



**Land off Langton Road**  
**NORTON-ON-DERWENT, NORTH YORKSHIRE**

Design & Access Statement

6283-DAS B  
MAY 2015



masterplanning ■ environmental assessment ■ landscape design ■ urban design ■ ecology ■ architecture ■ arboriculture  
J:\8283\LANDS\PLANS\ DAS

Langton Road, Norton - May 2015



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**BACKGROUND**



## 01. Background

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### The Vision and Summary

This Design and Access Statement is prepared in support of two planning applications referred to as Site A and Site B.

Gladman Developments Ltd has successfully invested in communities throughout the UK over the past 20 years, developing sustainable high quality residential, commercial and industrial schemes.

Site A extends to 0.9 ha and is promoted for up to 6 dwellings with a single vehicle and pedestrian access point from Langton Road.

Site B extends to 3.65 ha and is promoted for up to 79 dwellings with an access point for vehicles from Langton and an additional pedestrian/cycle access points to the north east and south of the site.

The overall vision for the site is to provide a distinctive and high quality place, which enhances the quality and character and provide a choice of housing to meet the needs of the area, whilst respecting and enhancing the site's environmental and cultural assets including Sutton Farm.

Housing will be set within green infrastructure. This will help to integrate development within the landscape and create a distinctive sense of place.

Rather than attempt to imitate existing built development, the design is inspired by the character and detail found within Norton and its surrounding landscapes.

The masterplan(s) in this document is illustrative only and further details would be provided at reserved matters stage.

## 01. Background

### Design Objectives

The vision responds to current conditions and future needs, with the overall aim of providing a high quality environment. There are a number of key design objectives which inform the Illustrative Masterplans and which are explained in detail in the Design and Access Statement:

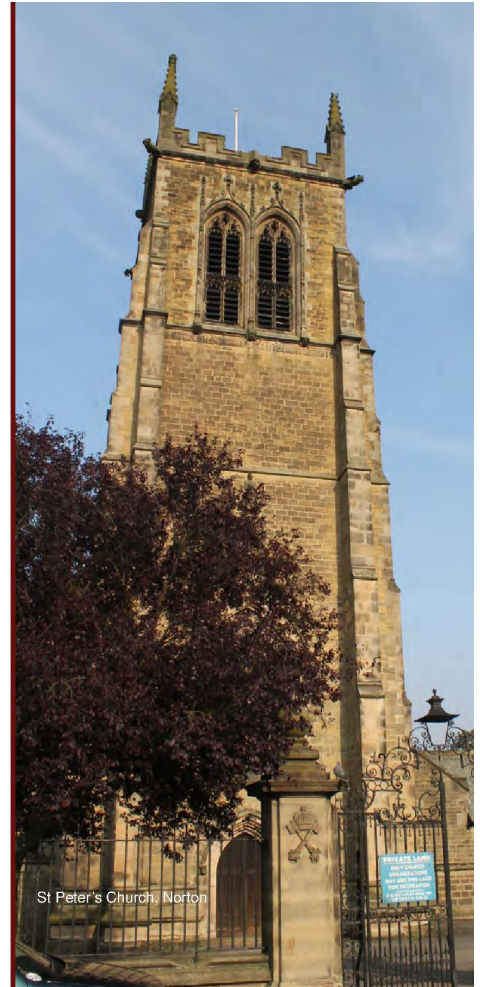
- To retain & enhance views - A separate Landscape Visual Impact Assessment has been prepared.
- To deliver a high quality "place" which is sustainable, safe, and attractive; the masterplan and DAS provide a high quality built and landscaped design that incorporates Best Practice principles.
- To deliver a mix of housing across both sites - comprising a range of house types from linked townhouses to detached properties.
- To provide an integrated network of public open spaces and new play facilities.
- To adopt inclusive design, by making the place accessible for all.
- To promote sustainability and reduce energy consumption.

- Identifying the distinctive components that define local character has been a fundamental starting point for the design of each site.
- The design of two sites which provide due consideration to Sutton Farm and its setting.

Local character comprises of a variety of design elements, from the way in which streets interconnect, development blocks and buildings are arranged, the use of common building materials, visual containment and boundary treatments etc.

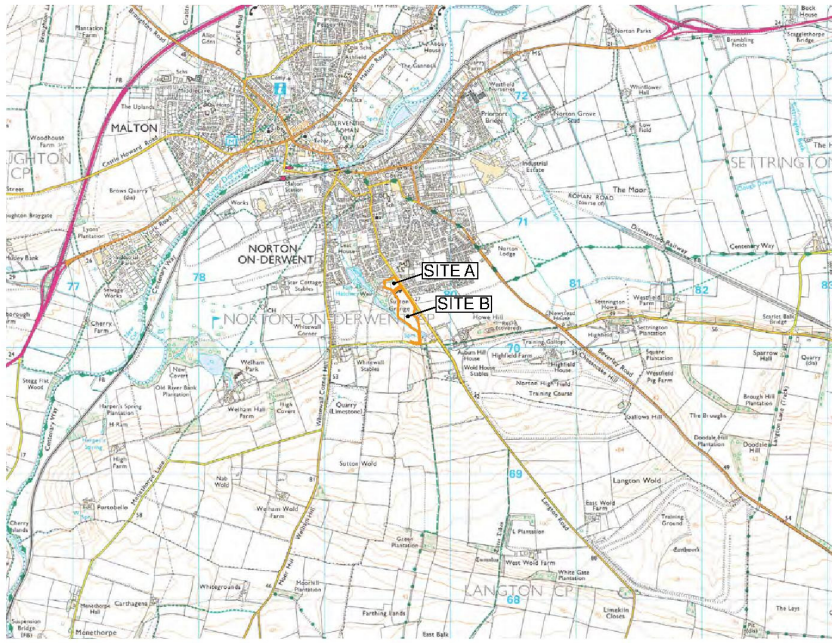
The two sites are different in character, each are described within the design section.

The sites do not specifically seek to recreate, or generate a pastiche of what has gone before, but instead to look forward to contemporary sustainable design solutions which effectively integrate them into the existing fabric of Norton by way of referencing the character of each site, common building materials, layout and street hierarchy.





01. Background



Application Boundaries

Figure 01: Location Plan  
N.T.S



## 01. Background

### Introduction and Purpose

This Design & Access Statement (DAS) accompanies the Outline Planning Application made by Gladman Developments Ltd, for the development of land off Langton Road, Norton. The development comprises of residential development with vehicular access points off Langton Road. The location of the site is illustrated in **Figure 01**.

The Planning Practice Guidance (PPG) was adopted on 6th March 2014. This document provides the following guidance on Design & Access Statements:

#### *"What is a Design and Access Statement?"*

*A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.*

*Design and Access Statements can aid decision-making by*

*enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal.*

*The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.*

*What should be included in a Design and Access Statement accompanying an application for planning permission?*

*A Design and Access Statement must:*

- (a) explain the design principles and concepts that have been applied to the proposed development; and*
- (b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.*

