

BIVIA COURT, GOODRICH

Design and Access Statement



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1.0 INTRODUCTION

Bivia Court seeks to enhance the existing settlement of Goodrich Cross and the village of Goodrich rather than detract from them. The proposal is for a range of 1, 2, 3 and 4 bedroom properties that offer an opportunity for young people to get on the housing ladder as well as for older people wishing to down-size. There are 19 dwellings proposed for the 1.22 hectare site, a density of 16 dwellings per hectare, which delivers considerable housing with only a minimal spatial impact on the village of Goodrich. The dwellings are arranged around 2 sides of a green that will become the focus of the Bivia Court community. The external design of the development and the materials used will be in keeping with historical precedents in the village.

The site is a field that has never been built on, but is adjacent to the settlement of Goodrich Cross, to which the development will be a natural extension. It has good access to the A40 and thus any impact on the village of vehicle movements generated by the development will be minimised. The site is 800m or 10 minutes walk from Goodrich Cruse and the majority of key services for the village. It is also within 150 m of stops on the Monmouth to Ross on Wye bus service. The site is largely hidden from surrounding landscape by topography and well-developed hedgebanks. No buildings are proposed on the part of the site visible from the A40 southbound so the important view of Goodrich Manor sitting above meadowland with Coldwell Rocks in the background is unaffected.

2.0 THE VISION

Bivia Court seeks to address the historic failure of developers and planners to build in a way which enhances existing communities, rather than detracting from them. At its heart are four principles:

1. **Architecture.** The external design of the development and the materials used, will be in keeping with some of the historical antecedents of the village. In part, that is why a 'fragmented terrace' approach is being proposed, being similar in concept to Goodrich Court Stables, The Square and even the more recent (but unfinished) Old School House. The concept of terraced houses is established in Goodrich and is in all cases visually appealing. This development will seek to build houses people actually enjoy looking at, rather than those which need to be hidden.
2. **Community.** Many modern developers seek to build as many units as possible on as small an envelope but, they do so to ensure each of the houses is shielded and private from the other. The Bivia development takes an alternative approach where, the use of terracing along with a large public space in front of the houses, is proposed to ensure a genuine community dynamic exists in which neighbours meet, know and share with each other.
3. **Village & urban sprawl.** We simply don't have room in the UK to continue building as we have, without severely compromising the natural resources of this country. The proposal seeks to put 19 units on a relatively small envelope of land. In this way, considerable housing can be delivered with only a minimal spatial impact on the configuration of the village.
4. **Housing for all.** The most profitable units for developers to build (and then sell) are 3-bedroom houses. These are often not affordable for either the young or in many cases, older people wishing to down-size. Bivia Court seeks to provide a genuine range, type and choice of housing tenure with units from 1 to 4 bedrooms. This offers a genuine opportunity for young people to get on the housing ladder in Goodrich.

3.0 FACTORS AFFECTING THE DESIGN

3.1 Historical

The site is of little archaeological significance apart from the possibility of below ground remains of a Roman date, although none is presently recorded. It appears to have always been a field from the Medieval period onwards. Eighteenth century maps show the site of the mediaeval Williams Cross in the vicinity of the entrance to the field, the field itself is named as Cross Close and the current footpath adjacent to the south-east boundary is shown as a road that leads directly to the centre of the village. The 1838 tithe map shows the field name changed to Cross Meadow and three buildings in Goodrich Cross that remain to the present day: Goodrich Manor, the Cross Keys pub and New Barn House and by this time the road to the village had become a footpath. The boundaries of the field have remained unchanged to the present date and no structures have ever been shown in the field on any maps. Although the assessment has identified the potential for archaeological remains within the site, there is currently no evidence to suggest that there are remains of a significance that would preclude development.

Goodrich Manor and New Barn House are both grade II listed buildings. Goodrich Manor is an example of an early 19th century house with late Georgian and Victorian features and with 20th century alterations. It is not a particularly notable example of its type and was probably listed because of its age. The listing does not include the related Coach House to the rear.

Goodrich Manor is a 3 storey building; currently a children's home. It is rendered with a hipped slate roof and has lower rear extensions. Its side elevation faces the site; however there are few windows that look over the Bivia Court site. The former coach house, built in stone with a slate roof, has been converted into a house whose rear wall is on the southern boundary of the site.

Two other nearby buildings appear on the 1839 tithe map, the Cross Keys pub and New Barn House, the later of which is also Grade II listed. The pub is 2½ storeys, built in stone with a slate roof. New Barn House is 3 storey, brick, with a slate roof.

Within the context of this planning application the special interest arising from the historical development of the Goodrich Cross settlement is the relationship between the three historic buildings; Goodrich Manor, the Cross Keys pub and New Barn House and the road pattern forming its centre. The construction of the A40 dual carriageway changed the original road pattern but the line of the earlier road from the cross roads is still defined by the western boundary wall of Goodrich Manor which follows the line of the original road before the dual carriageway was built.

The main western elevation and the foreground to Goodrich Manor is regarded as the essential setting of the asset and the positioning of windows suggests that no attempt had been made to create a northern aspect – views from the house towards the north and north west had effectively been ignored. Goodrich Manor is a key building within Goodrich Cross and is prominent in the landscape, even if it is agreed that the area to the north of the house is a secondary part of the setting. Goodrich Manor's position in the landscape and its heritage value have to be considered together. In terms of the effect of development on the open space in the south-west of the site this means establishing a 'view corridor' between the A40 and Goodrich Manor not obscured by new development.

A detailed Heritage Statement in response to the development proposals has been prepared by Pegasus Group (report dated 26th August 2016) and forms part of this planning application.

The Heritage Statement includes a Setting Assessment which considers the potential impact of the proposed development on the designated heritage assets within the environs of the site via changes in their setting. The assessment concludes that the change resulting from the proposed development will result in a limited impact to the overall architectural and historic interest of Goodrich Manor, a heritage asset of less than the highest significance, and will be at the lower end of less than substantial harm. As such, in line with national and local planning policy, the potential harm to the Goodrich Manor should be balanced against the public benefit of the proposals.



Figure 1: Goodrich Manor



Figure 2: Goodrich Manor Coach House



Figure 3: New Barn House



Figure 4: Cross Keys Inn

3.2 The Site in its Wider Context

The site is in Goodrich Cross, one of six settlements that together comprise the village of Goodrich. It is the largest population centre in Goodrich (53 houses) but the construction of the A40 dual carriageway road in 1967 split the settlement leaving the Dean Swift Close estate, built in 1955, isolated on the western side of the road and a mix of older and more recent houses on the eastern side, next to the Bivia Court site.

