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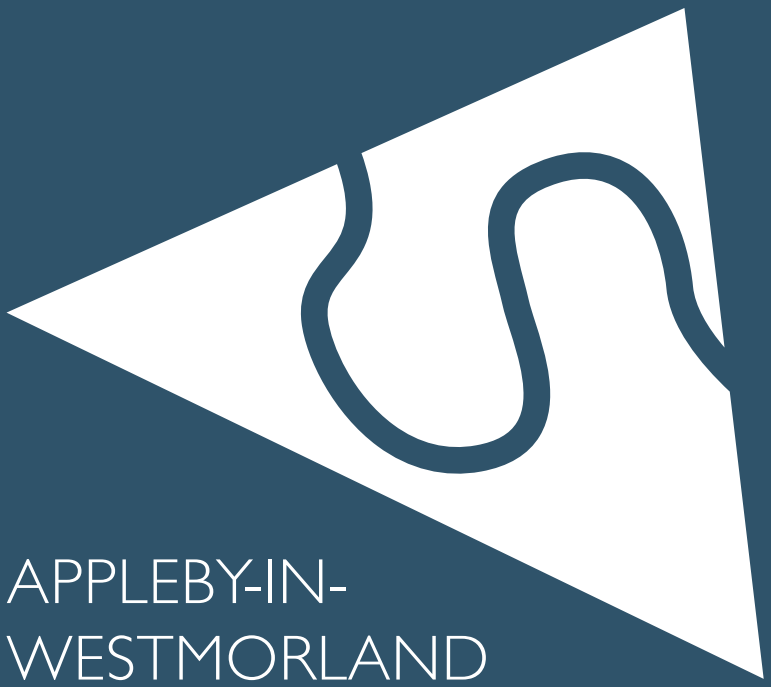

APPLEBY-IN-WESTMORLAND

May 2020 *Design & Access Statement*

Barton Willmore / 101 Victoria Street
Bristol BS1 6PU / tel: 0117 929 9677
email: james.dehavilland@bartonwillmore.co.uk

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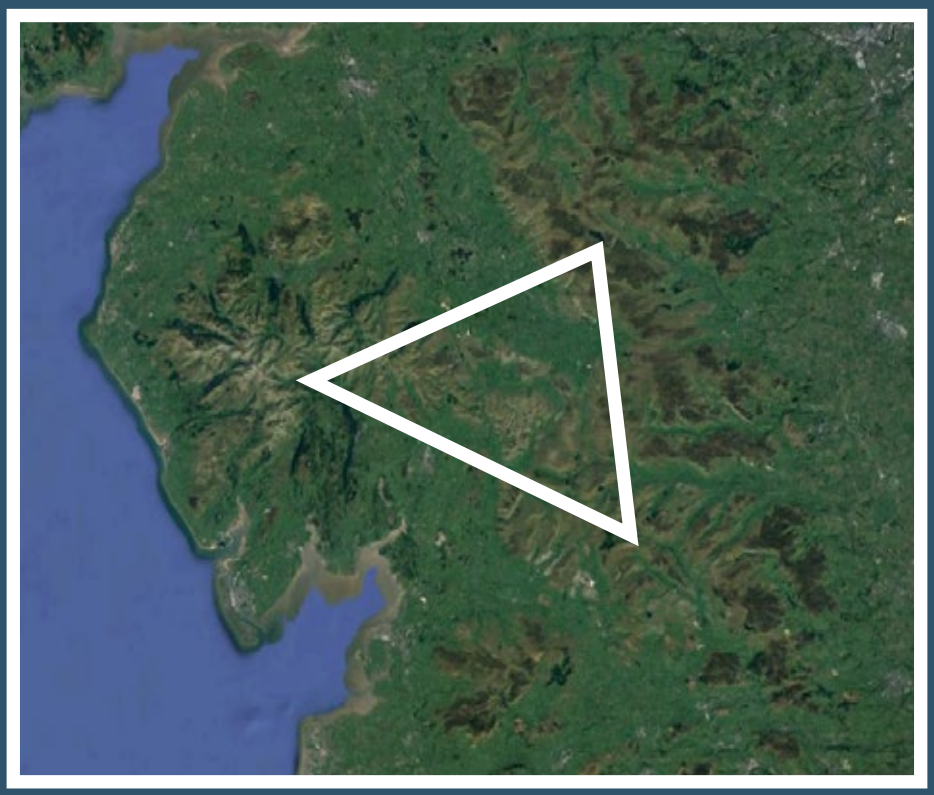


The site in Appleby-in-Westmorland is situated between the Lake District, the Pennines and the Yorkshire Dales, mountainous regions in North West England. The shape that is made when joining these three areas together forms the basis and inspiration for the identity of the site in Appleby-in-Westmorland. Alongside this, Appleby-in-Westmorland is situated within a significant loop in the River Eden.

Contents

Vision

The vision for Land off Station Road, Appleby-in-Westmorland, is based on the following principles:

- **Enhancement of links to the local area to ensure residents benefit from the site's proximity to the existing settlement and the numerous services, facilities and recreational opportunities available within Appleby and beyond.**
- **Incorporation of a high-quality built form that reflects the existing character and form of Appleby whilst ensuring a distinctive identity is created for residents.**
- **Provision of new pedestrian footpaths that will provide attractive links to the existing pedestrian network and the amenities available within Appleby town centre, encouraging active and healthy lifestyle choices.**
- **Provision of areas of green open space, providing opportunities for existing and future residents to spend time outdoors alongside creating an attractive setting for new homes.**

1 Introduction

This Design and Access Statement (DAS) has been produced by Barton Willmore on behalf of Heyford Developments. It has been written in conjunction with Weetwood, Hoare Lea, Phil Jones Associates Ltd and Carbon Green Consulting. This document supports an Outline Planning Application (OPA) for residential development at Land off Station Road, Appleby-in-Westmorland, Cumbria.

Aims and Objectives of the DAS

The DAS sets out and justifies the design rationale for the proposals and is part of a comprehensive package of information submitted to the LPA. It has been prepared in accordance with guidance and policy contained within the following documents:

» National Design Guide (MoH CLG, 2019).

» National Planning Policy Framework (MoH CLG, 2019).

» Guidance on Information Requirements and Validation (CLG, 2012).

» Development Management Procedure Order (DMPO, 2015).

» Streamlining the Planning Application Process: Consultation (CLG, 2013).

» Planning Practice Guidance (2014).

DAS Structure

The DAS will be structured in accordance with CABE guidance 'Design and Access Statements – how to write, read and use them' (2006), which refers to an 'assessment - involvement - evaluation – design process'. Thus, the document will contain the following chapters:

1. Assessment – Assessment of the site and wider context.

2. Evaluation – Evaluation of key opportunities and constraints that will guide and shape the proposals.

3. Design – Presentation of parameter plans that are to be 'fixed' as part of the planning application. These plans will be supported by illustrative strategy plans that will help to further explain the proposals.

Further information in relation to technical disciplines such as access, surface water drainage, ecology, noise, air quality and heritage will also be provided separately as part of the application package.

Description of Development

"Outline planning application for up to 100 dwellings (Class C3) with all matters besides access reserved".

Consultation

A pre-application public consultation was carried out between 7th and 15th May 2020 comprising a quarter page advert in the Westmoreland Gazette and Facebook. Details of the consultation can be found within the Planning Statement.


Penrith
A6
North Pennines
AONB
SITE
Appleby-in-Westmorland
M6
Lake District
National Park
A6
A685
Kirby Stephen
Yorkshire Dales
National Park

1.1 The Site

The site lies to the north-east of Appleby-in-Westmorland, a small market town in the Eden District of Cumbria, approximately 22km south-east of Penrith. Appleby is situated between three National Parks: the Lake District to the east, Yorkshire Dales to the south, and the North Pennines AONB to the north-west. The town has a railway station on the Settle-Carlisle line and is close to the Cumbria Way, the Westmorland Way and the Pennine Cycleway.

The site comprises approximately 6.31 hectares (15.59 acres) of agricultural land. It abuts the Appleby Bypass (A66) to the northeast and a disused railway line to the south-west. It sits north-east of Appleby and is surrounded by smaller residential developments and associated facilities. The large A66 road divides the site from the agricultural areas to the northeast and defines the edge of the settlement. The River Eden runs alongside the existing settlement to the south-eastern urban fringe.