*Design and Access Statements must also explain the*

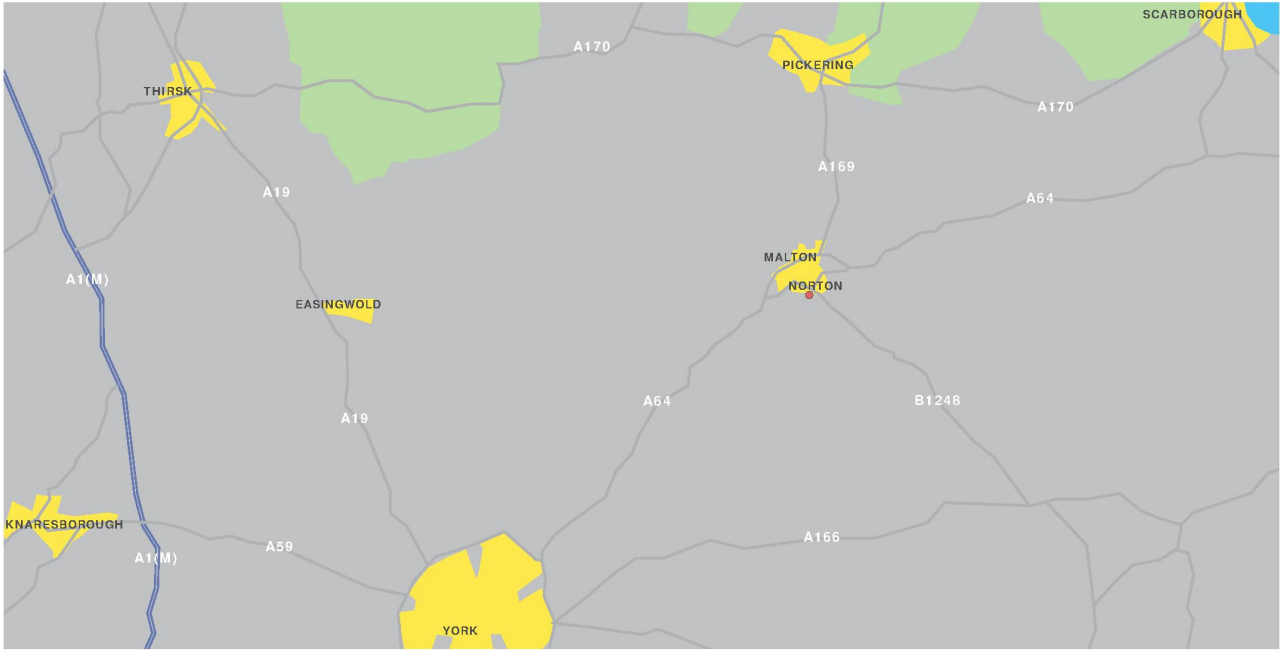
*applicant's approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed."*



**RESPONSE TO CONTEXT**

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02. Response to Context



Site Locations

Figure 02: Context Plan  
N.T.S

Langton Road, Norton - May 2015

## 02. Response to Context

### Location

The area of Norton is located in North Yorkshire, 18 miles northeast of York and 10 miles south of Pickering. It has excellent local facilities such as local supermarkets, doctors surgery, post office, primary and secondary schools and employment areas. The site is also located with good access to the local public transport network.

### Housing Need

Every Council is required by the Government to boost significantly the supply of housing and to make planning decisions in the light of a presumption in favour of sustainable development.

Rydale District Council must provide new housing in order to meet the housing need for the area. There is an urgent need for housing; the Council cannot demonstrate a deliverable 5 year housing land supply.

This development will assist in building a mixed and balanced community that will help sustain the vitality of community in Norton and ease the housing affordability gap within the District.

35% of the new homes will be affordable homes (or provision of a sum of money to provide the homes elsewhere) allowing young people and families to remain in Norton.

### Planning Policy

There is a wealth of design documentation and core reading, which provides a rich source of best practice design guidance for new development. The National Planning Policy Framework (NPPF) and By Design are some of the principal documents, which have been embraced as part of the design strategy.


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

### National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable Councils can produce their own distinctive local and neighbourhood plans, which reflect the priorities and needs of their communities. At the heart of the NPPF is a presumption in favour of sustainable development.

02. Response to Context



 Figure 03: Aerial Photograph

Langton Road, Norton - May 2015



## 02. Response to Context

### The Existing Situation

Sites A and B are located on the southern urban edge of Norton in North Yorkshire off the main road, Langton Road. A line of clipped hedgerow fronts onto Langton Road which form both sites' eastern boundary. The Sutton Grange access lane separates Site A and Site B.

Residential properties are situated along Langton Road at the junctions of Field View and Langley Drive.

The western edge of Site A and Site B is the land and vegetation at Sutton Grange.

A group of mature trees which are associated with Mill Brook form Site B's southern edge.

The urban edge of Norton provides the local context to the north of Site A, with linear patterns of properties along Langton Road and Welham Road to the west, beyond agricultural fields. The majority of the surrounding areas are farmland/ horse paddock or with some individual/ scattered private properties and industrial/ farm buildings including stables and racing horse training facilities.



View northeast into and towards the sites from Bazeley's Lane



View northwest towards the sites boundary from Langton Road



View southwest towards the sites from Langton Road



View east towards sites from adjacent to properties on Hunters Close

## 02. Response to Context

### Topography

Site A comprises a small sized field which is currently in use for arable farming and horse paddock.

Site B comprises a medium sized field which is also in use for arable farming. The southern edge of site B has Mill Brook running along it, which includes a corridor of scrub vegetation associated with the brook. Sutton Grange and Sutton Farm are located to the northwest.

The adjacent urban area of Norton are located within a low lying landform associated with the Vale of Pickering. This landform extends from the north, towards the west. The sites are at approximately 25 metres AOD.

The local land rises steadily to the northwest and south west to approximately 80m AOD.

Approximately 1.4km to the south of the sites, a local ridge line at Sutton Wold rises to 80m AOD and is the most prominent ridge line within the local landscape.



02. Response to Context

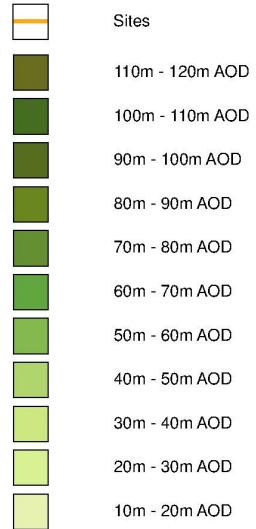
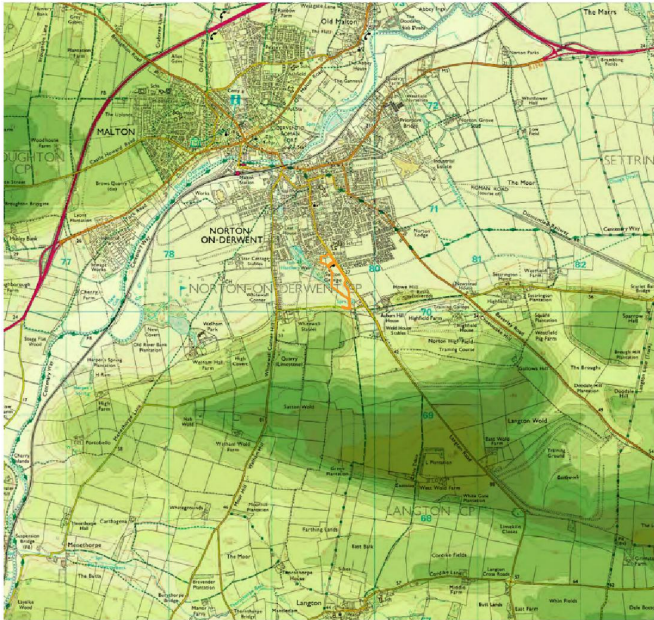


 Figure 04: Topography Plan  
N.T.S

## 02. Response to Context

### Nature Conservation and Ecology

It is considered that providing surface water discharged into Mill Beck is of a suitable quality then the development is unlikely to have any significant impact on the designating features of the River Derwent SAC and SSSI. There is a single SSSI located 1.8 km from the site. It is considered that the proposed development would not impact upon it.

With newly created greenspace acting as mitigation, it is likely that any impacts from increased visitor numbers on Bazeleys Lane SINC will be negligible.

The grassland and arable land forming the majority of the proposed site was of negligible nature conservation value and as the development area falls entirely within these areas the impacts are likely to be low.

No hedgerows are considered to be important under the wildlife and landscape criteria of the Hedgerow Regulations 1997. All are habitats of principal importance and should be retained. It is recommended where necessary these hedgerows are gapped up with a range of native species.

The development proposals will not harm or disturb any active badger setts.

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One tree with bat roosting potential was found not to contain a bat roost. Bat roosting potential in another tree was dismissed following a further inspection. A further two trees had high bat roosting potential, it is not considered currently necessary to identify roosts in this tree as it will be retained and buffered within their current context

As little habitat of value to bats will likely be affected by the scheme a single bat activity survey provided an insight into the bats that are present within the scheme. This found small numbers of bats using peripheral habitats. It was concluded that proposals will not likely have a significant negative impact on foraging and commuting bats and new greenspace may provide some new enhancements. It is recommended that to provide further enhancements for bats hedgerows are gapped up and additional structured planting is provided within green space and these areas are protected from excessive light spillage. It is also recommended that additional bat roosting provision is provided through bat boxes located on new buildings or retained trees.