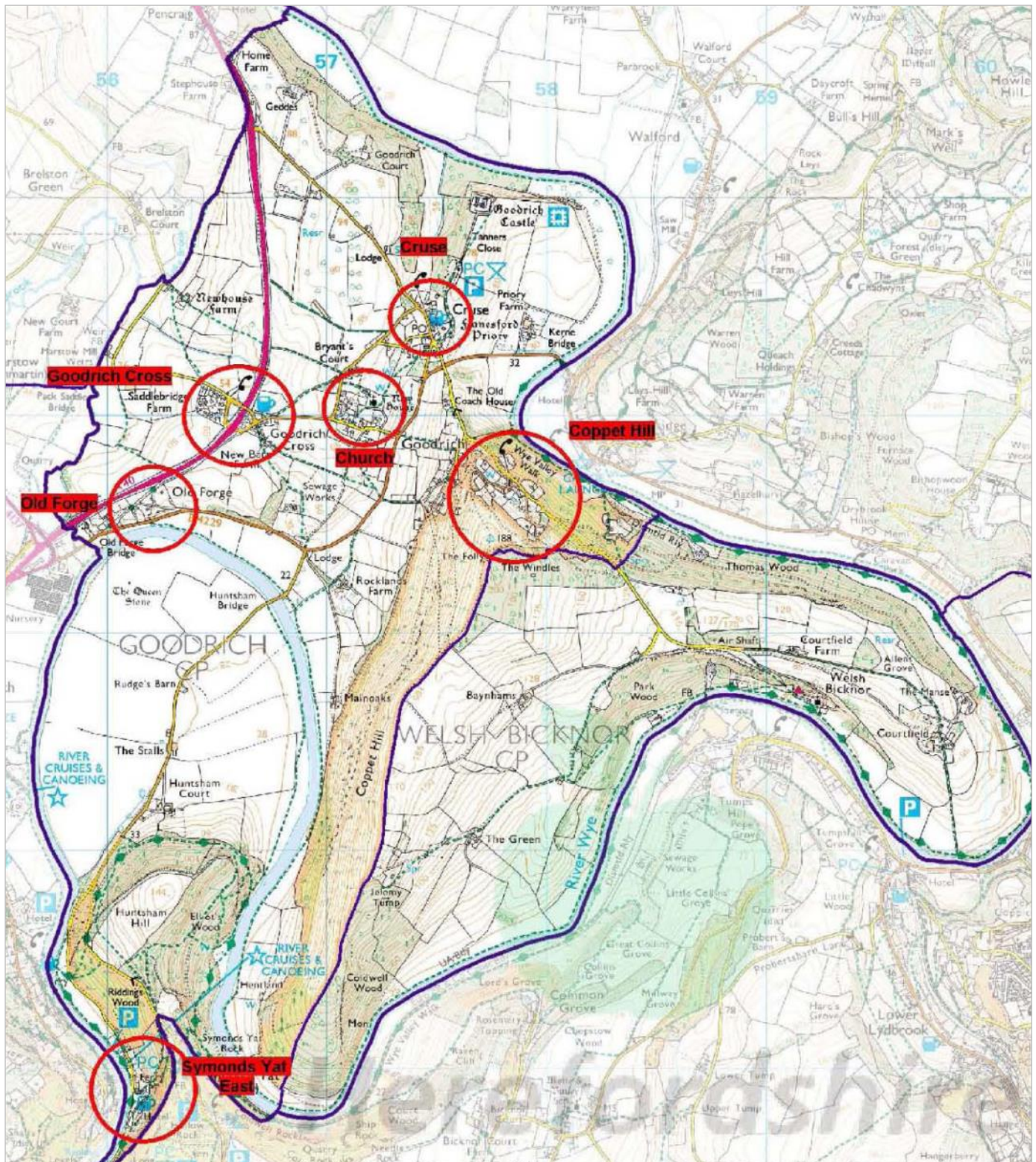


Figure 5: Village Plan (Goodrich and Welsh Bicknor Village Design Statement 2010) showing the six population centres (circled) that comprise the village of Goodrich

The settlement of Goodrich Cruse includes the village school, village shop, village hall, Ye Hostellerie pub and the entrance to the castle. Goodrich Cruse is 1.15 km from Goodrich Cross and the two are linked by a well-used narrow road with no pavement. The lack of a good footpath to the village school and village shop is a significant issue for the residents of Goodrich Cross. The footpath adjoining the south-east boundary footpath GR6, is a public right of way. A second public right of way, footpath GR5, runs east-west some 200 m north of the site but this path has been cut by the A40 dual carriageway and is now unused. The A40 is a source of continuous traffic noise that can be heard in many parts of the village and neighbouring countryside. The Monmouth to Ross on Wye bus service stops at Goodrich Cross.

3.3 The Landscape Setting

The site and surrounding area is in the Wye Valley Area of Outstanding Natural Beauty (AONB), the character of which has been significantly and adversely affected by the dualling of the A40 where it passes through Goodrich Cross.

The Herefordshire 2009 Landscape Character Areas assessment places the village of Goodrich Cross and its surroundings within the category of Principal Settled Farmlands. The summary description describes this as a *'settled agricultural landscape of dispersed, scattered farms, relic commons and small villages and hamlets...a landscape with a notably domestic character, defined chiefly by the scale of its field pattern, the nature and density of its settlements and its traditional land uses'*. While the site and its immediate surroundings do contain some of these elements, the situation is not typical due to the detrimental intrusion of the A40 trunk road and the nearby 1950's housing at Dean Swift Close.

The site is a small field within a wider small to medium scale landscape and forms part of the view of the northern edges of the settlement of Goodrich Cross, particularly as seen from the A40. The present form and character of the settlement as seen from this direction is weak, with several individual somewhat 'suburban' houses running westwards from Goodrich Manor. The Manor, while prominent, is somewhat visually awkward when seen from the north.

There are limited views of the site from the road and housing immediately to the south of the site. There are few views from the wider landscape due to the rolling topography and well developed hedge banks. There are views into the site from traffic travelling southwards on the A40. There are views down on Goodrich Cross from Coppet Hill to the east, although the tree cover within the settlement and the existing houses along the road to Goodrich beside the site almost completely screen any views of the proposed development.

The overall landscape sensitivity of the site is considered to be *Medium* even though the site lies within the high landscape designation of the Wye Valley AONB because there are significant visual detractors in close proximity - the A40 trunk road and the 1950's Dean Swift Close housing. Sensitively designed housing in scale with the setting and, in a style and using materials which are in harmony with the local vernacular, could improve the form and 'sense of place' of the settlement. Retention and management of the existing tree cover and hedgerows and significant new tree planting to complement the proposed housing would assimilate the development into the village surroundings.

A detailed Landscape and Visual Impact Assessment of the site has been carried out by Pegasus Group (report dated August 2016) and forms part of this planning application.



Figure 6: Aerial view of Goodrich Cross

3.4 The Site and its Immediate Surroundings

The site is a field that is redundant agricultural land that is not currently in productive use. It measures 1.22 hectares in area. The site is bounded on its western side by the A40 road between Ross on Wye and Monmouth, on its southern side by two properties, Goodrich Manor and its former coach house, and on the northern, north-eastern and south-eastern sides by fields. Mature hedgerows run along the northern, western and south-eastern boundaries. Public right of way footpath GR6 runs along the other side of the hedgerow on the south-eastern boundary. There is a gateway on the southern side of the site from the road that links Goodrich Cross to the centre of the village. The land falls away from the gateway on the southern boundary down to the north-west corner of the site at a gradient of 1 in 10. Consequently there are good views from the site northwards and westwards. However the site is affected by the continuous traffic noise from the A40, particularly where the road emerges from a cutting adjacent to the north-west corner of the site.

Buildings on the opposite side of the road to the site are detached houses dating from the later half of the 20th Century, all built in brick with slate or tiled roof. One house, Jonara, opposite the gate to the site, has a view northwards across the site.