View across site

Aerial Site Plan

Site Boundary

2 Context Assessment

2.1 Planning Policy Context

Development Plan

Eden Local Plan (2014 – 2032)

The Local Plan was adopted in 11 October 2018 and sets planning policies for the District against which planning applications will be assessed. It also allocates land for various uses, including housing development across the District and sets out a strategic vision for growth. The application site is allocated within the Local Plan.

The following policies from the Local Plan are considered relevant to the preparation of this planning application:

» *Policy LS1 – Locational Strategy*

Appleby is defined as a Market Town alongside Alston and Kirkby Stephen, second on the settlement hierarchy only to Penrith, which is defined as a Main Town.

» *Policy AP1 – A Town Plan for Appleby*

The proposed site forms two allocations in the Local Plan; Land to the South of Station Road (AP10 – 45 dwellings) and Fields adjacent to the Coal Yard, Station Road (AP11 – 39 dwellings). Paragraph 3.14.1 specifically addresses the reasoning for the dwelling capacity, stating:

"In the interest of residential amenity the dwelling capacity of these two sites have been reduced below the normal density rate to allow for the incorporation of noise mitigation measures. However, as only a detailed planning application would finally determine the site capacity, for AP10 and AP 11 the capacity should be acknowledged as in the region of 45 and 39, respectively, taking into account the noise mitigation measures together with the design, form and detail of the proposal".

As part of the evidence base for the planning application, a Noise Assessment has been carried out which confirms residential development would not be negatively impacted by noise from existing surrounding uses. As a result, the proposed capacity has been increased from a net figure of 84 dwellings across the two sites combined to 100 dwellings.

» *Policy HS1 – Affordable Housing*

For schemes with 11 or more units, the Council will seek to secure the provision of 30% of all new housing as affordable. This will ensure benefit local people for which the private housing market is inaccessible.

» *Policy HS4 – Housing Type and Mix*

The mix of dwelling types and sizes is dependent on a local needs basis and must conform with the Council's 2015 Strategic Housing Market Assessment. Future housing mix is likely to be focused on two and three bedroom properties, shown in the table below from the Market Assessment:

	Target % of Supply
1 Bed Properties	5-10%
2 Bed Properties	30-35%
3 Bed Properties	40-45%
4+ Bed Properties	15-20%

» *Policy HS5 – Adaptable and Accessible Homes*

The Policy sets out that new housing must be designed and constructed to be adaptable to meet the changing needs of its occupants. Consequently, there is a requirement for 20% of new housing on sites of 10 or more new homes to meet the optional Building Regulations Requirement M4(2): Category 2 – Accessible and Adaptable Dwellings.

» *Policy ENV1 – Protection and Enhancement of the Natural Environment, Biodiversity and Geodiversity*

New development will be required to avoid any net loss of biodiversity and geodiversity, and where possible enhance existing assets.

» *Policy ENV2 – Protection and Enhancements of Landscapes and Trees*

The Policy sets out that new development should take account of and complement:

- **"The distribution and form of settlements and buildings within their landscape setting.**
- **Local styles and materials of buildings within the settlement.**
- **Natural elements such as hedgerows, woodland, and local topography.**
- **Any visually sensitive skylines or hill and valley sides.**
- **The tranquillity of the open countryside".**

» *Policy ENV4 – Green Infrastructure Networks*

New development should ensure the District's green infrastructure network is protected and enhanced and proposals should account for any known local deficiencies of green infrastructure identified by the Council.

» *Policy ENV5 – Environmentally Sustainable Design*

The Policy sets out that for major residential developments, they should consider each of the following criteria:

- **"Maximising daylight and passive solar gain through the orientation of buildings.**
- **Integrating sustainable urban drainage systems.**
- **Designing and positioning buildings to minimise wind funnelling, frost pockets and uncomfortable microclimates.**
- **Integrating renewable energy technology into the scheme, and in schemes comprising over fifty dwellings or on sites over 1.5 hectares, exploring the scope for district heating.**
- **Minimising construction waste, through for example designing out waste during the design stage, selecting sustainable and efficient building materials and reusing materials where possible.**
- **Providing well-designed and visually unobtrusive outdoor waste storage areas to promote recycling.**
- **-Promoting sustainable transport modes, through for example careful layout and road design to ensure it is conducive to walking and cycling and prioritises the pedestrian and cyclist over the car".**

A separate Sustainable Design Statement will pick up relevant design policies in respect of sustainability.

» *Policy COM3 – Provision of new Open Space*

The policy sets out that major residential schemes will be expected to include on-site provision of open space, However, an off-site contribution may be considered more appropriate if it leads to the provision of accessible open space for the development or would result in the upgrading of existing facilities, which can be used for the benefit of the residents.

The following standards provide a level, or bench mark from which provision can be negotiated through the development management process to determine whether provision should be new, upgraded/enlarged existing provision or enhancement management, or other mechanism. For the purposes of this policy, open space is defined as:

» *Policy DEV1 – General Approach to New Development*

When considering development proposals, the Council will take a positive approach in the presumption of sustainable development as defined in paragraph 8 of the National Planning Policy Framework (NPPF).

Type of open space	Indicative quantity standard (ha per 1000 population)	Source
Urban parks and gardens	1.11	Open Space Audit 2015
Playgrounds	0.25	'Fields in Trust' Standards
Outdoor sport facilities	1.76	'Fields in Trust' Standards
Allotments	0.14	Open Space Audit 2015
Amenity Open Space (Informal Recreation)	0.986	Open Space Audit 2015

» *Policy DEV3 - Transport, Accessibility and Rights of Way*

A Transport Assessment is included in support of the application, which covers the requirements of this policy.

» *Policy DEV5 - Design of New Development*

The policy sets out a number of criteria to support high quality design which reflects local distinctiveness:

- Shows a clear understanding of the form and character of the district's built and natural environment, complementing and enhancing the existing area;
- Protects and where possible enhances the district's distinctive rural landscape, natural environment and biodiversity;
- Reflects the existing street scene through use of appropriate scale, mass, form, layout, high quality architectural design and use of materials.
- Optimises the potential use of the site and avoids overlooking;
- Protects the amenity of existing residents and business occupiers and provides an acceptable amenity for future occupiers;
- Uses quality materials which complement or enhance local surroundings;
- Protects features and characteristics of local importance;
- Provides adequate space for the storage, collection and recycling of waste;
- Can be easily accessed and used by all, regardless of age and disability;
- Incorporates appropriate crime prevention measures.

Proposals will be expected to demonstrate that they adhere to the design principles set out in the Eden Design Guide.

Other Material Considerations

National Planning Policy Framework (February 2019)

The National Planning Policy Framework (NPPF) was revised in February 2019 and sets out the Government's planning policies for England and how these should be applied. In the context of this planning application, the following sections are considered relevant:

Section 5: Delivering a sufficient supply of homes

Section 8: Promoting healthy and safe communities

Section 12: Achieving well-designed places

More specifically, the following paragraphs are of particularly relevance to the planning application:

Paragraph 8: sets out that in order to achieve sustainable development, planning applications must comply with three overarching objectives; economic, social and environmental.

Paragraph 127: sets out that planning policies and decisions should ensure that developments:

"a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscaping setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience".

The layout is informed by technical considerations such as noise, and consideration has been given to paragraph 182 regarding the implications for existing businesses.

Supplementary Planning Guidance

The following Supplementary Planning Guidance have been saved with the Eden Local Plan:

» The Eden Design Summary (1999)

» Parking Guidelines in Cumbria (1997)

» Layout of New Residential Developments (1996)

Neighbourhood Plan

The proposed site is located within the Appleby in Westmorland Neighbourhood Planning Area; however, no further work has taken place since its designation on 11 November 2014.

2.2 Access and Movement

The site is located north-east of Appleby-in-Westmorland. The site is bounded by the A66 Appleby Bypass to the east and residential areas to the west. The southern parcel of land is currently used as arable farmland, and the northern parcel is undeveloped.

