



THE STEADINGS

CIRENCESTER

PHASES 2A, 2B AND 2C

DETAILED DESIGN CODE



Homes
England



	2 Rivergate Temple Quay Bristol BS1 6EH
	The Waterfront, Lakeside Boulevard, Doncaster, DN4 5PL
	5.1.2 The Leather Market 11-13 Weston St, Bermondsey London SE1 3ER
	The Factory, 2 Acre Road Kingston upon Thames, Surrey KT2 6EF

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This document follows the November 2020 publication of The Steadings Site-wide design code and contains illustrations and guidance prepared by JTP for the code.

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A. Background

1. Vision Statement

The vision for the architectural character of the Steadings is a 21st Century interpretation of the Cotswold vernacular. This vision accords with the Local Plan development objectives for Chesterton:

“Achieving local distinctiveness is a core development objective, and designers will be required to reinterpret local building traditions and use local materials to create a contemporary and sustainable urban extension”.

- Cotswold District Local Plan 2011-2031 p. 195

The Cotswold is famous for its distinctive traditional architecture. For many centuries buildings in this area have been built using traditional construction details and traditional materials, such as the attractive local stone walls and roof tiles. This has created a uniform and consistent style of building that is known as the Cotswold vernacular.

New development at the Steadings will be expected to reflect the qualities of the traditional Cotswold vernacular but in a more contemporary style. New homes will utilise current technologies and best practice to address today’s environmental, economic and social concerns, whilst taking inspiration from the key aspects of the Cotswold style that make it so distinctive and locally relevant, such as the local materials, building proportions and roof forms.

The second phase of residential development at The Steadings will form part of a prominent gateway into The Steadings from the East. It is therefore incredibly important that the proposals for this area reflect the site-wide aspirations for high quality design and provide an appropriate introduction to the settlement as a whole.



- Site boundary Parcels 2A, 2B, 2C
- Site-wide Design Code boundary



Cirencester
Traditional home



Orchard Field ,Cirencester
Contemporary interpretation of the traditional style



The Steadings, Cirencester - Phase 1
Contemporary interpretation of the traditional style

2. Introduction

The Outline Planning Permission refers to the site as ‘Land South of Chesterton’. Bathurst Development Ltd have proposed to rename the new neighbourhood south of Chesterton as ‘The Steadings’. This has a local reference to the former farm settlement located on the site. Hereafter the Design Code will refer to the site as ‘The Steadings’.

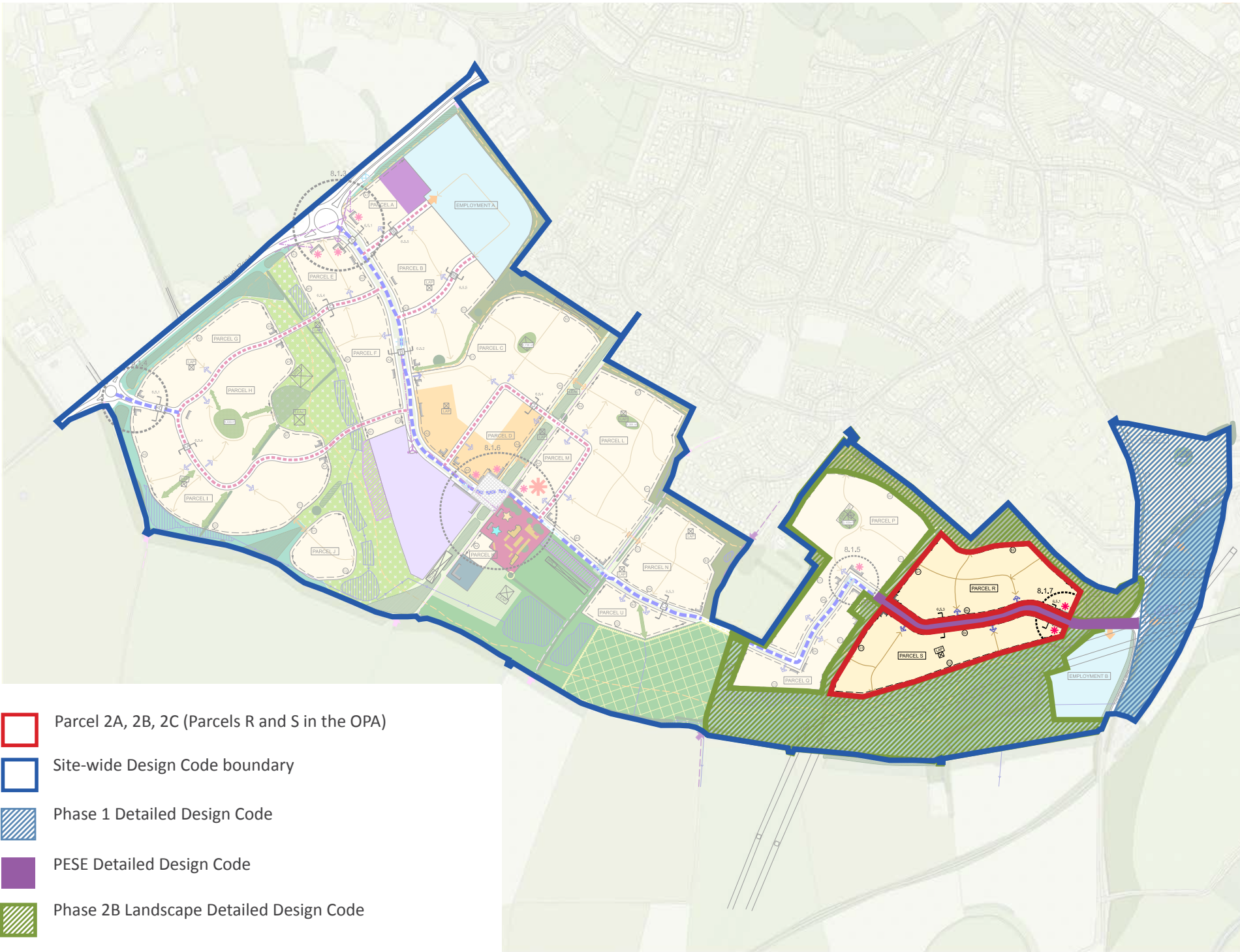
The Steadings will deliver up to 2,350 new homes in a mixed-use sustainable community, focussing on providing an attractive and green environment that prioritises placemaking and people. Bathurst Development Limited has a vision for a sustainable, welcoming and attractive new neighbourhood for Cirencester that future generations will enjoy and be proud of.

