

LAND OFF HEMPSTED LANE, GLOUCESTER DESIGN & ACCESS STATEMENT



Applicant:



Drainage & Flood Risk:



Planning:

LVIA, Ecology,
Heritage & Archaeology,
Arboriculture:

Masterplanning:

Highways & Transportation:

-	05.02.20	DRAFT	YK/KMS
REV.	DATE	STATUS	PREPARED/APPROVED

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Vision and Summary

The overall vision for the site is to provide a distinctive and high quality place, which responds to the existing site setting and character of the west of Gloucester.

The scheme will provide up to 245 dwellings which would be comprised of a range of house types to meet the needs of the area, whilst respecting and enhancing the site's boundaries and adjacent land uses. Housing will be complemented by open space which will link into the existing public footpath network in the vicinity of the site, which lead both into Hempsted village and the wider local area. This will help to shape the development to fit within the local landscape and produce strong connections with the existing communities.

The masterplan in this document is illustrative only and further details would be provided at reserved matters stage. The Design and Access Statement should be read in conjunction with accompanying planning application documents.

02. PLANNING CONTEXT AND DESIGN GUIDANCE

Introduction

All relevant national and local policies (or extracts thereof) of relevance to design and access matters are set out in the following section.

A detailed assessment of the complete planning policy framework is set out in the Planning Statement, which accompanies the planning application.

The National Planning Policy Framework (NPPF) and the supporting Planning Practice Guidance (PPG) set out design guidance for new development and these design principles have been embraced as part of the design strategy.

National Planning Policy

The NPPF sets out the government's planning policies for England and how these are expected to be applied. The revised National Planning Policy Framework (NPPF) was published in July 2018; updated February 2019; replacing the NPPF of 2012.

The NPPF promotes '*a presumption in favour of sustainable development*'. The proposals for the development, as presented within this document, have regard to the principles set out in the NPPF, which include the following:

- Promoting sustainable transport;
- Promoting healthy and safe communities;
- Achieving well-designed places;
- Meeting the challenge of climate change and flooding;
- Conserving and enhancing the natural environment

The Planning Practice Guidance (PPG) was first published on 6th March 2014 to supplement the NPPF and is regularly updated. It provides an accessible online resource offering further guidance on the NPPF and the planning system.

Local Planning Policy

Adopted Local Plan

The adopted development plan for Gloucester City is the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011-2031 (The JCS). The following policies within the Joint Strategy relate to design of the development.

POLICY SD3: Sustainable Design and Construction

"2. All development will be expected to be adaptable to climate change in respect of the design, layout, siting, orientation and function of both buildings and associated external spaces. Proposals must demonstrate that development is designed to use water efficiently, will not adversely affect water quality, and will not hinder the ability of a water body to meet the requirements of the Water Framework Directive"

POLICY SD4: Design Requirements

"Where appropriate, proposals for development - which may be required to be accompanied by a masterplan and design brief - will need to clearly demonstrate how the following principles have been incorporated:

i. Context, Character and Sense of Place;

New development should respond positively to, and respect the character of, the site and its surroundings, enhancing local distinctiveness, and addressing the urban structure and grain of the locality in terms of street pattern, layout, mass and form. It should be of a scale, type, density and materials appropriate to the site and its setting. Design should establish a strong sense of place using streetscapes and buildings to create attractive and comfortable places to live, and having appropriate regard to the historic environment.

ii. Legibility and Identity;

New development should create clear and logical layouts that create and contribute to a strong and distinctive identity and which are easy to understand and navigate. This should be achieved through a well-structured and defined public realm, with a clear relationship between

uses, buildings, routes and spaces, and through the appropriate use of vistas, landmarks and focal points.

iii. Amenity and space;

New development should enhance comfort, convenience and enjoyment through assessment of the opportunities for light, privacy and external space, and the avoidance or mitigation of potential disturbances, including visual intrusion, noise, smell and pollution.

iv. Public realm and landscape;

New development should ensure that the design of landscaped areas, open space and public realm are of high quality, provide a clear structure and constitute an integral and cohesive element within the design. The contribution of public realm designs, at all scales, to facilitate the preferential use of sustainable transport modes should be maximised.

v. Safety and security;

New development should be designed to contribute to safe communities including reducing the risk of fire, conflicts between traffic and cyclists or pedestrians, and the likelihood and fear of crime.

vi. Inclusiveness and adaptability;

New development should provide access for all potential users, including people with disabilities, to buildings, spaces and the transport network, to ensure the highest standards of inclusive design. Development should also be designed to be adaptable to changing economic, social and environmental requirements.

vii. Movement and connectivity;

New development should be designed to integrate, where appropriate, with existing development, and prioritise movement by sustainable transport modes, both through the application of legible connections to the wider movement network, and assessment of the hierarchy of transport modes set out in Table SD4a below. It should:

- Be well integrated with the movement network within and beyond the development itself;*
- Provide safe and legible connections to the existing walking, cycling and public transport networks;*
- Ensure accessibility to local services for pedestrians and cyclists and those using public transport;*

- *Ensure links to green infrastructure;*
- *Incorporate, where feasible, facilities for charging plug-in and other ultra-low emission vehicles;*
- *Be fully consistent with guidance, including that relating to parking provision, set out in the Manual for Gloucestershire Streets and other relevant guidance documents in force at the time.*

2. Detailed requirements of masterplans and design briefs, should the Local Planning Authority consider they are required to accompany proposals, are set out in Table SD4d. These requirements are not exhaustive."

Associated with Policy SD4, the JCS sets out a hierarchy of transport modes (Table SD4a) and the principles of Urban Design (Table SD4b) which relate to character, continuity and enclosure, public realm, ease of movement, legibility, durability, and diversity.

It also notes in Table SD4c that architectural design should pay particular attention to function, character, layout, scale, appearance and landscaping of, and associated with, new built form.

Policy SD10: Residential Development

"6. Residential development should seek to achieve the maximum density compatible with good design, the protection of heritage assets, local amenity, the character and quality of the local environment, and the safety and convenience of the local and strategic road network."

Policy SD12: Affordable Housing

"Outside of the Strategic Allocation sites, on sites of 11 dwellings or more, or sites with a maximum combined gross floor space of greater than 1000 sqm; a minimum of 20% affordable housing will be sought on developments within the Gloucester City administrative area."

Gloucester City Plan

A draft of the Gloucester City Plan (GCP), published in 2017, sets out the principles and vision for future development in Gloucester City, identifies proposed development site allocations, and defines a number of policies addressing the City's local issues and opportunities. Policies include topics such as 'Housing', 'Design' and 'Health and Wellbeing'.

As this is an emerging plan policies have not been quoted in full below, but some of relevance to design and access matters include:

A5: Housing Mix

D3: Accessibility

D5: Open Space

F5: Green Infrastructure

G12: Design Standards

Supplementary Planning Documents

Gloucester City Council have a number of adopted Supplementary Planning Documents that expand on, and interpret policies to provide guidance for developers.

