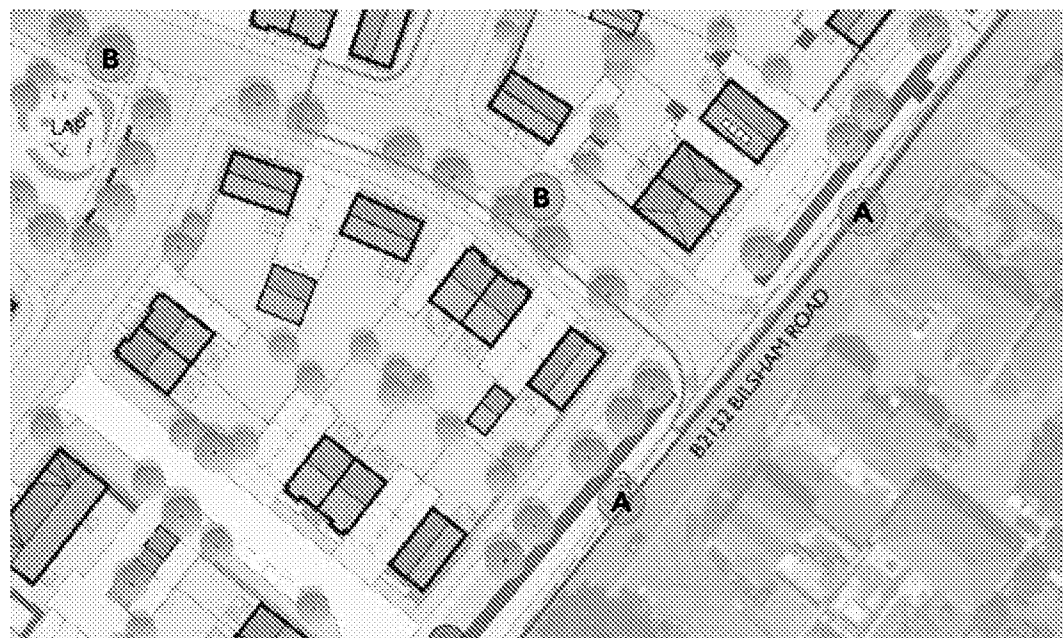


ENHANCED SITE EDGES



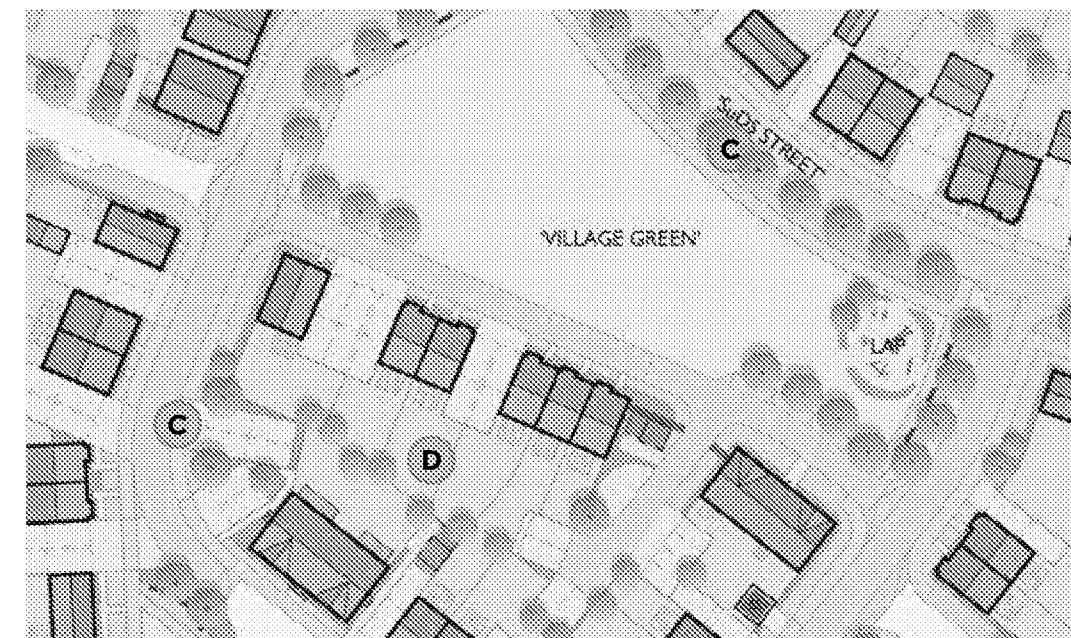
A Retain and enhance existing trees and hedges along Bilsham Road as ecological corridors, to maintain a soft edge, sense of maturity, and screening of development

B Swales on the principal street provide surface water management, amenity value and can include a variety of planting which can make a positive contribution to biodiversity

