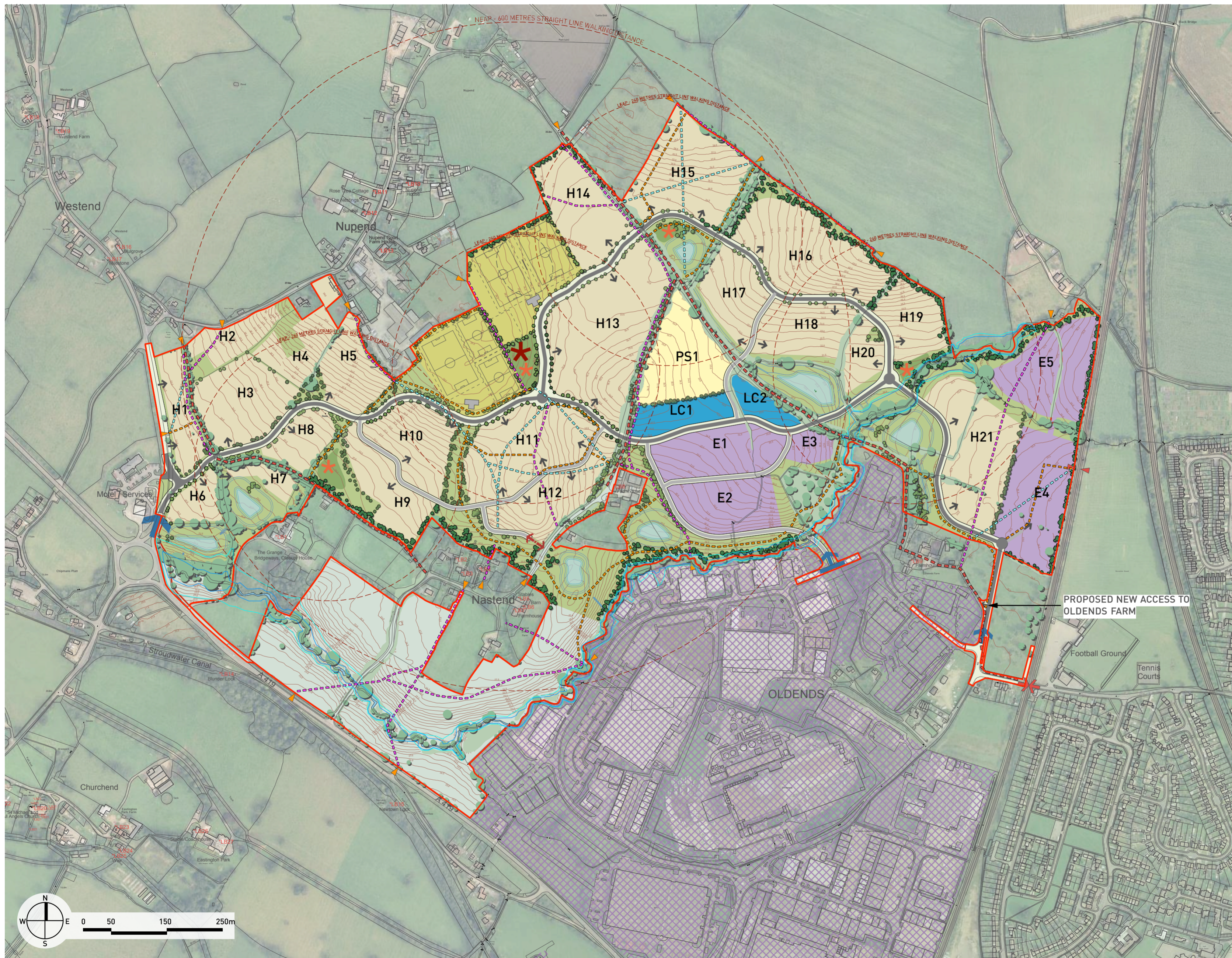




















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- KEY**
-  RESIDENTIAL
 -  PRIMARY SCHOOL
 -  EMPLOYMENT (B1, B2 & B8 USES)
 -  EXISTING EMPLOYMENT
 -  LOCAL CENTRE RETAIL
 -  PUBLIC OPEN SPACE
 -  FORMAL RECREATION
 -  CHILDRENS PLAY AREA (INEAP)
 -  CHILDRENS PLAY AREA (LEAP)
 -  PRIMARY STREETS
 -  SECONDARY STREETS
 -  ACCESS TO DEVELOPMENT CELLS
 -  VEHICULAR ACCESS TO DEVELOPMENT
 -  EMERGENCY/FOOT/CYCLEWAY ACCESS
 -  LEVEL CROSSING
 -  FOOTPATH CROSSING
 -  EXISTING TREES AND HEDGES RETAINED
 -  PROPOSED TREE PLANTING
 -  SUSTAINABLE URBAN DRAINAGE (SUDS)
 -  EXISTING FOOTPATHS RETAINED
 -  PROPOSED NEW FOOTPATHS
 -  EXISTING BRIDLEWAYS RETAINED
 -  EXISTING FOOTPATHS TO BE DIVERTED
 -  FOOTPATH LINKS
 -  LAND TO BE RETAINED PREDOMINANTLY IN EXISTING USE
 -  FLOOD PLAIN ZONES 2 & 3

LAND WEST OF STONEHOUSE, STROUD - INDICATIVE MASTERPLAN





[H16-20]

PROPOSED ILLUSTRATIVE MASTERPLAN

Below are additional principles adopted to further improve the current scheme and respond to the proposals to the north;

- F** Continuing a higher road hierarchy that will preserve access to the future development and maintain the legibility of the scheme as one community;
- G** Creation of formal green arrival spaces, where the Primary Streets converge.

KEY

LAND USE

- RESIDENTIAL
- PRIMARY SCHOOL
- EMPLOYMENT (B1, B2 & B8 USES)
- LOCAL CENTRE RETAIL
- PUBLIC OPEN SPACE

GREEN INFRASTRUCTURE

- IN CURTLAGE TREE PLANTING TO SPINE ROAD (DWELLINGS SET BACK)
- KEY GREEN NODAL SPACE (FORMAL SPACE WHERE ROUTES CONVERGE)
- EXISTING VEGETATION (TO BE RETAINED, WHERE POSSIBLE)
- PROPOSED INDICATIVE PLANTING
- MIN 3M GREEN BUFFER FROM RESIDENTIAL AREA TO REDLINE

GREEN INFRASTRUCTURE-OUTSIDE OF MASTERPLAN

- PROPOSED ATTENUATION (SUBJECT TO DETAIL DESIGN)
- CHILDREN'S PLAY AREA (OFFSITE) (400m WALKING/240m STRAIGHT LINE DISTANCE)

VEHICULAR MOVEMENT

- MAIN STREET (INCLUDING FOOTWAYS)
- SECONDARY STREETS
- PRIVATE DRIVES

PEDESTRIAN/CYCLE MOVEMENT

- PROPOSED NEW CYCLEWAY (ACCOMMODATED WITHIN HIGHWAY INFRASTRUCTURE)
- PROPOSED NEW PEDESTRIAN ROUTES (to be accommodated within the green open space and to not inhibit the existing vegetation)
- EXISTING PROWS AND BRIDLEWAYS
- PROPOSED KISSING GATES
- EXISTING KISSING GATE

BUILT FORM

- PRIMARY FRONTAGE
- KEY FRONTAGE



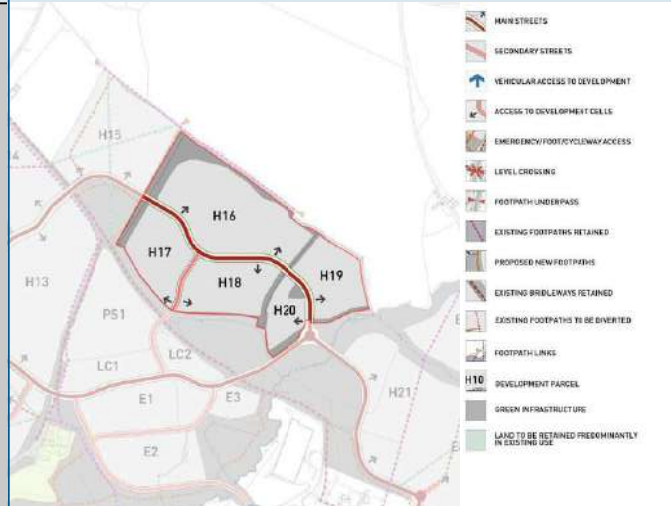
PROPOSED GREEN INFRASTRUCTURE MASTERPLAN

APPROVED PARAMETER PLAN EXTRACT – GREEN INFRASTRUCTURE
[SHOWING AREA MASTERPLAN BOUNDARY]



- KEY**
- LAND USE**
- RESIDENTIAL
 - PUBLIC OPEN SPACE
- GREEN INFRASTRUCTURE**
- IN CURTLAGE TREE PLANTING TO SPINE ROAD (DWELLINGS SET BACK)
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- PEDESTRIAN/CYCLE MOVEMENT**
- PROPOSED AND EXISTING PEDESTRIAN ROUTES
 - PROPOSED NEW CYCLEWAY (ACCOMMODATED ON-HIGHWAY)

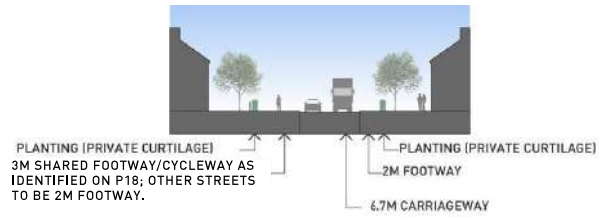
APPROVED PARAMETER PLAN EXTRACT – MOVEMENT
 (SHOWING AREA MASTERPLAN BOUNDARY)



PROPOSED MOVEMENT MASTERPLAN



PRIMARY STREETS

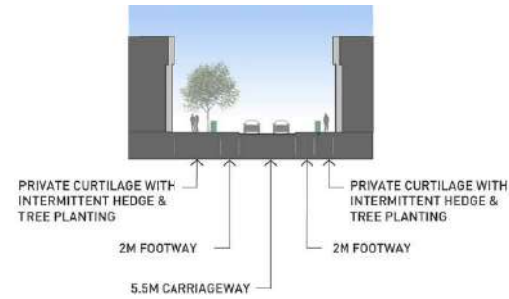


PC KERB AND GULLY

Key Characteristics: Strong fastigate/upright form. Medium – large growing species. Autumn colour.

Suggested Species: *Acer campestre* 'Streetwise', *Carpinus betulus* 'Streetwise'/'Frans Fontaine', *Malus trilobata*, *Liriodendron tulipifera*.

SECONDARY STREET

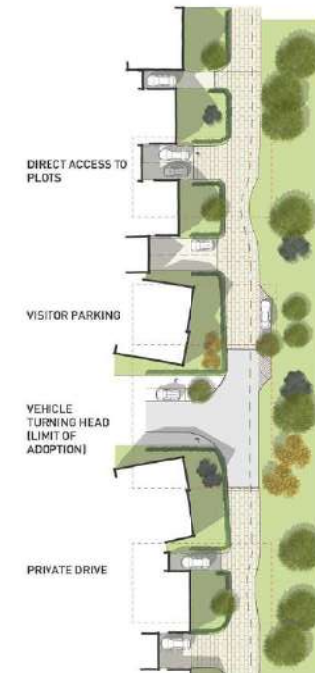
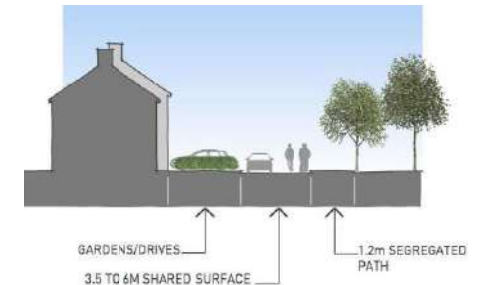


PC KERB AND GULLY

Key Characteristics: Medium growing species. Strong/neat form. Spring interest/autumn colour.

Suggested Species: *Acer rubrum*, *Sorbus aria* 'Majestica', *Pyrus calleryana* 'Chanticleer', *Tilia tomentosa* 'Brabant.'