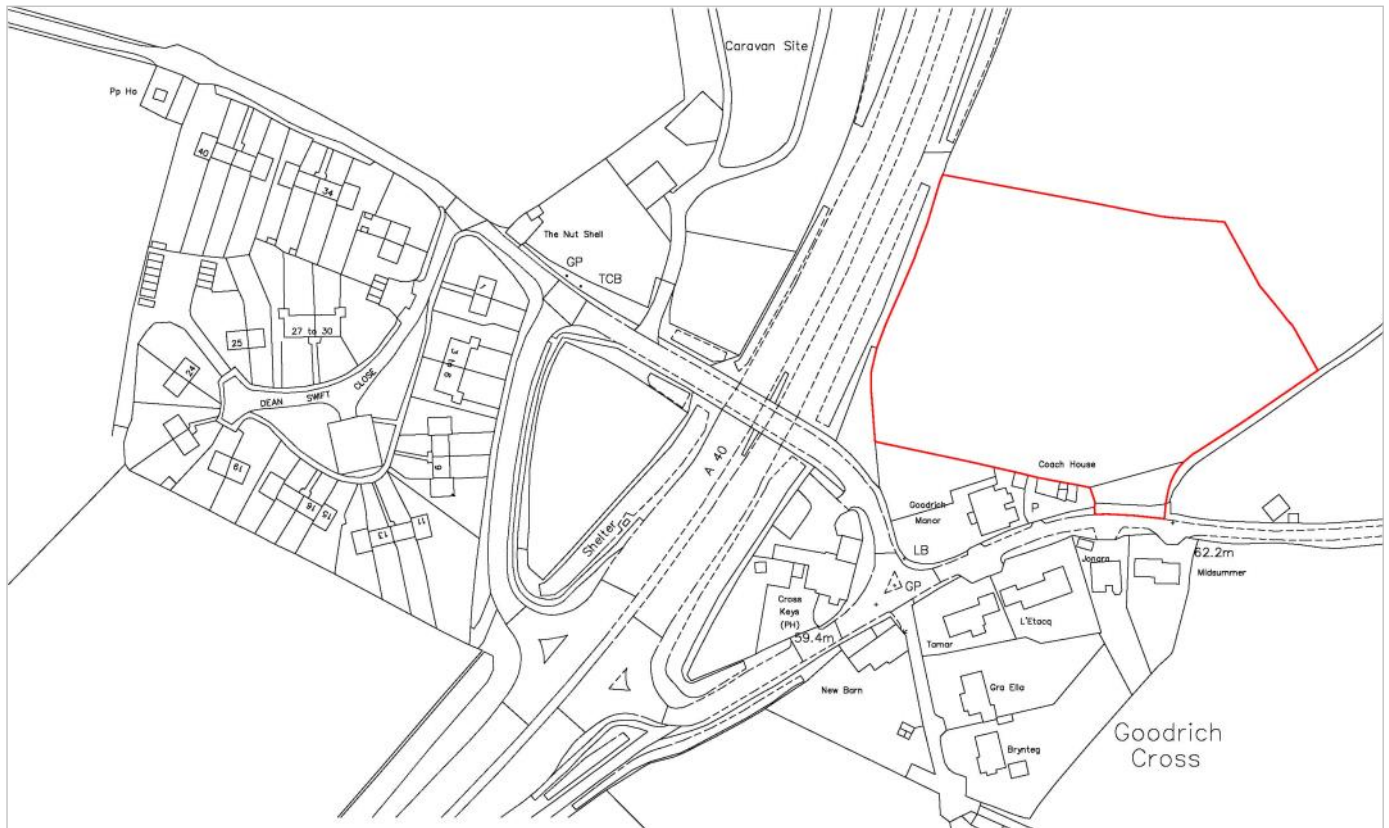


Figure 7: Site Location Plan

A Traffic Noise Impact Assessment of the site has been carried out by Hepworth Acoustics (report dated August 2016) and forms part of this planning application. The report recommends measures to be taken so as to ensure that reasonable standards of peace and quiet are achieved in the gardens and within the dwellings when constructed. Existing sound levels on the site have been measured. From these measurements the amount of sound insulation required of the buildings and screening to the gardens has been established for the worst case; the buildings on the northern side of the site closest to the main A40 road.

An ecological appraisal of the site has been carried out by NKM Associates (report dated 23rd February 2016) and forms part of this planning application. The report concludes that 'taking everything into account, from an ecological perspective, the proposed development is thought to have very little impact on wildlife or habitats'.

Although the immediate local highway network is narrow in highway design terms (especially to the east), most of the traffic generated by the site is likely to go via the A40, which is immediately adjoining and readily accessible from the site. This site therefore has less impact on the local highway network than say a development elsewhere the village. A traffic survey taken on the road to the village confirms only low levels of traffic demand and slow vehicle speeds adjacent to the site. Details of the traffic survey are included in a Transport Statement prepared by Entran Limited (report dated October 2016) which forms part of this planning application.

There is a public house, the Cross Keys, in close proximity to the site. There is a shop, another pub, village hall, church and school in the village. The centre of the village is 800m or ten minutes' walk from the site (1.15m by road). Immediate local employment opportunities are provided by businesses in the centre of the village and at Goodrich Castle. Monmouth and Ross are also readily accessible by bus from stops that are within 150m of the site.

3.5 Herefordshire Council Planning Policy

Planning Policy is set out in Herefordshire Council Local Plan Core Strategy 2011 - 2031, adopted in October 2015. The policies most relevant to the proposed development at Bivia Court are:

- SS2 - Delivering New Homes
- SS6 - Environmental Quality and Local Distinctiveness
- RA1 - Rural Housing Distribution
- RA2 - Housing in Settlements Outside Hereford and the Market Towns
- H1 - Affordable Housing Thresholds and Targets
- H3 - Ensuring an Appropriate Range and Mix of Housing
- OS1 - Requirement for Open Space, Sports and Recreation Facilities
- MT1 - Traffic Management, Highway Safety and Promoting Active Travel
- LD1 - Landscape and Townscape
- LD4 - Historic Environment and Heritage Assets
- SD1 - Sustainable Design and Energy Efficiency. Certain saved Unitary Development Plan policies quantify provision
- H16 - Car Parking
- H19 - Open Space Requirements
- RST3 - Standards for Outdoor Playing and Public Open Space.

The housing policies identify Goodrich as a village with an indicative minimum growth target of 14% in the number of dwellings. The policies call for residential proposals to be within or adjacent to main built up areas of settlements, to be of a high quality sustainable design, which is appropriate to its context, and to make a positive contribution to the surrounding environment and rural landscape. All new open market housing developments of more than 10 dwellings to provide a target of 40% affordable housing provision. Residential development to provide a range of house types and sizes to meet the needs of all households, including younger people and housing capable of being adapted for people in the community with additional needs. Housing to be at a density of 30 to 50 dwellings per hectare, or less in sensitive areas.

The traffic policies and Herefordshire Highways Design Guide suggest a maximum off-street parking provision of 1 space per 1-bedroom dwelling and 2 spaces per 2 or 3-bedroom dwelling at an average of not more than 1.5 spaces per dwelling, cycle parking provision of 1 cycle space per bedroom and a road width of 4.8m where there are less than 50 houses served.

The open space policies set standards of 0.8 hectares per 1,000 population for children's play space and 0.4 hectares per 1,000 population for public open space, well related to the development it is intended to serve.

3.6 Wye Valley Area of Outstanding Natural Beauty Planning Policy

The Wye Valley AONB Management Plan 2014 - 2019 sets out activities and pressures in the AONB, including those in relation to housing and the built environment. Pressures on the AONB include development located in places that are dependent on car use and unsympathetic and standardised designs of much modern housing. Positive impacts that new development has on the AONB are places for people to live and work in or near the spectacular landscapes of the AONB, facilitating appreciation of special qualities of the AONB. Negative impacts that development has on the AONB are poor design of buildings and curtilages that can detract from landscape character, e.g. urbanising rural areas with oversized windows, natural hillsides engineered for car parking and turning points, excessive lighting and inadequate landscaping or screening. Another negative impact is poor location of housing and development encouraging car use and requiring additional standardised highway infrastructure.

3.7 Goodrich and Welsh Bicknor Village Design Statement

The Village Design Statement, dated spring 2010, is written to be both compatible with Herefordshire Council's planning policies and respect the objectives of the AONB's Management Plan. A survey of residents of Goodrich was undertaken in the form of a questionnaire (see Appendix 1). A summary of consultation findings and recommendations relevant to Bivia Court follows:

Consultation has shown that the community:

- Accepts that limited housing development would, over time, prove beneficial.
- Feels that future development in the parish should maintain the existing age and social mix by building houses in a range of prices and sizes.

Recommendations for the layout of future housing:

- Should maintain the separation of the six settlements within the parish.
- Should respect the landscape and the views enjoyed by neighbouring houses and should avoid breaking the skyline.
- Should, wherever possible, be grouped round an open area.

Recommendations for the design of future houses:

- The difference in the nature of the six different areas of the parish has led to separate guidelines being drawn up for each area.
- Traditional house styles, incorporating energy efficient measures, are preferred.
- A wide range of building materials and finishes would be acceptable but the building of groups of red brick houses should be avoided.

Specific guidance for Goodrich Cross suggests:

- There is scope for contemporary or traditional building styles with no firm guidance on building materials.
- Further large groups of properties of a single design are not suitable through small, high density groups may be appropriate.
- The proximity of the A40 means that any new development may need screening and the area could be improved by tree planting.



Figure 8: The Square, left hand side



Figure 9: The Square, right hand side



Figure 10: Holly Cottage



Figure 11: Church House

Figures 8 - 11: Goodrich, precedents for proposed building form

4.0 CONSTRAINTS AND OPPORTUNITIES

4.1 Goodrich Manor View Corridor

The view of Goodrich Manor from the southbound A40 with Coldwell Rocks in the background and meadow in the foreground is contained within a 'view corridor' established from the photograph and Ordnance Survey plan extract the follow.