The following local SPDs should be considered as part of the proposed development:

- Gloucester Local Plan 'New Housing and Open Space' Draft SPG (June 2001)
- Designing Safer Places SPD (Interim adoption; August 2008)
- Sustainable Drainage: A Design and Adoption Guide (July 2013)

03. CONTEXT ASSESSMENT

Site Location and Setting

The Site is situated immediately south of the village of Hempsted, approximately 1.5km to the south west of Gloucester City centre and the River Severn passes at a short distance to the west. The M5 is 4km at its closest to the southeast, beyond which lies the Cotswolds.

Land Use and Pattern

The Site sits within a tract of land between the western edge of Gloucester and the eastern bank of the River Severn. Nearby features also defining this corridor include the A430 and the Gloucester and Sharpness Canal to the east.

In broad terms land uses in the vicinity of Hempsted display a combination of agricultural fields and some scattered wooded blocks to the west, and urban and suburban development to the east and south. To the north of the Site are residences within the village, to the east of the canal built form is larger-scale and industrial / commercial in nature, and directly to the south lies a sewage works.

The Existing Context

Site Description

The Site comprises three arable fields of varying size, separated roughly north-south by hedgerows or post and wire fencing. A seasonally wet attenuation basin is situated in the south of the central field.

The northern boundary is defined by the southern edge of Hempsted: this includes a section of Hempsted Lane, properties along the southern side of the lane backing onto the Site, and a public right of way (PRoW)/bridleway connecting Hempsted Lane with Rea Lane at the north-western corner. There is a hedge along Hempsted Lane and vegetation along the PRoW. Properties backing directly onto the site are typically well vegetated, with mature trees and hedgerows. Houses backing towards the site on the opposite side of the PRoW have intact garden hedgerows but with very few trees.

The eastern and western extents are defined by roads; to the west by Rea Lane together with three residential properties, and to the east by the A430. A watercourse feeding into the River Severn defines the southern limit of the fields within which the Site is situated.

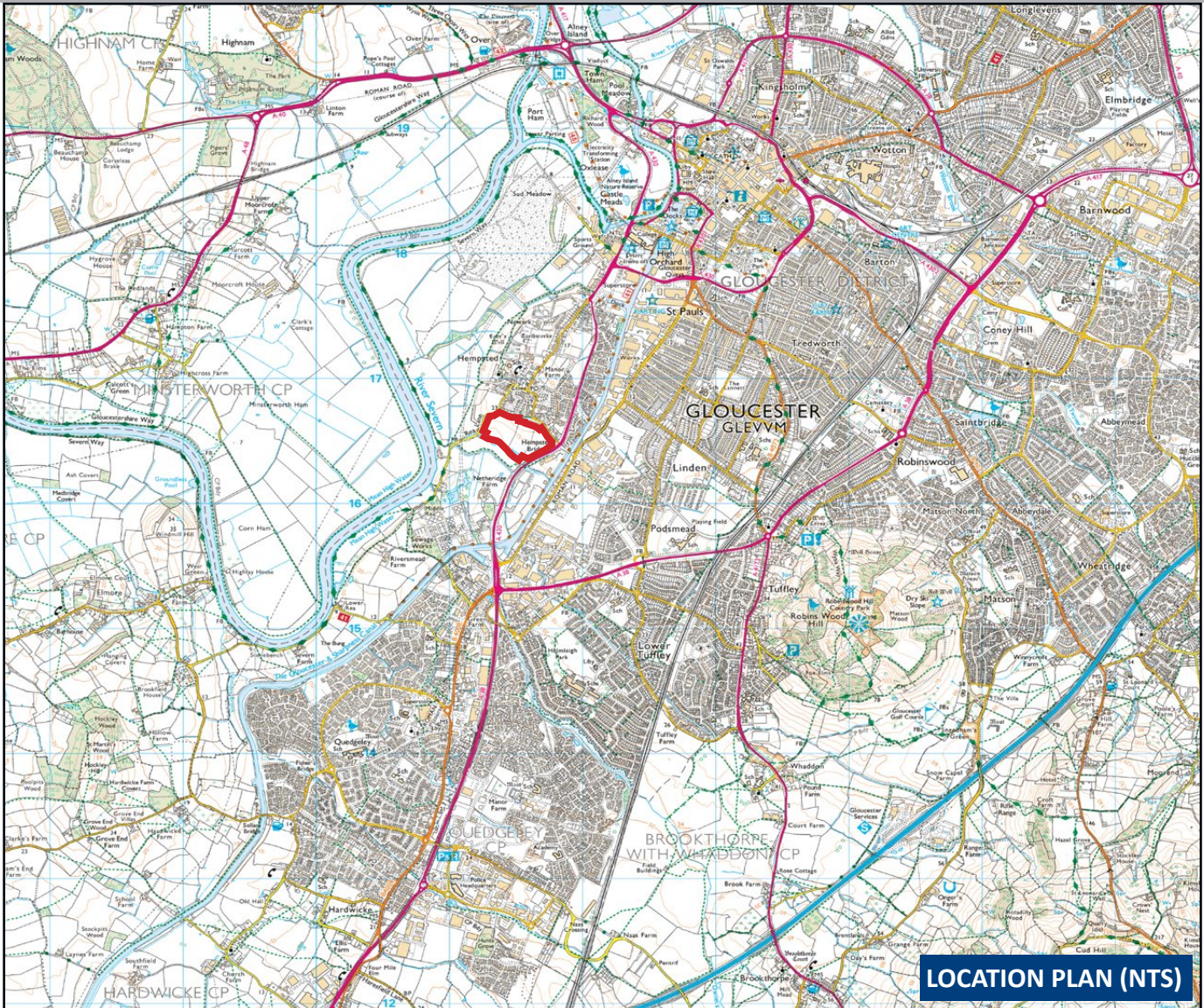
Topography

Much of the landscape surrounding Hempsted is low-lying and either comprises fairly flat valley floor, or is slightly rolling, creating relatively small localised high points. Extending further from the Severn, land gradually rises to the north-west. To the south-east it rises rapidly where the Cotswolds and associated outlier hills begin; beyond the south-east of Gloucester.

Hempsted is slightly elevated above the Severn to the west, at around 20 to 25m AOD, with surrounding land sloping away to the west and south. The Site is on the south-facing slope, largely sitting between 25m AOD to the north and circa 10m AOD extending south.

Drainage

The Site broadly drains towards the south-west, to an existing tributary of the River Severn passing to the south. There is also an attenuation basin within the south of the Site which appears to be subject to seasonal inundation. The south and south-west of the site closest to the watercourse fall within Flood Zone 2, at around 11m AOD.