PRIVATE DRIVE

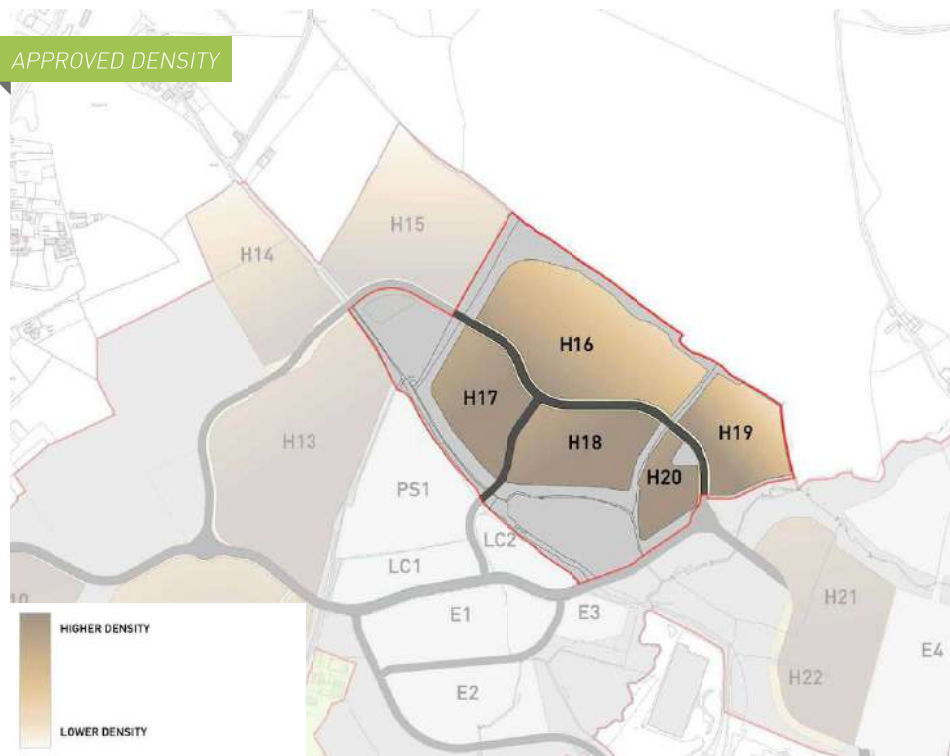


FLUSH KERB/SUDS

Key Characteristics: Small – medium growing species. Native

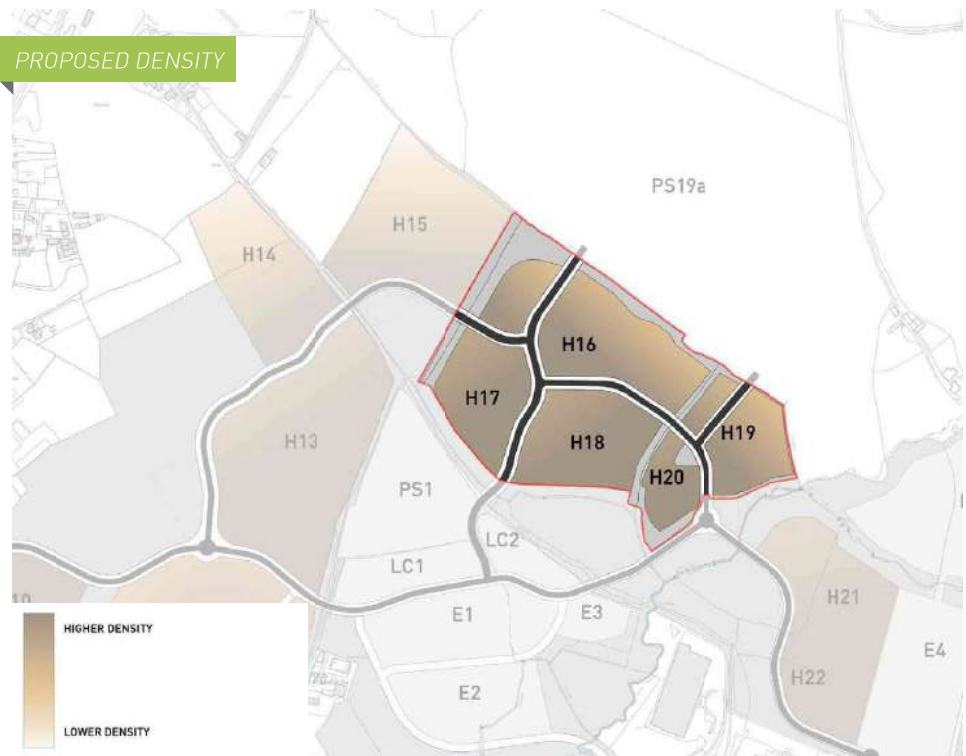
Suggested Species: *Acer campestre*, *Sorbus aria*, *Sorbus aucuparia*, *Sorbus intermedia*.

5.6 The Main Street density and character has been firmly established within the previous approved parcels H1-12. This is defined by a less dense character of larger, 2 storey, detached/semi-detached dwellings which are set back from the highway with on-plot landscaping helping to creating a verdant, aspirational living environment. This approach should be continued through parcels H16-20.



5.7 The approved strategy considered these parcels (H16 in particular) as the settlement edge and was reflected in its lower density ensuring the development blended well into the existing landscaping.

5.8 In light of the PS19a allocation, this edge no longer serves this function and instead needs to serve as a sympathetic interface with future proposals.





LAND TO THE WEST OF

STONEHOUSE

AREA MASTERPLAN DOCUMENT [H16-20]

FEBRUARY 2020 | P19-0013_06G



[H16-20]



CONTENTS

01	INTRODUCTION	4
02	DESIGN APPROACH & ILLUSTRATIVE MASTERPLAN	6
03	GREEN INFRASTRUCTURE	12
04	MOVEMENT & CONNECTIVITY	16
05	BUILT FORM	22



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Prepared by **Pegasus Design**
Pegasus Design is part of Pegasus Group Ltd.

Prepared on behalf of **Robert Hitchins**
February 2020 | Project code P19-0013_06G
Checked by: **KLB**

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01

INTRODUCTION

1.1 This Area Masterplan Document has been prepared by Pegasus Design on behalf of Robert Hitchins (and its successors in title of land) to be submitted to Stroud District Council to discharge condition 46 of the Outline planning permission ref: S.14/0810/OUT, in respect of Parcels H16-H20.

Condition 46 states that:

“Prior to the submission of Reserved Matters on each particular phase, an Area Master Plan for that particular phase shall be submitted to and approved by the Local Planning Authority. Each Reserved Matters application shall broadly accord with the approved Area Master Plan. The Area Master Plans shall include details of strategic landscaping within that part of the site, the landscaping along the boundaries of the site, open spaces, building frontages, road hierarchy, public realm, pedestrian/cycling movements, identify key buildings and plot views in/out.

Reason:

To provide a more detailed working of the Design Strategy December 2015 to allow a quality development, which is also sympathetic to the surrounding hamlets and landscape, in accordance with NPPF paragraphs 58-64 and Stroud District Local Plan (19th November 2015) Policy CP1.”

1.2 This document should be read in conjunction with “Land West of Stonehouse Design and Access Statement” (DAS), the approved parameter plans and the approved West of Stonehouse Indicative Masterplan. The subsequent Design Strategy Informative has been absorbed in to this document.

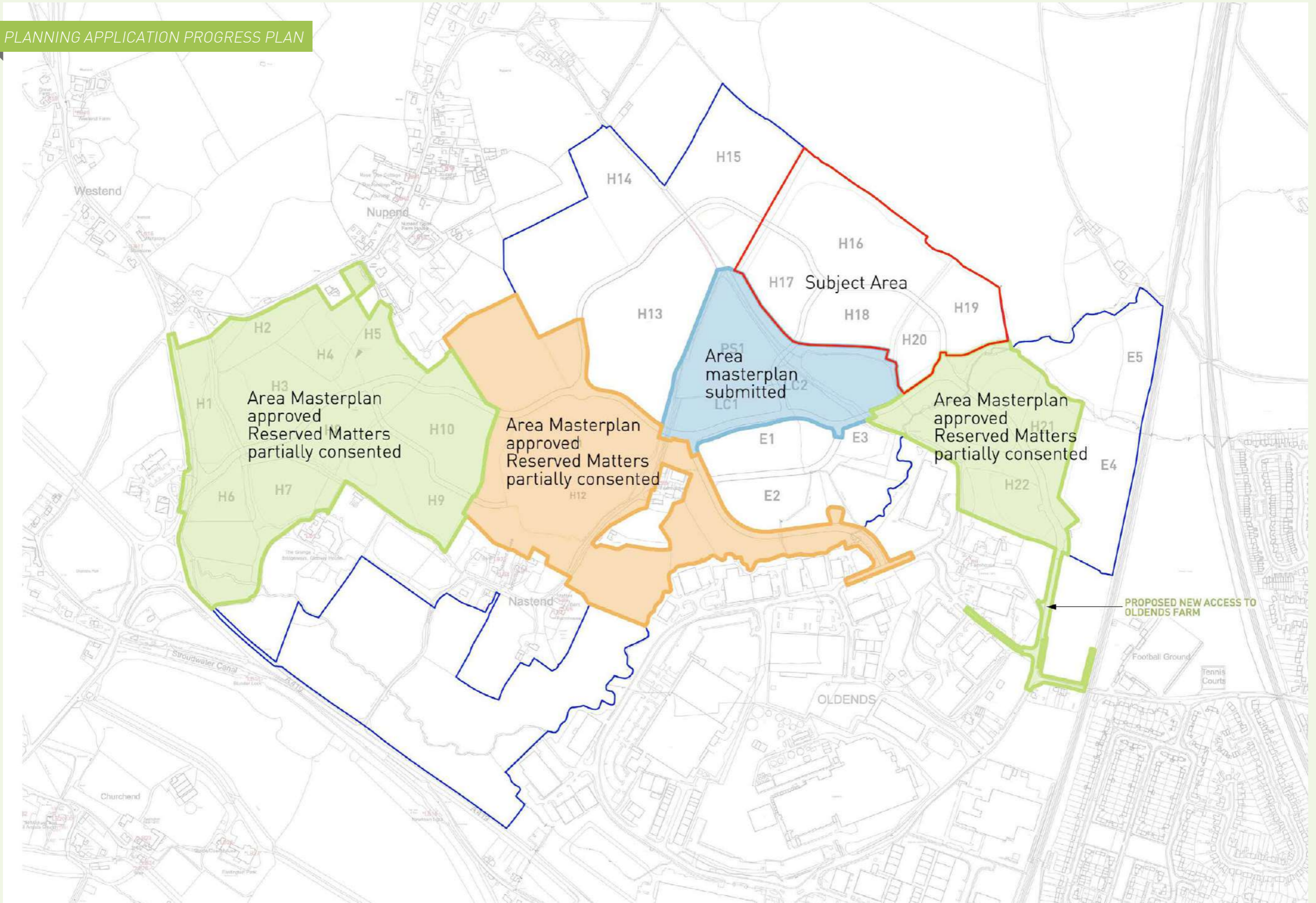
1.3 The purpose of this document is to further illustrate what the form of the Reserved Matters application could be when addressing the planning requirements for the submission. This condition has previously been discharged for parcels H1-H10, H11-H12, and H21-H22.

1.4 The plan adjacent shows the status of the Reserved Matters Applications and/or their Area Masterplan documents.

KEY REQUIREMENTS

1.5 The key design objectives for parcels H16-20 are summarised, as follows:

- **Provision of a Primary Road that links to the Main Street and maintains the character created within adjoining parcels;**
- **Provision of a multi-functional green infrastructure network, incorporating existing vegetation, landscaped edges, attenuation areas and amenity open space;**
- **Provision of an attractive network of foot/cycle links, connecting into the wider network of routes beyond the application boundary;**
- **Maximise views into and out of the parcels;**
- **Future proof accessibility to the wider areas?**
- **Creation of key areas of interest and gateway features.**



02

DESIGN APPROACH & ILLUSTRATIVE MASTERPLAN

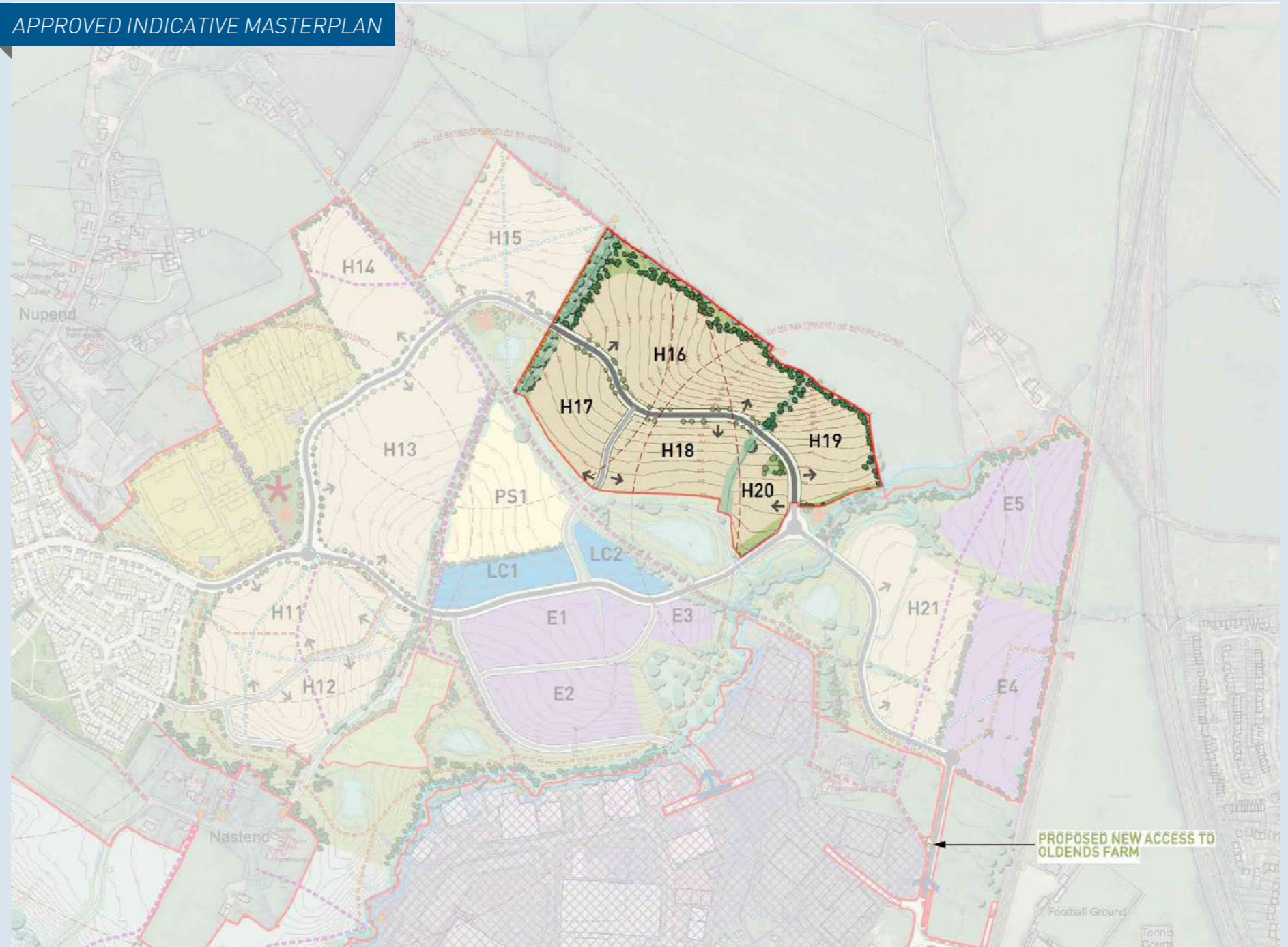
2.1 This Area Masterplan Document seeks to discharge condition 46 for the area identified in the adjacent plan, Parcels H16-20.

