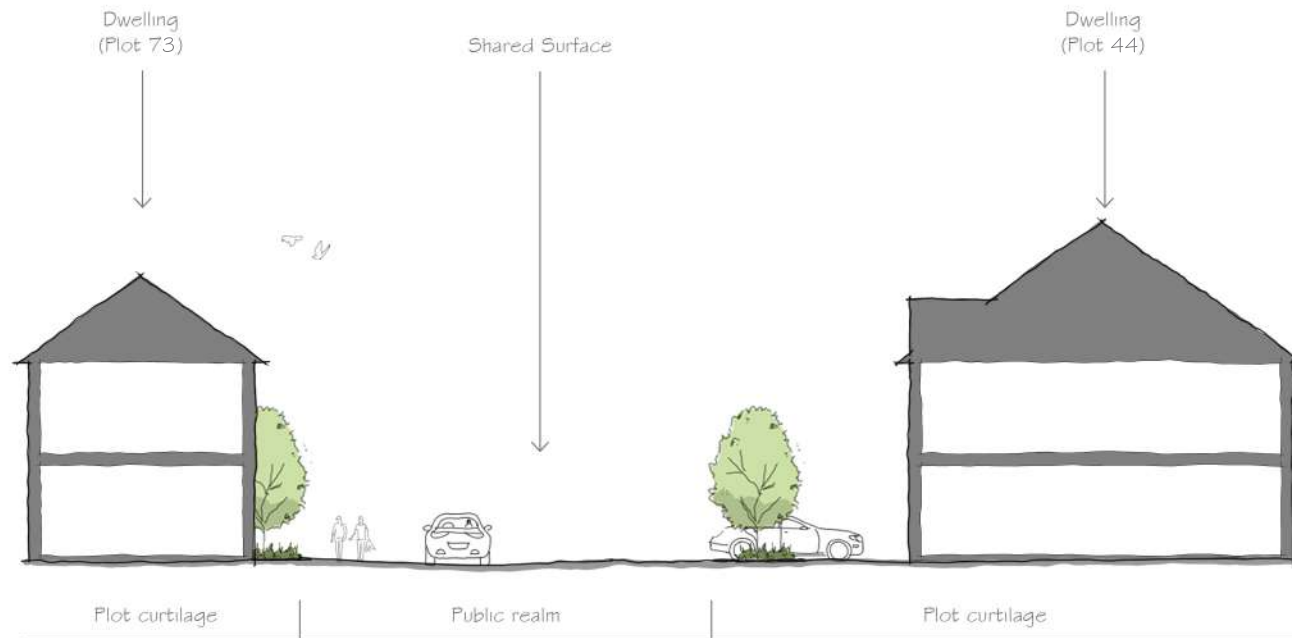
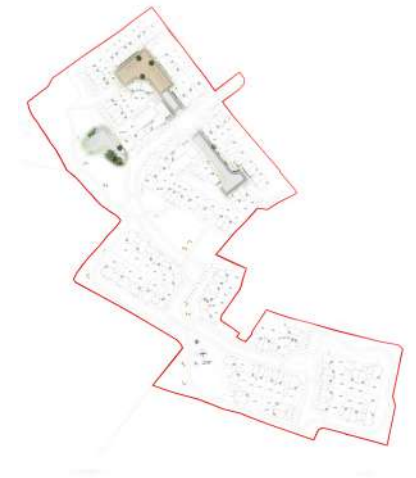
Streetscape Sections - Neighbourhood Green

- Dual lane carriageway - 5.5m wide;
- Footways either side - 2m wide;
- Tree-lined on one side;
- Existing mature trees retained as the focal point within the green space;
- Buildings orientated to face each other across the open space;
- Car impact deliberately reduced upon the street scene through side and rear parking provisions;
- Predominant pedestrian crossing points strategically placed adjacent to recreational routes continuing into the green corridors;
- Play trail equipment incorporated;
- Plot boundaries delineated with hedgerow planting.