Site Boundary

LAND OFF HEMPSTED LANE, GLOUCESTER
 DESIGN AND ACCESS STATEMENT

Historical and Built Context

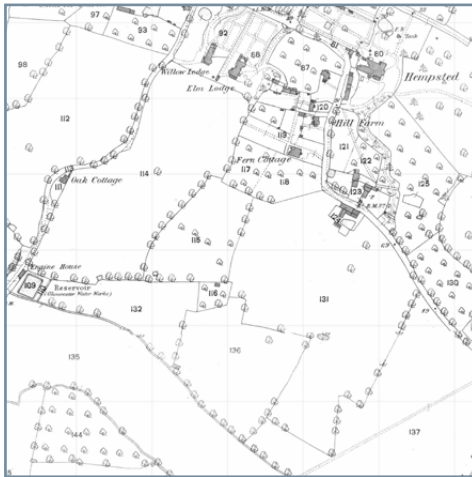
Settlement Growth

From the historical maps it is evident that the village has experienced the greatest levels of growth over the last 80 years or so.

The village's historic linear form was located primarily along Hempsted Lane and St Swithuns Road. Buildings along the former of these and parts of the latter (many of which are listed), along with some areas of open space, comprise the Hempsted Conservation Area (in closest proximity to the site, illustrated on page 17).

Following an increase in built density along these principal routes by the early 1900s, the village began to expand in all directions from the inter-war period onwards, although this was primarily to the north and east. As such, the village has a relatively modern character, with the present-day historic core focused relatively closely around a cluster of buildings including, and in close proximity to, St Swithun's Church.

Closest to the Site, inter- and post-war development included both new estates and infill development to the north of Hempsted Lane and the bridleway.



1886



1932



1968



1986

Local Built Character

Hempsted as a whole possesses a range of architectural styles that differ in form, layout, materials, finish, building line and frontage treatments. These often occur in clusters of varying scales and reflect the growth of the village over time.

Residences are typically detached or semi-detached, with limited quantities of terraced properties - often within more modern developments and focused on the village fringes to the east near Secunda Way (A430) and to the north.

Although originally a discreet settlement, the expansion of Gloucester has led to Hempsted now having a notable contextual influence from the city's suburbs and peripheral industrial and commercial estates extending along the canal corridor and the A430 adjoining to the east.



Movement and Facilities

Road Network

The village itself is primarily served by Hempsted Lane, which passes roughly north-south centrally through the settlement. However, given the proximity to Gloucester the Site is well connected and there are a number of main routes in the local area, foremost the A430 (Secunda Way) passing both directly to the east of Hempsted and the Site itself. Others include the A38; extending south to Junction 12 of the M5, the A430 Gloucester ring road, and the A40 and A48. Other routes, particularly to the west, are constrained by the River Severn and (with the exception of the A40 and A48) are typically local roads and rural lanes serving small villages and hamlets.

Public Transport

There are numerous bus services passing the Site via stops along Secunda Way, including to Gloucester and Quedgeley, and further afield to Stroud and King's Stanley. There are also two services running centrally through Hempsted village and passing the Site along Hempsted Lane. Gloucester Railway Station is less than 3km to the north east; in the city centre.

Public Rights of Way

The majority of the Public Rights of Way (PRoWs) in the local area are found around the edge of Hempsted, along the River Severn, with further PRoWs at longer distance to the west beyond Minsterworth and Elmore and to the south east beyond Gloucester.

There are two Public Rights of Way (PRoWs) in the immediate vicinity of the Site. These comprise a bridleway (Nr. 148) passing along part of the Site's northern boundary between Rea Lane and Hempsted Lane, and a footpath (Nr. 71) to the south of the watercourse from Rea Lane. This path meets the A430 and continues on the footway along the south eastern boundary of the Site. Other notable nearby PRoWs include the Severn Way long distance trail passing close by to the west.

Site Access

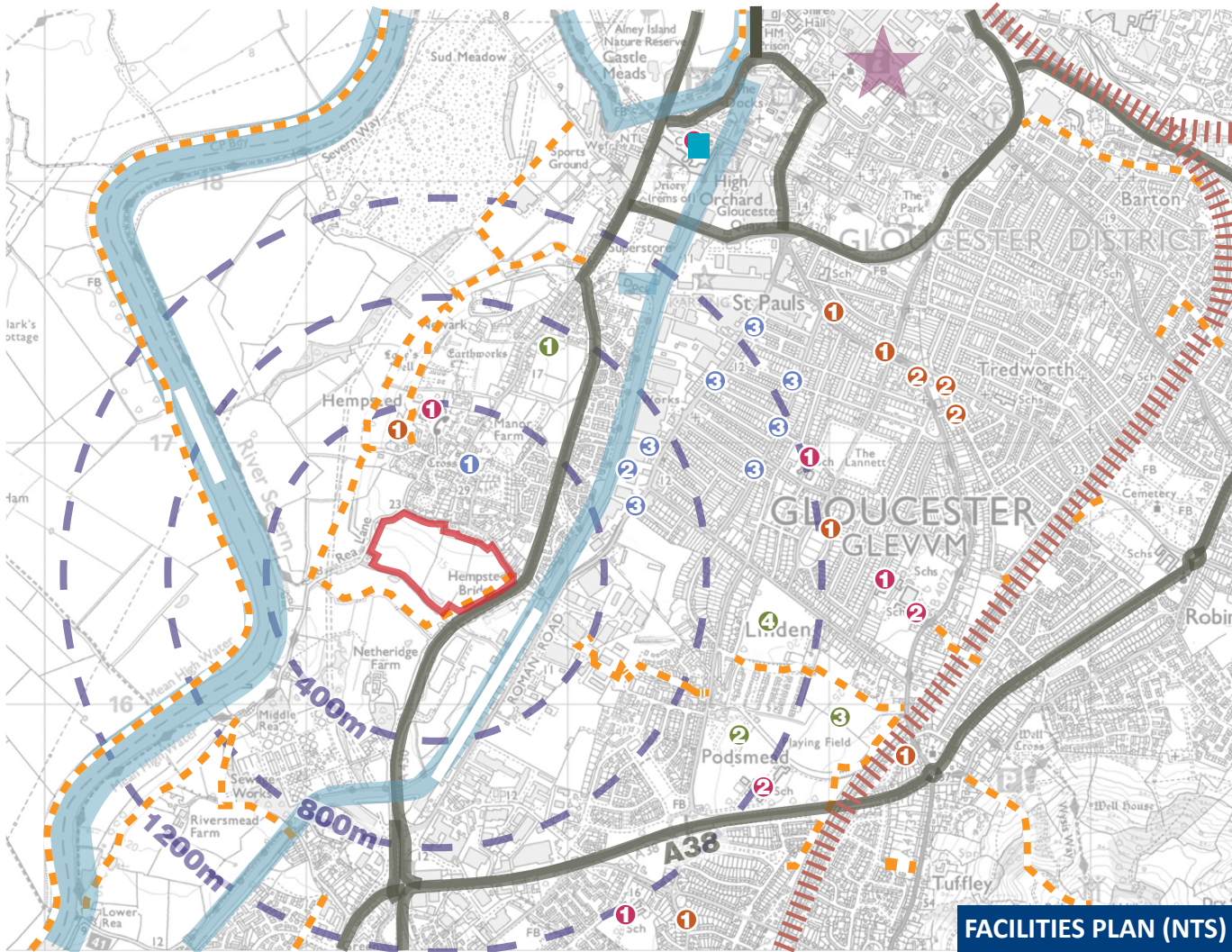
Existing access to the Site is via two field gates from Hempsted Lane (to the northeast) and Rea Lane (to the west). Vehicular access into the Site is proposed from the north east from along Hempsted Lane.