N Figure 05: Phase 1 habitat Plan

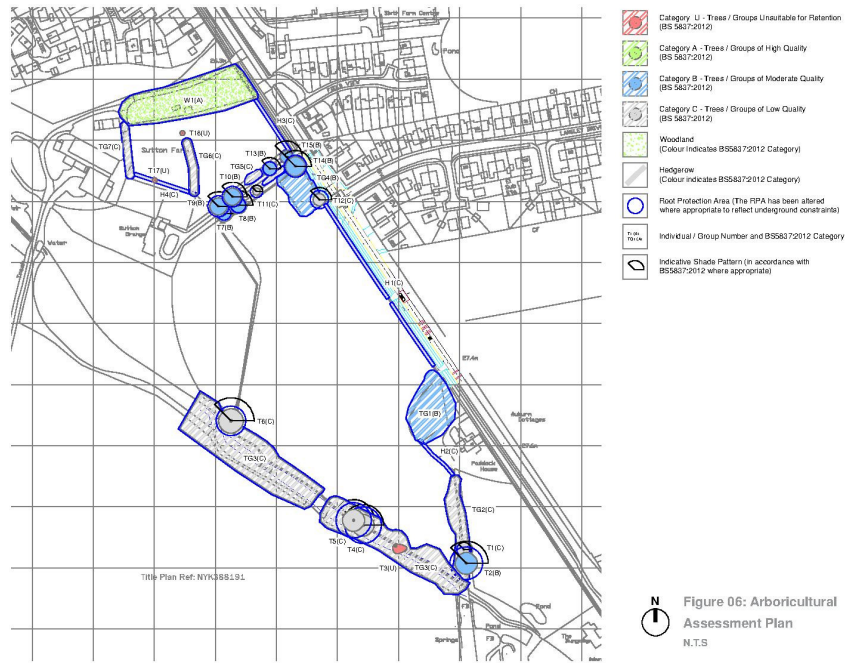
02. Response to Context

**Arboriculture**

The proposals allow for the majority of tree stock on site to be retained due to their locations around the field boundaries. Proposed landscape buffers and open space corridors would allow for a generous amount of space from the existing tree stock enabling it to be successfully incorporated and aid in the developments incorporation into the existing landscape.

To facilitate the access into the sites, sections of hedgerow on the eastern boundaries of the sites would require removal. These were typical low quality boundary hedgerows and the removal of these sections would be unlikely to cause objection on arboricultural grounds.

In conclusion, the material required for removal in order to facilitate the proposals would not be considered from an arboricultural perspective to significantly reduce the amenity value provided by the surveyed tree cover. The majority of trees on the sites would be retained and be enhanced through additional planting to mitigate the losses, providing a quality setting for the proposed development.





## 02. Response to Context

### Townscape

Langton Road forms the central north - south route into the town. It includes rows of terraced dwellings and some larger houses with larger front gardens. Langton Road leads into the centre of Norton.

Langley Drive is the main street for the housing area to the southeast of Norton.

Wellham Road to the west provides a north - south link and has more properties situated along it.

These surrounding properties display the local character of Norton which provide design elements that could be taken forward into the proposed residential site.

Traditional building materials include brick with rendered finish.

Specialist heritage consultants have been instructed by Gladman in order to consider the proposed development's relationship with the nearby Listed Building. A significant parcel of land will be provided with additional mature landscaping to screen the proposed development.



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## 02. Response to Context

### Local Character

The sites lie on Langton Road. Residential properties are situated adjacent the sites, along Langton Road, Field View and Langley Drive. Properties on Welham Road are found beyond fields to the west. A bund of mature trees which are associated with Mill Brook and Sutton Grange form site A's western edge.

The urban edge of Norton provides the local context to the north, with linear patterns of properties along Langton Road and Welham Road. Langton Road and Welham Road lead into the centre of Norton and include mixed size and mixed density properties. Similar styles and materials have been used throughout the town.

The majority of the surrounding areas are farmland and horse paddocks with some individual and scattered private properties and industrial/ farm buildings including stables and race horse training facilities.



Site A is a horse paddock, site B appears to be intensively managed for arable farming.

There is a strong landscape structure found on the boundaries with mature hedgerows with trees.

Langton Road, Norton - May 2015





-  Sites
-  Photoviewpoint Location

N Figure 08: Viewpoint Locations  
N.T.S.

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02. Response to Context

Landscape and Visual Effects

The assessment of the sites reveal that there are few peripheral residential receptors with direct views across the development. These are properties on Langton Road and Bezeley's Lane which either back onto the site B's eastern and south eastern boundaries, from where there are views towards the sites. Properties on the opposite side of Langton Road adjacent to the sites eastern boundary have partial views and are seen within the context of the main road and above a mature hedgerow.

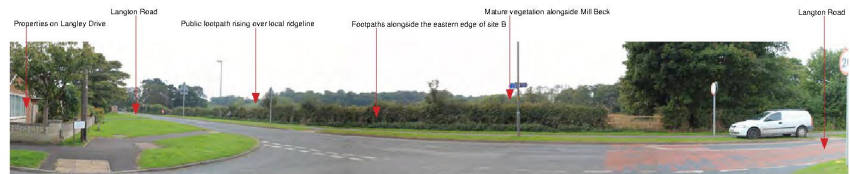
The development is set beyond lines of mature hedgerow providing a partial screen surrounding the edges. As tree planting establishes within the green infrastructure it will screen and filter views.

Views from properties within the wider area are restricted by intervening landform and vegetation with generally only the tall features visible, ie tall trees on the sites boundaries. For residents of a small number of properties within the wider landscape surrounding the site, Whitewall, Welham Road, Millside and Hunters Way, parts of the Proposed Development are only partially visible and seen in the context of existing views of the properties on Langton Road and the edge of Norton.

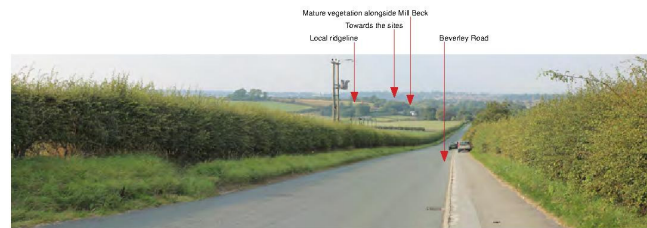
The assessments undertaken demonstrate that there would be no overriding adverse effects that should preclude the proposed development.



1 PHOTO VIEWPOINT 2: View north across the sites from footpath alongside Bazeley's Lane



2 PHOTO VIEWPOINT 5: View west towards the sites from the junction of Langley Drive and Langton Road



3 PHOTO VIEWPOINT 11: View north towards the sites from Langton Road



## 02. Response to Context

### Access, Movement and Facilities

Surveys undertaken have included impacts of the proposed site access junctions. Initial investigations show that traffic impact will be minimal and no off-site highway improvements will be required. These site will feature two access points, one serving approximately 6 dwellings in Site A, with the other serving approximately 79 dwellings in Site B.

The sites are sustainably located with easy access to the town centre, existing community amenities and the public transport network. Amenities include schools, pubs, churches, local shops, bus stops and train station.

There is a bus service between Leeds and York to Pickering and the east coast. The TransPennine Express rail service connecting Scarborough to Leeds, Manchester and Liverpool stops at the local train station.

The sites are located off Langton Road which is where the site access will join. Bazeley's Lane runs adjacent to site B's southern edge which includes the route of the Sustrans National Cycle Route 166.