2.2 A range of character areas are defined in the outline application DAS and Design Strategy Informative (DSI).

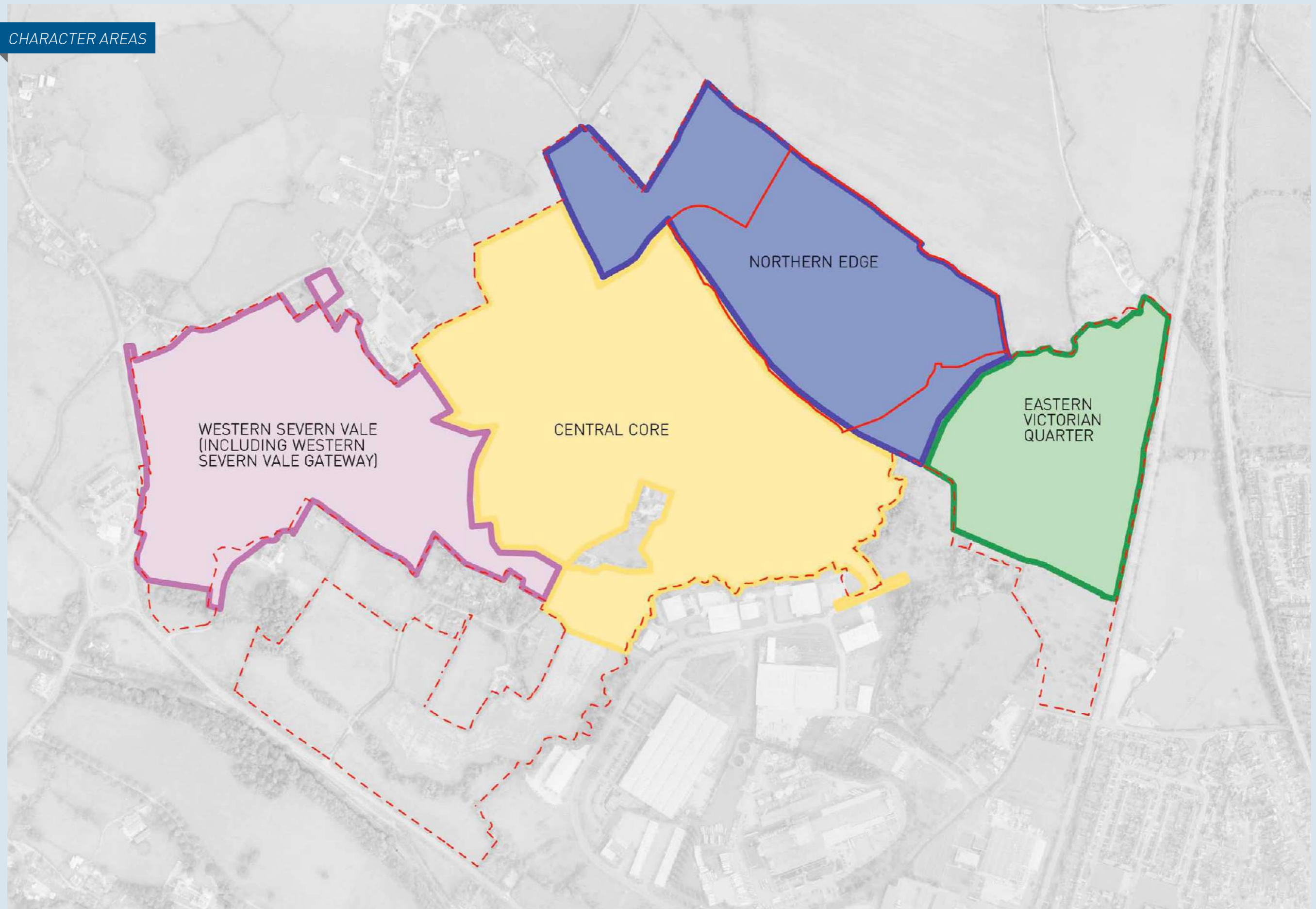
2.3 Parcels H16-H20 lie fully within the Northern Edge and are to be read as a cohesive element to the residential proposals set within the eastern Victorian Quarter and the Central Core.

2.4 Parcels H16-20 also abut the proposed allocation to the north-east referred to as PS19a which can be found within Stroud District Council's 'Local Plan Review Emerging Strategy Paper (November 2018)'. Further details of this are located on pages 8-9 The delivery of this parcel is subject to further discussion but should respond to and integrate well with the H16-20 proposals.

APPROVED INDICATIVE MASTERPLAN



CHARACTER AREAS



EMERGING STRATEGY 2018

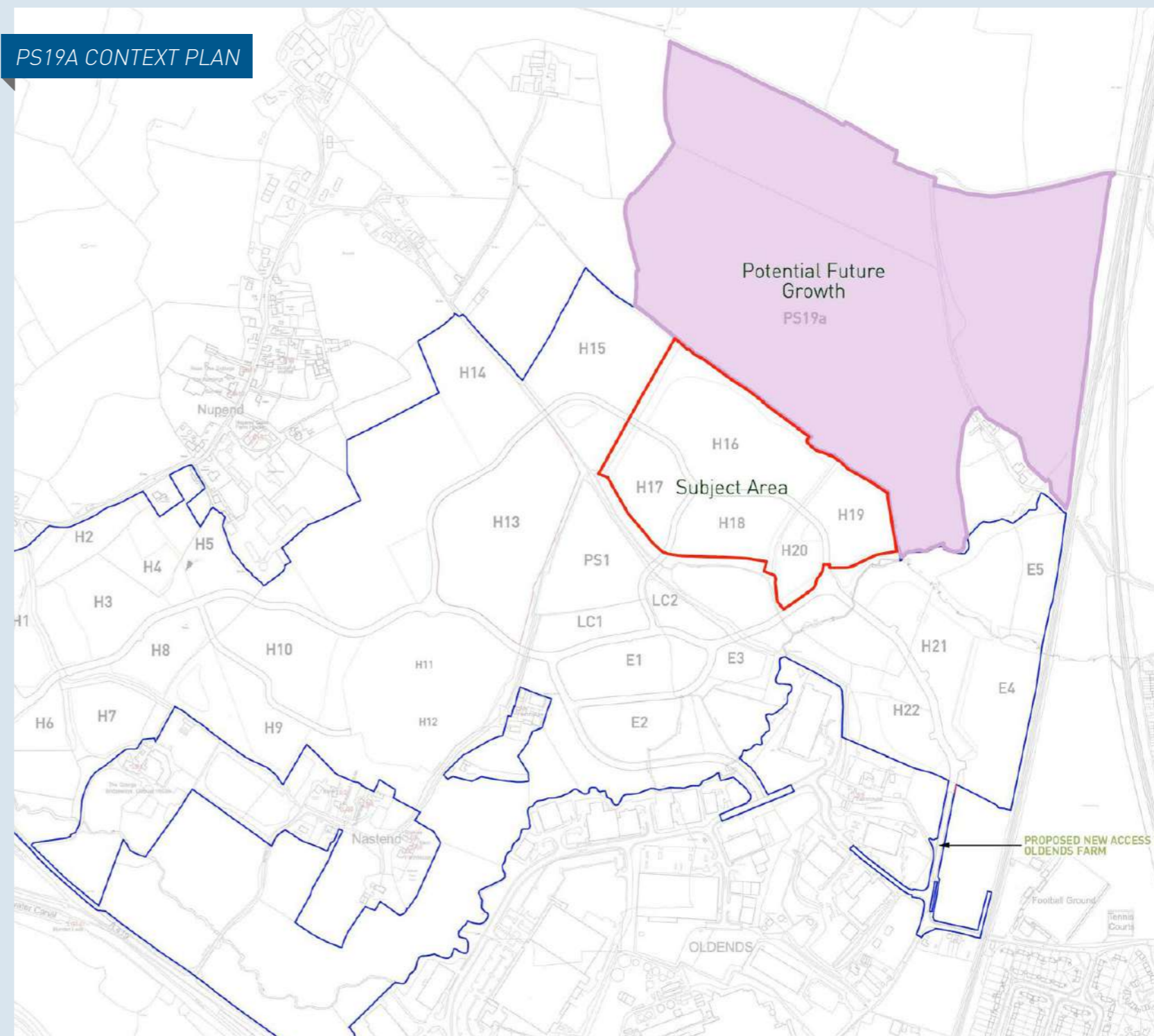
2.5 As well as adhering to the outline parameters set out within this document, considerations have been made to 'Stroud District Council's 'LOCAL PLAN REVIEW -EMERGING STRATEGY 2018'.

2.6 This adopted document is in addition to the Stroud District Local Plan which sets out options for the Council's emerging strategy for meeting development needs over the next 20 years.

2.7 As mentioned previously PS19a (see plan right) is identified as a potential site for the development of up to 500 dwellings, open space and 5ha of employment. It is located to the north-east of the approved site (SA2) and shares a boundary with parcels H16-20.

2.8 These parcels have therefore evolved so as to not preclude the potential development of PS19a and to ensure that the design principles established within the approved site are continued and or refined to create a cohesive new neighborhood.

PS19A CONTEXT PLAN



Potential sites for development

(outlined in red on the map, over the page):

PS17 Magpies site, Oldends Lane: 10 dwellings, community uses and open space.

PS18 Land to rear of Regent Street: up to 20 dwellings plus open space.

PS19 North/northwest of Stonehouse:

a) up to 500 dwellings, plus open space and 5 ha employment

b) up to 150 dwellings and open space.