The site is connected to the local road network via Station Road, which connects to the B6542 to the south-west. This road, known locally as 'Battlebarrow', runs from the A66 Appleby Bypass in the south-east, to re-join the A66 in the north-west. The A66 bypass road abuts the sites' northern boundary. From the A66, Penrith to the north-west can be reached in 20 minutes, and Barnard Castle to the east can be reached in 30 minutes. The A66 then links into the A1(M) to the east at Middleton Tyas and the M6 in the west at Penrith.

Station Road connects to Appleby railway station approximately 300m south of the site, which is served by the Carlisle-Settle line, providing connections to Carlisle in the north-west in around 42 minutes and Settle to the south in around 55 minutes. Train services also provide connections to Leeds in the south-east, with journeys taking around 2 hours on average.

There is currently a limited range of bus services available within Appleby. The nearest bus stops are located on B6542 Battlebarrow, approximately 600m from the site access. The northbound bus stop has a shelter with seating and timetable information, and the southbound bus stop is a flag and pole stop.

Bus service 506 connects Appleby with Kendal and offers one service daily in each direction (no Saturday or Sunday service). Bus service 574 provides a link between Kirkby Stephen and Penrith with one service in each direction on Tuesdays.

The Public Right of Way (PRoW) network is easily accessed from the site. An existing pedestrian footpath is located to the southeast of the site. This runs from the A66, past the cemetery to join the A6542, and provides pedestrian links to the town centre and wider footpath and cycleway network.

National Cycle Network Route 68, also known as the Pennine Cycleway, extends along Station Road and Garth Heads Road providing access into the centre of Appleby. Route 68 links to National Cycle Route 71 to the west of Appleby providing long-distance rural routes towards Penrith, Kirkby Stephen, Tebay and a number of local settlements.

Appleby Railway Station

Access and Movement Plan

Site Boundary

Walking Isochrones

Railway Station

Bus Stops

Bus 506
(Appleby - Kendal)

Bus 574
(Kirkby Stephen - Penrith)

Public Right
of Way

National Cycle Route 68

Main Access
Point

2.3 Local Facilities

This section will set out existing local facilities that can be accessed from the site using sustainable transport modes. In addition, it describes the accessibility of local facilities via walking and cycling.

Guidance provided by Institution of Highways and Transportation (IHT) in their publication 'Guidelines for Providing for Journeys on Foot' (2000) suggests that in terms of commuting, walking to school and recreational journeys; walk distances of up to 2,000m can be considered as a preferred maximum, with 'desirable' and 'acceptable' distances being 500m and 1,000m, respectively. It should however be noted that journeys of a longer length are often undertaken.

For non-commuter journeys, the guidance suggests that walking distances of up to 1,200m can be considered a preferred maximum, with the 'desirable' and 'acceptable' distances being 400m and 800m, respectively. Again, it should be noted that journeys of a longer length are often undertaken.

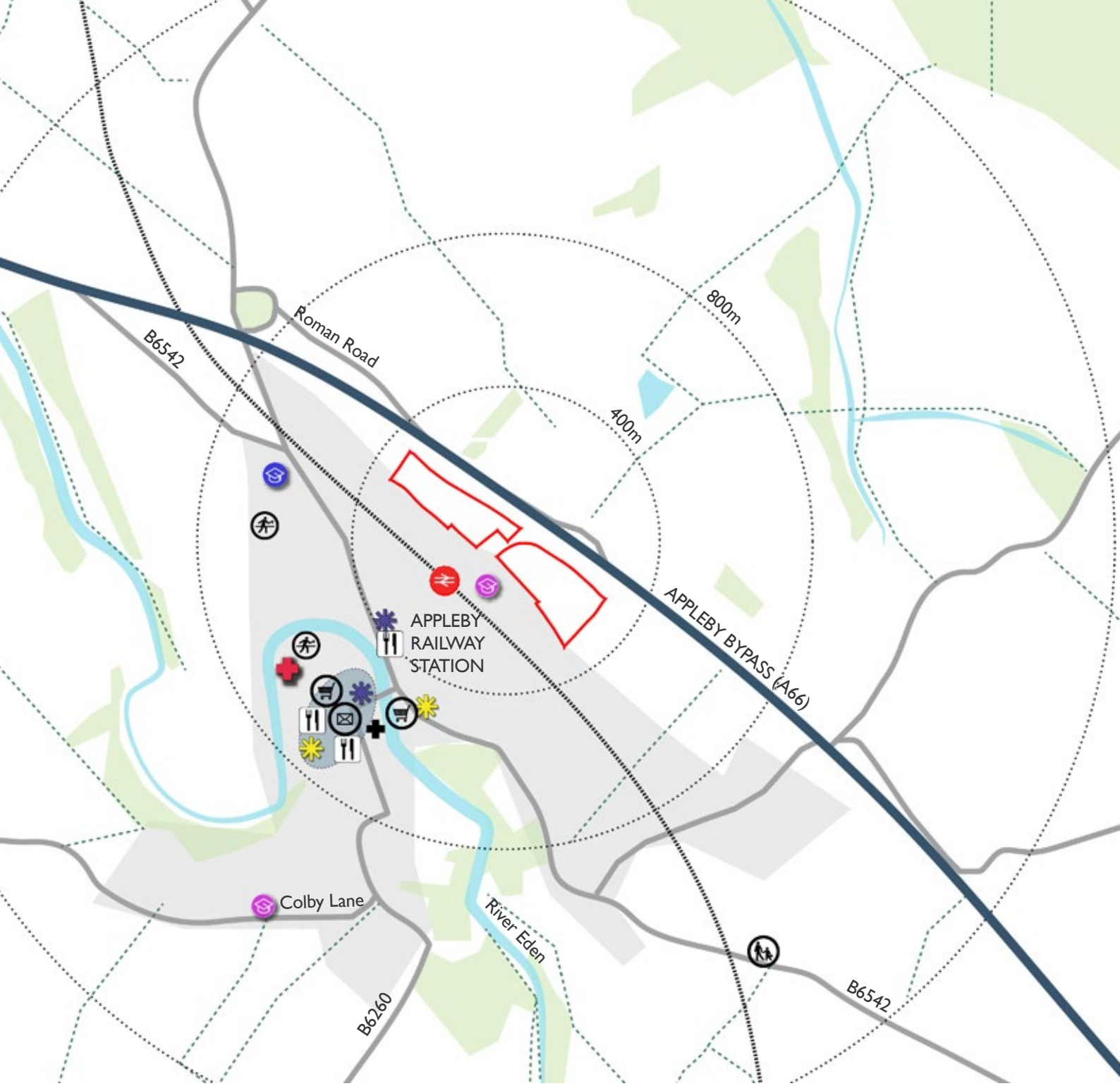
Taking into account the IHT walk journey time and distance thresholds, a summary of the journey times to local amenities from the site access is presented in the below table.

The site is located within preferred walking distance of a range of local amenities, including healthcare and leisure facilities amongst others.

Appleby's shops and services are predominately focused around Boroughgate and Bridge Street. The historic market square, accessed via Bridge Street, provides a range of services and facilities including local food shops, a Post Office, a doctor's surgery, cafes, restaurants, public houses, as well as sporting facilities and informal green spaces.

There are two schools within Appleby: Appleby Primary School, located less than 180m (2 minutes walking distance) from the site access, and Appleby Grammar School located 1km north west of the site (approximately 13 minute walking distance).

LOCAL FACILITY	DESCRIPTION / NAME	DISTANCE FROM SITE ACCESS	APPROX. WALKING JOURNEY TIME (MINUTES)	APPROX. CYCLING JOURNEY TIME (MINUTES)	WITHIN IHT STANDARDS?
CONVENIENCE STORE	Co-Operative Food	800m	10	3	Acceptable
	SPAR	900m	11	4	Preferred Maximum
EDUCATION	Appleby Primary School	180m	2	1	Desirable
	Appleby Grammar School	1000m	13	4	Acceptable
HEALTHCARE	Salim Ismail Dentil Surgery	800m	10	3	Acceptable
	Tufton Cottage Dental Practice	1000m	13	4	Preferred Maximum
	Appleby Medical Practice	1200m	15	5	Preferred Maximum
	Boots Pharmacy	900m	11	4	Preferred Maximum
LEISURE	Appleby Leisure Centre	1200m	15	5	Preferred Maximum
	Appleby Sports Centre	1000m	13	4	Preferred Maximum
GENERAL	Post Office	1000m	13	4	Preferred Maximum



Local Facilities Plan

Site Boundary
Walking Isochrones
Primary School
Secondary School
Local Shop
Public Right of Way
Public House
Cafe / Restaurant
Medical Practice
Leisure / Sports Centre
Nursery
Post Office
Town Centre
Dental Practice

2.4 Landscape and Visual

The site has a feeling of containment formed by landform and vegetation. It is more open to the south west due to its situation on a south west facing slope and being on higher ground than the land to the south west.