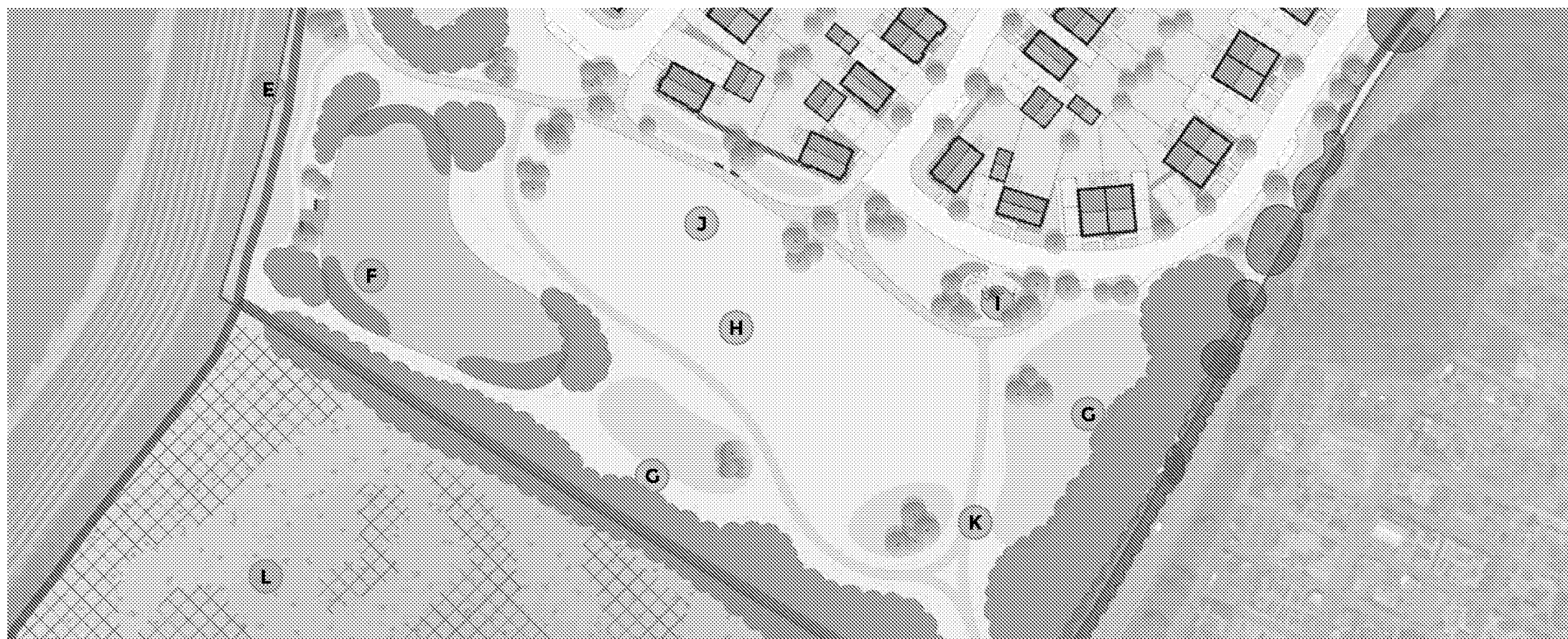
Street trees as part of placemaking, helping to decrease flooding, improve mental health, encourage biodiversity and wildlife, offer shade and cleaner air

Garden tree planting for amenity and beautification with added privacy

NEW PLANTING & STREET TREES



PUBLIC GREEN SPACE & HABITATS



E New hedgerow and woodland planting along Ryebank Rife that retains, integrates and further establishes ecological corridors around the site

F New attenuation pond as part of SuDS strategy and public space that offers high potential ecological, aesthetic and amenity benefits

G Wildflower grass areas to improve biodiversity with plant species to encourage pollinators

H Amenity grass areas to encourage contact with nature, happiness and wellbeing

I Natural play space attractions for adventure, exercise and exploration

J New footpath links across public open space for recreation and wellbeing

K New mown footpaths with connections to existing PROW network

L Area designed for biodiversity net gain

DETAILED AREA: LANDSCAPE STRATEGY



Illustrative Landscape Masterplan 964-MP-02B
(Indigo Landscape Architects)

- M

Existing boundary vegetation enhanced with new hedgerow and tree planting
- P

New hedgerow along northern boundary for residential amenity and privacy
- S

New hedgerow along Ryebank Rife to help visually contain the development and establish an ecological corridor
- N

Pocket green space
- Q

Public open space
- O

Street trees
- R

NEAP

- The Site
- Phase 1 area
- Existing vegetation to be retained
- Existing tree to be removed
- Street tree planting
- Garden tree planting
- Woodland planting
- Hedgerow planting
- Shrub and groundcover planting
- Amenity grass areas
- Wildflower and bulbs in verges
- Private rear gardens
- Underground attenuation
- Grey tarmac / asphalt road surface
- Buff colour asphalt road surface
- Footways
- Mixed buff permeable block paved surface
- Granite sett threshold
- Patios
- Garden paths
- Gravel surface
- 2m high brick wall boundary
- 1.8m high close boarded timber fences
- 1.2m high timber post and rail fences
- Timber knee rail
- 1m high anti trap bow top fencing
- Garden sheds
- Private bin storage

ADDG CHECKLIST: FEATURES & RESOURCES - Make Sure that the scheme:	Tick when Reviewed
• Uses the physical features of the site and the results of technical studies positively and imaginatively. This may include but is not limited to:	✓
• Strengthening and retaining landscape features including field patterns, hedgerows and trees, particularly those with a high amenity or ecology value	✓
• Designing the pattern of building in response to and to take advantage of existing topography, orientation and drainage, particularly in the design of SuDS	✓
• Retaining and creating key views in and out of the site	✓
• Protecting existing biodiversity and creating new habitats	✓
• Creatively integrating and enhancing designated heritage and archaeological assets	✓
• Providing a joined-up network of open and green spaces, located in useable blocks throughout the development and where residents can access them easily, not simply where there is 'left over space'	✓
• Recognises and works with 'negative' site features such as noise, smells or contamination, working to mitigate the effects of these features on the site and surrounding area	✓
• Utilises natural resources to the benefit of users on site and in the surrounding area	✓
• Avoids 'protecting' existing features and resources by developing in isolation, instead responding to and respecting these features	✓

ADDG CHECKLIST: STRUCTURES & TREES - Make Sure that the scheme:	Tick when Reviewed
• Is informed by arboricultural surveys carried out by a qualified professional at the time of site appraisal	✓
• Wherever possible retains and incorporates all trees and hedgerows of value, ensuring that their root structure or access to water and sunlight is not adversely impacted by development	✓
• Re-provides for any loss of trees and incorporates further new planting of a range of species and sizes wherever possible in order to mitigate the impacts of climate change and the urban heat island effect, improve environmental quality and facilitate groundwater absorption, having regard to the provision of below-ground services and the most appropriate species in response	✓
• Provides for the ongoing maintenance of landscape structures and trees	✓
• Avoids incursion of all Root Protection Areas (RPA) for significant trees of high quality or with TPOs, particularly for larger scale development. Buffer zones should be implemented around RPAs to provide additional protection for such trees	✓