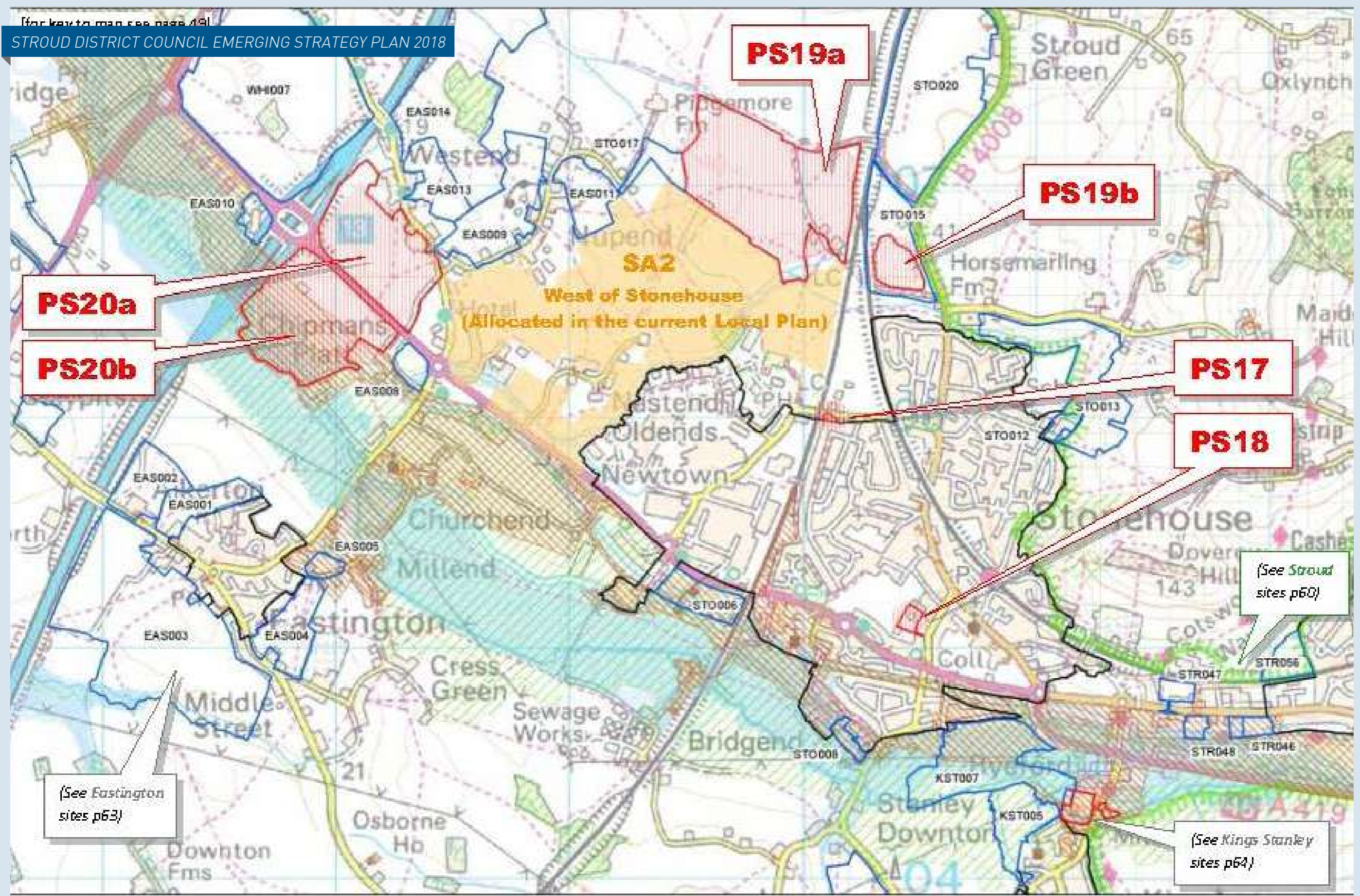
PS20 M5 Junction 13:

a) 10 ha employment, canal, open space

b) 18 ha sports stadium and community uses.

[for key to map see page 19]

STROUD DISTRICT COUNCIL EMERGING STRATEGY PLAN 2018



ILLUSTRATIVE MASTERPLAN

2.9 As previously mentioned, this document should be read alongside the assessment sections of the approved DAS, and will seek to further evolve the design vision and ensure the deliverability of Parcel PS19a.

2.10 Below is an annotated list of the key objectives identified on the approved Indicative Masterplan (right), which have been used to inform the Illustrative Masterplan (overleaf).

- A** Key frontage required at vehicular hubs and key nodal spaces;
- B** Open space interface to be designed as a composition, complementing the existing proposals and potential future proposals to the north to create an attractive backdrop to the linear open space.
- C** Continuation of landscaped principles of the Main Street with detached properties set back from the highway to allow attractive front gardens;
- D** Informal open space character, with meandering footpaths enhancing permeability across the site;
- E** Additional cycle ways through residential parcels to further increase permeability.



PROPOSED ILLUSTRATIVE MASTERPLAN

Below are additional principles adopted to further improve the current scheme and respond to the proposals to the north;

- F** Continuing a higher road hierarchy that will preserve access to the future development and maintain the legibility of the scheme as one community;
- G** Creation of formal green arrival spaces, where the Primary Streets converge.



KEY

LAND USE

- RESIDENTIAL
- PRIMARY SCHOOL
- EMPLOYMENT (B1, B2 & B8 USES)
- LOCAL CENTRE RETAIL
- PUBLIC OPEN SPACE

GREEN INFRASTRUCTURE

- IN CURTILAGE TREE PLANTING TO SPINE ROAD (DWELLINGS SET BACK)
- KEY GREEN NODAL SPACE (FORMAL SPACE WHERE ROUTES CONVERGE)
- EXISTING VEGETATION (TO BE RETAINED, WHERE POSSIBLE)
- PROPOSED INDICATIVE PLANTING
- MIN 3M GREEN BUFFER FROM RESIDENTIAL AREA TO REDLINE

GREEN INFRASTRUCTURE- OUTSIDE OF MASTERPLAN

- PROPOSED ATTENUATION (SUBJECT TO DETAIL DESIGN)
- CHILDREN'S PLAY AREA (OFFSITE) (400m WALKING/240m STRAIGHT LINE DISTANCE)

VEHICULAR MOVEMENT

- MAIN STREET (INCLUDING FOOTWAYS)
- SECONDARY STREETS
- PRIVATE DRIVES

PEDESTRIAN/CYCLE MOVEMENT

- PROPOSED NEW CYCLEWAY (ACCOMMODATED WITHIN HIGHWAY INFRASTRUCTURE)
- PROPOSED NEW PEDESTRIAN ROUTES (to be accommodated within the green open space and to not inhibit the existing vegetation)
- EXISTING PROWS AND BRIDLEWAYS
- PROPOSED KISSING GATES
- EXISTING KISSING GATE

BUILT FORM

- PRIMARY FRONTAGE
- KEY FRONTAGE

03

GREEN INFRASTRUCTURE

OPEN SPACE NETWORK

3.1 The nature of the public realm will help to establish a broad character for the site that crosses different areas. The design of open spaces will vary depending on their location on site and their function.

The key aspects are;

- **Scale and character of open space. Some spaces are likely to be formal in character while other spaces i.e. areas of ecological benefit such as existing vegetation are likely to have a less formal character;**
- **Landscape and planting; and**
- **Private gardens.**

3.2 A series of key spaces within the public realm form an integral part of the site, contributing to the character and distinctiveness. The landscape approach, planting and other detailing will vary, depending on the character and location of each space.

GREEN GRID

3.3 The most important areas of vegetation have been maintained and strengthened with new planting to create a strong and interconnected 'green grid' that underpins the scheme, this is continued along the frontages of the Primary Streets which are interlinked with 'green-nodal spaces where main routes converge. The built elements are then woven between these elements and used to frame such spaces.

VIEWS AND VISTAS

3.4 A series of vistas have been created along key pedestrian and vehicular routes and are shown on the Illustrative Masterplan. These occur where routes converge and will seek to exploit views out of the site to draw open spaces in.

3.5 A key feature within this phases is the landscaped edges particularly to the north and south, this will help create an attractive setting to this area and link the proposals to adjoining phase.

3.6 Many of the parcel boundaries abut proposed areas of open space. The character of these areas will be primarily landscape-led, but dwellings will need to provide a sympathetic backdrop.

FORMAL AND INFORMAL PUBLIC SPACE

3.7 This application adjoins parcels for which Area Masterplans have already been approved and the principles of the open space have been established. Reference must be made to these Area Masterplan Documents to ensure an appropriate and sympathetic built form edge.

3.8 Within this phase, areas of active and passive open space will be positioned and distributed to create variety as you travel through different neighbourhoods.

ECOLOGY

3.9 The proposals provide the opportunity to enhance the ecological interest of the application site through the provision of areas of species-rich grassland, new tree and hedgerow planting and the creation of new wet ponds, providing green links along the edges and within the residential parcels, linking both the onsite and offsites habitats.

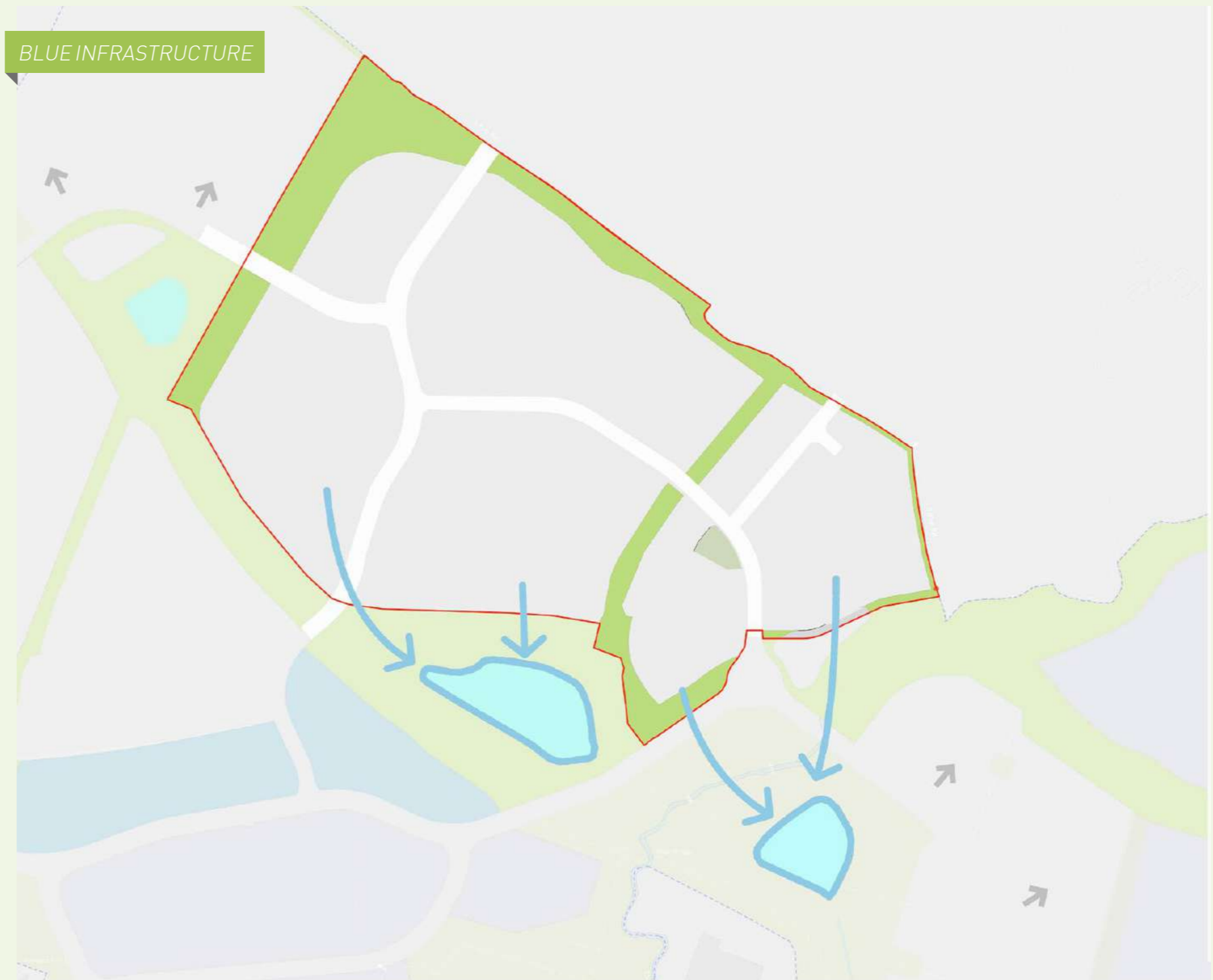
3.10 The loss of sections of hedgerows to facilitate the roads will be offset by new areas of tree, buffer and hedgerow planting of a greater area than that lost and at these locations, 'stubs' of retained hedgerows will be supplemented with new planting to create pocket copses.

3.11 The accesses potentially facilitating development to the north-east should be designed to minimise engineering works and thus minimise the section of hedgerow to be removed, to retain the green corridor as much as possible. It is advised that discussions between the highways and ecological authorities are had prior to submission to agree the optimum solution as well as consider an appropriate lighting strategy. Any landscaping lost as a result of the access roads should be mitigated appropriately.

3.12 The planting of new hedgerows and tree planting as well as the retention of dark corridors will provide new and enhanced foraging and navigational opportunities for bats.

SUSTAINABLE URBAN DRAINAGE FEATURES

3.13 These parcels discharge into adjacent ponds as shown on the plan alongside.



LANDSCAPE CHARACTER AREAS

3.14 The Green Infrastructure Masterplan (opposite) shows the key landscape character areas, which are detailed further in the table (right).

3.15 In addition to these 'strategic' landscape features, the following localised landscape elements will help create an attractive and interconnected green network. These are annotated on the accompanying Green Infrastructure Masterplan;

- A** Amenity Open Space;
- B** Formal Green Nodes focal spaces where the main routes converge;
- C** Additional native planting along linear recreational routes;
- D** Dwellings set back to create verdant character along Primary Streets;
- E** Landscaping along pedestrian links; and
- F** Additional pedestrian routes within the open space.