Local Facilities

In terms of local facilities, within the village itself there is a General Store and Post Office, Primary School and St Swithun's Church. These are all within 5 minutes walk to the north of the Site. Further facilities can be found within 2km to the north east around the St Pauls and Gloucester Docks areas, including secondary schools, supermarkets, convenience stores, banks, restaurants and a variety of shops.

Gloucester city centre has a good range of facilities and services, and is accessible by bus from the stops located along Secunda Way and within Hempsted Village with a regular bus service providing links into Quedgeley and Gloucester.

There are additional primary and secondary schools located in and around Gloucester and to the south of the city.



-  Site Boundary
-  Distance from edge of the Site
-  Gloucester city centre
-  Primary Road
-  Public Right of Way (PROW)
-  Railway Line
-  Retail and Commercial:
 1. Post Office
 2. Supermarket
 3. Pub/Cafe/Restaurant
-  Civic/Health:
 1. Church
 2. Medical facility
-  Educational:
 1. Primary School
 2. Higher/Further education
-  Sports and Leisure:
 1. Gordon League Rugby club
 2. Gloucester Athletic Club
 3. Rugby Football Club/Playing Fields
 4. Tuffley Park, Cricket and Playground

Views and Containment

The broader area is heavily influenced by Gloucester. In general, views to the north-east and south-east are restricted by the developed extents of the city. The extent of visibility is also governed by the flat topography with the wide Severn valley passing to the west of Gloucester, which in combination with riparian trees and field boundary vegetation, quickly acts to control views in the area local to the Site.

Long distance views are generally only available from localised areas of elevated ground which are primarily located to either side of the valley a fair distance from the site; on gently rising ground to the north-west, and from the Cotswold escarpment and its outlier hills to the south-east. Relative higher ground also includes the the small ridge upon which Hempsted sits, which the north of the Site rises toward. Longer views are possible from here, looking across Gloucester to the east and the Severn Valley to the south-west.

Consequently, views of the Site are typically confined to the short and immediate distance passing to the west, and the very long distance to the north-west and south-east.

Landscape Character

National Character Areas

The site and wider area are within Natural England's National Character Area 'NCA106: Severn and Avon Vales'. The Area is broadly described as:

"The lower valleys of the rivers Severn... dominate this low-lying open agricultural vale landscape made up of distinct and contrasting vales... with the Cotswold outliers... punctuating the otherwise flat vale landscape. The M5 motorway runs through the centre and the eastern edge of the area. A small proportion of the [NCA] is urban and includes towns such as Gloucester... Archaeology/heritage of former industry is prominent around Sharpness Docks, Pill, Gloucester-Sharpness Canal and Stroudwater Canal. The majority of the area is used as agricultural land... Woodland is sparse and it is a generally open landscape."

Statements of Environmental Opportunity for the Area include SEO2; seeking to safeguard and enhance the pattern of field boundaries, settlement and tree cover; and SEO3; promoting reinforcement of the existing landscape structure and the incorporation of GI in conjunction with urban expansion.

Local Character Areas

The 'JCS Landscape Characterisation Assessment and Sensitivity Analysis' identifies the Site as being within Character Area 'W: Hempsted', comprising land around the village and defined as Medium - Low sensitivity to development. Its description notes:

"Hempsted is located on a small elongated hill to the west of Gloucester and has undergone significant expansion... Notable detractors include large industrial units which can be glimpsed to the south east, beyond the A430. Owing to the generally developed eastern edge of Hempsted hill the views from Gloucester of the area are generally non-descript and of an urban nature."



Trees and lighting along A430 (Secunda Way)

Existing properties in Hempsted

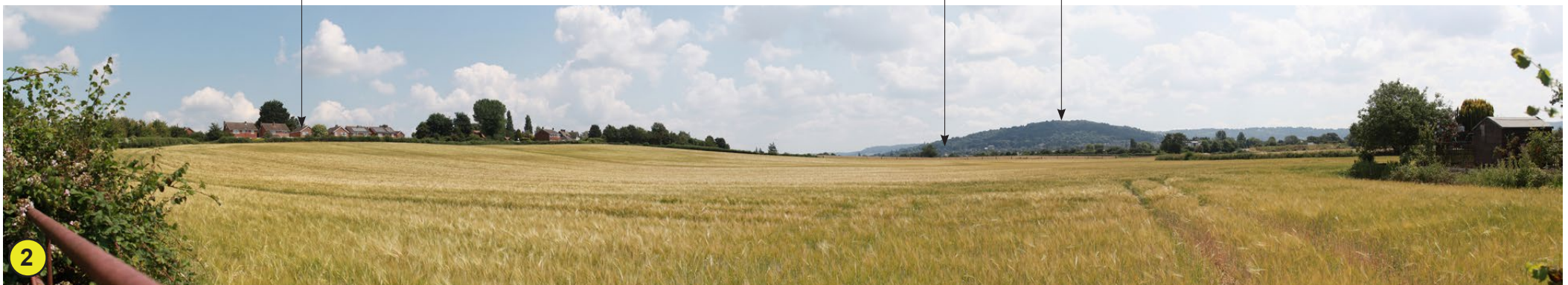


VIEW LOOKING SOUTH ACROSS THE SITE AT THE EXISTING FIELD ACCESS FROM HEMPSTED LANE

Existing properties in Hempsted

Trees and lighting along A430 (Secunda Way)