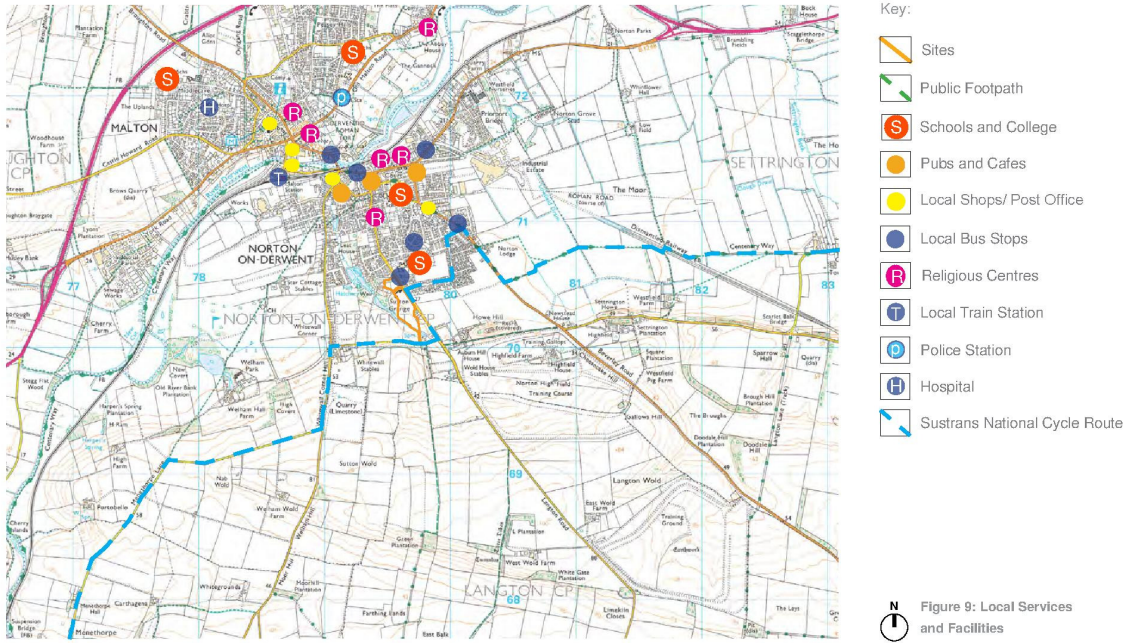


View west towards the site along Langton Road

Langton Road, Norton - May 2015



02. Response to Context



Langton Road, Norton - May 2015

# EVALUATION

Langton Road, Norton - May 2015



### 03. Evaluation

#### Constraints and Opportunities

The evaluation of the site's and their context has identified key on-site and off-site features which have helped to inform the decision making process and the continuing evolution of the development proposals. In summary, both site's have very few physical constraints to development of the type proposed, those that do exert an influence are as follows:

#### Access Constraints

- The vehicular access will be off Langton Road.

#### Physical and Environmental Constraints

- Hedgerows along site boundaries, the majority of which can be retained within the proposals.
- It is important that the new development responds to the existing built context of Norton.
- The proximity of the watercourse and associated mature vegetation along the site B's southern edge.
- Ecological constraints from animal habitat and movement
- Proximity of Listed Building and farm buildings to site A's western edge.

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#### Social and Neighbourhood Constraints

- Consider views to and from housing backing onto the site's on Langton Road and Bazeley's Lane.
- Consider some elevated distant views to the site's from the wider landscape in the south and potentially the east.





**Constraints and Opportunities**

- 1 Existing Hedgerows and Trees
- 2 Potential Vehicular Access Point off Langton Road
- 3 Potential Additional/ Emergency Vehicular Access Point off Langton Road
- 4 Consider Views from adjacent Properties and Streets
- 5 Consider Views from Surrounding Countryside
- 6 Potential Location for Proposed Attenuation Basin
- 7 Mill Beck
- 8 Listed Building
- 9 Landscape Buffer
- 10 Potential Open Space Corridor
- 11 Retained Pumping Station
- Contours
- Foul Water Easement
- Tree Preservation Order
- National Cycle Route 166
- Public Footpath
- Potential Footpath/ Cycle Link

Figure 10: Constraints and Opportunities



Langton Road, Norton - May 2015



### 03. Evaluation

#### Evaluation

The site's provide an excellent opportunity for a development which integrates well with the existing residential area of Norton. The site's have no overriding environmental or physical constraints and provides the opportunity to establish sustainable development's which is both physically and visually well contained.

The design of Site A has been formed as a response to the historical setting of Sutton Farm. A wide landscaped buffer is proposed to compliment this setting, with the retention of any open views. .

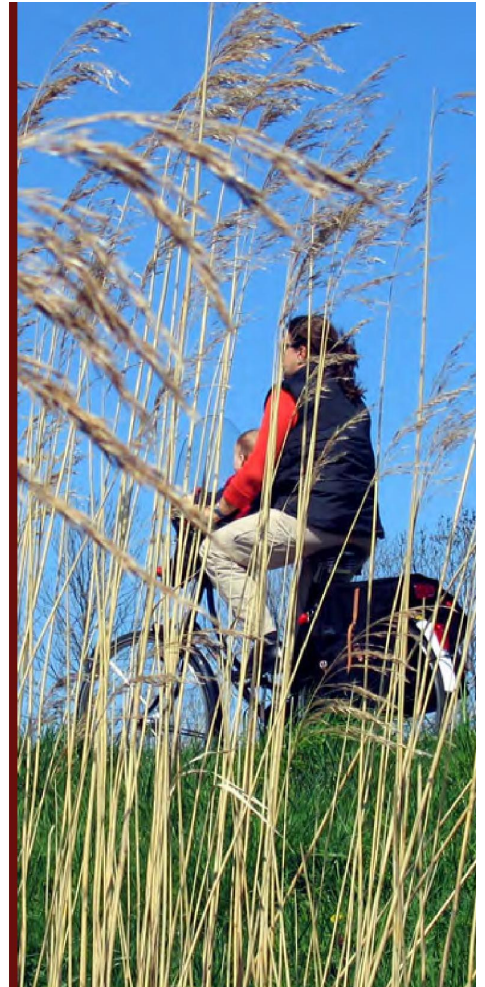
The following objectives are a direct result of the evaluation of baseline data, the site's context, constraints and opportunities and also respond to consultation responses:

- To promote the highest quality sustainable design, creating a 'place' which is both safe and attractive and which enhances quality of life, health and social well-being.
- To make the most effective and efficient use of land which is well related to Norton and its wider surroundings.

Built development will respond to the morphology of the existing settlement and will be located in proximity to the existing urban edge and linear form of Langton Road.

- To provide a choice of housing size and tenure in order to help create a mixed community, including provision of affordable housing. Affordable housing is not to be grouped or pushed to the site boundaries but appropriately located throughout the development.
- To protect and extend the site's existing environmental assets and use them as a framework for the creation of new Green Infrastructure.
- To create an enduring high quality built form, public realm and landscape that sensitively responds to its setting by using best practice contemporary design.
- Using local townscape characteristics of block form and street layout; plot arrangement and material's will assist in creating a development that will positively respond to its immediate context and local surroundings.
- Utilise opportunity for linking existing PRoW routes to the development and wider surroundings.

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03. Evaluation

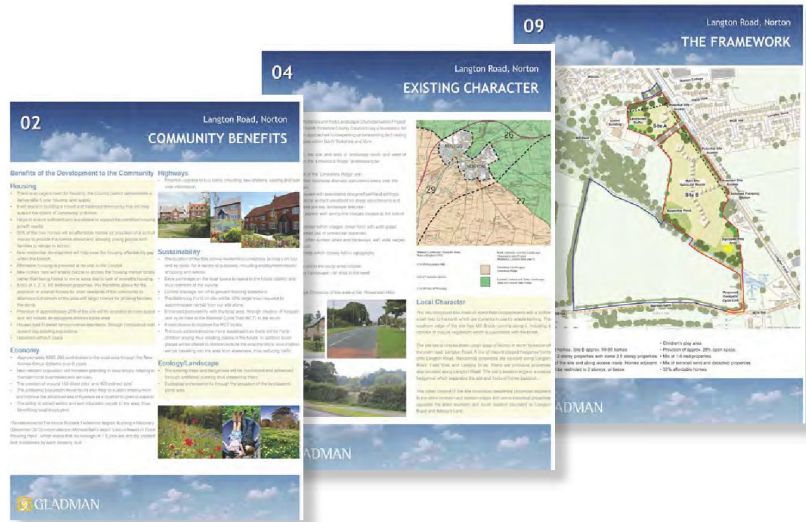
Consultation

Gladman Developments has engaged in a process of community engagement in advance of submitting this application including an online public exhibition. Full details of this are set out in the Statement of Community Involvement submitted with this application and a brief summary is included below:

A series of information boards were available on the internet providing background to the proposals and identifying the factors which have potential impact on the surrounding area. Visitors to the consultation website were encouraged to leave comments by email.