The site is divided by Station Road, which cuts through in an east-west alignment. Station Road provides access to properties east of the site and to the land north of the A66.

There are long views south and west across the Eden Valley from within the site, particularly at the higher elevations along the north eastern boundary. Long views east towards the Northern Pennines are restricted by vegetation and landform, however some glimpses exist through gaps in the vegetation. The settlement of Appleby-in-Westmorland is predominantly obstructed from the site by vegetation cover.

Prominent features which can be observed from within the site consist of Grade I listed Ceasers Tower part of Appleby Castle estate. Some properties along Westmorland Rise, Station Road and Rivington Park are visible through vegetation but this is mainly limited to the roofscape. Although the site is well contained visually there is noticeable audible connection from frequent traffic along the A66 Appleby Bypass. This has been considered within the Noise Assessment and illustrative layout. The A66 Appleby Bypass is also visible in areas from within the site. The undulating and wooded character of the Eden Valley is prominent in the landscape and so are the ridgelines of the Lake District and Yorkshire Dales.

Landscape and Visual Constraints and Opportunities Plan

Site Boundary

Existing Coal Yard

Landscape Baseline Components

Public Right of Way

A Pennine Journey long-distance trail

Spoil tip

Land Use

Tree cover - woodland

Residential properties and gardens

Hedgerow

Landscape and Visual Constraints and Opportunities

Landscape Edge Characteristics

North: A66 Appleby Bypass

North east: Station Road

North west: grazed fields

South east: arable field

South west: disused railway line and embankment

South: coal/scaffold/scrap metal yard

Local Visual Analysis - Nature of View

Clear/open viewline

Filtered/partial viewlines

Truncated viewline

2.5 Character Study

The character and form of the proposed development should be responsive to its surrounding built environment. An analysis of the existing built form will help to provide important character cues that will inform the development proposals.

Built form in Appleby and that surrounding the site is varied in character, ranging from historic residential development within the town centre, to suburban 1970s development and more recent developments such as that located on Westmorland Rise, immediately east of the site. By analysing this varied context, positive and distinctive elements can be identified and used to guide the proposals.

The following five design elements have been studied in relation to the character areas set out in this section:

- Urban Form
- Built/Plot Form
- Car Parking
- Architectural Materials and Details
- Open Space

Varied materials palette and architectural details within Appleby Town Centre

Urban Form

» Generally linear development form focused along key routes, reflecting the topography of Appleby;

» Use of perimeter blocks that accommodate back-to-back development and successfully define the public and private realm. These are generally structured around a connected network of streets;

» Some single sided linear development blocks. A limited number of streets overlooked on one side by private rear gardens (i.e. Bellevue Road);

» Some use of cul-de-sacs, particularly within suburban areas. This is not desirable due to significantly restricting pedestrian and cyclist movement.

Built / Plot Form

» Suburban and peripheral areas typically comprise 2-storey semi-detached and detached dwellings, with some use of 2.5 storey dwellings. There is an increase in scale and massing of built form within the town centre which is characterised by runs of terraced properties of up to 3 storeys;

» Limited use of apartment blocks within suburban areas;

» Generally consistent building line;

» Generally large plot sizes comprising wide-fronted dwellings.

Parking

» Predominately on-plot parking to the front or side of dwellings. Garages are a common feature;

» Some on-street parking within the town centre.

Aerial plan of Appleby Town Centre

Architectural Details and Materials

» Use of simple and traditional building forms with some decorative features on historic buildings;

» Older buildings are a mix of stone and render with some use of red brick; use of slate as a roofing material;

» 1970s housing comprise a mix of red brick, render and pebbledash with simple window details;

» More recent development comprises a mix of render and brick. Some examples of simple architectural detailing;

» A variety of materials and detailing within the town centre creates an attractive street scene; suburban residential areas are typically characterised by a consistent materials palette with the use of gables, chimneys and dormers helping add interest in the townscape and roofline;

» A variety of roof styles and pitches;

» Front boundary treatments within the town centre largely comprise low walls with limited use of railings and paved surfaces; front lawn boundary treatment and shrub planting are common within areas of more recent development.

Open Space

» Limited trees and planting along town centre streets. Suburban residential streets also comprise limited street trees however front gardens are often planted with mature trees and shrubs creating a green street-scene;

» Some areas of open green space close to the town centre, particularly focused alongside the River Eden.

Aerial plan of Appleby's suburbs close to the site

	Town Centre	Suburbs	Character generators to inform design
Urban form	Linear development block structure	Variety of block sizes. Mix of linear blocks and cul-de-sac development	The development should be informed by the site's topography The development should seek to use residential perimeter blocks with a 'back to back' arrangement of dwellings. This will ensure good levels of enclosure and natural surveillance for streets and spaces. The use of perimeter blocks is successful in creating an accessible (for all modes of transport) and legible development with good levels of natural surveillance.
Street character	Formal – largely connected network of streets. Increased massing of built form creates a sense of enclosure	Suburban – predominately a connected network of streets with a clear street hierarchy; some use of cul-de-sac development	The development should propose a legible and well-connected network of streets with a clear hierarchy.
Parking	Predominantly on street parking	On-plot parking	On plot parking should be provided, wherever possible. Large parking courtyards should be avoided wherever possible to ensure that they do not detract from the quality of the street scene and negatively impact upon natural surveillance and safety.
Architectural style	Traditional – formal character. Variety of materials and architectural details	Traditional 1970s to more recent - suburban character	Common use of a traditional architectural style with a variety of projecting elements such as gables and porches.
Materials	Brick and render, some use of stone	Render and brick	Red brick and render are materials that commonly feature in the built form of Appleby creating a strong identity and distinctive character for the area. The proposals should consider the use of these materials.
Open space	Some formal areas of open space. Informal green space alongside the River Eden Limited street tree planting	Limited areas of green open space Limited use of street trees; some trees within areas of development close to the countryside	Open space should be easily accessible from areas of development and linked via a network of green corridors. Street tree planting should be used to help define a clear hierarchy and is effective in softening the appearance of the built form and aiding a more suburban and informal character.

On-plot parking to the front of dwellings along Westmorland Drive

Traditional architectural style with projecting elements creates interest in the street scene

Use of render and brick materials creates a strong identity and distinctive character within Appleby

Front lawn boundary treatments with mature shrub planting is common among more recent developments

3 Site Appraisal

3.1 Summary of Technical Assessments

Flood Risk and Drainage

A flood risk assessment has been undertaken. According to the Flood Map for Planning the proposed development is located within Flood Zone 1.

The site is not considered to be risk of flooding from fluvial sources, surface water, reservoirs, canals or other artificial sources.

There may be some susceptibility to groundwater flooding at the site during a 1:100 annual probability groundwater flood event.

Surface water runoff from the developed site can be sustainably managed in accordance with planning policy. The surface water drainage scheme provides a holistic approach to drainage in accordance with and satisfying the requirements of planning policy and as such will enable phased development conditions to be applied in line with this strategy.

The proposal is not expected to impact flood risk elsewhere. United Utilities has advised that foul water from the proposed development can discharge to the local public sewer network subject to detailed design.

This report has demonstrated that the proposed development may be completed in accordance with the requirements of planning policy subject to the following:

» Finished floor levels to be set 150 mm above adjacent ground levels following any re-profiling of the site;

» The detailed drainage design to be submitted to and approved by the local planning authority prior to the commencement of development with a view to allowing phased development of the site to proceed without compromising the holistic approach to dealing with surface water across the whole site;

» Foul drainage will be directed to the public foul sewer located in Station Road and Garbridge Lane, subject to detailed design.

View looking across site

Noise

A noise survey was carried out at the site between 17 May and 23 May 2019, with the aim of determining the existing noise levels experienced across the site. A further survey was carried out in March 2020 following pre-application advice from the Council to determine any noise impact from the recycling yard at the south west boundary. From the results of the noise survey and the Council's planning criteria, an initial assessment of façade sound insulation has been carried out to the prospective dwellings within the illustrative layout.