	OPEN SPACE A	OPEN SPACE B
DESCRIPTION	Informal green corridor providing linear recreational route. Provides key buffer to the north	Green Nodes or 'Pocket Parks' providing an attractive landscaped arrival space
PRIMARY FUNCTION(S)	Green corridor Landscape setting Movement Landscape buffer	Arrival Landscape setting Amenity space
CHARACTER	INFORMAL	FORMAL
SUGGESTED ENCLOSURES (WHERE USED)	Open aspect	Hedges
LANDSCAPING	New informal native planting and enhancement of existing retained hedgerows/trees	Tree planting along Main Street



APPROVED PARAMETER PLAN EXTRACT – GREEN INFRASTRUCTURE
 (SHOWING AREA MASTERPLAN BOUNDARY)

PROPOSED GREEN INFRASTRUCTURE MASTERPLAN



- KEY**
- LAND USE**
- RESIDENTIAL
 - PUBLIC OPEN SPACE
- GREEN INFRASTRUCTURE**
- IN CURTILAGE TREE PLANTING TO SPINE ROAD (DWELLINGS SET BACK)
 - KEY GREEN NODAL SPACE (FORMAL SPACE WHERE ROUTES CONVERGE)
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 - PROPOSED ATTENUATION (OUTSIDE PHASE BOUNDARY-SUBJECT TO DETAIL DESIGN)
- PEDESTRIAN/CYCLE MOVEMENT**
- PROPOSED AND EXISTING PEDESTRIAN ROUTES
 - PROPOSED NEW CYCLEWAY (ACCOMMODATED ON-HIGHWAY)

04

MOVEMENT & CONNECTIVITY

HIERARCHY OF STREETS AND SPACES

4.1 Streets and open spaces will cross different character areas and will be important in providing continuity across the site. Streets should be designed as key aspects of the public space. The nature and form of the streets will vary according to their strategic importance and the character of adjoining open spaces. Road typologies will occasionally vary depending on their location on site and their function as the detailed design evolves.

4.2 The key aspects are:

- **Scale and setting of the street;**
- **Movement network designed to be pedestrian and cyclist friendly to maximise sustainable forms of transport. This relates both to the overall street hierarchy down to design and detail;**
- **Parking strategies depending upon the site location, density and housing typology;**
- **Materials and details that coordinate and have a level of consistency across the site.**

4.3 The street typology does not prescribe every highway detail within the development. The Area Masterplan does, however, guide the design specifications for all street typologies within the site, and illustrates the acceptable components of the street whilst allowing some flexibility to articulate some development parcels in different ways.

4.4 Where street typology and/or edge types are not specified, it is expected that the street typology will be designed to make an appropriate transition between the streets that they link.

4.5 Each street typology has its own characteristics, these are summarised in the plans and sections overleaf.

4.6 A design speed of 20mph applies to most roads, including lower order streets including lanes and private drives, with traffic calming features considered from the outset, rather than retrospectively applied.

MAIN STREET

4.7 The Main Street east-west identified on the approved plan overleaf forms part of the Main Street 'loop' serving the surrounding residential parcels and Local Centre, providing the key bus route and primary vehicular access to the development. This is also the main access from Oldends Farm in the East.

4.8 As part of the evolution of LC1, LC2 and PS1 what was formerly the secondary link (East of LC1, PS1 and H17) has been improved to a 'Primary Street' providing cycle and bus routes to the Primary School and Local Centre. The upgrade has therefore continued north through Parcels H16-18 and up to the northern boundary assisting with the prospective development of the adjoining PS19a by continuing the 'Main Street' road hierarchy.

4.9 As agreed at the outline planning permission stage, cycle provision along the Main Street will be within the highway infrastructure.

SECONDARY STREETS

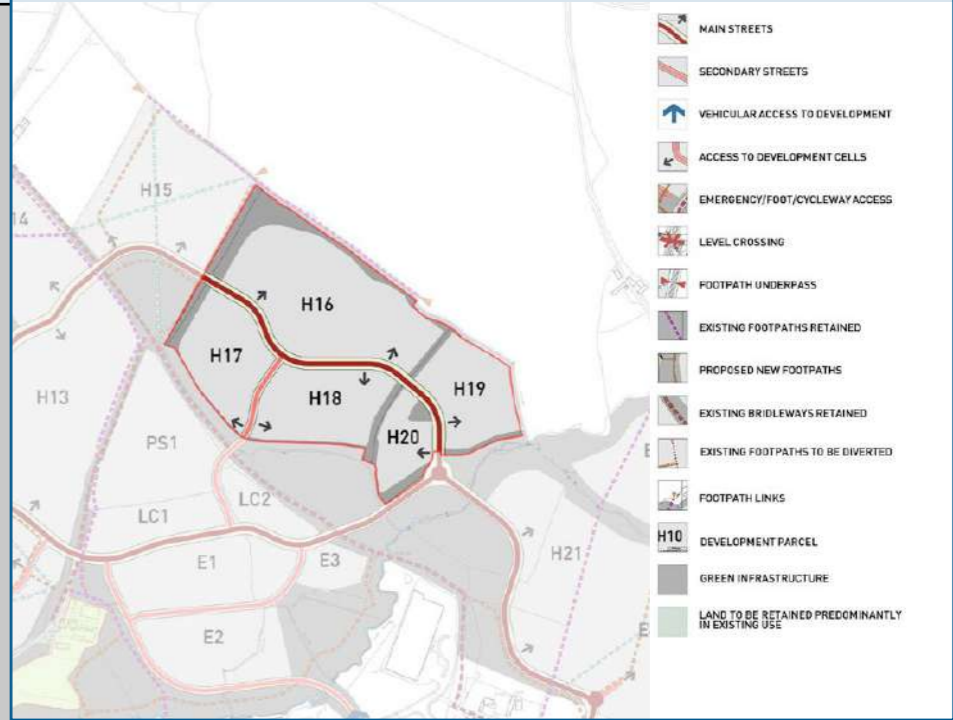
4.10 Secondary streets will provide the main access into development parcels from the 'Main Street'. These streets will be designed to reinforce the perception of a secondary vehicular route.

4.11 Again, it was agreed at the outline planning permission stage that cycle provision would be accommodated on-highway.

SHARED SURFACE/LANES

4.12 These streets will be more informal and generally provide access to the periphery of the development. These will be informal spaces with private drives differentiated from shared spaces via road design in consultation with the highway authority.

APPROVED PARAMETER PLAN EXTRACT – MOVEMENT
[SHOWING AREA MASTERPLAN BOUNDARY]

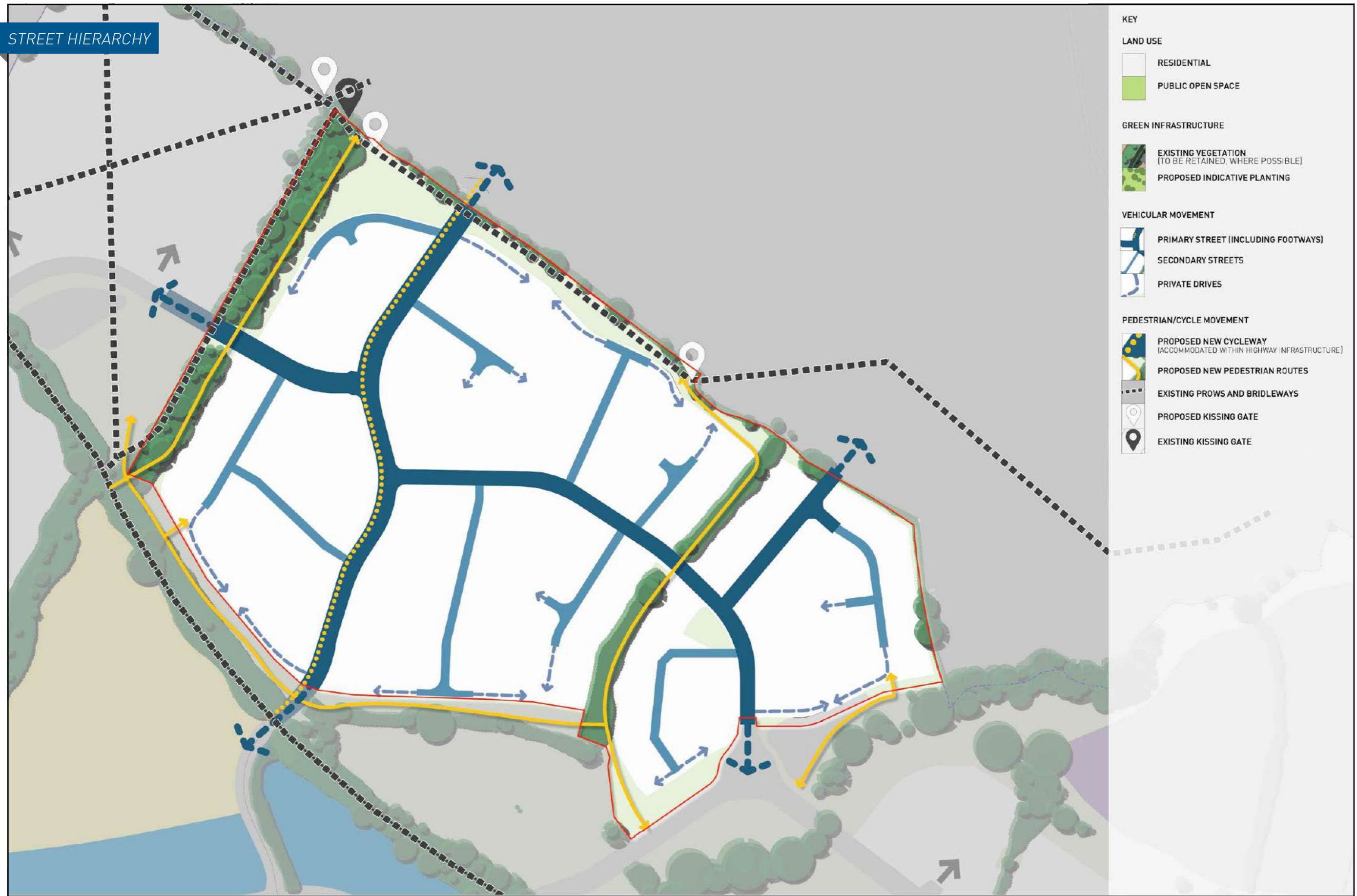


PROPOSED MOVEMENT MASTERPLAN



- LAND USE**
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 - PUBLIC OPEN SPACE
- GREEN INFRASTRUCTURE**
 - EXISTING VEGETATION (TO BE RETAINED, WHERE POSSIBLE)
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 - PRIVATE DRIVES
- PEDESTRIAN/CYCLE MOVEMENT**
 - PROPOSED NEW CYCLEWAY (ACCOMMODATED WITHIN HIGHWAY INFRASTRUCTURE)
 - PROPOSED NEW PEDESTRIAN ROUTES
 - EXISTING PROWS AND BRIDLEWAYS
 - PROPOSED KISSING GATE
 - EXISTING KISSING GATE

STREET HIERARCHY



- KEY**
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- GREEN INFRASTRUCTURE**
- EXISTING VEGETATION (TO BE RETAINED, WHERE POSSIBLE)
 - PROPOSED INDICATIVE PLANTING
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 - PROPOSED KISSING GATE
 - EXISTING KISSING GATE

PRIMARY STREETS

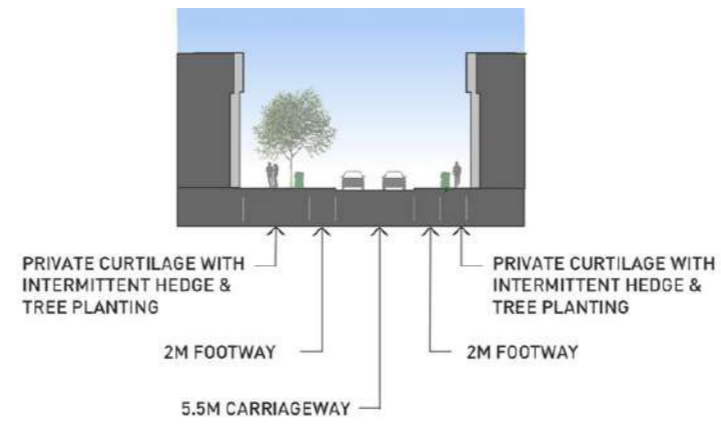


PC KERB AND GULLY

Key Characteristics: Strong fastigate/upright form. Medium – large growing species. Autumn colour.

Suggested Species: *Acer campestre* 'Streetwise', *Carpinus betulus* 'Streetwise'/'Frans Fontaine', *Malus trilobata*, *Liriodendron tulipifera*.

SECONDARY STREET

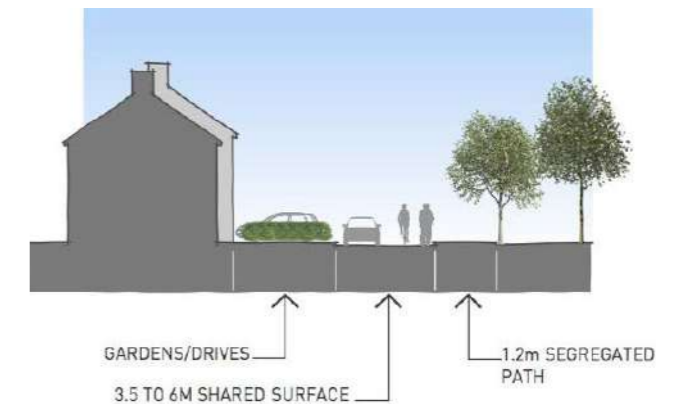


PC KERB AND GULLY

Key Characteristics: Medium growing species. Strong/neat form. Spring interest/autumn colour.

Suggested Species: *Acer rubrum*, *Sorbus aria* 'Majestica', *Pyrus calleryana* 'Chanticleer', *Tilia tomentosa* 'Brabant'.