ADDG CHECKLIST: BIODIVERSITY - Make Sure that the scheme:	Tick when Reviewed
• Provides up-to-date details of any protected habitats, species or other features with high biodiversity or ecological value, identified by technical studies	✓
• Does not result in any adverse impact on protected habitats unless in exceptional circumstances	✓
• Avoids harm to protected species, including but not limited to bats, badgers, and various wild birds, invertebrates, fish, plants and ancient woodland/veteran trees	✓
• Details measures to mitigate harm caused to biodiversity from the development where avoidance is not possible	✓
• Provides a net gain in biodiversity, which may include enhancement of existing or creation of new habitats through measures such as planting, bird and bat boxes or provision of nesting locations	✓
• Connects fragments of green space with ecological corridors to improve biodiversity and include plant species to encourage pollinators	✓

5. MOVEMENT FRAMEWORK



ADDG GOAL:

F.01 Create an accessible and easily navigable place that caters for the needs of all.



(page 50)

MOVEMENT NETWORK

148. The layout and design of the development promotes easy and efficient movement, balanced with high levels of residential amenity and an attractive environment.

SITE ACCESS

149. Vehicular access to the development is proposed to be taken via a new priority-controlled arrangement from the B2132 Bilsham Road, 30m north of Taylors Close. Visibility splays of 2.4m x 73m are to be provided.

150. ALP Drawing A361-001 P4 illustrates the proposed site access arrangements.

151. It is likely that the presence of development along both sides of the carriageway, as well as the new access junction and footways will encourage lower speeds, while other traffic calming measures are also to be included as part of the access proposals, including renewed road markings, a digital vehicle activated speed limit reminder sign and signage.

ROUTE HIERARCHY

152. A well-connected movement network, accessible by all users is proposed to ensure that all areas of the development are easy to navigate, safe and secure.

153. A hierarchy of streets is proposed within the development which not only provides for the necessary vehicle circulation, but also allows for footpath connections to the wider area, providing an integrated movement network.

154. The following street types are proposed which present a site-specific response:

- Principal Street
- Secondary Streets
- Green Streets (Shared Surfaces)
- Lanes-Drives

PRINCIPAL STREET

155. The principal street defines a tree lined route across the development and underpins the street hierarchy. It comprises the main vehicular access into the development off Bilsham Road and takes all the traffic for new residential dwellings.

156. The street is 5.5m wide and provides direct access to dwellings located on either one or both sides before terminating in front of the public open green space in the north western part of the site.

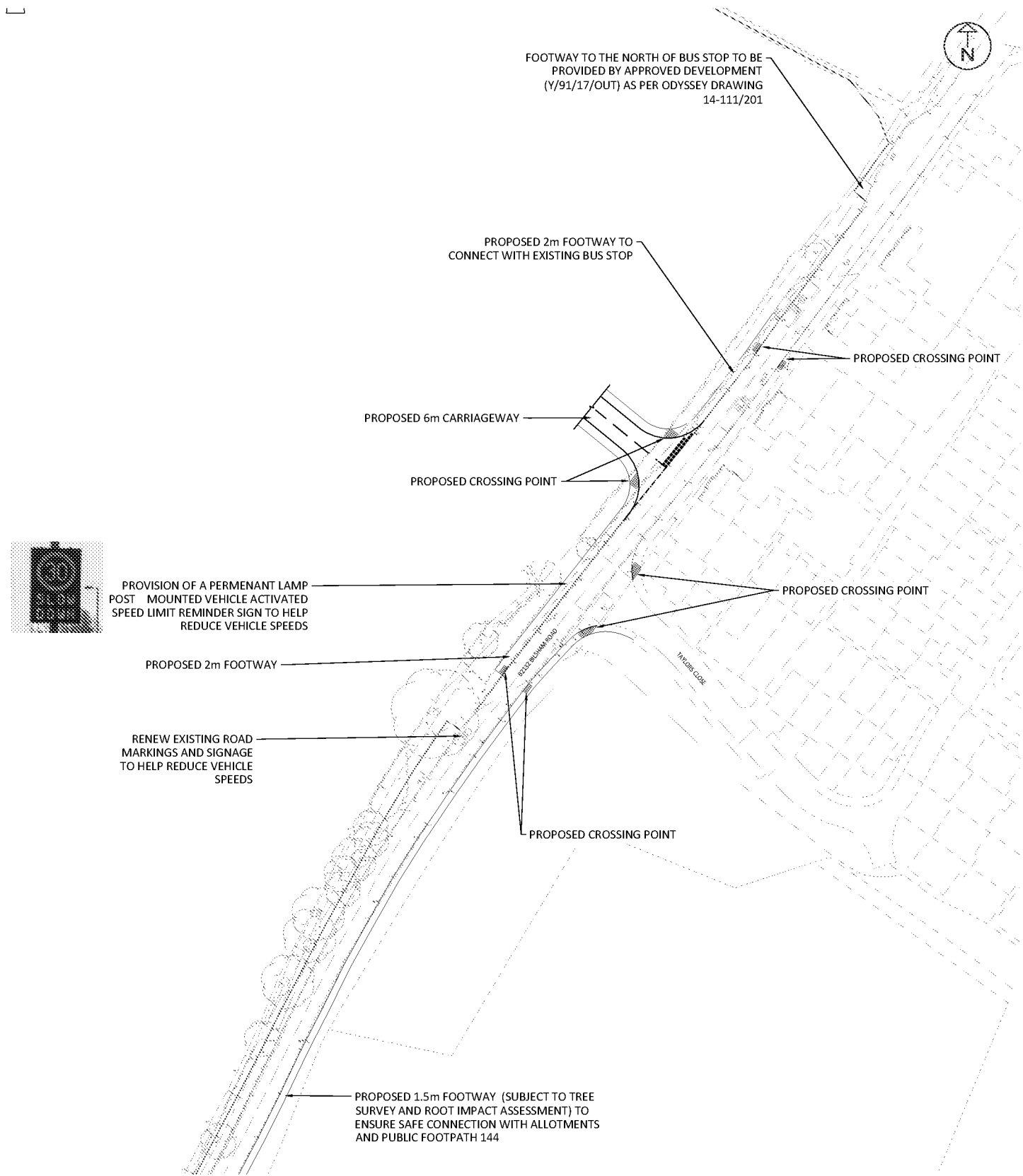
157. Traffic calming measures such as changes in surfaces and raised tables will be used to constrain average vehicle target speeds throughout the development to 20mph or lower.