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**DESIGN PRINCIPLES**

#### 04. Design Principles

##### Design Evolution

Having gained a good understanding of the existing site(s) and place, through the various environmental, technical studies, and site surveys it is possible to formulate an appropriate masterplan response.

This section sets out the rationale which has informed the masterplan design. It considers the inherent and underlying characteristics of the site and how these should shape the structure of the development. Overlying this, the process considers the location, the extent of the built development and Green Infrastructure.

The creation of an integrated network of green corridors focussed around existing field boundaries which incorporate pedestrian and cycle access provides a further key layer in the process before the character and appearance of the future development which is more closely analysed and the masterplan refined.







**Development Framework**

-  Application Boundary Site A 0.9 Ha  
Site B 3.65Ha
-  Development Area
-  Green Infrastructure (including POS)
-  1 Existing Hedgerows and Trees
-  2 Potential Vehicular Access Point off Langton Road
-  3 Main Vehicular Routes
-  4 Potential Location for Proposed Attenuation Basin
-  5 Mill Beck
-  6 Listed Building
-  7 Landscape Buffer to Existing Properties
-  8 Open Space Corridor
-  9 Equipped Play Area
-  10 Retained Pumping Station
-  Proposed Additional Landscaping
-  Foul Water Easement
-  Tree Preservation Order
-  National Cycle Route 166
-  Public Footpath
-  Proposed Footpath/ Cycle Link

**N** Figure 11: Development Framework



#### 04. Design Principles

##### Quantum of development and mix of uses

The outline planning application covers a total area of 4.55 hectares. In summary the amount of development proposed within the site is as follows:

**Site A - Application Boundary 0.9Ha**  
**Site B - Application Boundary 3.65Ha**

The development provides a total of 2.57 hectares for residential development, providing up to 85 dwellings.

**Site A = 0.18Ha Development Area = upto 6 dwellings**  
**Site B = 2.39Ha Developable Area = upto 79 dwellings**

The development will provide for a broad mix of dwellings and house types, ranging from 2 to 5 bedroom units, offering a mix of market housing from first time homes to larger family homes.

**Total Green Infrastructure (Public Open Space) 1.76Ha**

**Site A = 0.72Ha**  
**Site B = 1.26Ha**

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#### 04. Design Principles

##### Illustrative Masterplan

The Illustrative Masterplans along with supporting text and illustrations in this section of the Design and Access Statement indicate the principles of urban structure, (i.e. the framework and the layout of streets and pedestrian routes), and the urban grain, (i.e. the location, arrangement and design of the development blocks, plot arrangement, and green infrastructure).

The Illustrative Masterplans provide an indication of densities across both sites. They also identify the most suitable locations where taller buildings may be used to close a vista or turn a corner etc. In addition, within this DAS information is also provided with regard to building scale and the appearance of the development both in terms of its architecture and landscaping.

The purpose of the Illustrative Masterplan is to provide a template for the detailed design stage of reserved matters applications. It sets out the key urban design principles that the development will seek to adopt.

The open space consists of;

Site A: a wide landscape buffer from Sutton Farm allowing open views towards the existing farm buildings.

Site B: a green frontage to Langton Road with open space on the northwest edge and along the southern edge providing a buffer to Mill Beck. Green corridors will link the open spaces and accommodate informal footpaths to surrounding PRoW's and areas of informal open space. An overall green framework consisting of existing hedgerows and small woodland blocks with an enhanced infrastructure of newly planted edges, and linking vegetation will increase the sites overall biodiversity.

##### Equipped Area of Play Space:







An equipped children's play area to offer toddler and child play provision. The play space will be set within an area of public open space to the north of Site B.

This will be accessible from both developments and the existing settlement.

**Proposed footpath and walking links will make this facility available to the existing community of Norton.**



**Illustrative Masterplan**

-  Site A Housing - 6 dwellings  
Site B Housing - 79 dwellings
-  Retained trees and hedgerows
-  Potential vehicular access off Langton Road
-  Proposed equipped area of play
-  Proposed balancing pond
-  Proposed footpath links

**N** Figure 12: Combined Illustrative Masterplan(s)

### Character Areas

Within the masterplan(s) the site has been split into two key character areas to create a sense of place and to increase legibility and orientation within the site.

Green Frontage

The Main Street

The Courtyard

Figure 13: Character Plan

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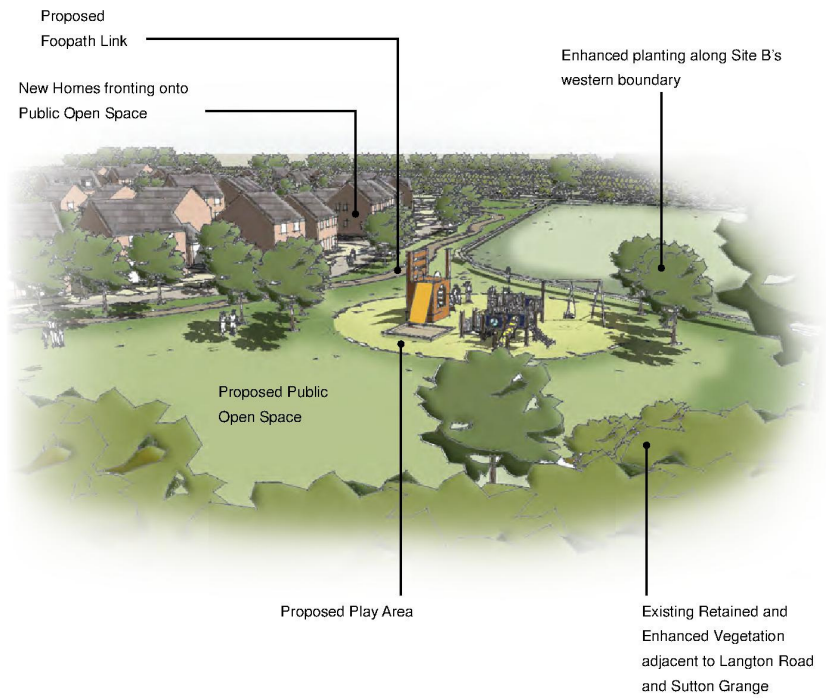
02. Response to Context

Character Areas

Green Frontage

The 'Green Frontage' development character area reflects the existing landscape character of the surroundings Norton landscape. Mature existing vegetation and trees will be retained with the proposed housing fronting onto the public green space, proposed footpath corridors and SUDs areas.

The play area will be set amongst the POS within Site B, but within a short distance from Site A and the existing properties on Norton's southern edge.





02. Response to Context

Character Areas

The Main Street

Through the centre of the development will run 'The Main Street'. The housing which fronts onto the street will consist of higher density dwellings, semi-detached and terraced dwellings and a mix of styles. Tree planting and front garden landscaping along the route will highlight the hierarchy of streets within the narrow frontages.

Existing Site Vegetation Retained within Development GI



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Housing fronting onto the Main Street

Housing on Secondary Streets which are accessed from the Main Street

## 02. Response to Context

### Character Areas

#### The Courtyard

The 'Courtyard' development character area reflects the existing building character of the neighbouring Sutton Farm barns and buildings.

Buildings are arranged around a shared courtyard which is situated off a single access. The 'U' shaped layout allows them to fit into the existing landscape framework whilst also retaining the mature trees and historic layout of the gardens at Sutton Grange.

Buildings of up to 1.5 storeys are proposed to allow the existing farm buildings to 'dominate' the views and scale of this character area.