Robinswood Hill



VIEW LOOKING EAST ACROSS THE SITE AT THE EXISTING FIELD ACCESS FROM REA LANE

Visual Context



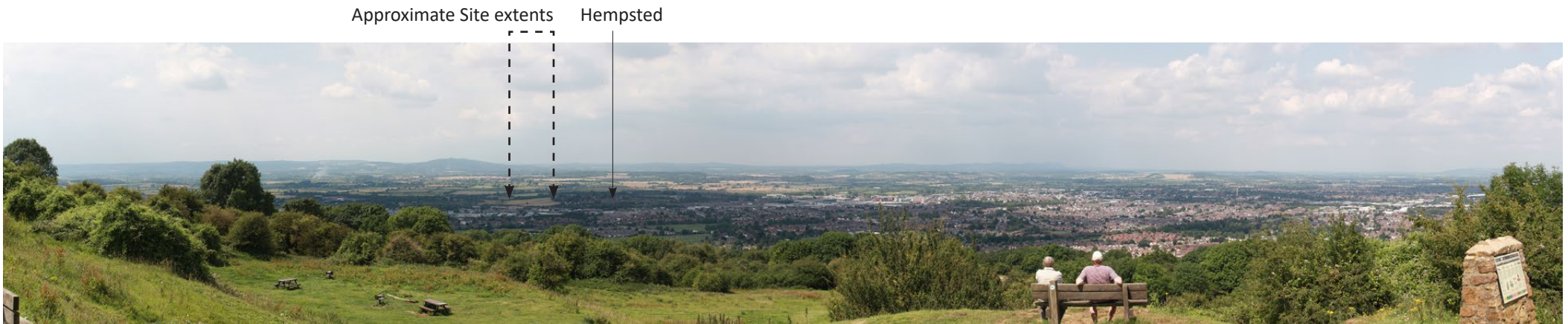
VIEW LOOKING NORTH FROM A430 (SECUNDA WAY) APPROACHING HEMPSTED



VIEW LOOKING NORTH TO HEMPSTED FROM THE PUBLIC RIGHT OF WAY BETWEEN REA LANE AND A430 (SECUNDA WAY)



VIEW LOOKING EAST FROM THE SEVERN WAY LONG DISTANCE TRAIL



LONG-DISTANCE VIEW LOOKING WEST ACROSS GLOUCESTER FROM ROBINSWOOD HILL

Ecology and Biodiversity

An ecological assessment is submitted as part of this application. It includes detailed baseline surveys for a range of species and habitats.

The habitats largely comprise arable fields and limited patches of scrub. There are intact species-rich and species-poor field hedgerows which include some semi-mature trees, most of which are considered to be of negligible potential for supporting bat roosts. The south eastern boundary adjacent to Secunda Way (A430) comprises a line of trees.

A small stream with vegetated banks approximately 1m wide and 10cm deep flows along the south western boundary. An on-site attenuation basin was dry at the time of the survey however the plants present are indicative of damp / wet conditions suggesting that the feature could hold water at other times of the year.

The habitats on the site have the potential to support a range of wildlife, and the stream along the south western boundary has the potential to support water voles and white-clawed crayfish.

Arboriculture

A tree survey and assessment of existing trees has been conducted in accordance with the guidelines contained within British Standard BS5837:2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'.



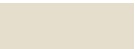




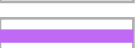








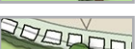
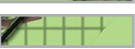


Tree Cover recorded by the survey consists mainly of Ash, with oak, birch and sycamore, and multiple dead elms. Hedgerows were predominantly comprised of hawthorn, blackthorn, elder and bramble, with other species such as hazel, elder and field maple.

Utilities

There are a number of utilities in the immediate vicinity. Within the Site broadly to the south-east these include a sewer, an oil pipeline and an abandoned MOD pipeline. A high pressure gas main lies just beyond the boundary to the south-west, the 65m HSE outer zone extent occupying the western-most corner.

Other utilities include water mains and both overhead and underground telephone and power lines.

04. EVALUATION AND EVOLUTION

-  Site Boundary
-  Contours
-  Settlement
-  Watercourses
-  Underground telephone line
-  Overground telephone line
-  Drainage pipe
-  Underground power line
-  Oil pipeline (6m easement)
-  DIO pipeline (Abandoned)
-  Sewer (10m easement)
-  Low /Medium / High pressure gas main
-  Flood Zone 2 extents
-  HSE 65m Zone
-  Intervisibility considerations
-  Proposed Site Access
-  Conservation Area
-  Existing hedgerows and trees
-  Public Right of Way (PRoW)
-  Earthworks restrictions



Constraints and Opportunities

A thorough assessment of the Site and its surroundings has been undertaken in order to identify the key features which have informed the evolution of the development proposals. These include considerations to be accommodated as part of the design and features that should be protected, retained and enhanced as part of a scheme.

The evaluation of the site identified the following key elements:

- The Site is located adjacent to the south of Hempsted, which currently has a variable developed edge but largely 'backs on' towards the Site, either immediately along its boundary or from the opposite side of Bridleway 148 (a PRoW). There is an opportunity to create a new settlement edge in this location on the western edge of Gloucester which provides a sympathetic address to the Severn Vales.
- The proposed vehicular access for the scheme would be from Hempsted Lane.
- Existing trees and vegetation are largely confined to the Site's perimeters, with two hedgerow sections extending into the Site. These will be retained as part of the proposals.
- A swathe of land along the watercourse to the south west is within Flood Zone 2. Proposed development will be situated outside of this land to the north.
- The site slopes from the north to the south / south west. The proposed detention basin would be situated at the lowest elevation within the developable area outside of the Flood Zone.
- Visually, the site is well related to the western edge of Gloucester. Views are largely confined to the roads, residents and footpaths in close proximity to the Site. Visual amenity of nearby residents should be considered as part of the scheme design. There are some longer distance views, however these are limited and the Site is typically seen in the context of the much broader settled area of Gloucester.
- Neither the site nor its immediate setting are subject to any landscape, heritage or ecological designations. The Hempsted Conservation Area is approximately 125m to the north, separated from the Site by more recent development.
- There are a number of pipelines crossing the Site, with associated easements, most of which are towards the south eastern boundary. The majority of drainage pipes within the Site can be removed. Development should adhere to the stipulated easements for those pipelines to be retained and accommodated as part of the proposals.
- There are restrictions on earthworks operations along the western boundary of the Site. This would need to remain undeveloped.
- There is an opportunity for a pedestrian / bridleway connection into the proposed development along the northern boundary towards Rea Lane. An existing public right of way (bridleway) passes along the boundary at this location, and such a link would enhance the right of way network in the local area.

Consultation

Gladman Developments has engaged in consultation with both the community and the local planning authority, which has informed the evolution of the proposals for the Site.

A leaflet covering the application proposals for the Site was delivered to local residents living in Hempsted and other interested parties, and a series of consultation boards were available to view online.