158. 2m footways will be provided on both sides of the principal street.

159. A verdant character is sought along the principal street, which will be achieved by the provision of treed grassed verges (4m wide) located on the southern side. The verges serve as a central SUDs feature and comprise a drainage channel.

Proposed Site Access Arrangements A361-001-P4
(Abley Letchford Partnership)

PROPOSED SITE ACCESS



SITE-WIDE STREET HIERARCHY (ILLUSTRATIVE)

SECONDARY STREETS

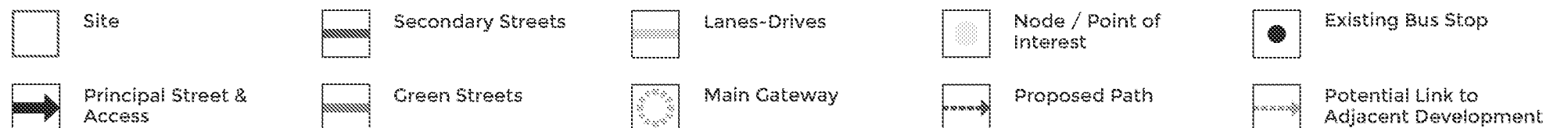
160. Once off the principal street, the secondary street network provides access around the development and directs access to dwellings. Streets are designed to promote low vehicle speeds with a decreased corridor width of 4.8m, with a footway located on either one or both sides.

GREEN STREETS (SHARED SURFACE)

161. A series of green shared surface streets are proposed to create attractive and safe residential environments branching off from the principal and secondary streets network, where vehicle movements will be low. At 6m wide the aim is that the traditional distinction between the carriageway and the street becomes one usable, multifunctional space that feeds into the public open green spaces.
162. Green streets will benefit from distinctive shrub and tree planting designs, high quality hard landscaping and traffic calming measures. There will be opportunities for on-street parking to add activity to the streetscape and provide efficient and convenient parking locations for residents and visitors.

LANES-DRIVES

163. Lanes-drives provide access largely to perimeter areas of the residential development, generally where one sided development occurs. These will be informal routes providing access to a small number of dwellings. Allowing for service vehicles, Lanes-Drives will have a minimum 3.75-4.5m width.



PATHS

164. A number of paths are proposed which provide a choice of direct and indirect walking routes and encourage residents and visitors to use them. The paths provide access to the bus stops on Bilsham Road, across the public open green space and to play spaces.
165. A potential link is shown to the adjacent Bilsham Road scheme to the immediate north by the NEAP in the north western part of the site.
166. A mown footpath is also shown in the south eastern corner of the site which will provide a link to the wider PRow network which runs along the southern boundary of the allotments on the opposite side of Bilsham Road.

PUBLIC TRANSPORT

167. The provision of new footpaths which join Bilsham Road will encourage pedestrians to use local bus services accessible within a very short walk of the development.
168. The existing bus stops within close proximity of the proposed entrance to the development on Bilsham Road will remain unaffected by the proposed development.
169. Due to existing bus stops being right on the doorstep to the development, no additional bus stops are proposed.

SERVICING & EMERGENCY VEHICLES

170. Swept path analysis of the proposed layout demonstrates that all required areas of the site are accessible to a maximum sized refuse vehicle of 11.5m as required by WSCC. A refuse vehicle can safely enter, turn within, and leave the site in a forward gear.
171. Generally, bins will be collected from the kerbside.
172. For the purposes of this assessment the largest vehicle available (11.9m) has been used to check the swept paths of the layout using AutoTRACK.
173. The layout also ensures fire tenders are able maintain a hose length of 45m to every property in a satisfactory manner and all potential reverse lengths are less than 20m.

ADDG CHECKLIST: MOVEMENT FRAMEWORK - Make Sure that the scheme:	Tick when Reviewed
• Provides a connected and convenient network of streets, footways, cycle paths, bridleways, public rights of way and access routes which follow desire lines	✓
• Incorporates a 'street hierarchy', clearly communicated by a range of street typologies which are able to accommodate the appropriate type of movement/transport	✓
• Provides easy access between facilities, amenities, homes and public transport	✓
• Incorporates connections with existing routes to enable ease of movement beyond the development including access to wider facilities, amenities and services; and is able to connect to neighbouring land which may be developed in the future	✓
• Incorporates the provision of dedicated shared cycle and pedestrian routes or bridleways alongside and beyond roadways	✓
• Ensures the safety of all road users through traffic calming, separation of transport modes and dedicated crossing points	✓
• Incorporates speed limits and traffic calming measures appropriate to the position of routes within the street hierarchy	✓
• Provides accessible movement for all, through consideration of the width, grading and surfacing of routes, and incorporation of places for pedestrians and cyclists to rest	✓
• Provides bus stops within 400m of homes, 600m of primary schools and 1500m of secondary schools, and at least once every 400m. These are maximum distances and should be kept to a minimum where possible	✓
• Provides unconstrained pedestrian and cyclist access even when single access or cul de- sac arrangements are unavoidable for vehicles	✓

6. BUILT STRUCTURE & DEVELOPMENT PLOTS



ADDG GOALS:

G.01 Create a “heart” of a neighbourhood by defining the centre of new development.