Measurements made at this site indicate that the noise climate is determined by traffic flows on the adjacent A66 Appleby by-pass. Sound levels reduce significantly across the site due to increased distance and the natural slope of the site away from the road.

Some additional noise was noticeable during the site visits for activities at Appleby Primary School and also for occasional train pass-by to the south west. There was no noticeable noise from the recycling yard to the south west during any of the site visits.

BS 8233 internal criteria can be achieved by use of appropriate acoustic rated windows and vents. The window and vent requirements to achieve BS 8233 criteria will also satisfy the requirements of ProPG. The majority of gardens across the development will achieve BS 8233 criteria after allowance for distance and the screening effect of intervening buildings. Where, however, gardens adjacent to the A66 are exposed to the road, it will be necessary to install solid barrier fencing to all affected boundaries.

Specific additional site measurements adjacent to the workshop of the recycling yard did not indicate any significant or noticeable noise impact over several working days. Assessment of potential noise break-out from the workshop within the recycling yard indicates that, due to the separating distance to the nearest dwellings and the existing levels of background traffic noise, a BS 4142 condition of 'low impact' would, readily, be achieved at the nearest dwellings. On this basis, the recycling yard is unlikely to have any significant noise impact upon the proposed dwellings.

Transport

A Transport Assessment has been prepared in support of this planning application.

It is proposed to provide vehicular access to both parts of the site from Station Road, via a staggered priority junction. This junction is sufficiently capable of providing access for emergency vehicles.

Access for pedestrian and cyclists will be provided via the vehicular access onto Station Road. It is proposed to provide footways of 2m on both sides of these access junctions and a footway of at least 1.5m on the southern side of Station Road. This will connect to the existing footway adjacent to Appleby Primary School, to the west of the site.

Car parking will be provided in line with guidance set out in the Cumbria Development Design Guide (2017).

The site is in close proximity to existing bus stops and Appleby Railway Station. It is considered that the site can be suitably served by existing provision and is therefore not anticipated that public transport will route through the site for the purposes of these proposals.

Appleby Railway Station


158753
Appleby

Arboriculture

A tree survey was undertaken on 5th February 2020. The tree survey and assessment of existing trees has been carried out in accordance with guidance within British Standard 5837:2012.

A total of 16 individual trees, 10 groups of trees and 3 hedgerows were surveyed as part of the Arboricultural Assessment. Trees were surveyed as individual trees and groups of trees per the description.

The tree stock consists of a mixture of naturally colonised boundary groups of native broadleaved tree material to the south and west of both plots. The remaining boundaries are outlined by hawthorn hedgerows which have selective mature broadleaved individual trees located sporadically.

Ecology

A desk study was undertaken to review all the available existing ecological data for the site and the surrounding area. In addition, an Extended Phase 1 Habitat survey was completed on 9th May 2019.

The desk study identified the presence of three international statutory designated sites within 5km of the site boundary and one national statutory designated site within 2km of the site boundary. There are no other international or national statutory designated sites located within 2km of the site.

The site comprises large agricultural fields, utilised for both pasture and arable farming. The boundaries of the site are largely fenced with the presence of hedgerows and trees.

Many of the habitats present on site are typical of a managed farmland habitat comprising mostly improved grassland and arable field, offering limited ecological value. The presence of a number of mature individual trees have the potential to support several protected and notable species, including several bat species. Hedgerows and hedgerows with trees were the only national priority habitat recorded on site. No habitats within the Cumbria LBAP were identified.

Good working practices and sensitive timings of the works will be implemented to avoid disturbance to common mammals and birds species which may utilise the site. There is potential for bird and bat boxes to be incorporated into the final design and a sensitive lighting scheme to be implemented to limit disturbance to foraging and commuting bats. With the implementation of these measures, no significant ecological impacts are envisaged as a result of the development.

Existing trees within the site

Sustainable Design

This Sustainability Statement assesses methods of reducing energy demand and CO2 emissions as well as integrating renewable technologies and promoting a sustainable way of living. Specifically, the Statement demonstrates the development's approach to meeting the following obligations:

» Achieve Building Regulations Part L1A requirements;

» Compliance with relevant Eden District Council Policies i.e Local Plan Policy ENV5;

» Potential measures which could be explored at reserved matters stage to improve sustainability.

In achieving the obligations, minimum fabric standards as set out within the Sustainability Statement are expected to be implemented in all units at the proposed development.

In addition to the fabric standards, the following measures are proposed as part of the passive design of buildings at the land at Station Road:

» Design the ventilation approach to ensure good fresh air supply throughout the year and to allow passive cooling in summer;

» Where possible, orientate the exposed facades of dwellings north and south with principal rooms (especially living and working accommodation) on the south side;

» High levels of thermal mass to ensure passive heat capture.

Energy Efficiency

Most of the variations in energy efficiencies are due to occupancy choices. Therefore, it is expected that the following measures will be considered to influence behaviour:

» Residents will be provided with information on EU energy labelling for white goods, including estimates of typical annual energy costs for each grade of efficiency;

» Where feasible, residents will be provided with energy display devices with simple default displays including traffic light indicators and information on the cost of energy used;

» Home User Guides may be available after occupation to give information on the technologies within the home, local amenities and typical efficiency measures to consider.

Low and Zero Carbon Technologies

A summary of the potential renewable energy strategy which could be utilised for the development is shown in the below table.

SUMMARY OF PROPOSED ENERGY STRATEGIES
» Very high fabric energy efficiency to reduce overall energy demand
» High efficiency natural gas condensing system/ combination boiler - 90% efficiency
» Where appropriate, roof mounted solar photo voltaic panels will be considered.
» Where appropriate, Flue gas heat recovery and/or Waste Water Heat Recovery will be considered

Sustainable Development

Key issues are:

» Sustainable design elements such as a Surface Water Drainage system (SuDS) and rainwater capture;

» Flexibility of design to allow for roof mounted Solar PV and/or other Low Zero Carbon Technologies (LZCs);

» Living areas orientated to maximise daylight and solar gain in winter;

» Use of sustainable building materials with low embodied energy, carbon contents and a focus on local sourcing;

» Site waste management and storage of waste to ensure minimal waste to landfill and maximum recycling;

» Links to local cycle and walking routes.

These recommendations, where relevant, have been reflected on the illustrative layout. Although the design and final measures will be subject to reserved matters, this demonstrates how the development can achieve an environmentally sustainable design in compliance with Policy ENV5.

Development Landscape Principles

The opportunities and constraints identified within the Landscape and Visual Appraisal are summarised together here. These have been used to underpin a robust rationale for the acceptability of future development and the creation of a well-considered landscape strategy for the site. As shown on the Landscape Opportunities and Constraints Plan, a series of landscape design principles have been identified to enable development to respond to its context, and to minimise potential adverse effects resulting from the proposed development.

As a result of the landscape character and visual characteristics of the site and its context, the following principles are considered the minimum level of landscape mitigation in order to best accommodate the proposed development within the landscape:

- Concentrate new built development along the western boundary, where existing influences of built form in Appleby are felt the strongest, and so the extents of new housing align with the northern and eastern limits of the existing settlement edge;
- Concentrate built development to the lower elevation of the site along the southern boundary, to minimise the visibility of the site from the south west;
- Reinforce the northern boundary with locally characteristic native trees and shrubs to further screen views of the site from the north;
- Reinforce the southern boundary, particularly in the southern corner of the site with locally characteristic native trees and shrubs to provide further visual and physical containment and to screen views of the site from PRoW;
- Protect and improve the existing hedgerows and hedgerow trees, and encourage 'linked patterns' of vegetation to enhance landscape and nature conservation value, as recommended in the Cumbria Landscape Character Guide;
- Offset development frontages appropriately so that they do not adversely impact upon the Root Protection Zones (RPZs). Provide positive frontages onto existing canopy trees, creating a strong sense of place in the Proposed Development, heavily influenced by existing landscape features;
- Enhance pedestrian links to the Pennine Way and existing PRoW network surrounding the site to promote sustainable, healthy communities and to connect the development with the wider settlement of Appleby;
- Integrate green infrastructure links within the proposed development, to reinforce landscape character and enhance biodiversity, as part of the contribution to the potential for overall biodiversity net gain of the site; and
- Maintain the physical and visual permeability between the eastern and western fields of the site to create a positive connection between the proposed scheme and the local landscape.