PRIVATE DRIVE



FLUSH KERB/SUDS

Key Characteristics: Small – medium growing species. Native

Suggested Species: *Acer campestre*, *Sorbus aria*, *Sorbus aucuparia*, *Sorbus intermedia*.

PARKING STRATEGIES

4.13 Parking should accord with the adopted local standards. The following show the minimum parking space sizes acceptable:

- **When parallel and adjacent to a footway, they should be 6m long and 2m wide;**
- **When parallel and adjacent to a boundary structure set back at least 1.8m, they should be 6m long and 2m wide;**
- **When parallel but adjacent to a boundary structure set back less than 1.8m, they should be 6m long and 3.2m wide;**
- **45 degree splayed ends; and**
- **When at right angles to and contiguous with carriageways they should be at least 4.8m long and 2.4m wide.**

4.14 Frontage parking is appropriate within secondary & shared surface streets, and private drives, but it should be broken up in maximum groups of 4 spaces.

4.15 Visitor parking provision will be subject to discussions at the reserved matter stage, with a target of 20% provision.

4.16 To count towards the parking allocation, proposed garages must meet the following minimum internal calculations:

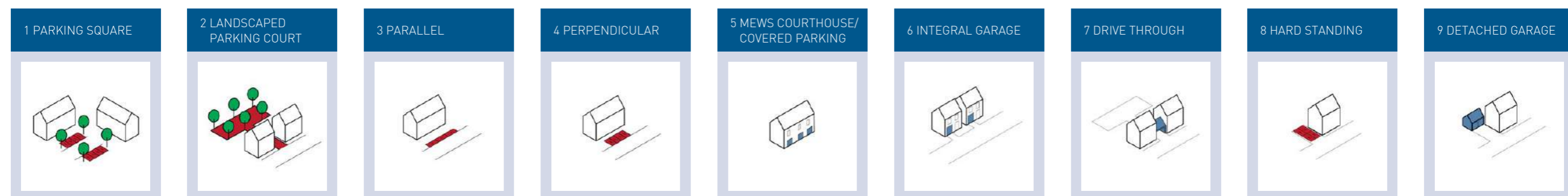
- **Standard single = 6m x 3m, internal with minimum door width of 2.4m;**
- **Use by disabled = 6m x 3.3m, internal with minimum door width of 2.8m;**
- **Double = 6m x 6m, internal with minimum door width of 4.2m.**

4.17 The table opposite sets out the range of parking typologies accepted across the development. Overall on plot and/or adjacent parking convenient to properties will be encouraged as opposed to large rear parking courts remote from dwelling entrances.

DWELLINGS	MINIMUM ALLOCATED SPACES	MAXIMUM ALLOCATED SPACES
1 Bed	1 Space	2 Spaces
2 Bed	1 Space	2 Spaces
3 Bed	2 Spaces	3 Spaces
4 Bed+	2 Spaces	4 Spaces

PARKING TYPOLOGY TABLE

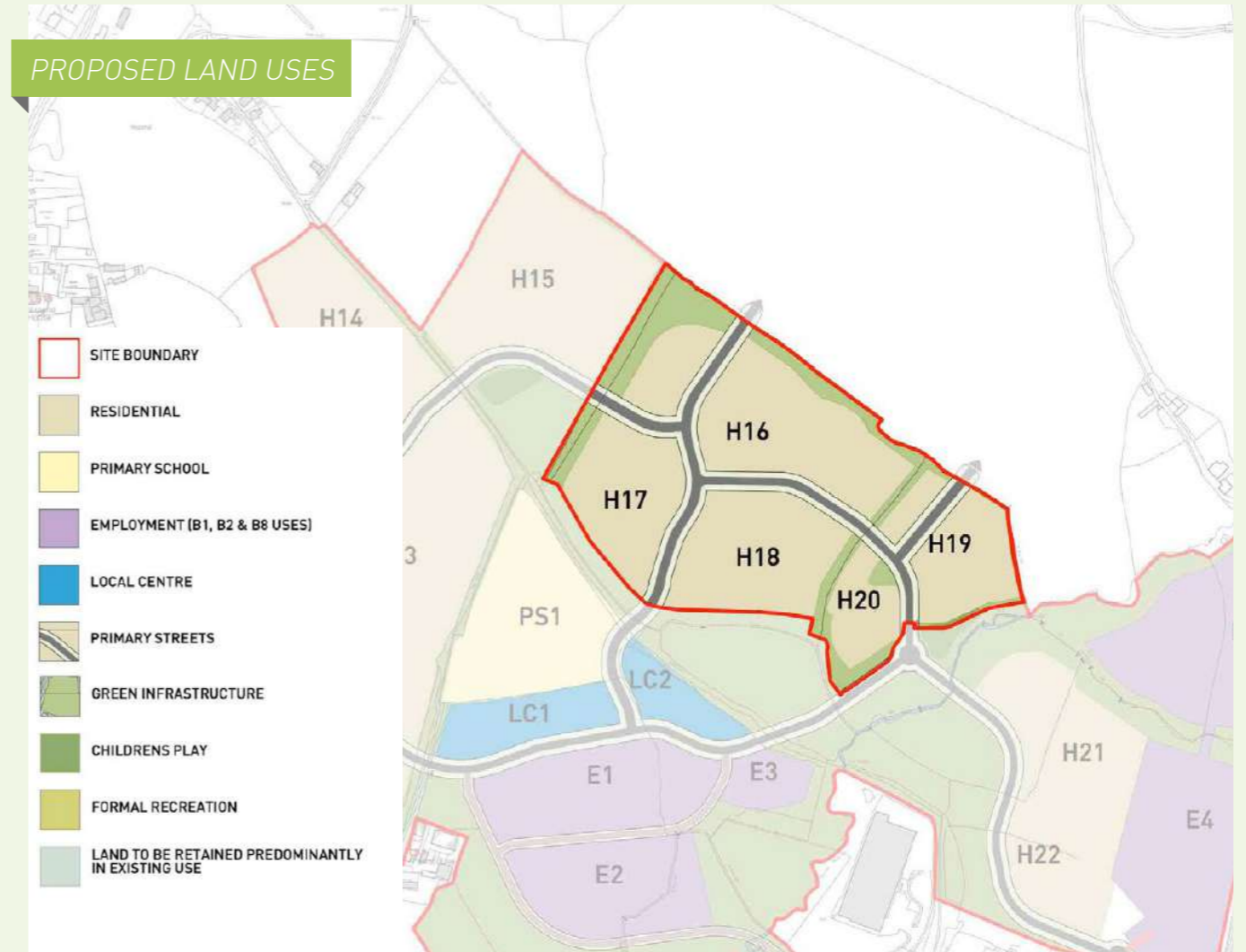
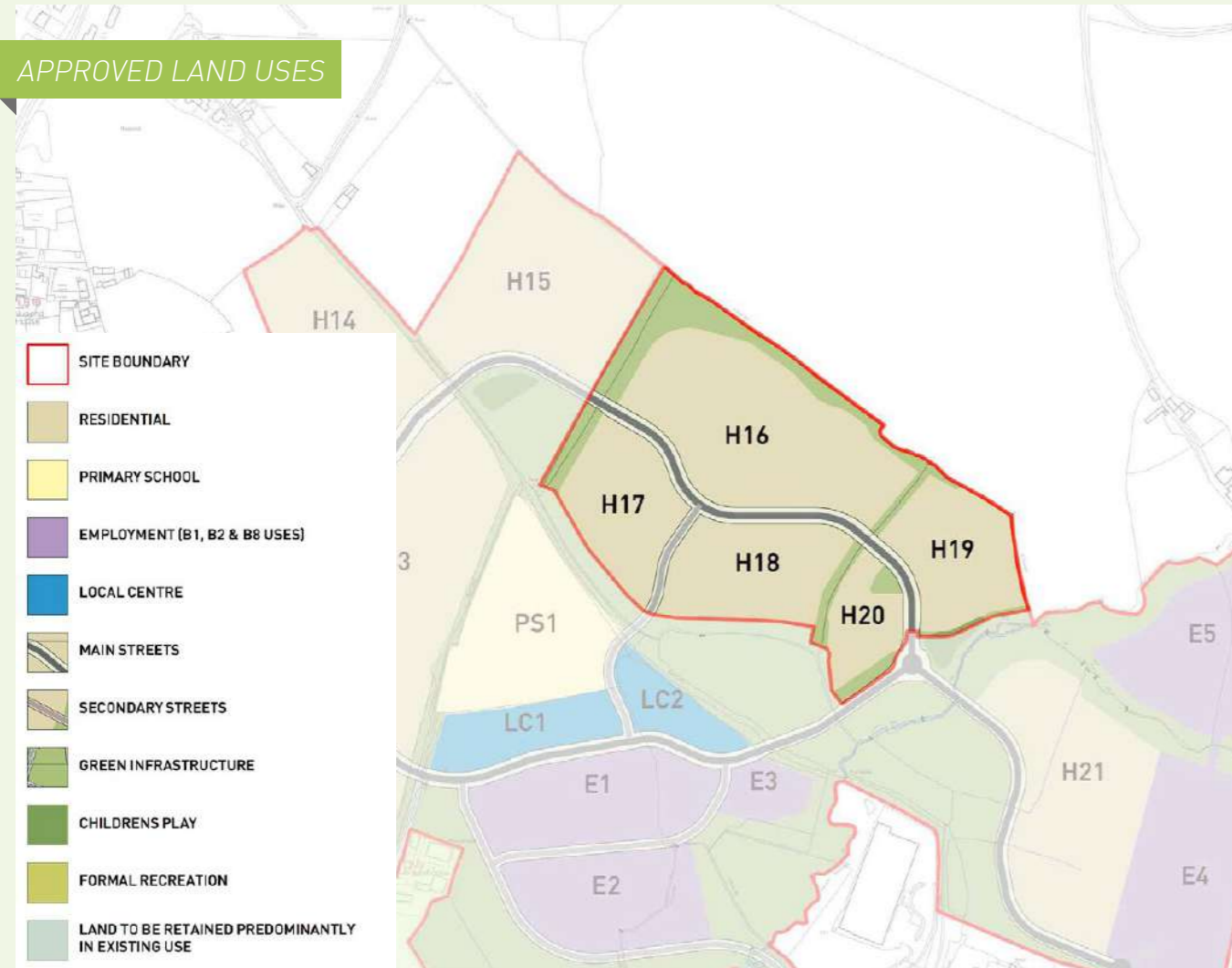
	NAME	TYPE	ALLOCATED	DESCRIPTION	COMMENTS
1	PARKING SQUARE	On/Off-plot	Optional	Group(s) of parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.
2	LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.
3	PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.
4	PERPENDICULAR	On-plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Parking to be separated by landscaping and/or footways into maximum rows of 4N ^o bays.
5	MEWS COURTHOUSE/ COVERED PARKING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.
6	ATTACHED/INTEGRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.
7	DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated streetscene whilst providing secure on-plot parking.
8	HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.
9	DETACHED GARAGE	On-plot	Yes	Private garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring garage and allows room above.



05 BUILT FORM

5.1 As previously noted, the road alignment and category has been upgraded to facilitate development on parcel PS19a, therefore the extracts below show the approved land uses and it's evolved version.