G.02 Use an appropriate size and density to create places at a human scale.

G.03 Create an appropriate layout for new development, integrating it with its surroundings. 

(pages 52, 54 & 56)

USE

174. The Land West of Bilsham Road covers a total area of 7.97ha. Residential development is proposed on 5ha. The remainder of the site provides open green space including retained landscape features (trees, hedgerows and rife) and an attenuation pond in the south western part.

Total Site Area	7.97ha
Net Residential Developable Area	5.00ha
Public Open Space/ Retained Landscape*	2.97ha

175. The proposed Illustrative Master Plan has been prepared to demonstrate how a development could work and indicatively comprises 110 dwellings. It does not preclude alternative quantum or layouts as part of a subsequent Reserved Matters or detailed planning application, providing the underlying principles established in this document are satisfied.

	Outline Application - 7.97ha		Green Street (Shared Surface)		New Western Boundary Hedgerow
	Detailed Area - 1.68ha		Principal Street with SUDs		Pedestrian Path
	Existing Tree/Hedgerow & Root Protection Area		Proposed Equipped Play Space - NEAP		Indicative Pump Station Within Outline Area
	Indicative Residential Area - 5ha		Proposed Equipped Play Space - LAP		Potential Link to Adjacent Development
	Indicative Open Space - 2.97ha		Indicative Village Green		Other Land Owned by Applicant - to be used for Biodiversity Improvements
	Tree Lined Street		Indicative New Feature Space / Local Square		

LAND USE PARAMETERS PLAN



*Excludes proposed Village Green within Outline Area

AMOUNT

176. Land West of Bilsham Road will deliver up to 140 new dwellings providing a mix of accommodation from one bedroom starter homes through to four bedroom family homes. 30% of new homes will be affordable.
177. The proposed density allows for the provision of a range of dwellings of varying sizes and tenures, which, in line with the current policy will offer new choice and promote a sustainable, balanced residential community. The creation of new households will help to sustain existing facilities and services within and around Yapton.
178. The provision of a range of dwelling types, sizes and tenures will accommodate a variety of household types and the development provides the opportunity to incorporate a mix of housing styles in this location, with one bedroom 'starter' homes through to larger four bedroom family homes.
179. The mix of dwellings includes mainly detached and semi-detached with a limited number of terraced residential typologies. There are also a limited number of apartment/maisonette blocks within the site.
180. The following table sets out the housing provision in overall terms and sub-divided between the Detailed and Outline Areas.

MARKET HOUSING

The following market housing mix is proposed overall:

6no. 1 bedroom dwellings
 42no. 2 bedroom dwellings
 39no. 3 bedroom dwellings
 11no. 4 bedroom dwellings

Total 98 dwellings

21 open market dwellings are provided within the Detailed Area. 77 dwellings are proposed within the Outline Area.

The table opposite shows the breakdown of dwelling type and no.'s within the Detailed and Outline Areas. The submitted Accommodation Schedule (1502-PL) sets out the mix in more detail.

AFFORDABLE HOUSING

In accordance with local plan policy 30% of the development is proposed to be offered as affordable housing. This equates to a total of 42 dwellings across the entire scheme.

Affordable housing is dispersed across the residential area in manageable clusters and will comprise a mix of housing types of rented and shared ownership tenures.

The development proposes the overall affordable housing mix as:

15no. 1 bedroom dwellings
 15no. 2 bedroom dwellings
 8no. 3 bedroom dwellings
 4no. 4 bedroom dwellings

Total 42 dwellings

A total of 9 affordable dwellings are provided within the Detailed Area.

A total of 33 affordable dwellings are proposed within the Outline Area.

The Accommodation Plan on the next page shows the distribution of dwellings types and tenures across the Detailed Area.

DENSITY

181. The net residential density is 28dph, based on the residential developable area of 5ha and 140 dwellings.
182. The gross residential density is 17.6dph, based on the whole site area of 7.97ha and 140 dwellings.

	DWELLING TYPE & NO.				Total
	1 Bed	2 Bed	3 Bed	4 Bed	
MARKET HOUSING - 70%					
Detail Area	2	9	8	2	21
Outline Area (Indicative)	4	33	31	9	77
Sub Total	6	42	39	11	98
AFFORDABLE HOUSING - 30%					
Detail Area	3	3	2	1	9
Outline Area (Indicative)	12	12	6	3	33
Sub Total	15	15	8	4	42
Total				140	



ACCOMMODATION SCHEDULE

Detailed Area : 30 Dwellings

Open Market

REF	TYPE	BEDS	NO.	SQM/ SQFT		TOTAL SQM/SQFT	
APT	APT	1B	2	50	538	100	1076
APT	APT	2B	2	70	753	140	1506
C	SEMI	2B4P	4	79	850	316	3400
C	TER	2B4P	3	79	850	237	2550
DS	SEMI	3B5P	4	96	1033	384	4132
DN	DET	3B5P	3	96	1033	288	3099
DW	DET	3B5P	1	96	1033	96	1033
EN	DET	4B6P	2	114	1227	228	2454
			Total	21	680	7317	19250

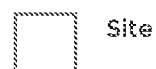
Affordable

APT	APT	1B	3	50	538	150	1614
APT	APT	2B	1	70	753	70	753
C	SEMI	2B4P	2	79	850	158	1700
DN	DET	3B5P	2	96	1033	192	2066
EN	DET	4B6P	1	114	1227	114	1227
			Total	9	1089	11718	26610
			Total	30		4262	45860