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



05. DESIGN DEVELOPMENT



-  Site boundary
-  Proposed development (up to 245 dwellings @38 dph)
-  Local Equipped Area for Play
-  Neighbourhood Equipped Area for Play
-  Public open space and incidental green space
-  Proposed hedgerows and trees
-  Proposed drainage basin
-  Existing drainage basin
-  Proposed footways
-  Proposed vehicular access
-  Proposed pedestrian access
-  Proposed primary vehicle route
-  Secondary street / lanes
-  Public Right of Way: Bridleway / Footpath
-  Permissive path
-  Retained agricultural access
-  Vehicular access to proposed pumping station
-  Proposed pumping station
-  Proposed trim trail (stations indicative only)

Development Framework

The design proposals for the Site have evolved through an iterative design process informed by environmental and technical work, an understanding of the development's relationship with the western settled edge of Gloucester and the surrounding context, and an assessment of planning and design policy. This has resulted in the Development Framework Plan (pg20) that seeks to minimise environmental impacts whilst maximising social, economic, biodiversity and sustainability benefits.

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

Land Use and Amount

The outline planning application covers a total area of 12.22 hectares. In summary, the proposals encompass the following uses:

Residential Development (6.4 hectares)

The scheme would provide up to 245 dwellings at an average density of circa 38 dwellings per hectare (dph).

The housing mix will be determined at the Reserved Matters stage, but it is expected to include a range of house types, sizes and tenures. A minimum of 20% of the homes will be affordable and these will be fully integrated within the market housing, and of a type and size that meets local needs.

Green Infrastructure (5.82 hectares)

The proposals include structural planting, public open space, green corridors, both neighbourhood and local children's play and sustainable drainage features. Composite elements comprise:

- **Public Open Space:** The scheme includes a series of public open spaces of varying sizes, to include both formal and informal recreational opportunities.

- **Landscape:** The proposals include the retention of the majority of the existing hedgerows, and a number of new lengths of native hedgerow and tree planting within the Site. More informal structural planting would also be included such as within habitat around the drainage basin and to the area of open space adjoining Rea Lane.
- **Recreation and Play:** As well as a series of smaller and incidental spaces, there will be a larger area of new public open space that will allow for informal recreation, and connects into other green spaces and corridors via a network of recreational routes around the scheme. This larger open space also includes a proposed trim trail. As well as a Locally Equipped Area for Play (LEAP), the scheme also proposes to provide a Neighbourhood Equipped Area for Play (NEAP) in the east of the Site.
- **Sustainable Drainage Feature (SuDS):** A drainage basin will be incorporated into the open space relatively centrally within the Site to manage excess surface water run-off during periods of heavy or persistent rainfall.

Design Principles

A series of 'design principles' have been established for the proposals and have been developed to guide and inform the layout, features and character of the scheme.

These build upon the fundamentals set out within the Framework Plan, and are set out below:

1. More organic development grain with 'outward-looking' informal building arrangement to the residential edges adjoining open space. These edge treatments should include varied setbacks and juxtapositions, wider breaks between units (incorporating parking and garages to the sides of the units), and varying building orientations to increase visual permeability and help integrate the development into the adjacent rural context.

2. Development set within extensive swathes of Green Infrastructure to form a successful and sympathetic transition between the built development and wider countryside.

3. A series of open spaces offering a variety of recreational opportunities including footways, a 'trim trail', children's play and areas for informal recreation, to serve both the proposed new residents and the existing local community.

4. Incorporation of lengths of new hedgerow with trees within the Site to replace sections of hedgerow removed to facilitate the development, and to filter views towards the proposed residences.

5. A landscape buffer along the eastern boundary to incorporate the existing pipelines and their easements, and the existing Public Right of Way passing along the inside of the south-eastern boundary of the Site.

6. The provision of new connections onto the existing Public Right of Way network, including both the integration of the existing footpath within the east of the Site, and beyond the boundary onto the bridleway to the north. These will be connected via a network of off-road footways circulating the Site.

The Illustrative Masterplan

An Illustrative Masterplan has been produced, based on the Development Framework Plan. This demonstrates in more detail how a scheme could be delivered in accordance with the design principles that will be adopted. Some features are as follows:

- Homes will comprise a mix of detached, semi-detached and terraced homes. Dwellings adjoining open space will face out onto these areas where possible to provide passive surveillance and create an attractive aspect.
- Nearly half the Site comprises public open space, wide green corridors, structural landscape planting, children's play and flood attenuation. This landscape framework will establish a sympathetic new development edge to the south of Hempsted.
- The easements associated with the pipelines that cross the south-westerly extents of the Site will be incorporated within open space.
- Existing vegetation along the boundaries will be retained and reinforced with additional planting to soften views of the scheme.
- A drainage basin will be located on the southern edge of the development and will incorporate wet grassland habitat and new tree planting.



Public Open Space with proposed LEAP (local equipped area of play).

Public Open Space with proposed footways and trim trail stations.

Proposed new pedestrian access points created to connect onto the existing public bridleway (PRoW).

Tree planting incorporated where possible to the frontages of dwellings along the primary road.

Proposed vehicular site access onto Hempsted Lane with proposed dwellings set back behind retained existing hedgerow.

Attenuation basin with grassland habitat margins and informal tree planting. A pumping station with vehicular access is proposed to the south-east of the basin.

Existing public footpath (PRoW) incorporated into the proposed network of new footways.

Proposed new recreational routes through the development.

Areas of Public Open Space will create a community focus for the development and will be overlooked by surrounding dwellings and accommodate space for equipped children's play (a NEAP and a LEAP).

Access and Circulation

Vehicular access into the Site will be via a new access off Hempsted Lane in the form of a single priority-controlled junction. The detailed design and dimensions of the new streets will be submitted and agreed with the LPA as part of future Reserved Matters submissions. Streets will be designed to accommodate service vehicles in accordance with Schedule 1, Part H of the Building Regulations to ensure vehicular access, waste collection and bin carry distance standards are achieved, without allowing their requirements to dominate the layout.

Pedestrian and cycle access to the Site will be available via the main vehicular access from Hempsted Lane. A number of pedestrian access points are proposed, including two new connections from the scheme onto the existing public right of way that passes the northern boundary from Hempsted Lane onto Rea Lane.

The Site is well located in terms of access to the existing public transport routes serving Hempsted Village and the west of Gloucester, with a number of existing bus stops within easy walking distance principally along the A430, but also within the village itself.

Street Hierarchy

The Illustrative Masterplan demonstrates how a distinct hierarchy of routes can be created to ensure a legible layout and allow residents and visitors alike to readily navigate their way around the development.

Primary Roads

The Primary Road is the main route through the scheme. Trees planted along the street frontages where possible would add structure to the Site and help delineate the main route. This street type should allow for service vehicles and cycles where appropriate.

Secondary Streets

Secondary Streets are less formal than the Primary Road and provide access to the majority of the residential areas. Where these secondary routes form a 'loop' within parts of the development, these will be of an appropriate design to accommodate service vehicles. Features are likely to include varied building line and set back distances, and differing surface materials to help to passively control vehicle speeds.