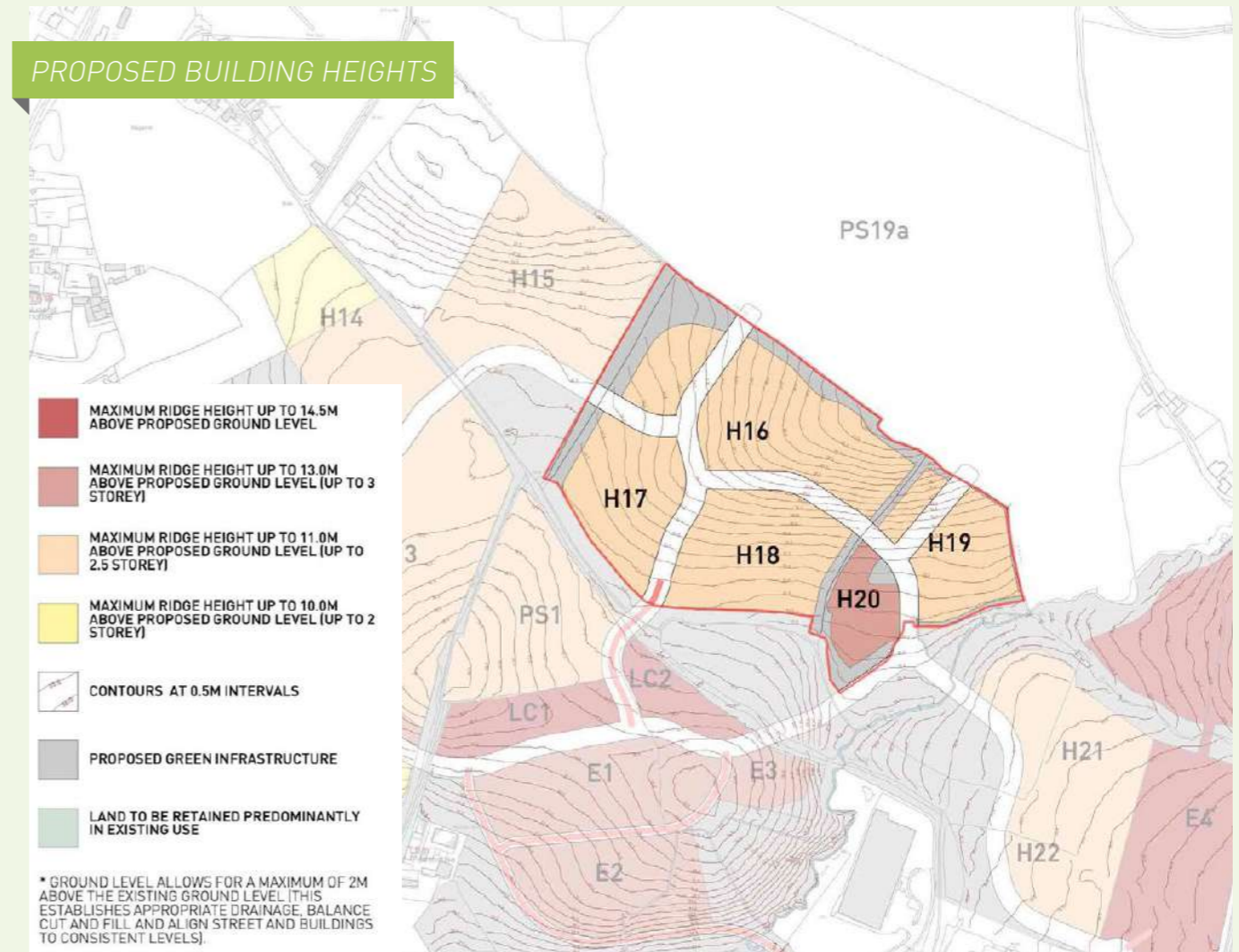
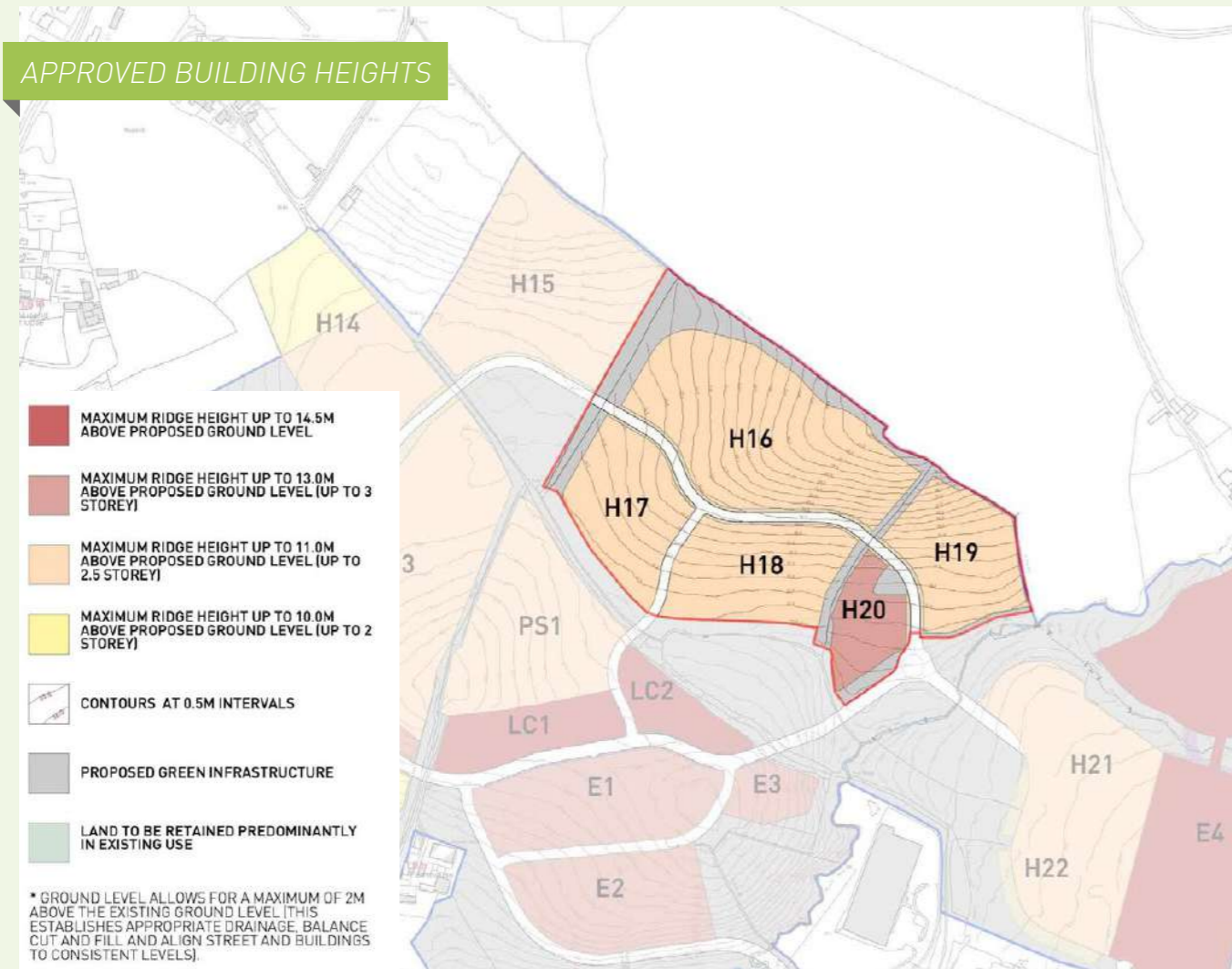
5.2 The overall quantum of residential remains unaltered but the secondary streets have been upgraded to 'Primary Street' to respond to the potential development in the north.



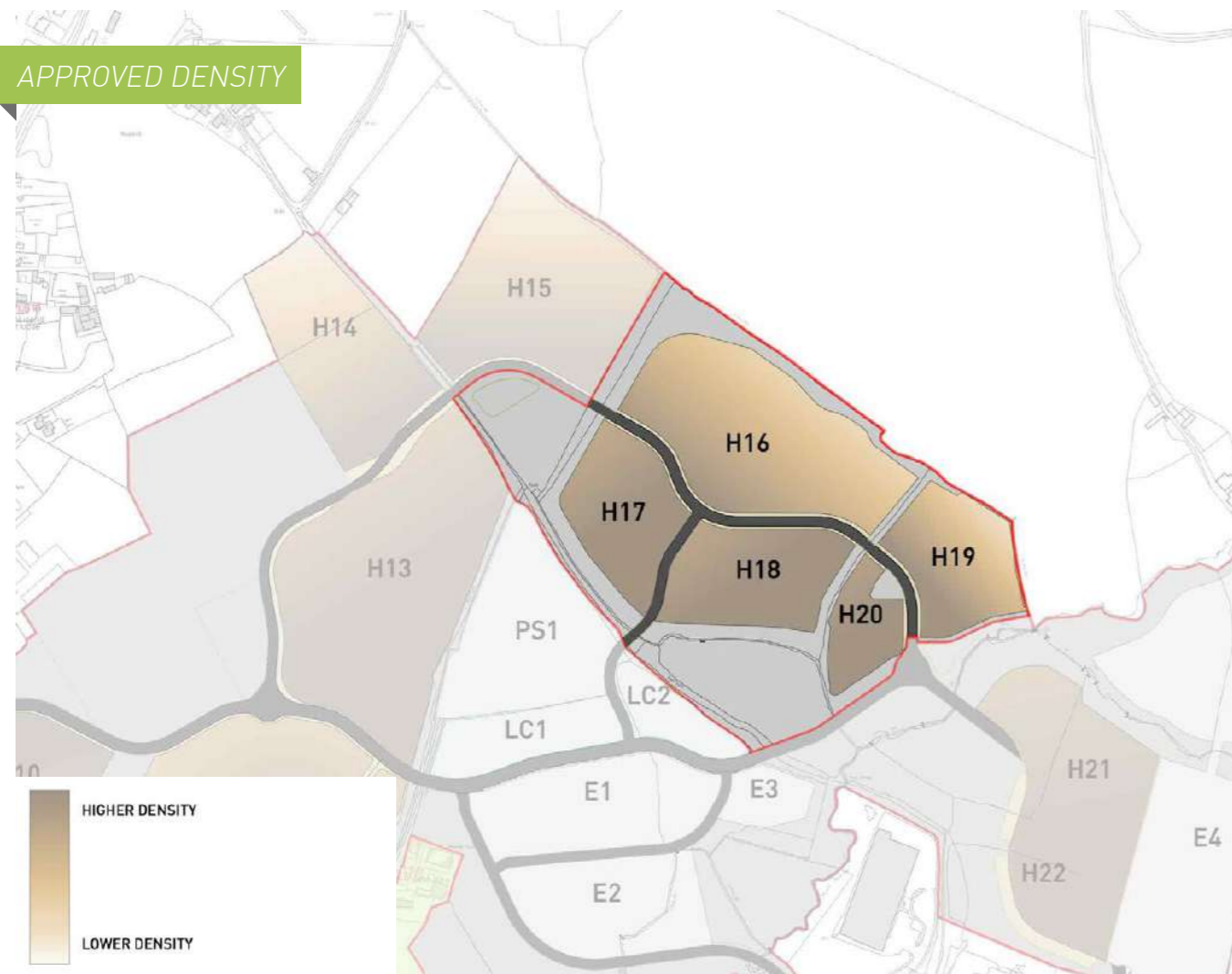
5.3 Whilst the parameter plans state that the parcels are to be predominantly 2.5 storey it is only an 'up to' limit. The appropriate design solution is a continuation of the density, scale and massing of the built form established in parcels H1-12.

5.4 H20 states a parameter of up to 3 storey. Again this is a guide but if used should be done so sympathetically in certain locations so as to not alienate this parcel from the rest of the proposals.

5.5 Key green nodal spaces should consider the use of height to add prominence to these areas and to act as arrival spaces where the main routes converge.

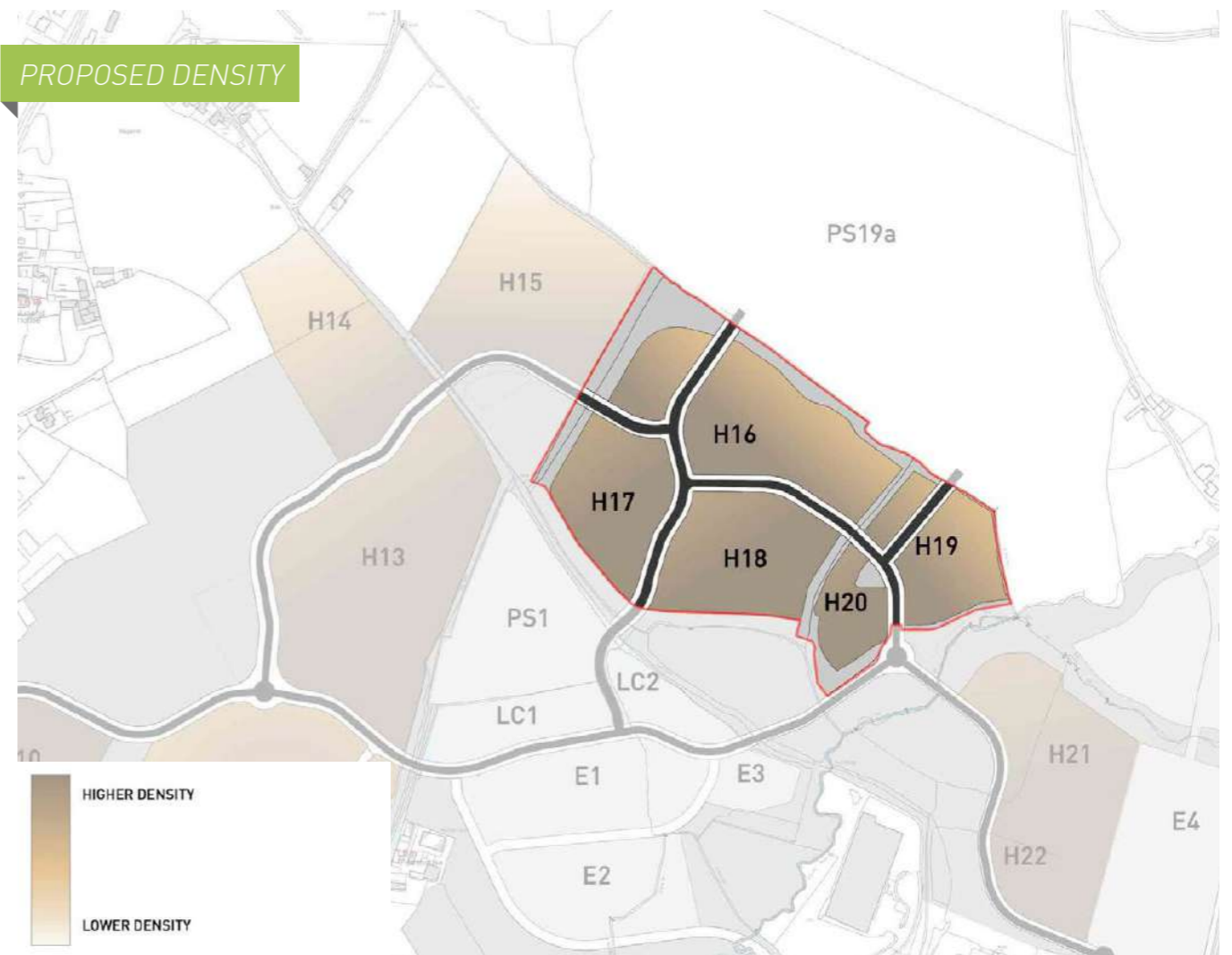


5.6 The Main Street density and character has been firmly established within the previous approved parcels H1-12. This is defined by a less dense character of larger, 2 storey, detached/ semi-detached dwellings which are set back from the highway with on-plot landscaping helping to creating a verdant, aspirational living environment. This approach should be continued through parcels H16-20.