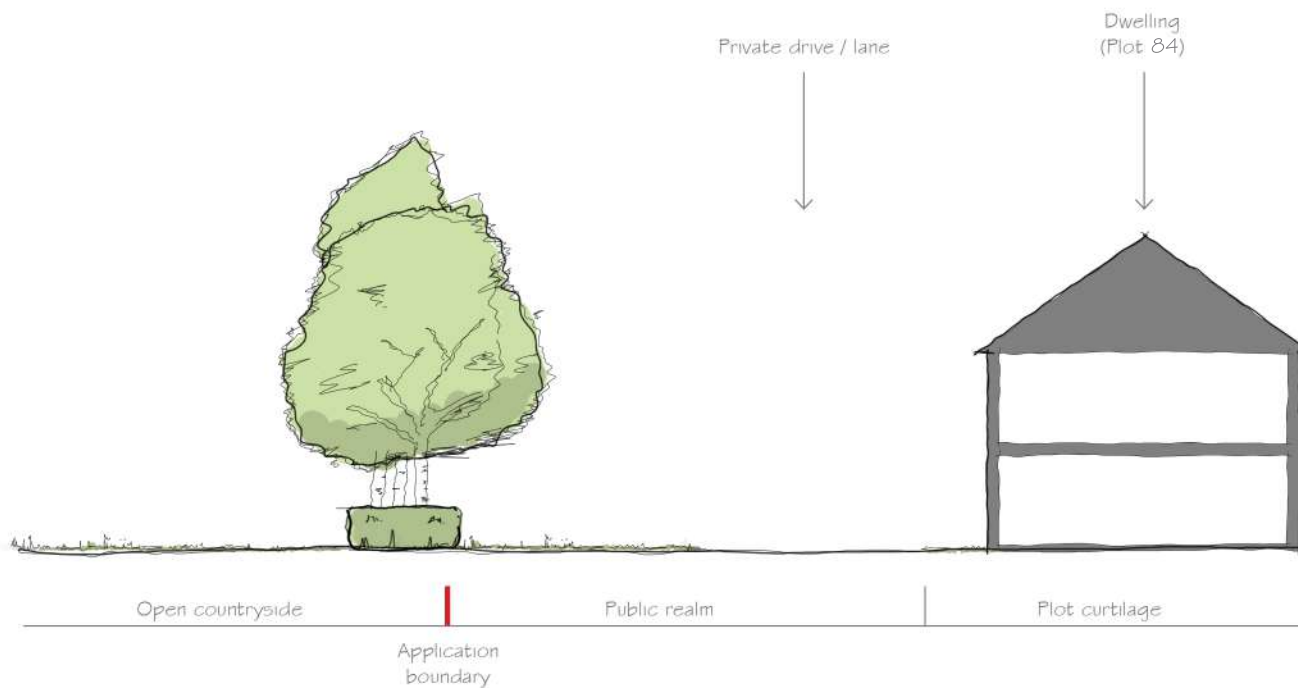
Streetscape Sections - Shared Surfaces

- Secondary streets or shared surfaces with pedestrian priority;
- Carriageway - 4.8m wide;
- Service verge either side - 2m wide;
- Where street parking is provisioned within service verge - width is extended to 2.4m;
- Larger building set-backs with more generous private defensible space afforded to the plots;
- Soft landscaping positioned within plot curtilage, no 'hard' boundary treatments;
- No delineated pedestrian crossing points, whole street is designed to be 'shared'.



Streetscape Sections - Tertiary Lane

- Lanes afforded pedestrian priority;
- Private non-adopted carriageway - 4.5m wide;
- Larger building set-back with more generous private defensible space allocated to the plots;
- Soft landscaping positioned within plot curtilage, no 'hard' boundary treatments;
- Existing vegetated boundary or proposed green corridor predominantly abut these streets.



4.4 Urban Structure, Building Density & Scale.

The structure of the proposal has been designed in response to and with modern interpretations of the Leominster character in mind. Building scale and densities have been varied in order to aid legibility, distinctiveness and contribute to the overall sense of place throughout the proposal. An easily recognised hierarchy of streets and spaces ought to be created as a result of the following principles:

- An arrival entrance gateway announces the development and provides an easy identifiable 'hub' for the proposal. Taller buildings with higher masses and denser groupings have been strategically positioned to define and help provide enclosure to the space;
- Provision of a neighbourhood green, centrally placed around existing mature trees, provides an amenity and recreational space, as well as offering residents the opportunity to socially interact with a view to enhancing the sense of community;
- Additional focal areas are located at prominent transitional nodes, often accentuated or framed by gateway or vista buildings as well as being defined by building forms which contain dual principal aspect elevations. These areas also offer informal amenity spaces;
- Sensitive approach adopted within the development fringes, with restricted building heights and density coupled with reinforced landscaped planting to compliment retained existing vegetation and provide an attractive but filtered interface between the edges of the proposal and the open countryside.



4.5 Open Space Strategy.

Pre-application advice comments from the Open Spaces Officer confirmed that open space, sport and recreation facilities will be sought from all new residential development on a site by site basis, in accordance with planning policy. The proposal, submitted within the pre-app dialogue required a total of 0.324ha of on site green infrastructure, comprising public open space and children's play (with formal provisions).