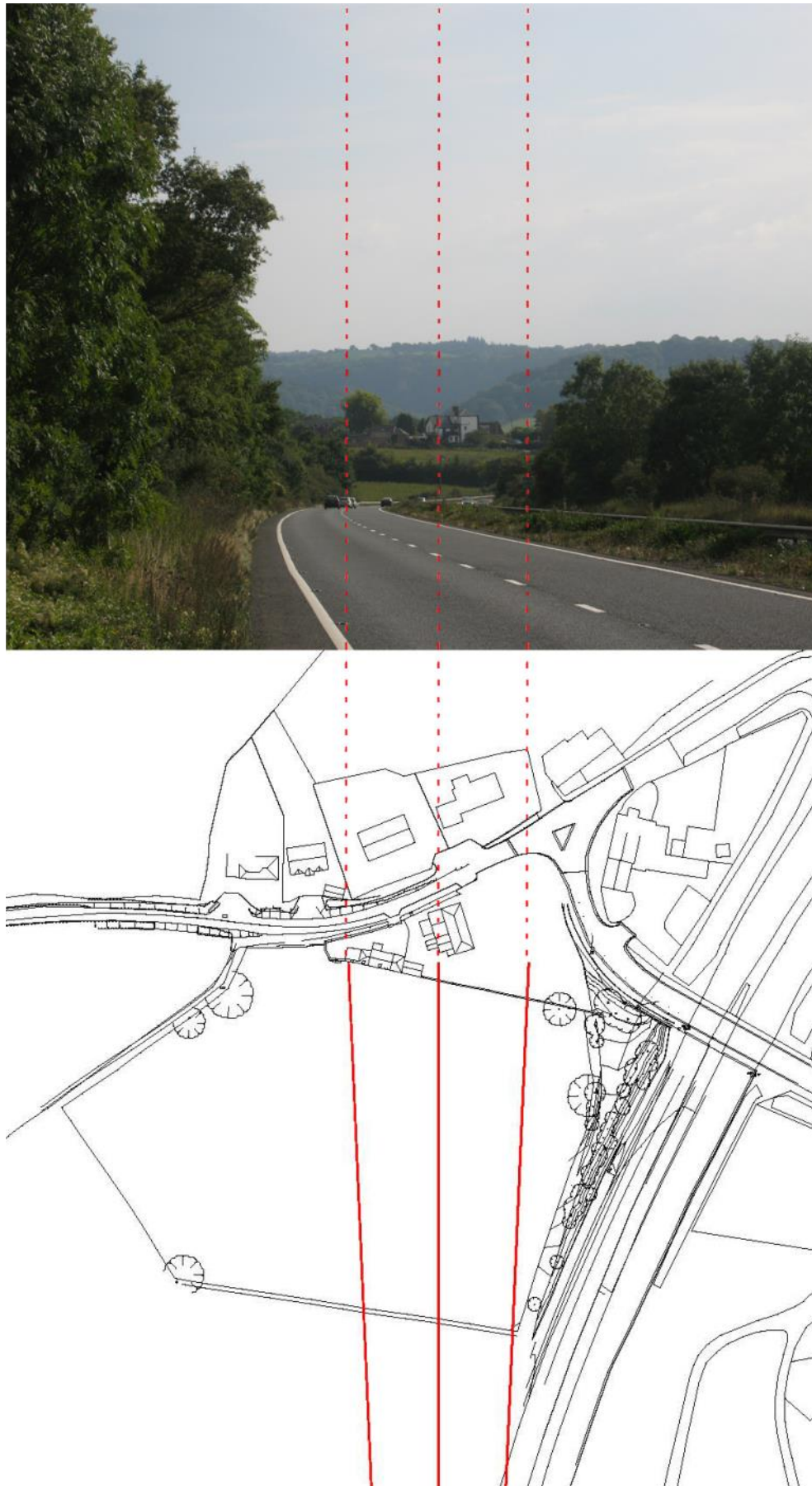


Figure 12: Goodrich Manor View Corridor

4.2 Constraints

- Sloping site.
- Views of the site - southbound from the A40, from footpath GR5 and from Coppet Hill.
- A40 - Goodrich Manor view corridor.
- Consideration of the effect on Grade II listed Goodrich Manor - prominence in the landscape.
- Effect on views from existing houses.
- Maintenance of unbroken skyline in views of the site.
- Traffic noise from A40.

4.3 Opportunities

- Creation of a discreet and logical extension to one of Goodrich's six population centres.
- Planning a compact development that is economical in the use of land.
- Building in a style and with materials that are in harmony with examples of the local vernacular.
- Provision of housing that is affordable for a variety of household sizes.
- Use of a site that is close to good transport links - A40 and bus service number 35.
- Good views northwards and westwards from the site.

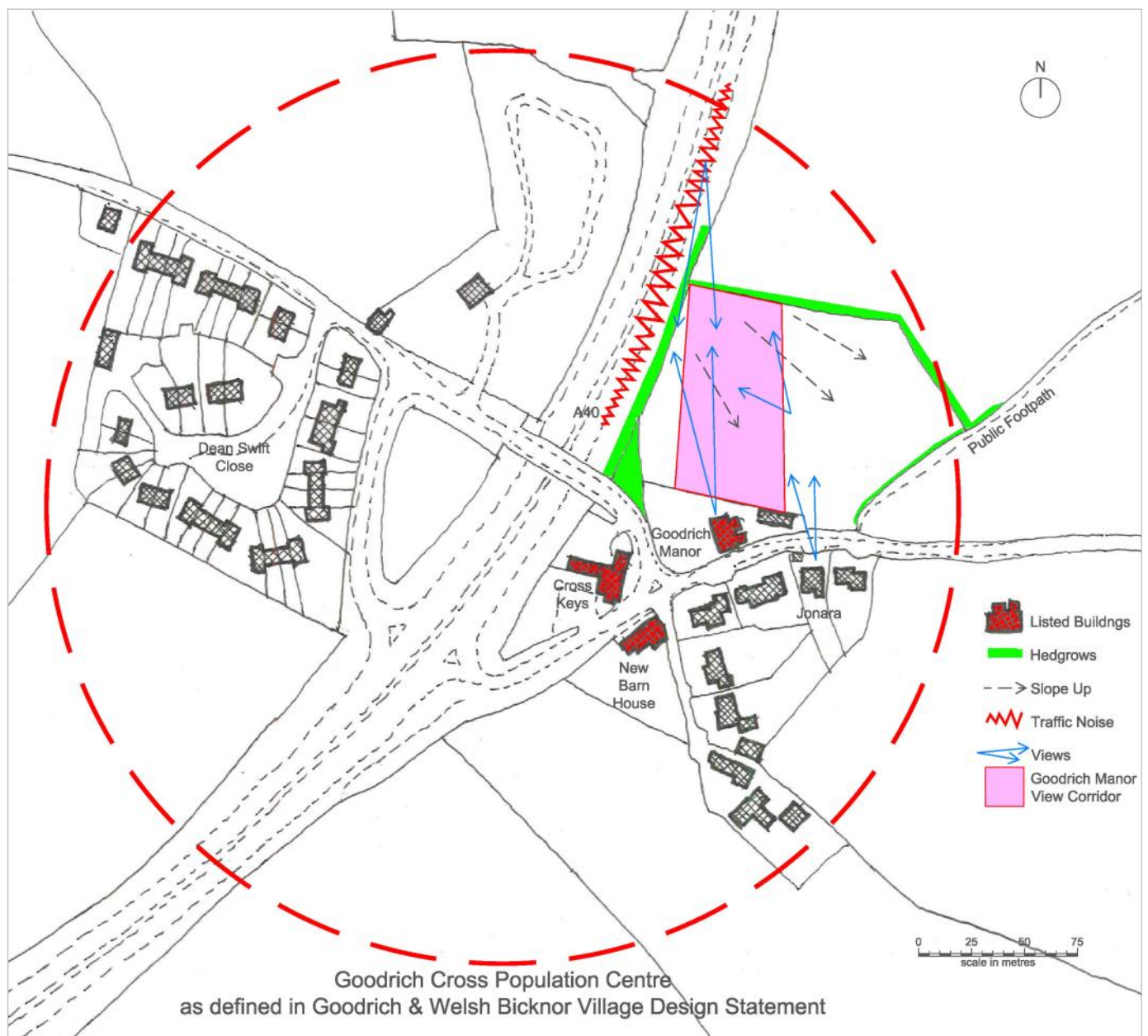


Figure 13: Constraints and Opportunities

5.0 PLANNING HISTORY

5.1 Previous Planning Application 141382/O

An application for outline planning permission for a development of 35 houses on the site was made on 9th May 2014 and withdrawn on 15th August 2014. A number of representations were made on the application including sixty from the general public.