LAYOUT FEATURES

- A** Site access from Bilsham Road
- B** Retention of trees and hedgerows within the site and on its boundaries with enhanced landscape planting to reinforce the boundaries
- C** New woodland planting on the northern, eastern and southern boundaries to maintain the rural approach qualities and to help buffer the development in its wider setting
- D** New area of public open green space incorporating NEAP to the north with natural play, footpaths, picnic area, seating, amenity and wildflower grass areas
- E** Central village style green
- F** Attenuation pond as part of SuDS strategy
- G** Grassed verge with swales along principal street for water management and ecological benefits
- H** Tree lined streets to add seasonal interest, variety and soften the streetscape
- I** Substation
- J** Pump station
- K** New area of public open green space incorporating LAP with natural play, footpaths, picnic area, seating, amenity and wildflower grass areas
- L** New path connections that extend the established PRow network in the local area
- M** Area dedicated to biodiversity improvements
- N** Potential path link to adjacent housing development, public green space and play spaces
- O** Existing bus stops on Bilsham Road

SITE LAYOUT



Illustrative Master Plan (Boyle+Summers)

SCALE

183. Building heights within the site are in keeping with the village with all dwellings at 2 storeys.
184. The proposed development responds to the urban grain surrounding the site and wider village with a mix of detached, semi-detached and short terraced buildings. The mix of narrow and wide fronted dwellings in simple rectangular and L-shaped plan is consistent with existing development in terms of plot and block size. The positioning of dwellings towards the front of each plot also responds to the general arrangement of dwellings within the village.

FRONTAGES & GATEWAYS

185. The aim is for dwellings to front onto the public realm and streets ensuring good levels of natural surveillance.
186. Dwellings in prominent locations, such as corners, have been designed with dual aspect. For example, within the Detailed Area plot 1 marks the entrance to the development and plot 29 at the western end of the housing area, as part of the entrance into the public open green space and bend in the secondary street.
187. Importantly, the design avoids placing side or back boundaries in prominent locations within the site.

BUILDING HEIGHTS & GATEWAYS

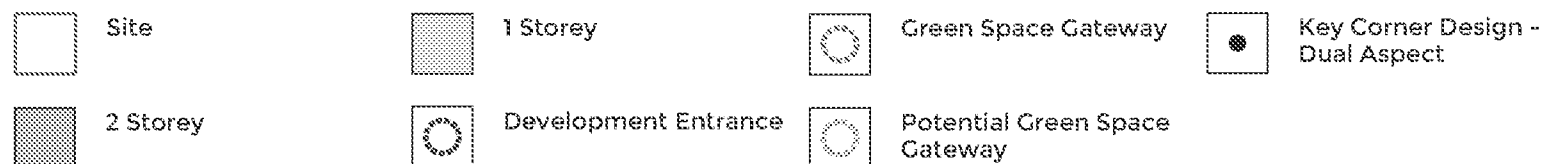


FIGURE GROUND

188. The proposed development responds to the grain of existing and surrounding development in terms of plot and block size, and positioning of the building lines (setback from Bilsham Road).
189. The development and built form footprint is shown opposite in the context of the village edge and the Bilsham Road development scheme with outline planning consent immediately to the north of the site.
190. The extent of built form in the north western part of the site (plots 29 and 30 within the Detailed Area) responds to the adjacent planned built form of the Bilsham Road development. The aim has been to mirror the approach taken in this part of the site to built form and landscape, developing a significant public open green space which can be shared by residents and visitors of both schemes.

-  Site
-  Existing & Proposed Dwelling
-  Planned Dwelling (Bilsham Road Outline Consent)

VILLAGE FIGURE GROUND



ADDG CHECKLIST: CENTRES - Make Sure that the scheme:	Tick when Reviewed
• Incorporates or provides access to a neighbourhood centre or focal point within an appropriate distance of residential development, ensuring access to everyday local facilities	✓
• Provides access to appropriate services and facilities at larger scales, connecting to existing centres or incorporating these into the design of the scheme	✓
• Integrates community facilities and services with residential development to create vibrancy and activity, while ensuring residential amenity	✓
• Incorporates public realm elements to make centres attractive, safe, welcoming, easily navigable and accessible for all	✓

ADDG CHECKLIST: DENSITY & USES - Make Sure that the scheme:	Tick when Reviewed
• Incorporates an appropriate density for its location in order to enhance existing context, achieved through a range of densities and varied dwelling types	✓
• Uses lower density to relate positively to the edges of built up areas	✓
• Focuses higher density areas and provision of facilities around existing focal points such as town and villages centres or strategic routes, to enable a gradual decrease in density beyond these points	n/a
• Locates facilities and services within a short walking distance of existing and new homes, providing new facilities on site where existing provision is not easily accessed	✓

ADDG CHECKLIST: LAYOUT & PLOT SIZE - Make Sure that the scheme:	Tick when Reviewed
• Responds to the grain of existing development in terms of plot and block size, and positioning of the building line	✓
• Integrates existing site features including topography, landscape features and buildings into the layout	✓
• Is based around a series of appropriately proportioned blocks (according to surroundings), which should:	✓
• Incorporate well defined and attractive frontages which communicate a hierarchy through the visual prominence and activity of buildings, reflecting the character and order of the street that they front	✓
• Be of an appropriate size, large enough to incorporate adequate amenity space and avoid fragmented streets, but small enough to ensure walkability	✓
• Create a clear distinction between public and private spaces, providing for appropriate levels of privacy through the positioning of the building line	✓
• Vary in size to add interest	✓
• Increase natural surveillance of the street	✓
• Incorporates landmark buildings and focal points in appropriate locations to ensure recognisable and navigable development	✓
• Positions buildings to take advantage of daylight and sunlight, and shelter from prevailing winds	✓
• Avoids creation of a wind tunnel effect or overly shaded areas by orienting building façades primarily to the south	✓
• Avoids conflict between uses by avoiding location of residential development or centres next to sources of unacceptable noise, odour or other forms of pollution	✓
• Avoids placing side or back boundaries of the development in prominent locations	✓

7. WELCOMING STREETS & SPACES

ADDG GOALS:

H.01 Create an attractive environment of streets and spaces with appropriate spatial definition and enclosure, suited to their location and role.