The open space strategy for the proposal by far exceeds this requirement with a total of 1.05ha allotted to various forms of green infrastructure. The linear green corridors play an integral part of the proposal as they allow the scheme to assimilate within the retained existing mature landscape features and therefore underpin the whole proposal. The designated open space includes the following provisions:

- Neighbourhood Green with play trail equipment incorporated;
- One Local Equipped Area of Play (LEAP);
- Ecological corridor;
- Attenuation pond to the north west corner;
- Enhanced landscape buffers to the southern boundaries;
- Other retained vegetation strips;
- Additional pockets of open space, located within focal areas, i.e. incidental hard spaces and street tree planting areas (not currently counted towards the 1.05ha provision).



4.6 Landscape, Ecology, Biodiversity & Arboriculture.

Landscape

The following observations are made by the Landscape Architect, in relation to the proposal, within the concluding aspects of the Landscape and Visual Impact Assessment:

- The application site now has a positive arrangement where the elements are arranged to reduce impacts as far is practical and maximises the opportunities for mitigative planting including new tree planting and native hedges on the boundaries and thread a linear green space through the centre of the development to improve the local habitat (i.e. preserving species rich grassland margin either side of existing hedges), connectivity, foraging & migration opportunities as well as walking and cycling with minimal conflict with motor vehicles.
- The existing trees are mainly of native species but a few conifers (remnant parkland). Tree removals as a consequence of the development are limited in number and these are more than offset by the proposals to plant new street trees, tree within the new open space, a community orchard and other fruit tree planting within the site.

Arboricultural Impact

The Arboriculturist has made the following comments in relation to the proposal:

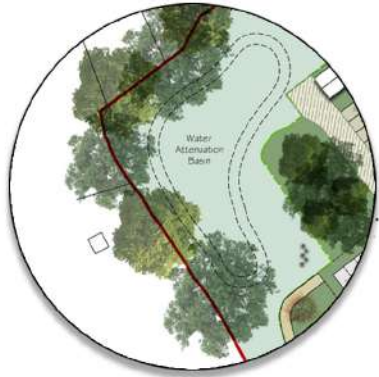
- The approach adopted in the indicative plan of the site is to retain the majority of trees and the proposed development would require, in addition to the category U trees, the removal of only one category C tree and one category C group of trees to allow the development of the site, although it may be considered desirable to remove a further category C group of trees to allow for additional landscape planting. There is also the requirement for pruning of a number of outgrown hedges to help to reinstate these features. There is also a requirement to provide a footpath within the RPA of a number of tree and this would require the use of a low impact 'no dig' method of construction;
- Where existing trees have been retained, adequate separation distances have been provided between the trees and dwellings and it is not considered that there will be significant impacts to residential amenity associated with these trees;
- The proposed development requires loss of only minor trees and will not will not have a significantly detrimental impact on the arboricultural resource or amenity of the area and is not contrary to national or local planning policy in respect of trees.

Ecology & Biodiversity

The Preliminary Ecological Report has highlighted the additional surveys required with appropriate timings. Providing the further survey work is carried out and the mitigation suggestions are implemented, it is anticipated that the proposal would be compliant with current local and national biodiversity planning policy.

The report also stipulates biodiversity net gains are achievable within the following areas:

- Hedgerows and trees - Enhancement/mitigation could be achieved through additional native tree and hedgerow planting;
- Reptiles - Landscaping can be designed to incorporate features for reptiles such as log piles, scrub and grassland planting;
- Birds - Installation of bird boxes on buildings and/or retained trees;
- Bats - Installation of bat boxes on suitable retained trees and/or new buildings. Enhance structural diversity of landscape areas to enhance invertebrate assemblage and value to foraging bats;
- Badgers - Enhance structural diversity of landscape areas to benefit badger;
- Hedgehogs - Creation of gaps in boundary treatment to allow movement of hedgehogs across the site;
- Invertebrates; Enhance structural diversity of landscape areas including SuDs to benefit invertebrates.