The application was accompanied by a drawing for illustrative purposes only that shows 35 dwellings arranged in continuous terrace across the site with a return at each end corresponding to the west and north-east boundaries. Car parking is grouped together between the buildings and the southern boundary of the site and a central archway leads to the communal greenspace to the north of the buildings.



Figure 14: Drawing submitted with application number P141382/O

Before being withdrawn the proposal was circulated for comments to the Council's consultees and to the general public via the Council's website. 15 responses were received from the Council's consultees and 60 were received from the public; of these 51 were objections and 9 were in support.

The main points from the Council's consultees can be summarised as follows:

- Harm to existing landscape views: from A40, footpath GR6 and Coppet Hill.
- Adverse effect on the setting of a listed building (Goodrich Manor).
- No account taken of noise from A40.
- Impact of surface water drainage run off on the A40.
- Large areas of carparking/hardstanding.
- Support for provision of affordable housing.
- Impact that traffic generated will have on the surrounding roads.
- Support for the central green concept.
- Non-adherence to the Village Design Statement.
- Too many houses.
- 'Unightly' design.

The position of the access to the site, shown on the drawing submitted with application P141382/O, together with visibility splays of 2.4 x 55.0 m meets with the approval of Herefordshire Council's highways officer.

5.2 Previous Planning Application 160612/O

Application made for outline planning permission for the development of 31 dwellings on the site was made on 1st March 2016 and withdrawn on 20th May 2016.

The masterplan shows the 31 dwellings arranged around a central green with car parking discreetly accommodated within the curtilage of houses and in communal parking courts behind the buildings. The western edge of the site contains a community orchard and earth mounding that forms an acoustic barrier to noise from the A40.



Figure 15: Drawing submitted with application number 160612/O

Before being withdrawn the proposal was circulated for comments to the Council's consultees and to the general public via the Council's website. 15 responses were received from the Council's consultees and 36 were received from the public; of these 29 were objections and 7 were in support.

The main points from the Council's consultees can be summarised as follows:

- Harm to view from the A40 of Goodrich Manor with meadow in the foreground and Coldwell Rocks in the background.
- Adverse effect on the setting of a listed building (Goodrich Manor).
- Impact on the settlement of Goodrich Cross - pattern of development contrary to the historic pattern of the village.
- Acoustic mounding alien to landscape.
- Impact that traffic generated by development will have on the local highway network.
- Too much development - not 'proportionate', nearly doubling the size of Goodrich Cross.
- Impact on the Wye Valley Area of Outstanding Natural Beauty.
- Detracts from landscape character.
- Road to Goodrich Cruse not conducive to walking, consider upgrading footpath PROW GR6.
- Open space needs to be useful and useable - the Green considered too steep for children's play.
- Development needs to offer better protection from traffic noise.

6.0 PRE-APPLICATION CONSULTATION

6.1 Wye Valley AONB - 15.12.2014

At a meeting on 15th December 2014 with Wye Valley AONB (WV) there was agreement that the developed sketch scheme was an improvement on the scheme that was withdrawn in August 2014. There was concern regarding the difference between then 'promise' of a good looking scheme and its actual 'delivered' reality; WV acknowledged that if delivered as per plan it may have the potential to benefit the local landscape.

WV particularly concerned with NPPF paragraph 116 and wish to see the specific issues raised by the policy addressed: economic benefits, benefits of development within AONB rather than elsewhere and moderation of any detrimental effects on the environment, landscape and recreational opportunities. WV accepted that the revised scheme no longer leads to urbanisation of the area, that the effects on the views from the A40 are probably acceptable, that alteration to the character of the field is probably acceptable and that the scheme may actually enhance the character of Goodrich Cross. WV also accepted that the scheme will probably not have a detrimental impact on the local landscape character, or significantly impact on the setting of Goodrich Cross or fundamentally alter the open character of the field and approach to Goodrich Cross.

There was some concern that the scheme conflicted with planning policies related to housing, historic heritage and landscape set out in Herefordshire Unitary Development Plan. However these policies have been superseded by policies in the Herefordshire Local Plan Core Strategy 2011 - 2031, adopted in October 2015, and the proposed scheme takes account of these. WV wish to see evidence that the scheme is sustainable and that it does not introduce a pattern of development not found elsewhere in the locality.

6.2 Herefordshire Council - 11.03.2015

Pre-application advice was received from Herefordshire Council prior to a meeting held on 11th March 2015. The advice, which formed an agenda for the meeting, addressed five main points of concern: principle of development, sustainability and highways/transportation, landscape, setting of listed buildings, road traffic noise.

The conclusion of the letter states:

- a) There is a fundamental objection to the principle of residential development in this open countryside location;
- b) The site is in an unsustainable location and the proposal is likely to prejudice highway safety;
- c) There is an objection to the proposed development in terms of its impact upon the landscape, which hereabouts is designated as an Area of Outstanding Natural Beauty, in which essentially property is afforded to the landscape;
- d) The proposal would harm the setting of Goodrich cross and specifically the Goodrich Manor listed building; and
- e) The site is adversely affected by road traffic noise and it appears that, in the absence of a rigorous road traffic noise assessment, it appears that it would be extremely difficult to achieve a satisfactory residential environment (both within the dwellings and in their garden areas).

The letter also included the housing officer's advice on provision of affordable housing as follows: The Local Planning Authority would seek 35% affordable housing, split 27% intermediate rent, 53% social rent and 20% affordable rented and 21.5% 1-bed, 40.1% 2-bed, 34.5% 3-bed and 3.9% 4-bed and greater.

6.3 Herefordshire Council - 12.09.2016

A further meeting with Herefordshire Council was held on 12th September 2016 at which a revised scheme of 28 units was tabled.

The main items of concern were:

- a) The size of the development proposed.
- b) The affect of the development on the setting of Goodrich Manor - the key view from the A40 southbound.
- c) Highway visibility splays and possible improvements to public right of way footpath GR6.
- d) How do the proposals reinforce/enhance landscape character.
- e) The detail of measures proposed to mitigate the effect of road traffic noise from the A40.

There was an acceptance that Goodrich needs more houses and that these should include affordable dwellings.

7.0 DESIGN PROPOSALS

7.1 Scheme Content

The scheme is a mixture of detached and semi-detached houses with two L-shaped terraces. The corners of these L-shaped terraces are formed by blocks of five flats, one with an archway that leads to a rear parking area. All buildings are two storey. There are 3 no. 1-bedroom flats, 7 no. 2-bedroom flats, 1 no. 2-bedroom house, 6 no. 3-bedroom houses and 2 no. 4-bedroom houses, all as shown on the Schedule of Accommodation (see Appendix 2) at a density of 16 dwellings per hectare. This is below the Council's 30-50 dph target but is less due to the sensitivity of the site and the need to respect the A40 - Goodrich Manor view corridor.

The mix of houses and flats includes 42% affordable housing (8 units) comprising 1 no. 4-bed house, 1 no. 3-bed house and 1 no. 2-bed house for intermediate rent, 3 no. 2-bed flats and 1 no. 1-bed flat for social rent and 1 no. 2-flat for affordable rent.

7.2 Highways and Access

From the highway safety and locational point of view the site is well situated and a sustainable location for residential development.

Trip generation analysis of the proposed development included in the Transport Statement shows that the additional 19 dwellings will generate a materially low level of additional trips onto the local highway network. The existing highway safety record on the local network is excellent, with no grounds for concluding that the low levels of trip generation associated with the proposals will either exacerbate or create safety concerns.

The position of the proposed access to the site together with the proposed visibility splays of 2.4m x 55.0m have previously met with the approval of Herefordshire Council highways officer. The Transport Statement includes results of site measurement which shows that the proposed visibility splays are comfortably accommodated.

The site access junction comprises a 4.8m wide road as Herefordshire Highways Design Guide permits where there are less than 50 houses served, with entry radii at 4.0m, which is appropriate for the rural situation of the site and also acts as a 'speed retarder'. The access road into the site falls gently to the point where it splits into two arms, each 4.5m wide. The western arm falls at 1 in 10 to the bottom corner of the site. The eastern arm gently rises to the eastern corner of the site and then drops at 1 in 10 down to the bottom corner of the site. It is envisaged that the access road will be one-way with clockwise circulation. The road will be a shared surface with vehicles and pedestrians sharing the carriageway as is common throughout Goodrich. A 2m wide verge on the outer edge of the road will accommodate services and parking spaces for visitors.