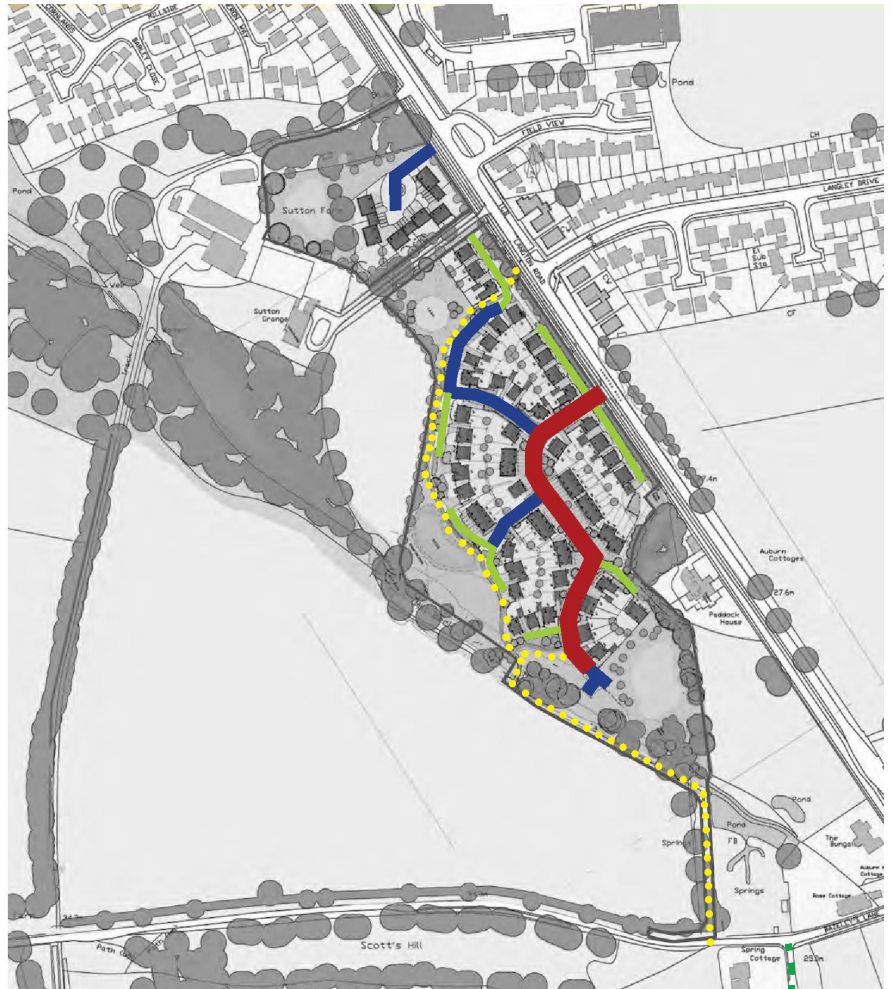
### Street Hierarchy

Key:

- █ Main Street
- █ Lanes
- █ Private Drives
- █ Public Right of Way
- Footpath Links

Figure 14: Street Hierarchy

Langton Road, Norton - May 2015



#### 04. Design Principles

##### Access and Layout

To maintain good legibility of the sites, which are appropriate to the scale of the proposed development, a simple street hierarchy is to be used.

**Access will be provided off Langton Road for both sites.**

For site A a single access and short lane accesses the courtyard.

For site B a central main street provides the primary access through the site including a pedestrian footway.

The layout of the streets would provide a safe and well overlooked network of public spaces as set out by Best Practice. These streets could be designed in detail to slow vehicular traffic and provide a safer environment for pedestrians and cyclists.

The hierarchy of streets and the size and arrangement of development blocks and open space is a connected design discipline addressing the need to meet the following standards;

- Maximise connectivity to the existing settlement and wider area.
- Design a street pattern which reflects local morphology and place making character, with a main street providing access to a hierarchy of descending routes. These follow a progression of street and carriageway widths, plot sizes, building types and relationship to the street.
- Promote ready accessibility for the whole community, bearing in mind the needs of parents with young children and those with impaired mobility.
- Encourage the control of vehicle speeds and movement by urban design, by exploring local examples such as restricted forward visibility, narrow street widths, frequent connections, changes in direction and tight junction radii.





#### 04. Design Principles

##### Housing Plot Arrangement - Site A

Buildings are arranged around a shared courtyard which is situated off a single access. The 'U' shaped layout allows proposals to fit into the existing landscape framework whilst also retaining the mature trees and historic layout of the gardens at Sutton Grange.

The dwellings will include for a garage building either adjoining or as a block adjacent to the residential properties. Some buildings may be set back from each other to allow for the rear garden space to be used to the maximum potential of each individual dwelling.

Properties will be a maximum of 1.5 storeys which may include for usable space above the garages.



#### 04. Design Principles

##### Housing Plot Arrangement - Site B

In broad terms, the street network is based around an irregular pattern of development blocks.

It is vital that the development is easy to navigate. The use of a 'distorted grid' will provide identifiable landmark features and key spaces as you navigate the development aiding residents and visitors to easily move around the place and ensuring a high degree of legibility.

##### Corner Plot Arrangements

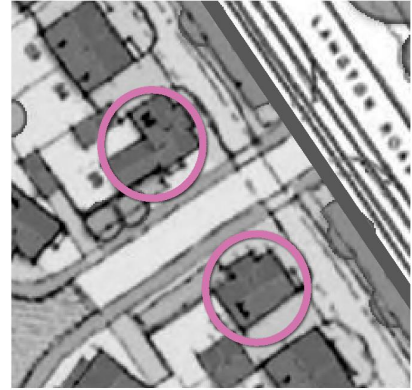
How blocks change direction, or move around corners, is an essential part of place making. The design will follow the best practice example of using, where appropriate a continuous built frontage 'wrapping' around corners, and thus enclosing and defining spaces. The benefit of this approach is that it maintains a positive definition to the street, and avoids 'weak' or ill-defined edges. This will provide opportunities for locating landmark buildings on corners which in turn will help terminate, or frame views along the street.

##### Landmark Features

The use of landmarks or a gable end facing onto the street in an otherwise straight line of buildings will provide focal points within the layout. Other distinctions will be achieved by the careful use of building height and mass. A taller 2.5 storey building, if well located, can add prominence within a street of 2 storey buildings. The subtle use of materials and colour will also achieve this affect.



Typical corner plot arrangement



Landmark buildings located to the entrance of the development

Streets that lead to landmark features such as a slightly more detailed or differently coloured building or a well positioned tree would become a key design principle. These will be formed by the links between the distorted grid and the intersection of blocks, as well as building groups and landscaping.

## 04. Design Principles

### Street Frontage

To define the boundaries between private and public space, all dwellings will have some form of private frontage. Within site A a shared courtyard is proposed with individual areas of front garden provided for individual properties. Within site B the gardens will tend to be small in higher density areas, appropriately 0.5 to 2.5 metres in depth, whilst in lower density areas there will be the opportunity for increased frontages. However, it is important that frontages are not excessive and that buildings still relate and interact with the public realm.

In general, the use of smaller private frontages with larger rear gardens should be the predominate theme within site A, and along the main routes, around public spaces, with larger front gardens used to define corners or vistas, along the Lanes and towards the edges within site B. Frontages will be defined by the use of consistent boundary treatments, which reflect the local vernacular.



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### Design and Safety: Creating Safer Places

A desirable place to live, which is safe and secure is fundamental. This will be achieved by the way the development is laid out and by the street, block and plot design.

Buildings will be located to actively face streets and public areas in order to promote 24 hour surveillance, and to encourage safer places. Public areas such as the streets and play areas will be designed so that they are safe, easily accessible and attractive to use. All users will be considered as part of an inclusive design approach.

It is important that there is good surveillance of public spaces by a number of properties and buildings, and that barriers, blank walls and 'dead ends' are avoided. Locating windows and doors on corners, or gable ends is a key principle, and occurs within the local context. Across the whole development careful attention will be paid to designing out crime through the layout, and promoting privacy and security.

- High quality active streets.
- The position of buildings to the front of the plot.
- Well located windows and doors that survey the public realm clearly defining public and private spaces.



**04. Design Principles**

**Scale of Development**

Within site A the dwellings will a maximum of 1.5 storey. The main emphasis within this area is protecting and enhancing the setting of the existing Sutton Grange and Sutton Farm buildings.

Views of the existing buildings will be retained, utilising the existing mature landscape features.

Within site B the dwellings will have reference to buildings within the local vicinity. The majority of dwellings surrounding the sites comprise of 2-2.5 storeys and as such the development will seek to broadly reflect this range.

Buildings within Site B would not exceed 2.5 storeys – with the vast majority of buildings being no more than 2 storeys in height.

Within both sites attention will be given to the impact of height and massing of development on neighbouring streets and buildings.