Great Crested Newt mitigation area provided



A large amount of perimeter trees and shrubs to be retained and enhanced



A number of fruit trees will be retained to encourage wildlife foraging



Street trees implemented

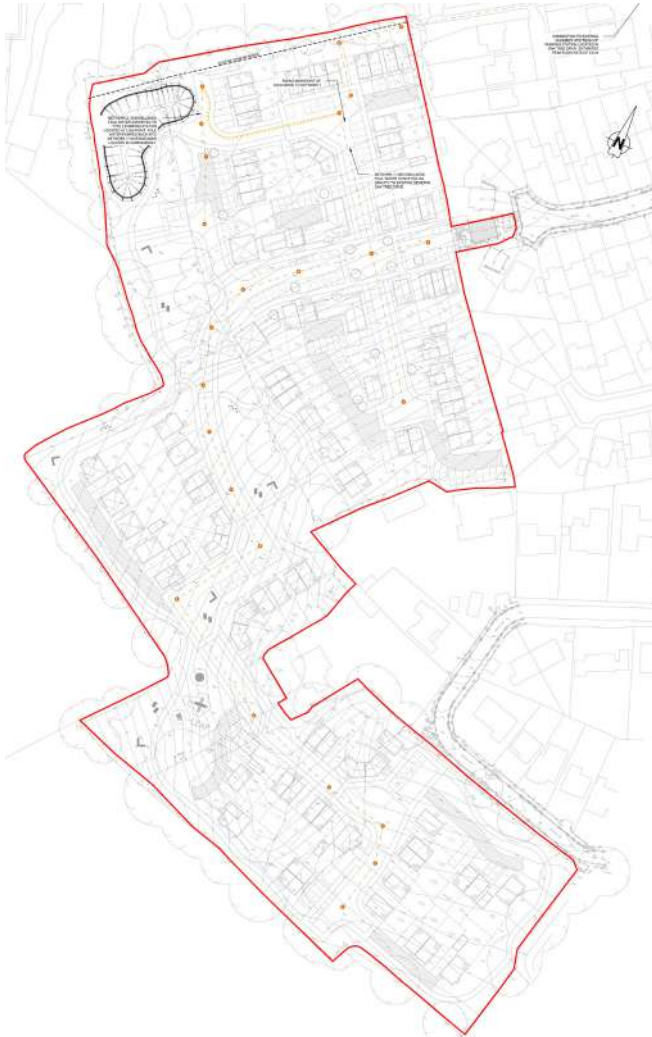


- Great Crested Newt Hibernacula
- Log Pile

4.7 Drainage Strategy.

Foul Drainage Strategy

The plan below shows the proposed foul water strategy overlaid onto the Illustrative Masterplan, from the Floor Risk Assessment and Drainage Strategy document produced by RMO Environmental.



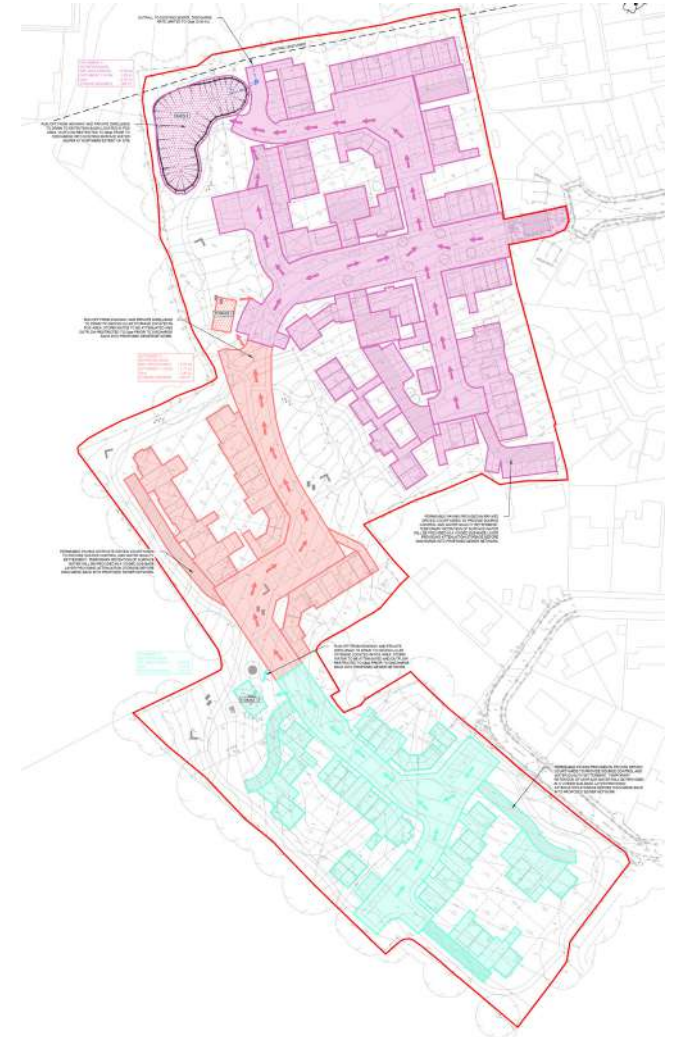
Surface Water Strategy - Option 1

The plan below shows an option to discharge surface water via infiltration, overlaid onto the Illustrative Masterplan.