7.3 Site Layout

The houses are arranged around two sides of a green and perimeter access road on the eastern part of the site. This green will form the focus for the community so meeting a key recommendation of the Village Design Statement. The western part of the site is not built on but remains as meadowland together with a community orchard.

Application of the Council's standards for on-site public open space and play space results in a requirement of 175m² of public open space and 350m² of play space. The green measures 1,010m², thus well exceeding the Council's standard for open space. In addition to the Green the meadow adjacent to Goodrich Manor offers a flatter area more suitable for kicking a football around than the Green which slopes at 1 in 10.

Car parking is dispersed around the site. Seven houses each have two spaces on-plot. The remaining houses and flats have allocated spaces in two areas of shared parking; one behind the flats, accessed via the archway and one in the north-west corner of the site. There are two spaces allocated per house and one space per flat which accords with the maximum standards set out in Herefordshire Council Highways Design Guide. In addition there are seven parking spaces for visitors on the perimeter road around the green.

The blocks of flats include space within the building footprint for storage of bicycles. These stores are also used by the houses that complete the larger L-shaped terrace. Storage for bicycles for the remaining houses will be provided by lockers or sheds in the garden. The overall storage as shown on the Schedule of Accommodation (see Appendix 2) complies with the standards set out in Herefordshire Council Highways Design Guide.

The blocks of flats include space for storage of refuse bins. These stores are also used by the houses that complete the larger L-shaped terrace. For the other houses refuse bins are stored in the gardens close to gates leading onto the access road. It is envisaged that on collection days the refuse vehicle will circulate clockwise to collect refuse from the shared stores and that individual householders will need to put their bins out by the roadside for collection.

7.4 Landscape

The design approach for the development has evolved out of a proper understanding of landscape character and respects the landscape scale, fitting within the existing historic pattern of field boundaries. The protection, retention and enhancement of existing mature landscape features together with new tree and shrub planting will visually contain the development within the local and the wider landscape, as well as providing attractive well-functioning external spaces for the residents of the new properties. Although there will be localised changes to the sloping site terrain, the housing layout is designed to work with the contours and the development will appear to fit naturally with the surrounding landform. The development contains a green, community orchard and an open meadow, all features contributing positively to the landscape of the settlement of Goodrich Cross.

A detailed Landscape and Visual Impact Assessment (LVIA) has been carried out of the likely landscape and visual effects of the proposed development. The LVIA concludes that given the limited adverse landscape and visual effects and the context of the site as a discreet extension to the existing settlement edge of Goodrich Cross, but acknowledging the impacts on the rural aspects of the landscape, the likely landscape and visual effects identified are not considered to be significant. Therefore, on balance, the proposed development is considered acceptable in landscape and visual terms.

7.5 Setting of Listed Buildings

The essential setting of the Manor and that of New Barn House would be unaffected by the proposed development. Views to Goodrich Manor from the A40 and from Goodrich Manor to the north-west are maintained.

Because of the elevated nature of its siting, Goodrich Manor has enjoyed a prominent position in the landscape and would continue to do so if the proposed development proceeds.

A triangle of new trees near the northern boundary of the site will screen the new houses in the view from the A40 southbound at the north-west corner of the site.

7.6 Traffic Noise

The site layout has been designed to provide effective noise control by the orientation and location of buildings on the site. The land on the northern boundary (exposed to noise from the A40) would not be used as outdoor amenity space, which is provided on the south side of the houses and flats.

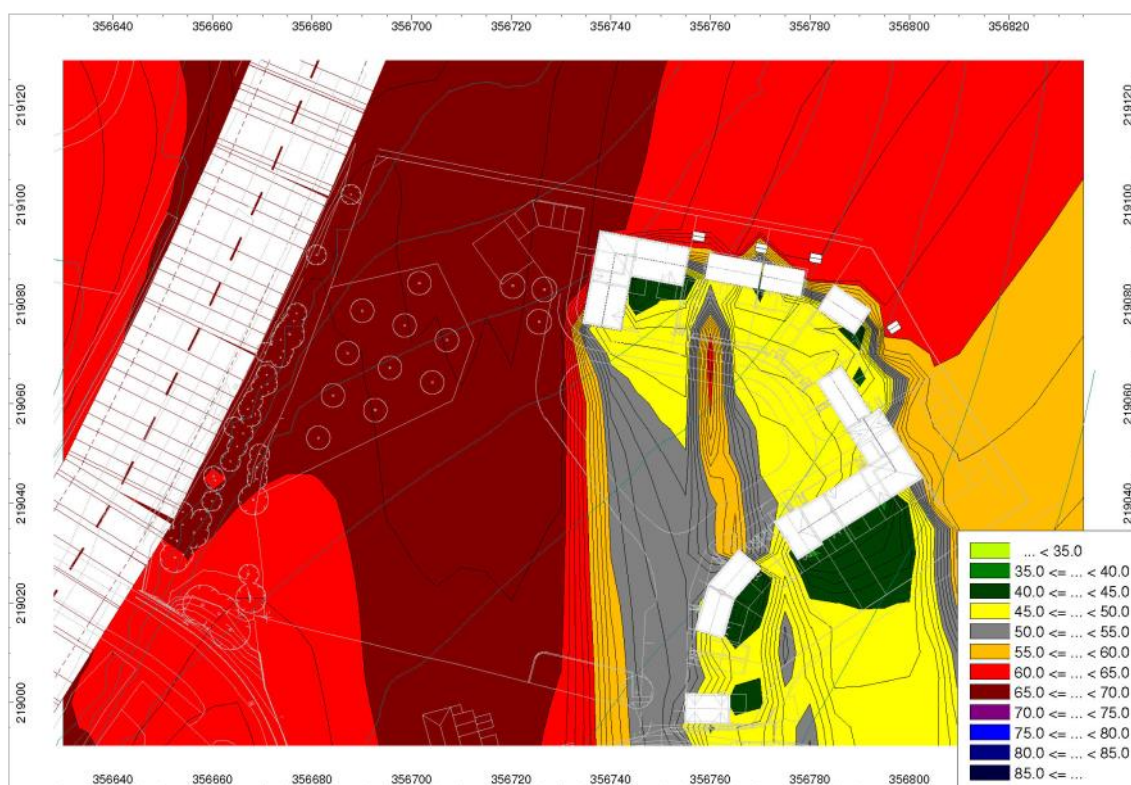


Figure 16: Noise contour plot

The results of the noise survey, when calculated using data for double glazing, show that double glazing alone will be sufficient to bring the noise levels within dwellings below the maximum design noise levels, provided that specialist ventilation units are used in certain locations. The living rooms and bedrooms of dwellings most exposed to traffic noise will require an upgraded specification of glazing comprising 8mm outer pane/8-20mm cavity/4mm inner pane. Glazing to all other living rooms and bedrooms needs to comprise 4mm outer pane/8-20mm cavity/4mm inner pane. It is proposed that specialist ventilators are installed in the north and west facing elevations of dwellings 13 to 19, which are those most affected by traffic noise from the A40.

7.7 Drainage and Services

Flood Risk and Surface Water Drainage

The site is in Flood Zone 1, at low risk of flooding, according to the Environment Agency Flood Map for Planning, and residential development is therefore appropriate in accordance with the guidance given in the National Planning Policy Framework on flood risk. The site has a fall of about 1 in 10 from southeast to northwest, and is at low risk to surface water runoff according to the Environment Agency surface water flooding maps but with a risk of ponding beyond the site to the north. There are no drains or ditches serving the site.

The proposed surface water drainage system will employ sustainable drainage techniques (SUDS). The drainage system will be designed to contain the 1 in 100 year storm on site, (with additional 40% storage to accommodate climate change effects). The system will not cause increased flood risk off site - indeed, it is likely to reduce any runoff that might be causing nuisance on the A40, and will therefore bring betterment to the environment.

The proposed surface water drainage strategy comprises:

- Impermeable adoptable circuit road to accommodate lorries.
- Private drives, courtyards and courtyard access will be formed in permeable construction to infiltrate into the underlying ground.
- Road runoff discharges into infiltration swales in the 'Green'.
- Roofs piped into infiltration swale in Green.
- Cut-off swale downhill of development to intercept extreme events and direct to infiltration pond.
- Infiltration pond receives all residual runoff from site.
- Infiltration pond designed for 1 in 100 + 40% increase in storage (due to climate change).
- Water butts with RWP diverters will be provided where appropriate to provide irrigation.
- Community orchard will capture, reduce and attenuate rainfall.