Landscape and Visual Constraints and Opportunities Plan

Site Boundary

Landfrom Features
Elevation (m)

+90m AOD
+159m AOD Site low point
+178m AOD Site high point
+767m AOD

Other Features

Tree Cover*

Distance arc (KM)

3.2 Summary of Constraints and Opportunities

An analysis of the site has identified the following key constraints and opportunities relevant to the proposed development.

Noise:

» The site is in proximity to several potential noise exposing uses, including the A66 and the scrapyard to the south;

» Development will adhere to the recommendations of the Acoustic Noise Assessment to ensure any surrounding noise is mitigated.

Land Use:

» The proposals should be inspired by positive elements of the existing built form;

» Respect the privacy and amenity of existing dwellings, particularly those immediately south of the site.

Access & Movement:

» The site offers the potential to form two vehicular access points to the existing highways network, with primary access from Station Road;

» There is potential to link with the existing public rights of way network and local pedestrian and cyclist routes, providing sustainable links to Appleby town centre and offering a safer and more convenient route across the A66.

Hydrology & Drainage:

» The site is located within Flood Zone 1 on the Environment Agency's (EA) flood maps. The site is not indicated as being at risk from flooding in events less that the 1 in 1000 year return event;

» The proposals will consider suitable areas to locate SuDS (Sustainable Drainage Systems) to manage surface water runoff and benefit landscape amenity and biodiversity.

Ecology:

» The site itself is not subject to any statutory or non-statutory nature conservation designation. All statutory and non-statutory ecological designations of nature conservation interest in the local area are well separated from the site, and as such it is considered unlikely that the proposals will have any adverse effects on these designations;

» The development will seek to maximise opportunities to enhance biodiversity and ecology where possible;

» Consideration of how new habitats and ecologically valuable features can be integrated within the development and areas of public open space.

Landscape & topography:

» Existing trees and hedgerows should be retained, and their setting enhanced wherever possible. A buffer is required to the existing hedgerows along the boundaries of the site;

» The proposals should consider topography and views into and out of the site;

» Opportunity to provide multi-functional open space that includes formal play within the site and a new country park incorporating new pedestrian footpaths.

Constraints and Opportunities Plan

- Site Boundary
- Conservation Area Boundary
- Existing Railway Line
- Rail Station
- PROW
- Listed building
- Site Contours 1m
- Existing Watercourse
- Flood Zone 2
- Flood Zone 3
- SSSI
- Trees (approx. locations)
- Broad Leaved Woodland Semi Natural
- Mixed Woodland
- Spoil
- Infilled Land
- Waste Site No Longer in use
- Active or recent licensed waste sites
- Priority Habitat
- Priority River Habitat

4 Design Parameters

The following Parameter Plans set out key principles that relate to various aspects of the development. They are to be fixed as part of the planning permission sought and will provide information on the following elements:

» Land Use and Access

» Scale (Building Heights)

4.1 Land Use and Access

» 3.22ha of residential development delivering up to 100 dwellings (at an average of 32 dwellings per hectare (dph) in a range of types and tenures;

» 3.09ha of public open space will be provided including informal and formal open space, existing and proposed structural planting and formal play. Sustainable Urban Drainage (SuDS) will be provided within areas of public open space;

» Vehicular access will be taken from Station Road.

Land Use & Access

- Site boundary
- Residential (including access roads, incidental green space, drainage and infrastructure)
- Public Open Space (Including drainage, existing and proposed structural planting, access roads, pedestrian and cycle routes, informal / formal play and recreation facilities)
- Primary Vehicular Access
- Pedestrian and Cyclist Access Point
- Infrastructure

4.2 **Scale**

The building heights illustrated on the scale parameter plan have been established in response to a combination of factors, including site and local context assessment, proposed densities and best practice urban design principles.

The heights shown are maximum building heights; it is intended that variation will occur within these maximum building heights.

In keeping with the character of the local area, the development will predominately be 2 storeys, with some 2.5 storey development. This will be subject to reserved matters.

Building Heights

- Site boundary
- Up to 2 storeys
- Up to 2.5 storeys

5 Design Principles

5.1 Concept Masterplan

The vision and analysis of the site and local context has informed the illustrative concept masterplan, presented opposite. It has also been guided by the following design principles:

» The proposals provide 3.22 Ha of residential development, achieving up to 100 dwellings using an average density of 32 dwellings per hectare;

» Vehicular access to the site will be taken from Station Road;

» Pedestrian and cycle access will be provided from Station Road;

» Development parcels will front on to streets and spaces wherever possible, ensuring good levels of natural surveillance and activity;

» New pedestrian footpaths will provide links to the wider area and offer a safer and more convenient route beyond the A66;

» The eastern landscape boundary of the site will be strengthened with additional tree planting to help mitigate the noise impact of the A66 whilst providing an attractive setting for the new homes and enhancing biodiversity and ecology;

» A multi-functional network of green infrastructure will be provided as part of the proposals. This will include formal play, attenuation and ecological enhancement as appropriate. Open space and informal pedestrian routes will be located on the doorstep of the majority of dwellings supporting healthy and sustainable lifestyles.

Concept Masterplan

- Site boundary
- Proposed vehicular access point
- Residential development
- Main Route
- Private Drive
- Public open space
- Existing and proposed tree/ hedgerow planting
- Street tree planting
- Potential area for attenuation
- Potential area for formal play provision
- Shared space
- Proposed footpath

5.2 Access and Movement

Street hierarchy

A distinctive hierarchy of street types is proposed within the development. The categories of streets will each have a different character and role within the scheme, the function of each is out set on the street hierarchy plan, presented opposite.

Access to the site can be achieved via a new staggered junction onto Station Road.

The following street types will be located within the masterplan:

» Main Street

» Shared Surfaces & Lanes

» Green Lanes & Private Drives

Car parking

The following principles will be applied wherever possible:

» The quantum and location of resident and visitor car parking shall be discussed with the Council at reserved matters;

» Residents parking should be provided in a location that is convenient and overlooked;

» Visitor parking will be provided at the appropriate scale in accessible locations;

» Parking shall be designed to be as unobtrusive as possible by providing screening, such as planting or hedges, as appropriate;

» Rear parking courtyards should only be used for flats and, in appropriate circumstances for houses. They should be small and overlooked;

» Appropriate levels of disabled parking spaces will be provided in key locations.

Cycle Parking

» Cycle parking should be good quality and placed in prominent locations to help increase sustainable travel choices;

» Cycle parking spaces for individual dwellings should be provided within the curtilage of the residential dwelling;

» For flats, cycle parking should be provided as a secure communal facility.

Street Hierarchy Plan

- Site boundary
- Vehicular access point
- Main Street
- Community Street
- Green Lane
- Private Drive
- Shared Space
- Informal pedestrian route

5.3 Street Types

Main Street

Place

The main street will function as the primary route through the development. It will have a more formal and green character, defined by tree planting located within verges.

Movement

Main street will accommodate the highest flows of traffic through the site; it will include a formal footway on both sides of the street.

Access

Direct frontage access to dwellings will be provided.