This Detailed Design Code has been prepared by Homes England and Keepmoat Homes in response to Condition 10 of the Outline Planning Permission (ref:16/00054/OUT) for redevelopment of the Land South of Chesterton. A clear structure for a suite of design codes covering the full development has been established, whereby the overall Site-wide Design Code is supported by a series of area-specific, Detailed Design Codes.

The overarching Site-wide Design Code was prepared in April 2019 in response to this condition which sets the overarching design principles for this development. The Site-wide Design Code sets out a framework and general design principles for the whole development. The Detailed Design Codes for The Steadings will prescribe how details approved as part of the Site-Wide Design Code are to be applied for each area. They will provide instructions and guidance for the preparation of Reserved Matters Applications. This Detailed Design Code relates to Phase 2 of The Steadings - referred to as Parcels R and S on the Site-wide Regulatory Plan and the OPA. In the DDC, Parcels R and S will be referred to as Parcels 2A, 2B, 2C to align with their respective RMA's coming forward.

To date Detailed Design Codes have been approved for Phase 1 (residential and employment), Primary Enhanced Street East (PESE), and Phase 2B Landscape. This Design Code supports and builds upon the coding provided in these documents.

In addition to this document, applicants preparing Reserved Matters Applications should familiarise themselves with the requirements of the ‘Site-wide Design Code’, the ‘Site-wide Regulatory Plan’, the ‘Primary Enhanced Street East Detailed Design Code’, and ‘Phase 2B Landscape Detailed Design Code’ in order to understand the design framework within which this Design Code sits, and the expectations for developers to meet as part of their detailed proposals.