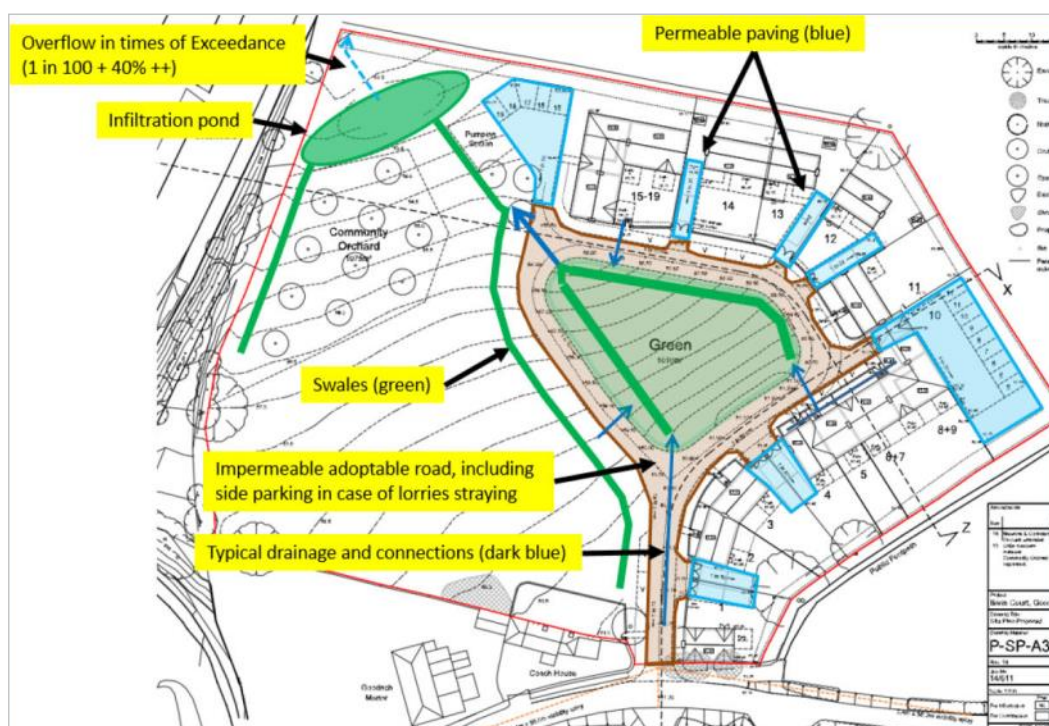


Figure 17: Surface water drainage strategy based on infiltration

Foul Drainage

A conventional adoptable on-site gravity foul drainage system is proposed, which will lead to an adoptable pumping station within the site. There is a public sewer in the road adjacent to the site and the pumping main will be directed to a point of connection with capacity agreed with Welsh Water. From earlier consultations Welsh Water has confirmed that the Sewage Treatment works also has capacity.

Modern low water use appliances will be used, to minimise the demands on the Welsh Water's water supply and drainage network

Utilities

The dwellings will be designed efficiently to minimise their demands for energy. It is proposed to connect to the main electricity, BT and water utility services which are located in the road adjacent to the site and consultations will be held with the utility companies to confirm capacity.

7.8 The Houses and Flats

The houses and flats are all designed to meet requirements for affordable housing and are based on plans that have been approved/used by Housing Associations. The layouts meet 'Lifetime Homes' standards. The houses each have separate living and kitchen/dining room on the ground floor to allow the living room to be used as a bedroom if required and a ground floor WC that is large enough for a shower to be added. Staircases in the houses and flats are straight flights with adequate space at top and bottom to enable a stairlift to be fitted. The house designs allow for future installation of a lift between floors and hoists between a bedroom and bathroom.

All houses have french doors leading out onto a patio area and enclosed garden. The two blocks of flats have individual patios for the ground floor flats and a patio for the first floor flats all within a shared enclosed garden. Most front doors open directly from the green and there are generally low stone walls and front gates between the perimeter footpath and front doors. The main amenity space for houses on the northern boundary is on the front, south facing side of each house away from the road noise.

7.9 Appearance of the buildings

The design and appearance of the houses is a reserved matter and it is envisaged that the proposed buildings will draw heavily on the precedents elsewhere in the village in their form and materials.

The principle precedents are The Square, Holly Cottage, Church House, James Cottage, Y Crwys, Bryants Court, Goodrich Court Stables and, immediately adjoining the site, Goodrich Manor, New Barn House and the Cross Keys pub. Of these, only Church House and Goodrich Manor (render) and the Stables and New Barn House (brick) are not stone. Only Y Crwys and the Stables have roofs that are not slate; they have plain tiles. Apart from New Barn House and the Stables all the examples have low stone walls on the boundary with the public realm.

Our proposals for the buildings are also informed by the results of the Village Plan questionnaire which shows that preferred materials for new buildings in the village are stone (75 for, 1 against) and painted render (56 for, 14 against), whereas brick scored an average mark (33 for, 35 against); and slate for roofs (77 for, 1 against), as opposed to 'red roofs' (17 for, 51 against).

The choice of materials therefore reflects local precedents and the questionnaire results: stone for 2 houses and one block of flats, brick for 2 houses and render for all other houses and flats; slate for roofs of all buildings; stone for garden walls facing onto the public realm. The stone will be as close as possible to that used on the Coach House or the Cross Keys. The brick would be similar to that used on the New Barn House and render would be roughcast similar to Church House with a black plinth. Houses 1 and 11 and flats 15 to 19 are faced in stone, houses 2 and 3 are brick and the remainder are rendered.

The house on Plot 1 is designed to be sympathetic to the adjacent Coach House - rubble stone walls, brick arch lintols, slate roof, sloping lean-to porch.

The corner L-shaped terraces (plots 4 to 11 and 15 to 19) are similar in form to The Square, in Goodrich Cruse, with gabled houses at each end of the larger terrace and some variation in roofscape between. Other houses are generally simple double fronted cottages with a central doorway, such as Holly Cottage.

Openings in walls will be formed by brick arches, stone lintols, some with key stones similar to those at the Square, and a stone archway under flat 10, that follow the pattern of the archway at Goodrich Court Stables. Cills are stone and reveals will be at least 85mm deep.

Windows are side hung flush casement type constructed in timber and painted: single bar, double bar, 4, 6 and 8 pane. Adjacent opening lights and fixed lights will match and look identical from the outside.

External doors will be constructed in timber, with or without metal core, and painted: boarded (cottage style) to front doors, bin store and bicycle store and fully glazed to rear doors.

Porches, in oiled hardwood or treated softwood painted, are all based on examples that do not require supporting posts, walls and foundations, but are simply supported off the building as lean-to examples at The Square and Church House.

Roofs are pitched at 42.5° and 52.5° and covered in natural slate. Eaves are either flush, on the 42.5° pitch roofs, or projecting with exposed and shaped rafter feet, on the 52.5° pitch roofs. Barge boards on the verges of the 52.5° pitch roofs are of two decorative patterns: wavy edge and plain edge with carved fretwork. Eaves and verges are all treated softwood, painted.

Houses will typically have a fireplace and chimney and chimneys on the blocks of flats are used for ventilation extract. Chimneys are brick above the line of the roof ridge with pots on top. The chimneys, together with the changes in level of the buildings, will produce a varied and interesting roofscape.

Two sketches follow which give an impression of what the development will look like.



Figure 18: Perspective view of entrance to site



Figure 19: Perspective view looking north-west across the green

7.10 External Materials and Details

Low (0.9 high) stone walls in front of houses and 1.8 high garden walls facing onto public areas will be built in the same stone as the houses, random rubble brought to courses with stone on end copings. Piers at the side of vehicle gates are a minimum 440 x 440 in cut stone with stone cappings. Hedges planted behind the stone walls in front of gardens to plots 12 to 19 will give privacy to these areas. Fences between gardens will be 1.5m high treated close boarded timber.

Gates to gardens and parking spaces beside houses will be bow topped treated softwood painted.