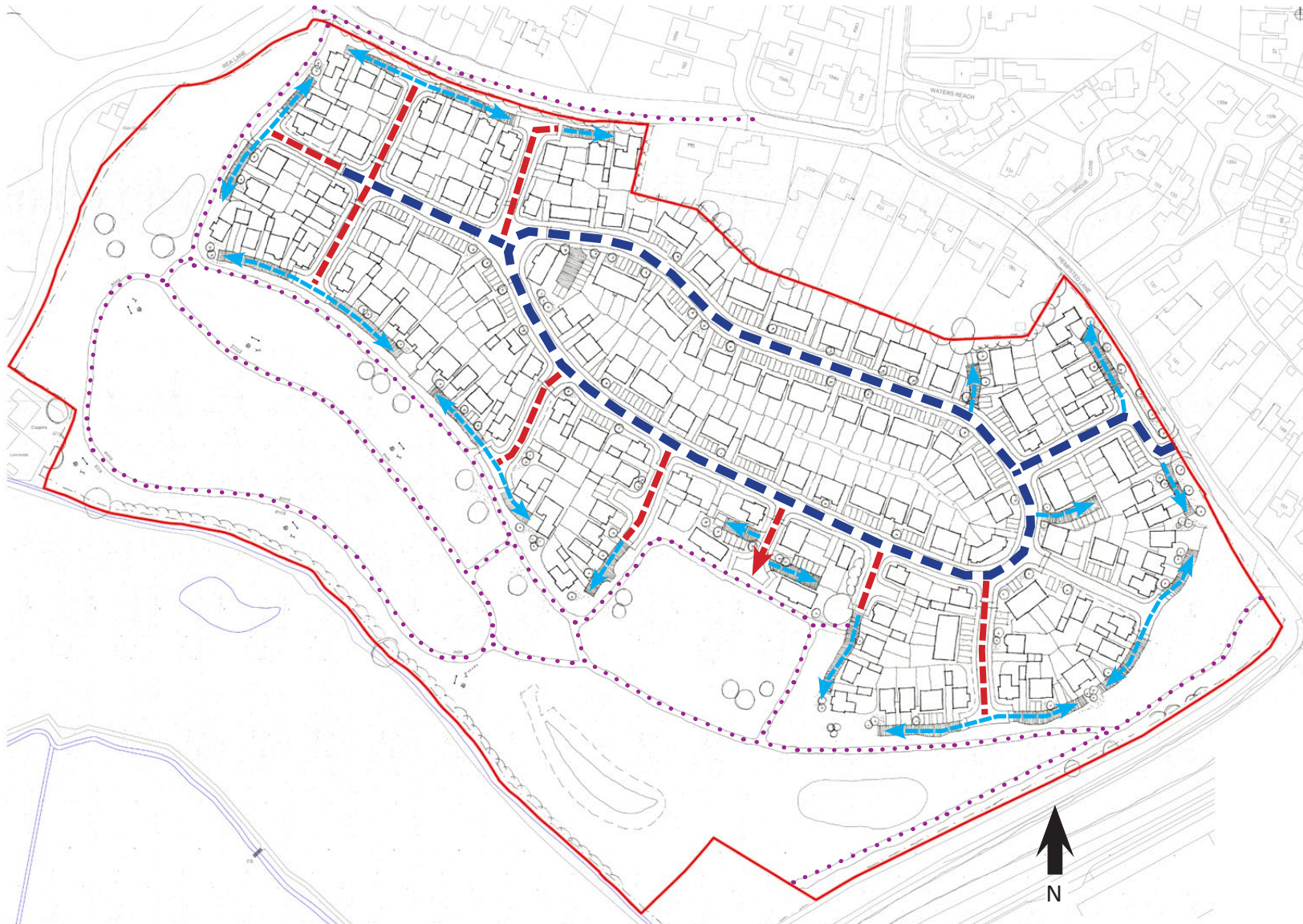
Lanes






Lanes are more informal and provide direct access to residential areas. Where properties front onto green space and form the new settled edge, the orientation, form and spacing of dwellings should be more organic and visually permeable. Potential features include street narrowing, changes in direction and if appropriate, curvilinear profiles.

Recreational Routes










These traffic-free recreational routes provide important connections across and between open space and adjoining streets and houses. Routes will pass through open space and green corridors that will be overlooked by the new homes to ensure they are safe and secure to use.

Lighting along these recreational routes will only be used where appropriate and would be designed to avoid light pollution and potential conflicts with ecological objectives. New routes will be clearly visible and include elements such as benches to coincide with key points of interest, such as the play area.



-  Site boundary
-  Primary road
-  Secondary streets
-  Lanes / private drives
-  Principal footways / existing PROWs



-  Public Open Space, green corridors and equipped children's play
-  Existing retained tree
-  Principal locations of proposed tree planting (illustrative only)
-  Existing retained line of boundary trees
-  Primary opportunities for areas of meadow / conservation grassland
-  Retained sections of existing hedgerow within the Site
-  Proposed hedges with trees and conservation grassland margins
-  Existing gappy hedgerow to be enhanced with new planting
-  Proposed attenuation basin sown with wet (inundation) grassland

Green Infrastructure (GI)

The GI plan (Pg 27) shows landscape typologies found in the landscape masterplan. The development of a planting strategy for the Site is essential for the successful design and implementation of the proposal.

The Landscape and Visual Appraisal process has identified a number of measures to mitigate against the potential visual impacts upon nearby receptors including from the surrounding undeveloped countryside to the south and west, and to replace lost sections of hedgerow to facilitate the Proposed Development. These include the planting of new hedgerows with hedgerow trees, structural landscape planting to development and Site boundaries, and reinforcement planting to existing hedgerows.

The following key landscape features are proposed:

- a varied GI framework, comprising informal public open space, green corridors, neighbourhood and local equipped children's play, formalised recreation opportunities (e.g. trim trail), footways, conservation grassland areas and margins, hedgerows and tree planting.

- New hedgerows are proposed within the south western portion of the Site. These provide structure to the Site, help to filter views of the residential development from receptors such as users of the Public Right of Way to the south, and replace short hedge sections removed to create Site and pedestrian access and facilitate development. The new section extending to the southern boundary follows an existing internal field boundary line and provides habitat connectivity to existing hedges.
- There is one tree in the Site itself; situated within a section of hedgerow separating the existing central and eastern fields. Both the tree and the majority of this hedge would be retained as part of the proposals.
- The proposed attenuation basin would incorporate inundation grassland seeding, and be surrounded by scattered groups of new trees.
- Other habitat proposed on site would be focussed around the existing attenuation basin which would sit in an area of conservation grassland.