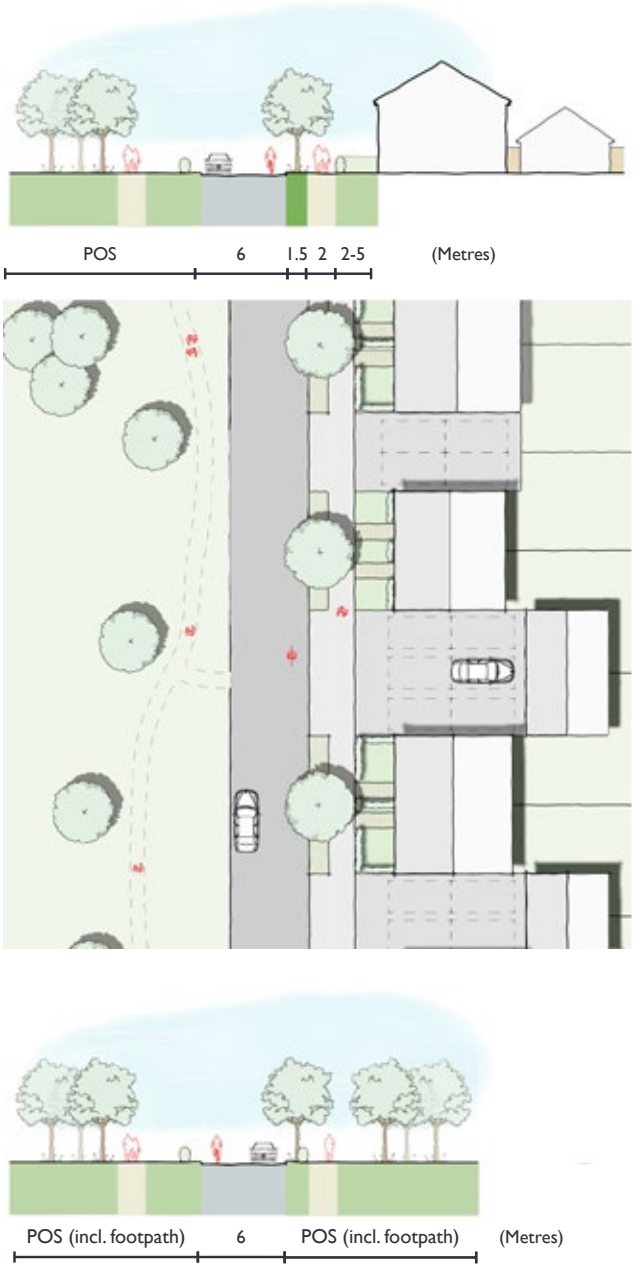
Parking

Residential parking will be provided on plot. Visitor parking will be provided as appropriate, and in accordance with Council policy.

Utilities

Servicing will be accommodated beneath the highway and footway. It will be located to avoid conflict with proposed tree planting.

Main Street	
2-5m	Private Frontage
2m	Footway
1.5m	Verge
6m	Carriageway
2m	Footway
2-5m	Private Frontage



Main Street Variation

Community Street

Place

Community streets aim to form important community spaces within the development, designed as places for people to walk, cycle and interact with their neighbours.

Movement

By accommodating low traffic flows, the shared surface design of the community street allows for a safe interaction between transport modes. Pedestrian and cyclists will have priority, encouraged by the use of a consistent surface treatment.

Access

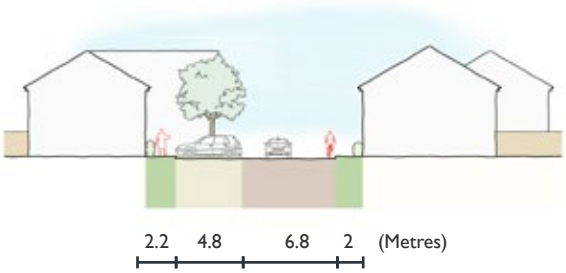
Direct frontage access to dwellings will be provided.

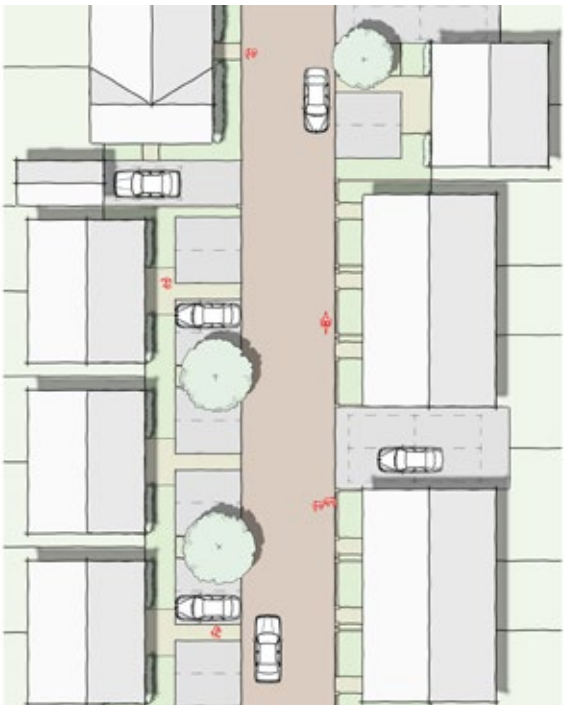
Parking

Parking for residents and visitors is designed into the street, through provision of both on plot and on street parking, and will not impede pedestrian and cyclist movement. Tree planting will be integrated within the design of the street to aid the creation of an attractive streetscene.

Utilities

Servicing will be accommodated beneath the highway and footway.





Community Street	
2.2m	Private Frontage
4.8m	Parking
6.8m	Shared Surface Carriageway
2m	Private Frontage

Green Lane/ Private Drive

Place

These street types will be designed and function as informal routes. Typically located alongside open space, Green Lanes / Private Drives aid the creation of an attractive green edge to the development whilst providing access to dwellings that front on to open space. Low levels of traffic allow the shared use of the street by pedestrians, cyclists and vehicles.

Movement

Green lanes and private drives will have low traffic levels and primarily provide access to properties fronting onto open space. Pedestrian and cycle movements will be prioritised.

Access

Private drives will provide direct access to dwellings.

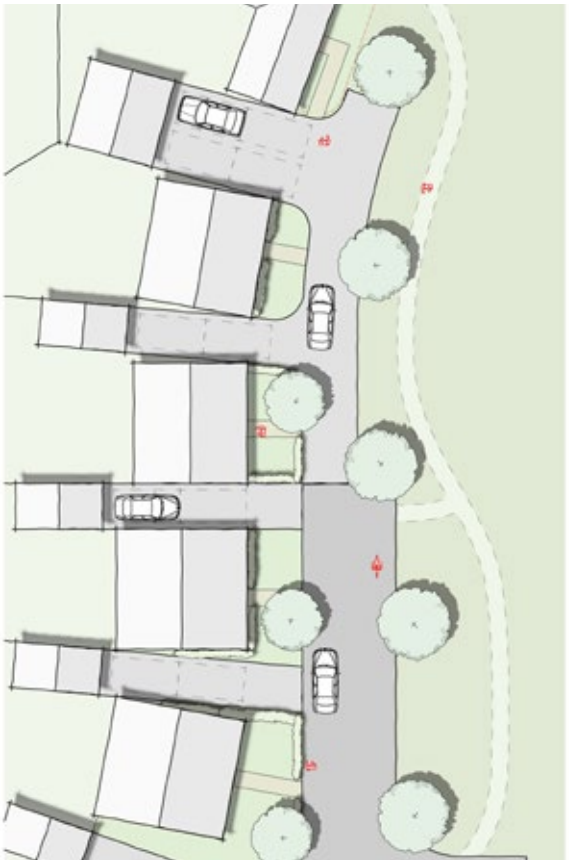
Parking

Residential car parking will be provided on-plot. Visitor parking will be provided within the carriageway where necessary; this can also be used to aid traffic calming and encourage low vehicle speeds.

Utilities

A 0.5m strip for services and drainage will be provided.

Green Lane/ Private Drive Street	
2-8m	Private Frontage
4-6.8m	Carriageway
N/A	Public Open Space



5.4 Concepts of Green Infrastructure

The Green Infrastructure (GI) components of the proposed development comprise existing and proposed features. Existing GI components: Field pattern, hedgerows and trees, in association with new green spaces will give form and structure to the new Green Infrastructure (GI).

The key objective for the masterplan is to set development into the host landscape in a manner that achieves a sympathetic and successful assimilation in the countryside at the settlement edge.

The retention and strengthening of Key Network GI features have been integral to the establishment of the early concepts for the vision for the development. In defining how a masterplan can establish a sympathetic response to the site and contribute to the built environment in a manner that belongs to the place, it is reliant on establishing a successful GI structure.

The components that are to be contained in a multi-functional network of open green spaces that serve the needs of the new community, will also benefit the wider existing community beyond the site edges. The GI network will bring new paths and green corridors and permit public access where there is currently none. The GI will improve access for the proposed and existing community into the surrounding landscape.

The GI network will change the content of the fields and hedgerows with a management regime that is focused on maximising the potential of the Green Capital for biodiversity, not agricultural, gain.