Surface Water Strategy - Option 2

The plan below shows an option to discharge surface water into the local sewer network, overlaid onto the Illustrative Masterplan.



4.8 Sustainability, 4.9 Crime & 4.10 Transport.

Sustainability

Precise sustainable construction methods and energy saving techniques should be developed during the detailed design stage, promoting a high standard of construction for the development. The following elements are expected to be considered:

- Fabric first approach to the building structure;
- Opportunities for micro-generation;
- The use of locally sourced materials;
- The use of environmentally friendly materials;
- The embodied carbon of construction materials;
- Low carbon lighting, energy controls and management;
- Low flow showers, smaller baths and dual flush toilets as part of controlled water demand and use.

The following important factors have been considered during the design of the house types:

- Flexible spaces and floor plan layouts;
- Making best use of roof spaces;
- Storage quantities.

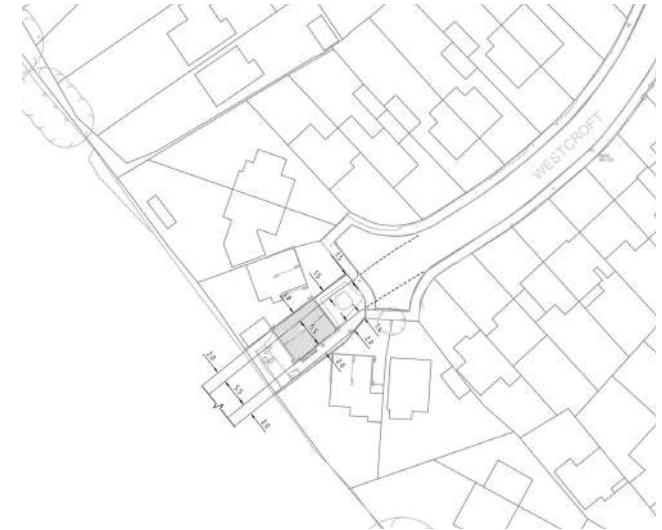
4.11 Crime

Careful attention has been paid to designing out crime through the layout configuration. Buildings are orientated to overlook public areas and parking spaces for example, to allow active frontages with well-located fenestration, to provide high levels of natural surveillance. This ensures the public realm feels safe, accessible, and therefore attractive to use.

Transport Assessment

The Transport Assessment, by Mode Transport Planning, has concluded that the proposal is comfortably able to be accommodated within the local area, without any significant adverse impact on the operation or safety of the surrounding highway network. This conclusion was reached as a result of the following:

- Analysis of the accident records for the local highway network surrounding the development site has concluded that there are no historic or existing safety concerns, and therefore, no highway safety issues that might be exacerbated by the development proposals;
- Manual traffic surveys were undertaken in July 2021 to assess the impact of the development traffic on the local highway network;
- Development traffic has been calculated and distributed using industry standard tools and techniques, culminating in development traffic forecasts of less than a vehicle per minute in the peak hour periods at source;
- The assessment has been carried out in relation to future baseline of 2026. The assessment of junction capacity has been carried out in relation to peak hour traffic flows at the following junctions
 - Newlands Road / Ryelands T-junction;
 - B4361 / Ryelands mini-roundabout;
 - B4361 / South Street mini-roundabout; and,
 - B4361/Southern Avenue T-junction.
- The results of the assessments conclude that the junctions will operate sufficiently, with reserve capacity, during the 2026 'Do Something' (118 dwelling development) Scenario.



Site access drawing by Mode Transport Planning - 100 Westcroft

4.11 Heritage & 4.12 Air Quality.

Heritage Impact Assessment

Border Archaeology have made the following comments in relation to the proposal:

- The overall impact of the proposed development on designated and undesignated built heritage assets both in the immediate and wider vicinity of the development can be assessed as Slight/Neutral.
- For the majority of those designated heritage assets located relatively close to the development site, views looking both from and towards the development and site views in which the proposed development and these assets would be intervisible, are screened by intervening buildings, land form and tree cover. The impact on these designated heritage assets can be assessed as Neutral/Slight.
- The overall impact on the setting of Dishley Court and the adjacent Barn and Stable Cottage (all Grade II listed buildings) located about 370m southwest of the site has been assessed as Slight. Due to its elevated location, the development will result in a Negligible to Minor change to distant views looking northeast upslope towards the site from the curtilage of Dishley Court during the initial construction phase, which will be further reduced once the proposed landscape screening along the southwestern boundary of the site reaches maturity.
- In terms of impact on non-designated heritage assets, it is considered that there would be a localised Slight/Moderate impact on the setting of Stockenhill, a 19th century farmhouse situated immediately adjacent to the site and 'Trollheim', a late 1970s house in Stockenhill Road, reflecting their close proximity to the proposed development. However, it should be emphasised that both buildings are considered to be of Low significance as unlisted buildings of limited local interest in heritage terms and have not formally been identified as non-designated heritage assets.
- Overall Conclusion: It is BA's considered opinion that, prima facie, based on the available archaeological, documentary and cartographic sources, the potential of the site in both archaeological and heritage terms does not represent an impediment to development.

Air Quality Assessment

Redmore Environmental Ltd was commissioned to undertake an Air Quality Assessment, the assessment concluded:

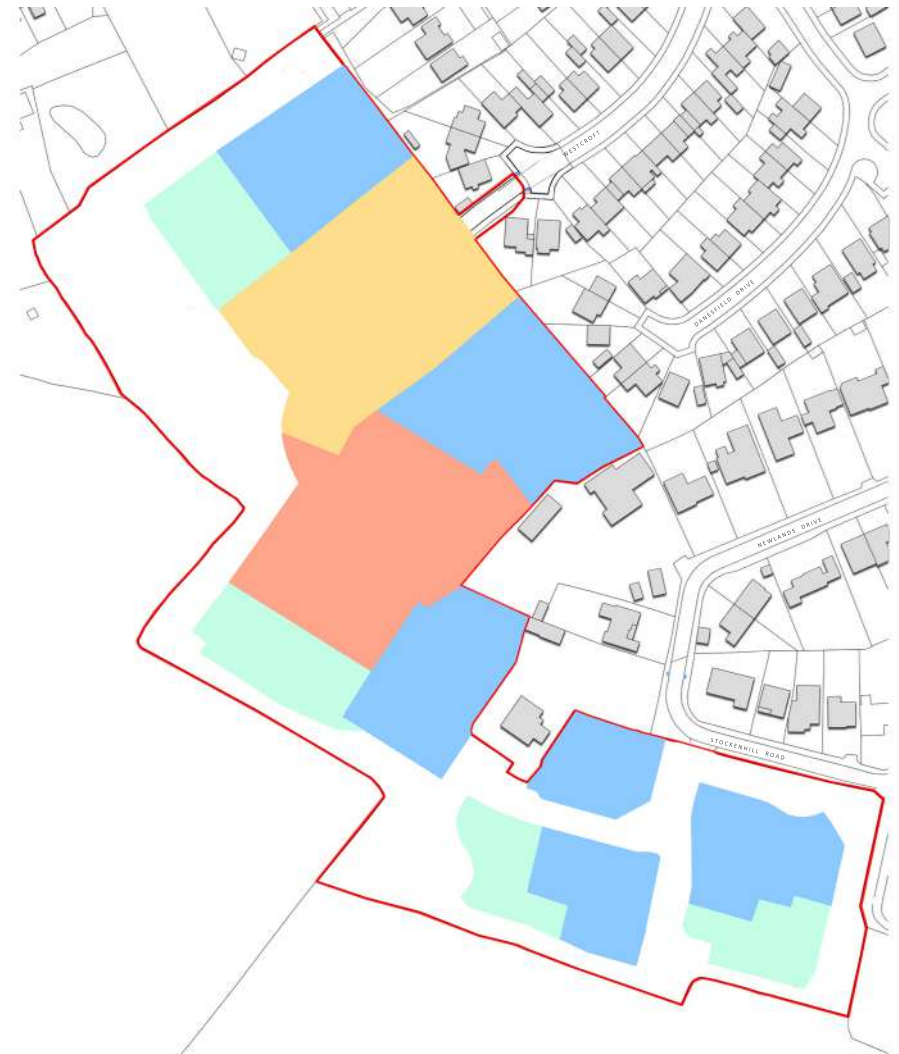
- During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities was predicted to be not significant;
- Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. Dispersion modelling was therefore undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the local highway network both with and without the development in place. Results were subsequently verified using local monitoring data.
- Review of the dispersion modelling results indicated that impacts on annual mean NO₂ and PM₁₀ concentrations as a result of traffic generated by the development were predicted to be negligible at all sensitive receptor locations. Following consideration of the relevant issues, air quality impacts as a result of the operation of the development were predicted to be not significant, in accordance with the IAQM guidance.