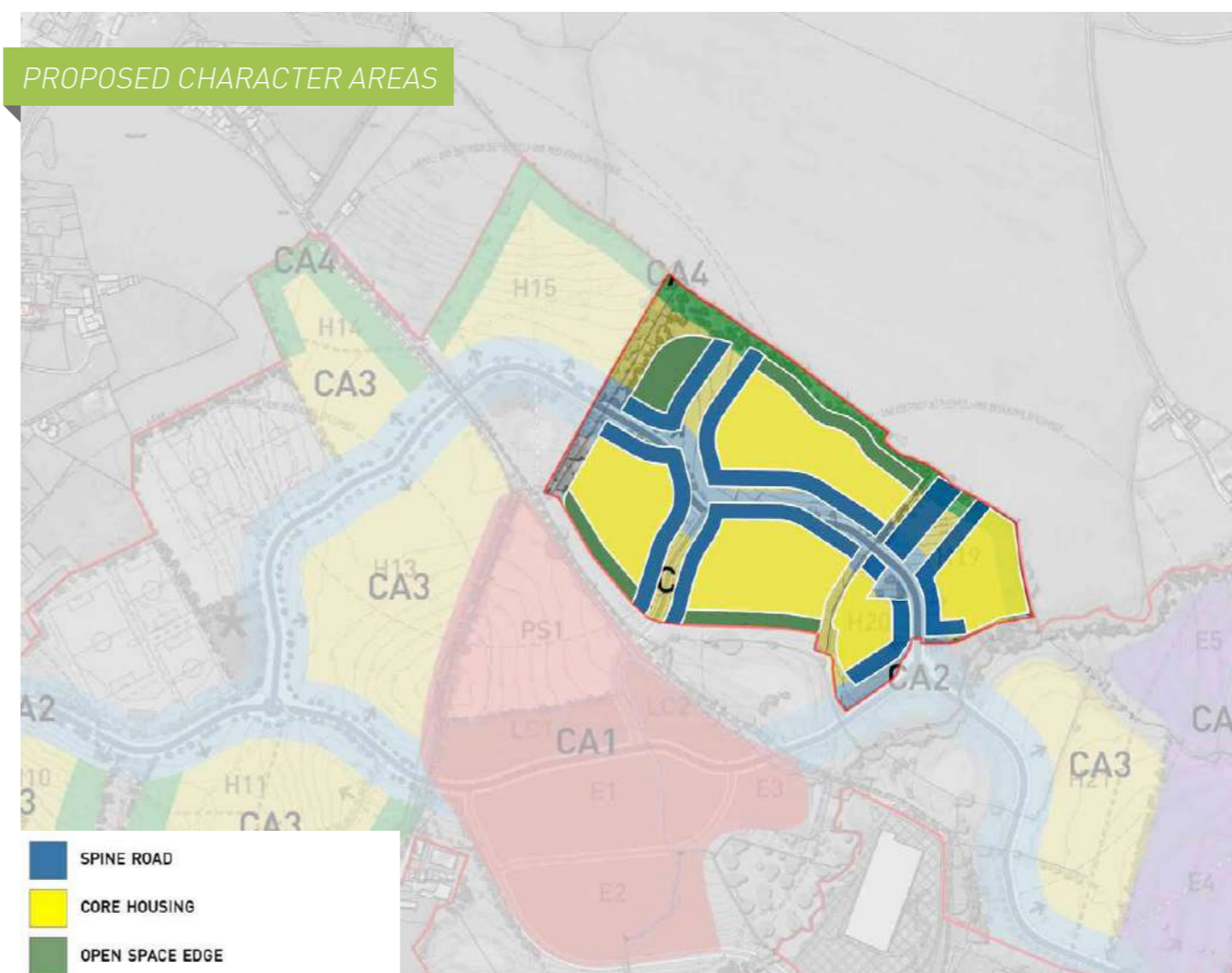
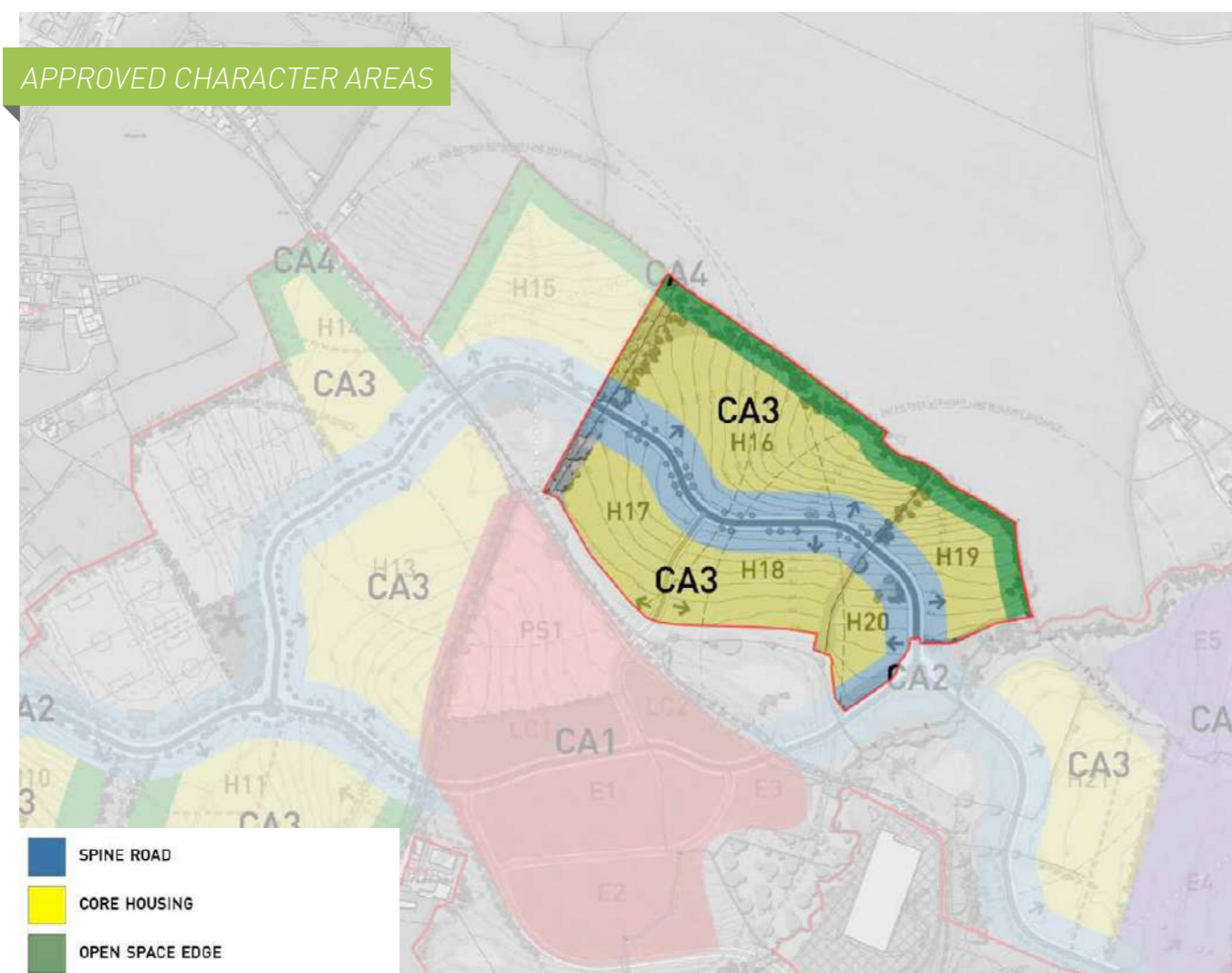
5.7 The approved strategy considered these parcels (H16 in particular) as the settlement edge and was reflected in its lower density ensuring the development blended well into the existing landscaping.

5.8 In light of the PS19a allocation, this edge no longer serves this function and instead needs to serve as a sympathetic interface with future proposals.



5.9 As previously discussed, the Primary Street will seek to continue the character established within parcels H1-12, with the northern edge providing a sympathetic interface with future proposals. The secondary routes which provide access from the 'Primary Street' will also offer a subtle change in character to reinforce legibility.

5.10 The proposals adopt additional areas of the Main Street character. The green infrastructure edge to the north has been retained, to create the interface with future proposals.



BUILDING LINES AND JUXTAPOSITIONS

5.11 Architectural elements within each building must relate to the requirements of the overall streetscene and character area. In particular, all parts of buildings visible from the public realm must be considered as complete architectural compositions, where they collectively form the streetscene and impact on the public realm. Guidance includes:

- **Create obvious main frontages – street frontages are required to be active, and in residential areas activeness equates to movement at building entrances and visibility through fenestration;**
- **Avoiding blank gables – blank facades to any street frontage undermine this principle, especially the most prominent primary elevations and blank gables should be avoided. If for other design reasons a gable is unavoidable then the design approach should aim to animate and add visual interest to end gables.**
- **Treat visible end elevations as part of the streetscene – Windows should be provided to principal elevations and amended to suit an end/side condition as necessary;**
- **Building lines to reinforce changing character – ‘lane’ street typologies suit a more varied building line, elsewhere greater consistency in the building line is preferable;**

- **Building lines should reinforce character and seek to mitigate a road dominated layout in places using changes in frontage to create pinch points, deflections and/or to introduce proposed trees into an integrated streetscene;**
- **The ‘open space edge’ character area (right) should include a fragmented building line, with different set backs and juxtapositions used to create a soft, rural ambience. Boundary treatments will need to be carefully considered to reinforce this character, along with some specimen trees to draw the rural character into the development.**

5.12 The proposal is for a relatively simple palette of materials. Details considered include:

- **Building detail (window arrangement and proportions);**
- **Building materials for roof and main building fabric;**
- **Scale and proportion of the buildings and its fenestration (for both urban form and detail);**
- **Frontages should have elements of consistency to avoid a disparate unrelated assembly of buildings, linking elements could include common walling materials, gables and/or door colours.**

KEYNOTE PRIMARY FRONTAGES

5.13 Primary frontages (as identified on the Area Masterplan) will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing, materials and architectural detailing of the buildings framing key open spaces and streets, to ensure these buildings have frontages that would contribute towards creating a unique and memorable experience of distinctive quality and character.

KEYNOTE SECONDARY FRONTAGES

5.14 Secondary frontages are also highlighted that will be more prominent and visible from public routes and these need to be designed as a collective composition.

KEYNOTE CORNERS

5.15 Prominent development points in the parcel that turn key corners will become focal points, and should also provide animation and surveillance with both sides of the built form facing the public realm with an attractive elevation.

GREEN NODES/POCKET PARKS

5.16 The green nodes identified on the Illustrative Masterplan are located where the main routes converge. These pocket parks strengthen the green grid by interconnecting the larger open spaces on the periphery with the green verges along the Main Street. They are formal in character and are located to terminate the vistas and help in drawing the countryside in.

5.17 The built form surrounding these areas should frame the space well, elevations should be designed as composition and consider the use of height and differing materials to provide prominence and to assist in way-finding.

BUILT FORM/MATERIALS

5.18 Preference should be given to a limited palette of materials. The range of facing materials used in existing buildings in The Western Severn Vale are stone, render and brick with slate effect or tiled roof finish. The details and samples of materials are to be agreed at Reserved Matters Application as required under Condition 5 of Outline approval S14/0810/OUT.

5.19 An indication of the proposed materials palette is also included within the key (opposite).

VIEWS

5.20 The Illustrative Masterplan shows how corner turning buildings have been carefully positioned within the site. It also identifies how frontages along the Primary Street and open space will need to be designed as a composition to provide an appropriate backdrop to the public realm in these locations.

5.21 The H20 frontage to the roundabout (along the Main Street) will form a key nodal point and the frontage in this location should be designed as a composition to increase legibility.

5.22 The green nodal spaces previously mentioned are used to terminate key vistas and act as arrival spaces where the Main Street routes converge.

5.23 Development within the 'open space edge' will be limited to the area shown on the approved parameter plans, allowing appropriate landscaping within the open space.

AFFORDABLE HOUSING

5.24 Affordable housing will be distributed across the site in suitable clusters and as per the tenure mix and split as stipulated in the Section 106, unless otherwise agreed.





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DESIGN



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