H.02 Create a network of streets and spaces where people can rest, meet and gather.

H.03 Create a network of open spaces of diverse size, scale and character, which have a clear purpose and are accessible to a wide range of potential users.

H.04 Provide private and communal residential outdoor amenity spaces which are of a high quality and can be safely and conveniently accessed by all residents.

H.05 Ensure that building frontages and signage are in keeping with the character of the building and surrounding street scene.

H.06 Offer amenity to pedestrians and contribute to character and sense of place through high quality street furniture, lighting and public art.

H.07 Integrate servicing requirements within the overall design of spaces, ensuring minimum impact on the quality of space.

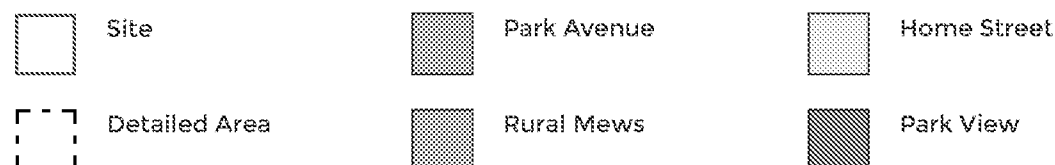
(pages 60, 63, 66, 70, 72, 74 & 75)



CHARACTER AREAS

191. Creating an attractive and identifiable character for Land at Bilsham Road is a key aim. In order to achieve this, and to improve the legibility of the development, four housing character areas have been identified.
192. The character areas respond not only to the physical context and features of the site, but also the proposed key structuring elements of the development such as the main spine and central SUDS street, open spaces and gateways. They are defined by the form and architectural style of the development and public realm.
193. The four housing character areas are:
- **Park Avenue**
 - **Rural Mews**
 - **Home Street**
 - **Park View.**
194. The proposed Detail Area comprises two of the character areas - Park Avenue and Rural Mews.

SITE-WIDE CHARACTER (ILLUSTRATIVE)



PARK AVENUE

Role

195. Forms the main frontage and entrance to Bilsham Road and principal street, which provides a direct route eastwards and westwards across the development with the line of new swales, street trees and central village green space. This will create a distinctive quality.
196. Park Avenue will have a structured and verdant character which will emphasise its principality in the overall hierarchy of routes.
197. Provides a legible route with building frontages of high architectural quality and consistency.
198. Focal village green and public open space at its western end as meeting points to allow people to interact, stop to talk, play and relax.

Key Features

- Green entrance gateway
- A variety of places and spaces at junctures (nodes) along its length
- Principal street incorporates SUDS feature grassed verge, drainage channel and string of street trees
- Village green towards the core of the development

Enclosure

199. Comprises mainly double sided streets and lanes with open aspects across public open green spaces. Dwellings set back 13-15m from Bilsham Road carriageway and 4-8m along the principal street.

Public Spaces

200. Range of public spaces from the Bilsham Road green frontage, village green with LAP, principal street with grassed verges, street trees and drainage (4m wide) and feature space leading to the public open green space at its western end. Communal spaces provided to apartment blocks.