4.13 Character Areas Layout & Appearance.

The adjacent plan and proceeding pages offer further guidance and design parameters with regards to the character of key areas within the proposed layout, specifically relating to how the built form and landscape could be arranged to create a distinct, quality place which references the local vernacular.

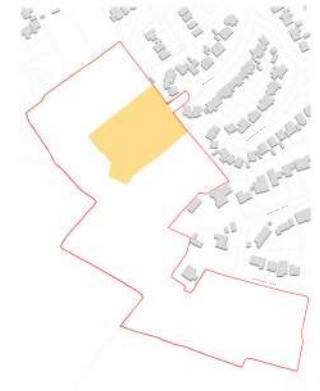
Pre-application comments suggested the opportunity to introduce a contemporary approach to various architectural details would be welcomed. This advice, along with the local area character study (illustrated within section 2) and design SPDs within the various planning policy documents have underpinned the character area appearance suggestions.

It is important to note that the information given within the remaining elements of the section is for illustrative purposes only, which if applied could set the tone for a successful development but should not be considered as mandatory within subsequent reserved matters applications.



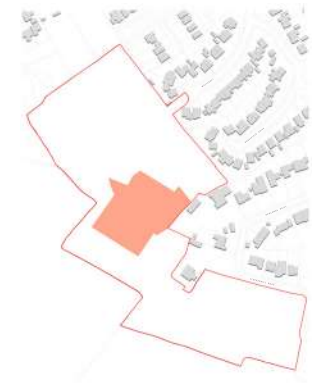
Entrance Gateway

- Announces the development upon arrival;
- Distinctly urban in character - continuous building frontages to both sides of the space, deliberate building line with minimal gaps between dwellings and active façades facing the street to create a strong sense of place;
- Front gardens limited to 2m and defined by 'hard' boundary treatments;
- Designed to be an 'active' hub with street parking and impromptu meeting spaces for example;
- Unique materials (from others proposed within the development) could be incorporated within building façades and hard surfaces;
- Street tree landscaping and furniture to enhance a distinctive appearance;
- Traffic calming measures and pedestrian crossing points incorporated within a contemporary hard landscape strategy.



Neighbourhood Green

- Existing mature landscape features create a natural focal point with building frontages orientated to overlook and offer a strong sense of enclosure;
- Buildings are spaced further apart, are smaller in scale and incorporate set backs to create 'relief' within the a less formal build line;
- Additional planting to the periphery to offer some separation from primary vehicle movement route;
- Routes through the space arrive at logical destinations in relation to desire lines;
- A simpler and consistent palette of materials would ensure the buildings remain subservient to the feature green space.



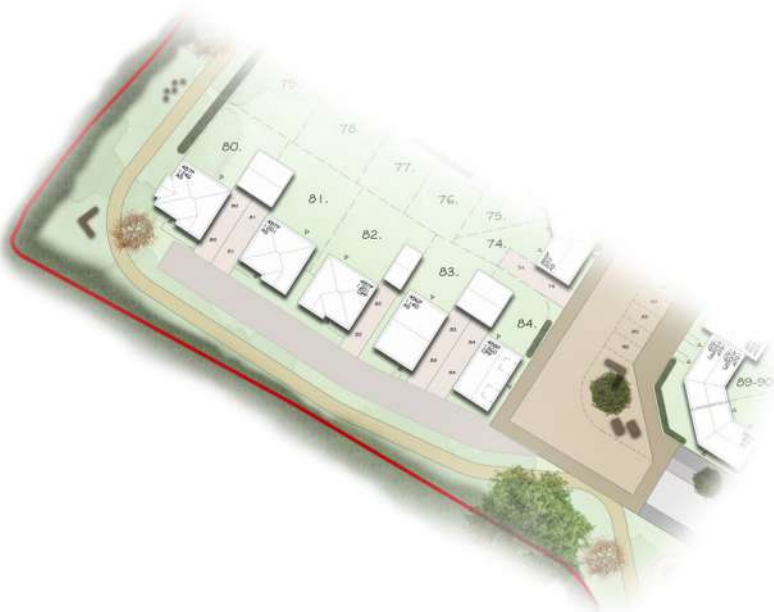
Village streets

- Internal shared spaces have formed a lower order of hierarchy of street in comparison to the primary route;
- Narrower streets occasionally morph into pedestrianised irregular focal areas or homezone type spaces to create a sense of 'surprise and delight';
- Traffic calming measures and surface material changes should announce to vehicles that the streets are shared;
- Strategic building configurations create glimpses through to adjoining spaces and focal buildings;
- Varied and larger set backs with landscaped front gardens define these areas;
- Garages more common but set back with some upfront parking permissible;
- Consistent use of materials with architectural details introduced to enliven the elevations.