Key elements of the proposed GI Network include the following:

» To integrate the development within the host landscape of the immediate setting replicating the pattern of settlement and division that already exists;

» To ensure that the creation of green spaces link and enhance the wider Green Infrastructure network;

» To create a public asset of attractive green spaces that serves the needs of residents and visitors;

» Blue Infrastructure system that has integrated Sustainable Urban Drainage system that is created in a manner that belongs to the place – new watercourses, swales, ponds and ditches will become new attractive places for the public and wildlife to enjoy; and

» The creation of an aspirational high quality deeply sustainable network of green spaces.

Green Infrastructure Concept Plan

- Site Boundary
- Existing Coal Yard

Green Infrastructure

- Green corridor
- Countryside link
- Existing and proposed trees/woodland
- Retained hedgerow
- Potential area for attenuation
- Proposed footpath
- Public Right of Way
- A Pennine Journey long-distance trail
- Proposed development area
- Proposed public open space

Other features

- Potential area for play provision
- Road

5.5 Character and Placemaking Principles

It is proposed that the development will have a largely suburban character, reflecting the surrounding built form in Appleby. The character of the development will take positive local character cues from the surrounding built environment (as identified in Section 2). The Legibility Framework Plan presented opposite, establishes a number of important character generators for the development. They aim to further shape the approach to character and aid the creation of a distinctive and attractive development.

A number of over-arching design principles will be used to shape the character and identity of the proposals. They are set out below:

» The use of a perimeter block development form will allow dwellings to front streets and areas of open space, ensuring the creation of an active and attractive development;

» The suggested location of key frontage and key buildings is shown on the Legibility Plan. They could be defined by a variation in architectural detailing and/or materials to help define the route of the Main Street;

» Main Street could be further defined through the use of higher densities and a more repetitive use of architectural details and materials, aiding the creation of a more formal character and ensuring that it can be recognised as the primary movement route for the development;

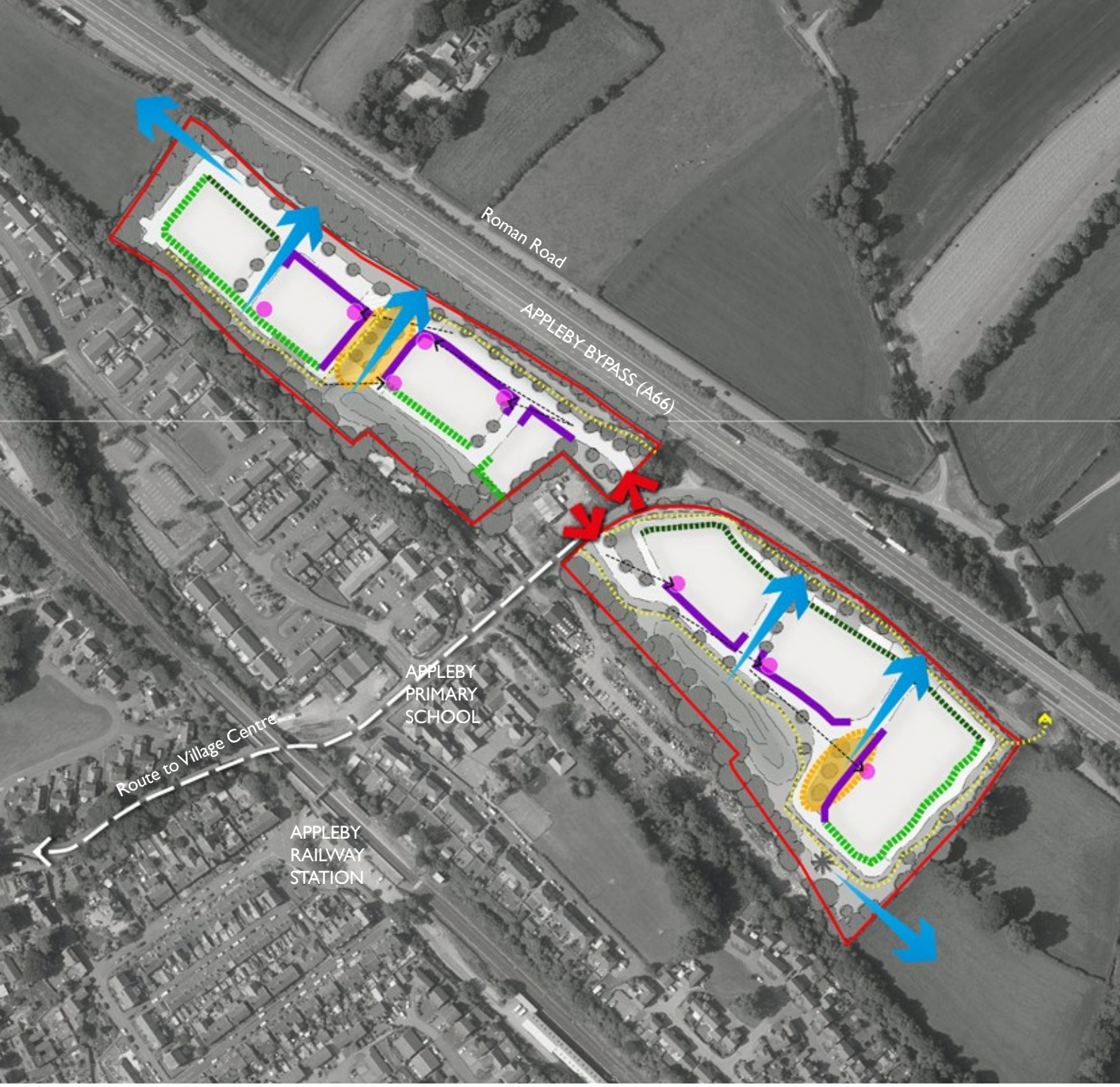
» Key views across areas of public open space and along key frontages and Main Street will be terminated by the use of key buildings, where appropriate. The design of the public realm, landscaping, massing and architectural detailing should be considered within these views;

» Green edge frontages will have a more informal and green character, which could be created by use of larger detached dwellings, a more varied building line and planted front boundary treatments;

» Areas of green spaces are located within the development forming attractive areas to play, congregate and enjoy. They will be highly accessible and linked via a connected green infrastructure network;

» The use of gables and bay windows could be used to help define corners, and provide an increased sense of enclosure where development fronts open space or the primary movement route, aiding legibility;

» The materials palette for the development could consist of brick, with render façades used to provide contrast within the street scene, where appropriate.



Legibility Plan

- Site boundary
- Vehicular access point
- Informal Footpaths
- Key Frontage
- Opportunity for more informal and green character for dwellings overlooking open space
- Opportunity for built form to respond appropriately to the A66
- Key Buildings to terminate key vistas aiding legibility
- Focal Space
- Key Vistas
- Views towards countryside and open green space

6 Summary

This Design and Access Statement has demonstrated how the proposed development at this allocated site at Appleby-in-Westmorland will deliver a high quality development that is sustainable and integrated with attractive and accessible green infrastructure.

It has set out a clear explanation of the proposals, with the inclusion of a comprehensive site assessment, design parameters and accompanying design strategies. The design process has included:

- The establishment of a vision for the site;
- A comprehensive assessment of the site and its context, to identify opportunities and constraints relevant to the masterplan;
- Production of a concept masterplan which seeks to deliver the vision, respond to assessment work and is underpinned by best practice urban design principles;
- Development of clear design principles and parameters which establish a framework for the proposals and detailed designs, going forwards.

In summary, the proposals will deliver the following key benefits:

- A new development that can deliver up to 100 dwellings, including 30% affordable housing on site, in a mix of types, sizes and tenures;
- A distinctive, legible and active place that embodies best practice urban design principles and is responsive to important site features and the nearby context, including surrounding uses and character;
- A site that is well placed for highly accessible links to local and national destinations via sustainable and vehicular routes;
- New areas of high-quality open space on the doorstep that will cater to a range of ages and uses and will promote healthy lifestyles through the provision of generous circular walks and links into the wider public right of way network and countryside;
- The provision of sustainable urban drainage within the wider green infrastructure network, which will reinforce landscape character and enhance biodiversity;
- A set of principles which demonstrate how the development can achieve an environmentally sustainable design in compliance with local policy.


BARTON
WILLMORE