Creating a Safe & Secure Environment

The proposal has been designed to adhere to the GCC 'Designing Safer Places' Interim SPD, with the following principles of designing out crime:

- **Permeability:** a choice of routes within the layout will encourage walking and cycling, therefore reducing car dependency for local trips and maximising the presence of 'eyes on the street'.
- **Natural surveillance:** dwellings will front onto the streets and public spaces with entrances and windows overlooking the public realm.
- **Animated street scenes:** building frontages have been designed to be as 'active' as possible, particularly at ground floor level. Windows to active rooms, such as living rooms and kitchen windows, will face the public realm.
- **Car parking:** the majority of cars will be accommodated within the curtilage of the dwellings to provide optimum surveillance. To the southern built edge in particular, parking should be provided to the side of dwellings to achieve a 'looser' built form on the settled edge.
- **Non-vehicular routes:** new housing will front onto open spaces containing pedestrian routes to maximise natural surveillance.

06. CONCLUSIONS

This Design and Access Statement has been prepared on behalf of Gladman Developments Ltd in support of the outline planning application at Hempsted Lane for up to 245 dwellings.

The development and associated infrastructure would be served by a vehicular site access from Hempsted Lane. The scheme would be set within a framework of informal recreational and incidental open spaces with proposed and existing structural landscaping.

Analysis shows that any physical or infrastructure considerations within and adjacent to the site can be accommodated and, where applicable, integrated into the overall design of a residential scheme on the site. The design of the scheme also seeks to retain and enhance existing landscape features as part of the overall Green Infrastructure strategy, such as both the boundary and internal hedgerows.

The development will provide new affordable housing which is seen as a further important social benefit in the context of the NPPF.

The new housing will also bring economic benefits during the construction phase and through the contribution new residents will make to the local economy through their household expenditure.

In terms of the environmental dimension, pedestrian linkages onto the existing surrounding roads and public right of way network have been proposed, with cycle access via the main site access from Hempsted Road. Therefore walking and cycling, as well as use of existing public transport routes will be a realistic alternative to car trips to local facilities both in Hempsted village and the nearby wider urban area of Gloucester.

Using the key design objectives established by the NPPF, the proposals for the Site have been designed to create a successful and sustainable new neighbourhood as follows:

Public Consultation and Stakeholder Involvement

Applicants are expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.

A consultation website was launched in Spring 2020 to seek the views of the public and feedback on the emerging design proposals.

Sense of Place

The proposals create a strong sense of place using open space, streetscapes and buildings to create attractive and comfortable places to live, work and visit, with the identity of the proposals drawing upon the local vernacular.

The new areas of public open space will form an important part of the development's character and help integrate it into the landscape character of the area.



Accessibility

This development seeks to create a place that promotes safe and accessible developments, containing clear and legible pedestrian routes, high quality public space, and encourages the active and continual use of public areas. This includes measures designed into the scheme such as:

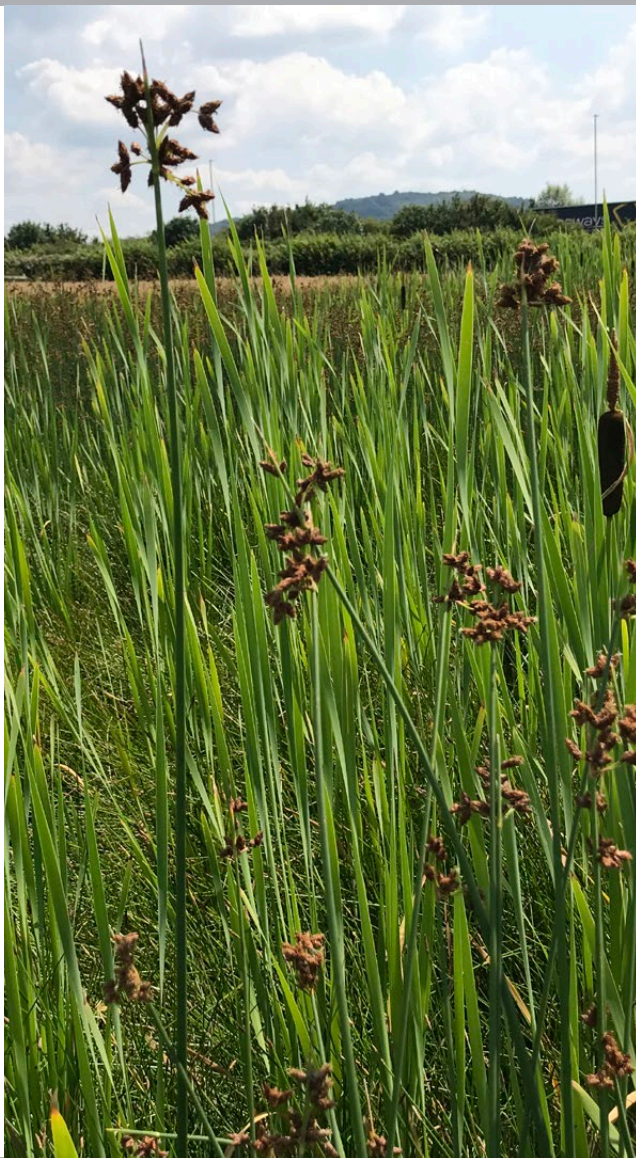
- The creation of new pedestrian links from Hempstead Lane, Rea Lane and the adjoining public rights of way;
- Convenient, safe and direct access for all residents to the proposed new green infrastructure;
- Formal and informal paths to and through the development and its proposed open spaces including connecting children's play area to residential development; and
- Streets and paths will be well overlooked to create the basis for a safe environment.

Health, Community and Social Interaction

The proposed development includes the provision of 5.82Ha Ha of Public Open Space, children's play, and incidental green space, encompassing various forms of recreational opportunities for different age groups. Two new children's play areas will form important new social focal points for both the Site and the wider community.

Green space includes green corridors, landscape planting, SuDS features, new footways, areas of habitat creation and areas for informal recreation. This will integrate structural planting to the boundaries, tree planting, wildflower meadows and inundation grassland, offering both amenity and wildlife value.

Numerous pedestrian routes are provided throughout the development, connecting with the existing settlement, and with proposed areas of open space. These proposed recreational routes also offer the opportunity to link to or integrate the existing Public Bridleway and Footpath (both PROWs).



Sustainability

The Government attaches great importance to the design of the built environment. These proposals recognise and reflect the principle that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

There are a mix of dwelling types, sizes and tenures supported by extensive areas of green infrastructure. A proportion of the new homes will be affordable and of a type and size that meets local need.

Streets and recreational routes employ a permeable layout that maximises access and integration with the existing settlement edge and encourages walking and cycling for local trips.

The use of SuDS will help to manage excess surface water run-off during periods of heavy or persistent rain in order to prevent flooding. The basin will form an integral part of the proposed green infrastructure and site biodiversity.

Measures such as this which are integral to the design seek to deliver improvements to existing wildlife habitats by providing a range of additional ecological and nature conservation proposals in the local area.

At the detailed design stage, it is the intention that new homes will meet national standards in respect of reducing energy demand, carbon emissions and energy efficiency.