Green Edge

- Lower density development edge, sat back from the boundary;
- Predominantly detached dwellings with larger gaps between one another;
- Principle elevations orientated to look out and over green corridors and open countryside beyond, with dual aspect units provisioned on corner plots;
- Enhanced landscaping to offer attractive filtered views of the proposal from the open country side;
- Potential to incorporate a natural palette of material textures and tones to ease the development into the existing natural landscape setting.



4.14 Material, Colour & Texture Palette.

Buildings

Primary Elevations



Secondary Elevations



Red Cedar Cladding

Windows



Anthracite

Roofscape



Duo red concrete

Grey concrete

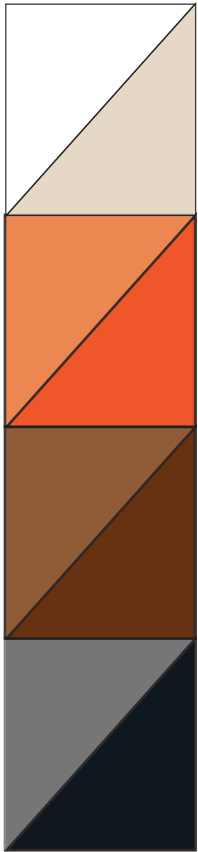
Boundary Treatments



Brick wall

Box hedge

Ball top railings



Hard Landscape

Primary routes and focal areas



Grey herringbone



Natural block paving



Natural block paving



Bitmac with block paved drainage channel

Secondary Streets



Bitmac with block paved drainage channel



Granite setts for ramps



Bracken block paving

Tertiary lanes and plot curtilage



Grey block paving



Concrete paving slabs

Public Open Space



Crushed stone path



Bow top railings



Knee rail

Soft Landscape



Wildflower planting



Native hedgerow planting









Maintained grassed areas

Street Furniture



4.15 Building for a Healthy Life Assessment.

BHL Category	Grade	Justification
Integrated Neighbourhoods		
1. Natural Connections		Opportunities to connect the development for pedestrian and cycle movements have been maximised both within the site and to the existing urban context. A recreational perimeter route is located within the green infrastructure network. Multiple connections to neighbouring streets and footpaths are provisioned, as well as potential links into the SUE.
2. Walking, cycling and public transport		It has been demonstrated that the application site can be classified as being 'sustainable', positioned within walking distance of local amenities, transport links and Leominster town centre. Furthermore, the proposed SUE is set to provide mixed uses to further enhance the application site's sustainable location.
3. Facilities and services		The development has good links to public transport. The development itself has active frontages throughout, overlooking the public realm. The proposal incorporates formal and informal places for residents to meet and socially interact.
4. Homes for everyone		The development incorporates a mix of unit typologies and tenures within the array of 1, 2, 3 and 4 bed dwellings.
Distinctive Places		
5. Making the most of what's there		The urban structure proposed has taken design cues from the local vernacular to therefore reinforce the distinctive character of the area. Efforts have been made to preserve and enhance as much of the existing mature landscape as possible.
6. A memorable character		The retention of prominent landscape features give the development a distinctive feel. A memorable entrance gateway and focal spaces have been formulated to offer a legible and easily identifiable scheme.
7. Well defined streets and spaces		Perimeter blocks and dual aspect properties utilised throughout. Streets and spaces defined and enclosed by varied building configurations and typologies.
8. Easy to find your way around		A series of distinctive focal spaces, bolstered by landscape features and vista buildings ensure the development proposal remains memorable and navigable.
Streets for All		
9. Healthy Streets		Convenient, safe recreational routes and links to the wider context provisioned to promote active, sustainable and healthy movements.
10. Cycle and car parking		A variety of car parking configurations have been specified, ranging from in curtilage up front and side drives as well as on street layby parking to ensure there is enough parking for residents and visitors. Secure cycle storage provision would be accommodated within rear amenity spaces or garages.
11. Green and blue infrastructure		An array of green infrastructure corridors and spaces define the proposal. Existing landscape features have been retained in the main throughout. An ecological corridor has been allocated to allow biodiversity and existing habitats to flourish, which also houses an attenuation pond.
12. Back of pavement; front of home		Each plot has a clear defensible space to separate the public and private realms, commonly demarcated with hard or soft landscaping.
  red = stop & rethink   amber = try & turn to green   green = go ahead		