Roads will be finished in black tarmac with stone channels and kerbs. Courtyards, lanes and communal parking areas will be permeable asphalt with stone channels and kerbs. On plot parking areas will be permeable loose gravel.

Patios will be surfaced in concrete paving flags with stone retaining walls where required.

7.11 Sustainable Design

The proposed development accords with Herefordshire Council Local Plan Core Strategy Policy SD1 - Sustainable Design and Energy Efficiency in the following respects:

- The proposal makes efficient use of land and takes account of the local context and site characteristics.
- The design of new buildings maintains local distinctiveness by incorporating architectural detailing and materials drawn from local precedents and respects the scale, height, proportions and massing of surrounding development.
- Residential amenity for existing and proposed residents is safeguarded.
- The adverse impact of traffic noise from the A40 is mitigated by the disposition of the buildings on the site.
- The distinctive setting of Goodrich Manor is safeguarded.
- Physical sustainability measures incorporated into the design are provision of water conservation measures, storage for bicycles and waste.
- The form of development, focused on the green, provides a safe and accessible environment. The design of the flats and houses will permit adaption to meet changing needs throughout the lifetime of the development.
- It is proposed to use sustainable construction methods that minimise the use of non-renewable resources and maximise the use of recycled and sustainably resourced materials.

8.0 CONCLUSION

The proposed development of 19 dwellings offers a range, type and choice of housing that will be affordable and will allow people who work in the area and contribute to the local economy to live within the Wye Valley Area of Outstanding Natural Beauty.

The site is well situated in relation to the local transportation network and is a sustainable location for housing development.

The proposed scheme fits well within the village, forming a natural extension to the settlement of Goodrich Cross. It is sensitively designed in scale with its setting and in a style and using materials in harmony with the local vernacular. It does not unduly affect the AONB or the listed buildings in Goodrich Cross.

The adverse effects of traffic noise from the A40 have been addressed by the design proposals.

The proposals meet criteria set by Herefordshire Council's Local Plan Core Strategy, the Wye Valley AONB and the Goodrich and Welsh Bicknor Village Design Statement.

This proposal for 19 dwellings addresses various comments made on the two previous (withdrawn) applications as follows:

- The number of dwellings now proposed is reduced from 35/28 to 19. This would increase the number of dwellings in Goodrich Cross to 72, representing 26% of the total.
- The results of a traffic survey confirm that the proposed site access will have more than adequate visibility each way along the existing road and that the proposed development will generate a low level of additional traffic on the local highway network.
- In addition it is proposed to carry out improvements to the footpath to Goodrich Church/Goodrich Cruse (PROW GR6) to encourage pedestrian trips on a wholly segregated route to and from Goodrich Cruse, thereby removing any existing pedestrian/vehicle conflict.
- Buildings have been removed from the western part of the site to ensure that Goodrich Manor is not obscured in the view from the A40 southbound. The building will maintain its prominence, with the view of Coldwell Rocks behind being unaffected. In addition the foreground now includes a community orchard with meadow retained adjacent to Goodrich Manor.
- Reduction in the number of dwellings and adjustment of their position on the site will reduce even further the negligible impact on existing views from public rights of way (PROW GR5 and GR7) and from Coppet Hill. The site is well screened in these views by topography and vegetation.
- The number of shared car parking spaces and areas of hardstanding are much reduced, and removed entirely from next to Goodrich Manor.
- The setting of Goodrich Manor will not be adversely affected. Indeed the community orchard and meadow abutting the northern boundary of the house should be regarded as an enhancement to its setting.
- A detailed traffic noise assessment of the site has been carried out and the site layout has been altered to provide effective noise control by the orientation and location of buildings on the site. Satisfactory noise levels can be achieved within all dwellings and in all private garden areas. The acoustic mounding and fences previously proposed are no longer necessary so the landform on the western side of the site can remain as it is at present.
- A flood risk assessment of the site has been carried out and a drainage strategy prepared which shows that there will be no surface water run off from the site beyond a 1 in 100 year storm with additional capacity for climate change.

Appendix 1 - Village Plan Questionnaire

A survey in the form of a questionnaire was carried out as part of the community consultation process in preparation of the Goodrich and Welsh Bicknor Village Design Statement. Key findings from the questionnaire can be summarised as follows:

	yes	no
Should there be new housing in Goodrich?	58	20
What sort of housing should this be?		
• Affordable housing for young people.	53	4
• Houses for people with disabilities.	21	24
• Large family houses.	14	38
• Houses for single people.	21	24
• Small family houses.	51	2
• Houses to rent.	22	26
• Executive houses.	8	27
Where should any new housing be?		
• Goodrich Cross.	17	
• Cruse.	11	
• Old Forge.	8	
• Church	7	
• Coppet Hill.	3	
• Symonds Yat East.	0	
• Anywhere.	5	
• Between settlements.	10	
What should new houses look like?		
• Traditional like established houses.	70	4
• Suburban house styles are acceptable.	7	57
• Good modern style is acceptable.	41	21
• Stone.	75	1
• Red brick.	33	35
• Rendered and painted.	56	14
• Red roof.	17	51
• Slate roof.	77	1

From the answers it is clear that there is support for new housing in Goodrich with location within the Goodrich Cross settlement preferred. There is a strong preference for traditional building style, with stone and painted render for walls and slate for roofs.

Plot No.	Type	Bedrooms	Bedspaces	Storeys	Internal Size (metres)		Floor Area		Carparking		Cycle Storage		Tenure
		no.	no.	no.	w	d	m ²	ft ²	communal	on plot	communal	on plot	
1	detached house	3	5	2	8.40	5.30	89.0	958.0	0	2	0	3	
2	semi-detached house	3	5	2	8.40	5.30	89.0	958.0	0	2	0	3	
3	semi-detached house	3	5	2	8.40	5.30	89.0	958.0	0	2	0	3	
4	terraced house	3	5	2	5.30	8.40	89.0	958.0	0	2	0	3	I
5	terraced house	2	4	2	5.30	7.30	77.4	833.1	2	0	2	0	I
6	ground floor flat	2	3	1 of 2	8.30	7.30	60.6	652.3	1	0	2	0	
7	first floor flat	2	3	2 of 2	8.30	7.30	60.6	652.3	1	0	2	0	
8	ground floor flat	1	2	1 of 2	7.30	7.30	46.4	499.4	1	0	1	0	
9	first floor flat	1	2	2 of 2	7.30	7.30	46.4	499.4	1	0	1	0	
10	first floor flat	2	3	2 of 2	8.30	7.30	60.6	652.3	1	0	2	0	
11	terraced house	4	6	2	5.30	10.90	115.5	1,243.2	2	0	3	0	I
12	detached house	3	5	2	8.40	5.30	89.0	958.0	0	2	0	3	
13	semi-detached house	3	5	2	8.40	5.30	89.0	958.0	0	2	0	3	
14	semi-detached house	4	6	2	5.30	10.90	115.5	1,243.2	0	2	0	3	
15	ground floor flat	2	4	1 of 2	9.50	7.30	69.3	745.9	1	0	2	0	A
16	first floor flat	2	4	2 of 2	9.50	7.30	69.3	745.9	1	0	2	0	S
17	first floor flat	1	2	2 of 2	7.30	7.30	46.4	499.4	1	0	1	0	S
18	ground floor flat	2	3	1 of 2	8.30	7.30	60.6	652.3	1	0	2	0	S
19	first floor flat	2	3	2 of 2	8.30	7.30	60.6	652.3	1	0	2	0	S
19		45	75				1,423.2	15,319.3	14	14	22	21	

A = Affordable Rent; I = Intermediate Rent; S = Social Rent

<u>Site Area</u>	1.22	hectares	3.01	acres
<u>Density</u>	15.6	dwellings/hectare	6.3	dwellings/acre
	36.9	bedrooms/hectare	14.9	bedrooms/acre
	61.5	bedspaces/hectare	24.9	bedspaces/acre
	12,556.8	m ² /hectare	4.6	ft ² /acre
<u>Total Numbers by Type</u>	3	1-bedroom flats		
	7	2-bedroom flats		
	1	2-bedroom houses		
	6	3-bedroom houses		
	2	4-bedroom houses		
	19	TOTAL		
<u>Car Parking</u>	14	communal		
	14	on plot		
	28	TOTAL	1.5	spaces per dwelling

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