The buildings within site A are likely to be of a similar size and height throughout.

Within site B, higher buildings will be positioned adjacent to the main street, facing onto internal public open spaces and at key points such as corner plots to provide focal points.

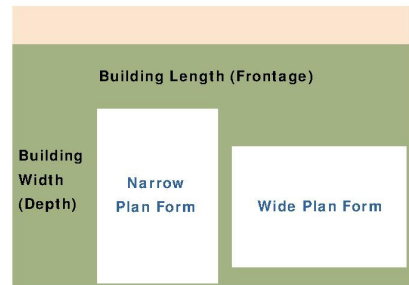
Buildings will be designed to have a variation in their height from ground to ridge or eaves, and the arrangement of buildings within a plot will seek to ensure subtle changes in height to create a varied roof line across the development.

Within both sites, buildings will include both functional and decorative features which may increase building heights marginally, but will also add significantly to ensuring a varied roofline across the development and the overall character of the development.

Within site B there will be a variation in the step of roof lines to reflect the local building style.

Best practice advocates that a mix of both wide and narrow plan forms are to be used.

Wide frontage buildings allow for greater opportunity of facade variation along the street, whilst a narrow frontage approach will establish a run of linked dwellings and continuous frontages. The design uses both forms to create a varied street scene.






### Vistas and Views - Site A

Site A is adjacent to existing agricultural buildings of Sutton Farm. Recent proposals to convert these buildings into homes along with land to the north of Site A changes the outlook from existing buildings to Langton Road.

Proposals for Site A include a small cluster of buildings with a soft edge utilising the existing landscape.

The main view from Sutton Farm, between mature trees towards Langton Road will be retained and set within a green corridor alongside the development access lane.

The scale of the development will provide opportunity for maintained views towards Sutton Farm from Langton Road.

 Figure 15: Views and Vistas

Langton Road, Norton - May 2015





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### Vistas and Views - Site B

The detailed block and street layout will be arranged so that it composes a series of attractive views and vistas. This will add a certain character and charm to the development, and respond to traditional place making principles.

These will be defined by a sequence of connecting views (short or long), which lead or draw the eye from one feature to another. This will be achieved, for example, by including a street tree within the view that is framed by a building group, or a building line which deliberately restricts and then suddenly channels a view to a landmark building.

The detailed design will also include subtle variations in the building line, in terms of scale, height, and set back of buildings from the footway. This will be supplemented by quality materials and landscape treatment which will produce an attractive street.

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## 04. Design Principles

### Parking

Within both sites, parking will be provided close to the properties. This will:

- Avoid parked vehicles dominating the street scene
- Consider highway safety within residential areas
- Maximise natural surveillance and security
- Allow access to parking spaces and mobility for all users

Parking within Site A will be within garages and parking bays accessed from a shared courtyard in front of the dwellings.



Typical Image: Courtyard and adjoining garage

Parking within Site B will be off road where possible with on plot parking bays, garages and parking courts.

Landscaping will be used to soften the effects if parking is provided in front of dwellings.



Typical Image: On plot parking

### Housing Mix

To offer high quality living accommodation, the development will comprise a mix of dwelling types.

The main objective is for the development to offer a range of accommodation with a choice of houses to provide for single occupancy and family accommodation. This will foster a wide demographic and a mixed community.

Site A will offer large spacious dwellings set within a well landscaped area with shared access, a courtyard with large private rear gardens.

Site B will offer a range of dwelling types at differing densities throughout the development.

Small groups of similar size and styled dwellings will be interspersed throughout the development.

Smaller and linked properties will be found on along the main streets, with larger dwellings fronting green edges and open space.

#### 04. Design Principles

##### Pedestrian and Cycle Linkage

The Masterplans for both sites create walking and cycling links between each development and the wider area.

Routes through and around the development via a connected pattern of streets, footpaths, green corridors and connections to existing rights of way and public highways.

This overall strategy will encourage the community to walk and cycle and will promote healthy active living. These will serve all significant desire lines within the site and offer safe and secure routes towards the centre of Norton.

The street design will also include footways to provide priority for pedestrians and cyclists in terms of movement and crossing points over Mill Beck. This will help to facilitate safe and easy pedestrian and cycling movement through the development.



Typical Image: Footway and Cycleways within development



Typical Image: Footways within green corridor

##### Density

Typically, the housing density determines part of the character of the streets, the design of the development blocks and the types of houses.

Site A will consist of a lower density to compliment the setting of Sutton Farm.

Site B will be a mixed density with higher densities along the higher order main streets, which will consist of more linked buildings to reinforce the character of these streets as the principal routes through the development. Lower density development will be located at the plot edges, overlooking the public open space.



#### 04. Design Principles

##### Appearance of Development - Site A

Whilst the development does not advocate pastiche or historic solutions, it is important that the new development has some connection with the surrounding local character and place making.

This is achieved through an analysis of street character, built form and use of materials. One of the most obvious ways of achieving a response will be by using traditional building materials, especially the colour and style of structure materials and complimenting boundary details. This will be the guiding rationale for the development.

The layout and materials selected for Site A would provide a layout and structure which compliments the agricultural buildings found within the grounds of Sutton Farm.

Emphasis will be given to the existing barns at Sutton Farm by retaining existing views through the proposed and enhanced landscape, allowing the barn to remain the dominant building and main reference point to the area.



#### 04. Design Principles

The layout of this small collection of buildings will be set around a shared courtyard which is accessed from a single access point.

A maximum of 1.5 storey building heights will contain the scale of the proposed buildings.

The buildings should be a modern interpretation of architectural styles found within the locale that utilise a mix of local stone/ timber/ brick/ render.

Appropriate coloured roof tiles and surfacing, complimented by well thought out external areas with native landscaping and the use of tree planting to blend the new development into the mature landscape.

Particular attention should be made to details such as the materials and styles of windows and external doors creating a palette inkeeping with a subtle approach.



#### 04. Design Principles

##### Appearance of Development - Site B

Site B will create a high quality development which utilises the existing features within the area.

At this design stage, the materials selected for the development would provide a modern interpretation of the traditional materials used around Norton.

This includes brick, tile roofs, decorative window and door surrounds, eave details, local stone and rendered walls. Boundary treatments could include walls, timber and metal fences and low hedgerows.

The emphasis will be upon well detailed buildings orientated to aid placemaking and active surveillance in open spaces and which are built on a human scale.



#### 04. Design Principles

##### Sustainability

Sustainable construction methods and energy efficiency will be incorporated in the detailed design stage. This will promote a high standard of build and construction for the development.

Best practice sustainability will be embraced, which will fully explore issues such as sustainable drainage techniques, and buildings that are resource and energy efficient.

The location of the sites allows residents to undertake journeys on foot and by cycle, for a variety of purposes, including employment leisure, shopping and school.

Enhanced permeability with the local area, through creation of footpath and cycle links to the National Cycle Trail (NCT) to the south and a contribution to improve the NCT locally.

The local schools become more sustainable as there will be more children arising thus needing places in the future. In addition fewer places will be offered to children outside the area therefore, less children will be travelling into the area from elsewhere, thus reducing traffic.

It is expected that the design will explore the following in order to promote reduction in carbon emissions;

- Flexible building and house design, allowing for the expansion of living areas and storage needs, and where practicable making better use of roof spaces.
- Ensuring that buildings can be easily adapted to suit different occupiers needs, through the use non structural internal walling and easily extended services;
- The use of locally sourced or recycled construction, building materials and aggregates;
- The preference for using environmentally friendly and more sustainable materials and products, such as recycled timber;
- The use of porous/concrete block permeable paving and surfaces for some streets, driveways and spaces;
- Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use;
- Low carbon lighting, energy controls and management;
- Double and triple glazing, and improved insulation;
- Wherever possible using an optimum plot orientation

for solar gain with south facing windows; and the use of solar thermal panels to collect solar energy to heat water and to reduce carbon emissions;

- Conservation of natural resource such as the site's hedgerow and trees;
- Ground level 'urban greening' with the use of street trees, open space, private spaces and gardens;





## 04. Design Principles

### Boundary Treatments

The interface between the public realm and the private domain has a significant role to play in the overall design quality of the development and of place making. Boundary treatments which should be considered include:

- Steel railings, walls and hedgerows.
- Residential frontages onto the principal access routes and boundaries which allow overlooking of public open space.
- Road and Secondary Streets / Lanes.