Block Formation

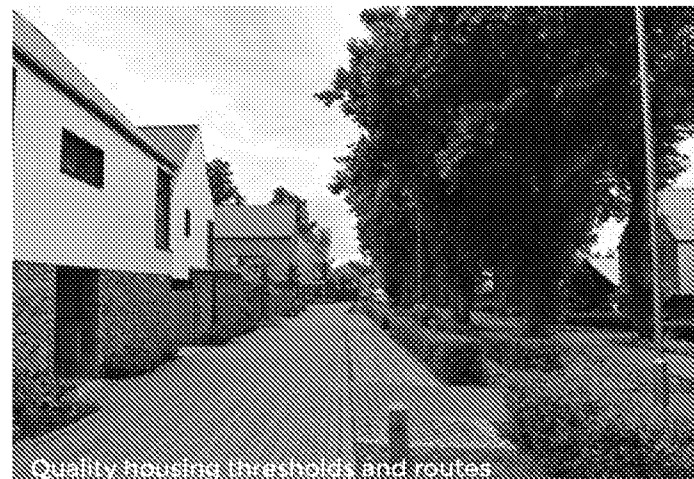
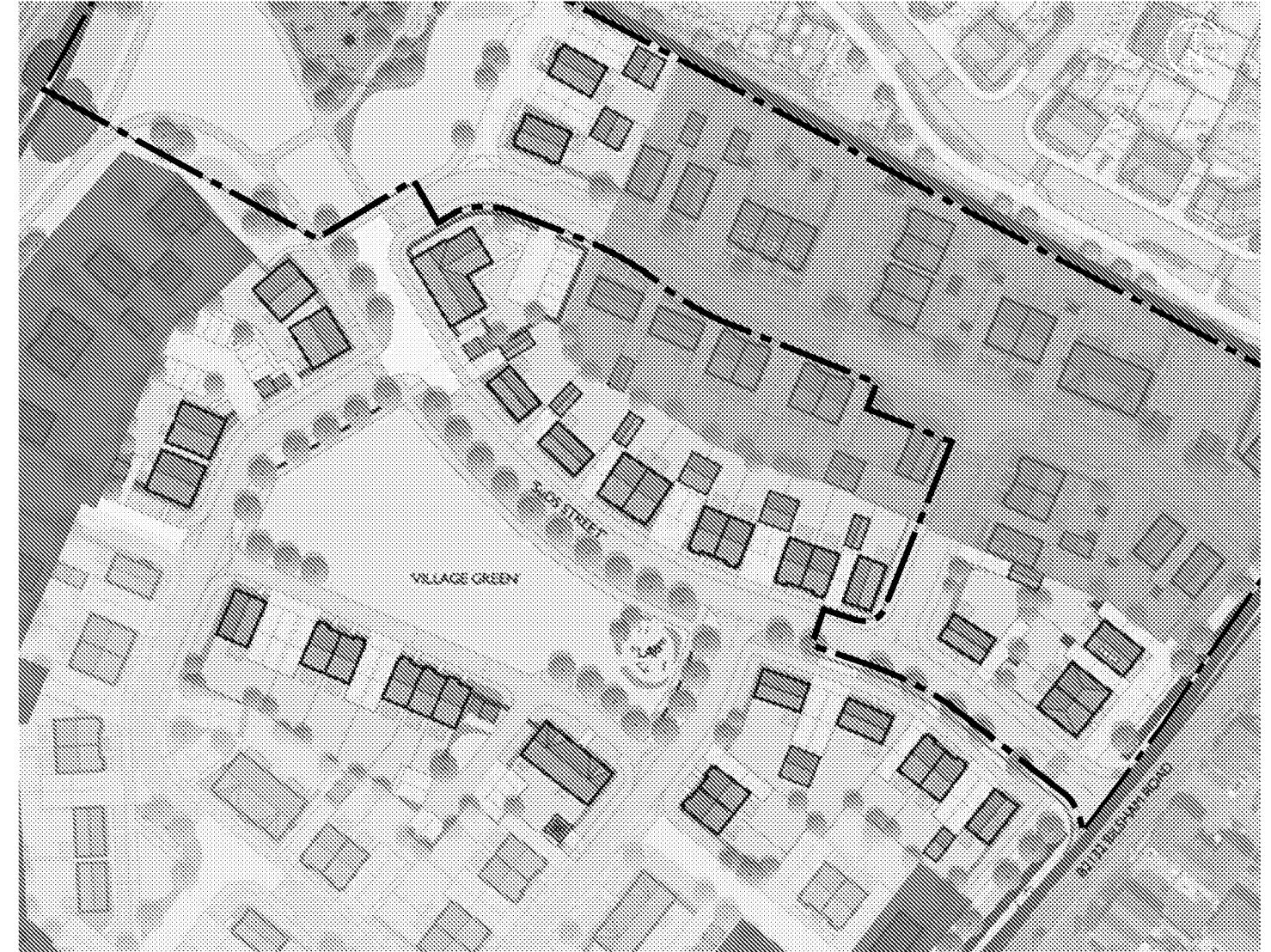
201. Blocks well defined by built form and landscape with clear frontages and enclosed, secure private rear gardens. Consistent building line.

Dwelling Types

203. A variety of dwelling forms accommodated across the area, including mainly detached and semi-detached and apartments. Use of dual aspect designs to address corners, address the transition between street types and signify entry points..

Landscape Treatment

204. Ordered, typically narrow 2-4m landscaped frontages with shrub and groundcover planting, some hedgerows.



Quality housing thresholds and routes



Life on the village green



Tree Lined Street (Pyrus Chanticleer)

BILSHAM ROAD GREEN GATEWAY ILLUSTRATION



RURAL MEWS

Role

205. Provides an attractive relaxed semi-rural residential environment which uses traditional layout and building types across the north eastern part of the site.

206. Provides linkages to bus stops on Bilsham Road to the east and public open green space to the west.

Key Features

- Forms part of Bilsham Road green frontage
- Private and communal green spaces

Enclosure

207. More relaxed building line with buildings parallel to the street, various gaps between buildings which are set 2-9m of back of footway, allowing for landscape frontage, tree planting and variations in the depth of the public realm.

Public Spaces

208. Limited number of public spaces due to the linear building lines which define streets and edges in the north eastern part of the site. Pocket green space and access to existing bus stops at Bilsham Road.

Block Formation

209. Buildings fronting the secondary street and lanes-drives with continuous building heights. Private spaces located to rear and clearly distinguished from public space. Apartment blocks use combination of shared communal space and individual private gardens.

Dwelling Types

210. A variety of dwelling forms including detached and semi-detached, terrace and apartment blocks, restricted to 4 dwellings.

Landscape Treatment

211. More informal planting should reinforce the quieter and relaxed semi-rural feel to the area, created through the use of varied setbacks, grassed verges, street trees and hard and soft landscape surface materials.

212. New hedgerow provided along northern boundary.



SECONDARY STREET FEATURE SPACE



HOME STREET

Role

213. Creates an attractive residential environment which uses traditional perimeter blocks and building types at the core of the development.
214. Provides a legible route with building frontages of good architectural quality. Forms part of the defining key secondary route within the development and green streets leading towards public open green space on the outer edges.

Key Features

- Tree lined streets
- Green streets (shared surface)
- Pocket green

Enclosure

215. Buildings parallel to street, with some relaxation in places, to create well lined but less formal streets and spaces. 2-6.5m setbacks allow for range of front garden sizes.
216. Variation in plot widths should create variety but retain an overall sense of enclosure.

Public Spaces

217. A variety of urban spaces will be created at junctures, or nodes through the defined layout of built form along the secondary street.
218. Includes shared surface streets (6m) functioning as low speed conduits to perimeter green space.
219. Streets with verdant landscape which visually link green spaces.

Block Formation

220. Buildings fronting the streets within a fairly consistent building line. Private spaces located to rear and clearly distinguished from the public realm.

Dwelling Types

221. Mainly semi-detached and detached forms, in narrow and wide plan to create interest, together with some apartment blocks, restricted to 4 dwellings.

Landscape Treatment

222. Combination of urban and semi-rural feel to the area created through the use of grassed verges, street trees, local green space and hard and landscape materials.