The boundary treatments within Site A should compliment the carefully selected building materials palette which reflects and enhances the historical setting of Sulton Farm.



#### 04. Design Principles

##### Green Infrastructure

The Green Infrastructure has evolved as a result of analysis of the sites and their setting, and by responding to the best practice design guidance.

The landscape features of merit within the sites include boundary hedgerows, small blocks of trees and vegetation associated with Mill Beck, most of which can be retained and enhanced within the development.

The following key landscape features are proposed;

- A green filtered edge to the northern, north eastern and western edge of site A and western and southern edges of site B.
- Creation of an equipped play area in the northern part of site B, accessible to all.
- Links towards a public right of way which connects the proposed developments with the surrounding areas to the south.

The development of the sites will enable the range of biodiversity to be greatly increased through provision of suburban gardens which are home to a greater range of wildlife and flora than the current farmed fields.



## 04. Design Principles

### Trees

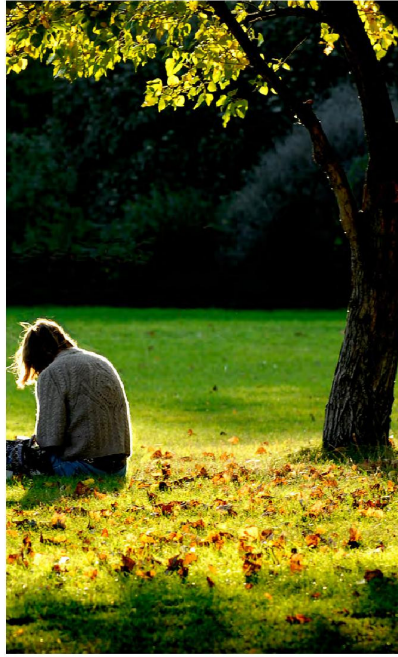
In support of the retained green framework, additional tree planting will be located primarily within the sites green spaces. Where appropriate, larger growing tree species will be used including a larger proportion of native species.

Elsewhere, the use of street trees will be adopted as a key design principle which will establish a distinct character for the development.

Trees will be located to enhance visual interest and to provide identity as well as being used as landmark features. Trees can help to soften the built form, provide shade and create ecological habitats.

For all new street trees attention will be given to siting and selection of species. The long term growth and spread will be well considered, as well as their relationship with buildings, streets and public areas. It is essential that suitable trees grown for urban locations are specified, with a narrow compact form, and a medium height.

The SUDs facility should also be managed to increase the biodiversity of the area.



### Water and Drainage

The Green Infrastructure areas will include sustainable drainage features. Surface water would ultimately drain into on site attenuation basin which would collect the rainfall to a volume 30% larger than required. This pond will release the surface water at the "Greenfield Run off Rate", ie, the rate at which the land currently releases rainfall.

The extra capacity of the pond will lessen the likelihood and amount of flooding further downstream.

#### The Key Points:

- Surface water drainage features to be designed accorded to SuDS principles
- Surface water drainage features to contribute to site biodiversity and amenity





# BUILDING FOR LIFE

Langton Road, Norton - May 2015

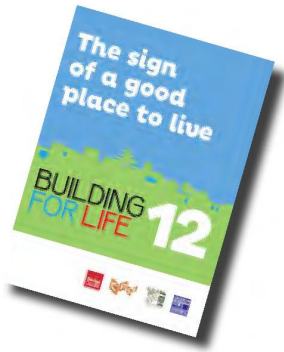




## 05. Building For Life

## Building for Life 12 Summary

The following section provides a summary of the evaluation against the 12 Building For Life Questions, and links to the evidence that supports the evaluation. If the standard is met for each question then a green light will apply.



## Integrating into the Neighbourhood

**1) Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?**

**Evaluation:** The proposed development links into existing public footpaths and highways and provides opportunities to link areas which are not already accessible.

Score: **Green light**

**2) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?**

**Evaluation:** The development will provide a new public open space including an area for play. The development is also close to local facilities including shops and pubs within Norton. All of these are within walking distance.

Score: **Green light**

**3) Does the scheme have good access to public transport to help reduce car dependency?**

**Evaluation:** The development has easy access to public transport with close links to existing bus routes. Clear and easy to use pedestrian routes would be available within the development towards the bus stops.

Score: **Green light**

**4) Does the development have a mix of housing types and tenures that suit local requirements?**

**Evaluation:** The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the local community, and would provide a balanced and robust mix of tenures.

Score: **Green light**

## 05. Building For Life

### Creating a place

#### 5) Does the scheme create a place with a locally inspired or otherwise distinctive character?

**Evaluation:** The layout and green infrastructure for the scheme would respond to its context and provide a distinctive character. At a detailed level, features would be included in the design, to develop local distinctiveness. This could include selected use of traditional materials which feature within Norton.

Score: **Green light**

#### 6) Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

**Evaluation:** The scheme utilises the existing landscape and topography, including hedgerows, woodlands blocks on the perimeter of the site and proposals for attenuation in the lowest areas. These link into the wider open areas.

Score: **Green light**

#### 7) Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

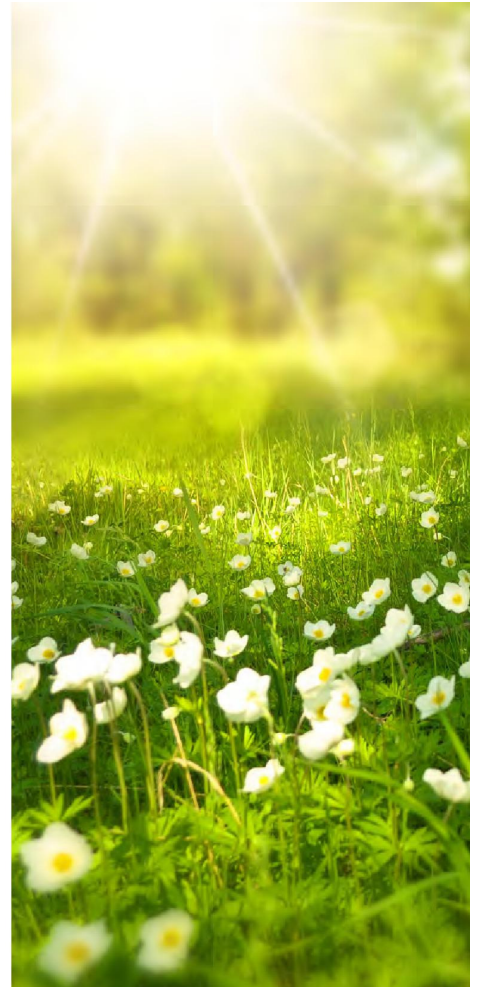
**Evaluation:** The scheme is based on a series of development blocks, which interlock with the landscape. There would be a clear definition of the private and public realm, and properties would overlook the public space.

Score: **Green light**

#### 8) Is the scheme designed to make it easy to find your way around?

**Evaluation:** The layout for the scheme follows a simple approach with a distinct 'main street' and 'lanes' to allow residents and visitors to easily find their way around. The relationship with the existing rights of way and green infrastructure would allow easy orientation.

Score: **Green light**



## 05. Building For Life

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### Street and Home

**9) Are streets designed in a way that encourages low vehicle speeds and allows them to function as social spaces?**

**Evaluation:** The building layout has defined the street network, so that highways and car parking do not dominate. Where main pedestrian routes cross the streets levels would be raised to give pedestrians priority, and to assist in calming traffic.

Score: **Green light**

**10) Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?**

**Evaluation:** Car parking would be integrated into the overall layout and design. Car parking would be within curtilage, to the side and rear of dwellings in small parking courts.

Score: **Green light**

**11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?**

**Evaluation:** The streets and the public spaces would all be overlooked by adjacent dwellings, allowing informal surveillance and safe routes.

Score: **Green light**

**12) Is there adequate external storage space for bins and recycling as well as vehicles and cycles?**

**Evaluation:** The building layout will allow for bins and recycling stores to be stored out of sight and minimise their impact on the streetscene.

Score: **Green light**