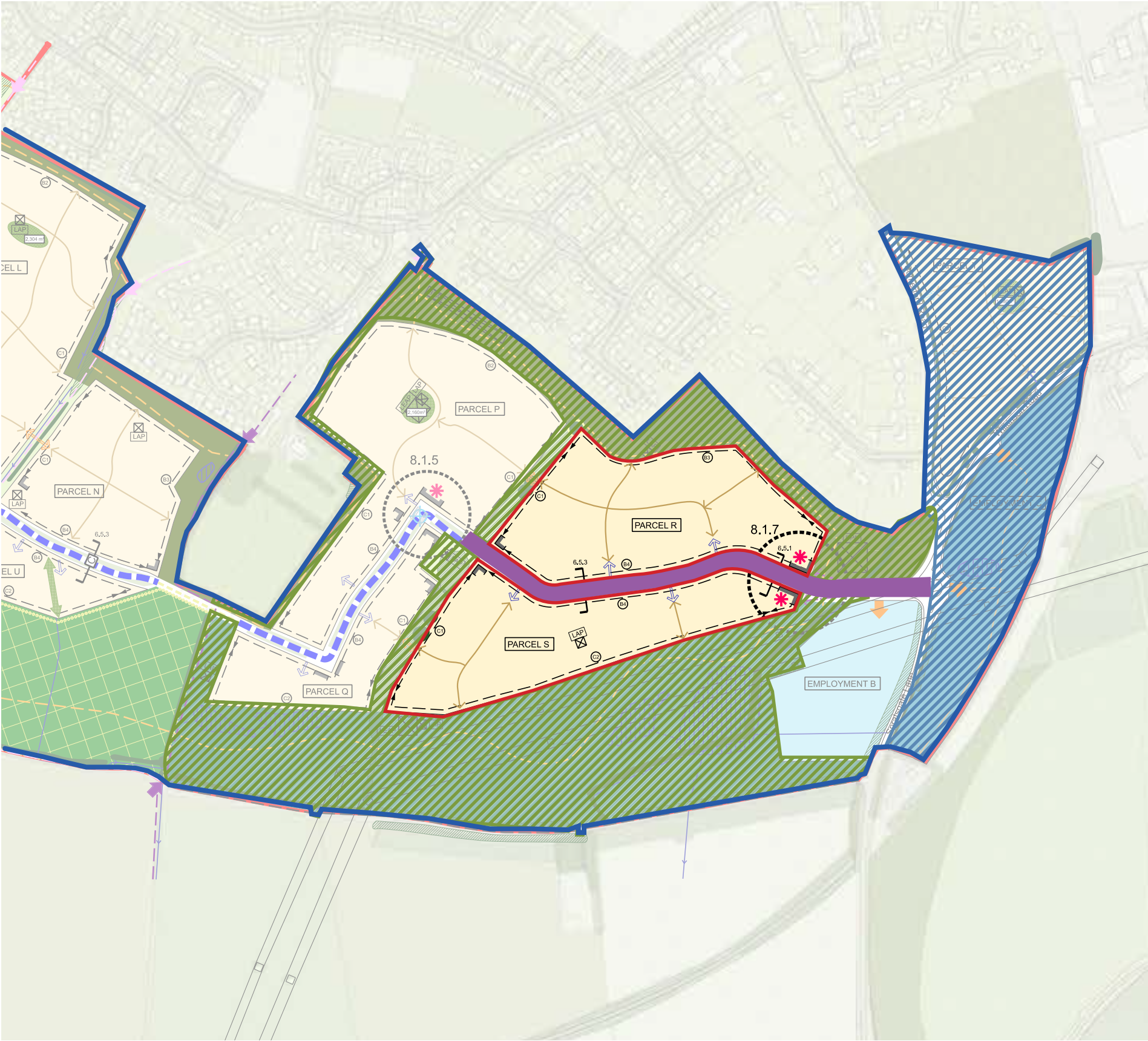
Design Code Key Plan - showing the extent of the Parcel 2A, 2B and 2C in the DDC in the context of other adjacent approved codes (Parcels R and S in DDC and the Site-wide Regulatory Plan)

3. Location & Context

Phases 2A, 2B, and 2C of the residential development at The Steadings are located at the eastern end of the main site, bounded to the east by the Eastern Gateway key grouping and to the west by the first hedgerow/rural link. To the north is the Northern Green space and to the south is the open space known as Spratsgate Wood. These four landscaped spaces are coded in the ‘Phase 2B Landscape Detailed Design Code’. The site is divided in two by the main street through the new settlement. This street is coded separately in the ‘Primary Enhanced Street East Design Code’ and has received Reserved Matters approval.

This phase frames the main entrance to The Steadings from the east and is therefore key to the creation of a welcoming character that reflects the qualities of the whole community. The Reserved Matters Applications will be expected to demonstrate an architectural character that is a 21st century interpretation of the Cotswold vernacular, reflecting the local character in a contemporary way. The arrangement, scale and materiality of the homes will adapt to the variations in character and form that are proposed through the design codes in response to the locality, which will help to create an easily understood sequence of streets and spaces.

- Phases 2A, 2B, 2C (Parcels R and S in the OPA)
- Site-wide Design Code boundary
- Phase 1 Detailed Design Code
- PESE Detailed Design Code
- Phase 2B Landscape Detailed Design Code



4. Planning Context

4.1 Planning Framework

On 3rd April 2019 outline planning permission (ref: 16/00054/OUT) was granted for the Land south of Chesterton Road (now known as The Steadings). The planning permission specifies sixty-nine Planning Conditions and is subject to the obligations contained within the legal agreements.

4.2 Design Codes

Condition 10 sets requires a Detailed Design Code to be approved for each key phase of the development, which are set out in the approved Phasing Plan. The parcels coded in this document are referred to as Parcels 2A, 2B and 2Cc in the Phasing Plan.

Condition 11 requires RMAs to comply with the approved design codes unless an alternative approach involving outstanding innovative design is agreed with CDC. All RMAs **must** submit a Design Code Compliance Statement to demonstrate compliance with the respective code(s) and provide justification for any departure.

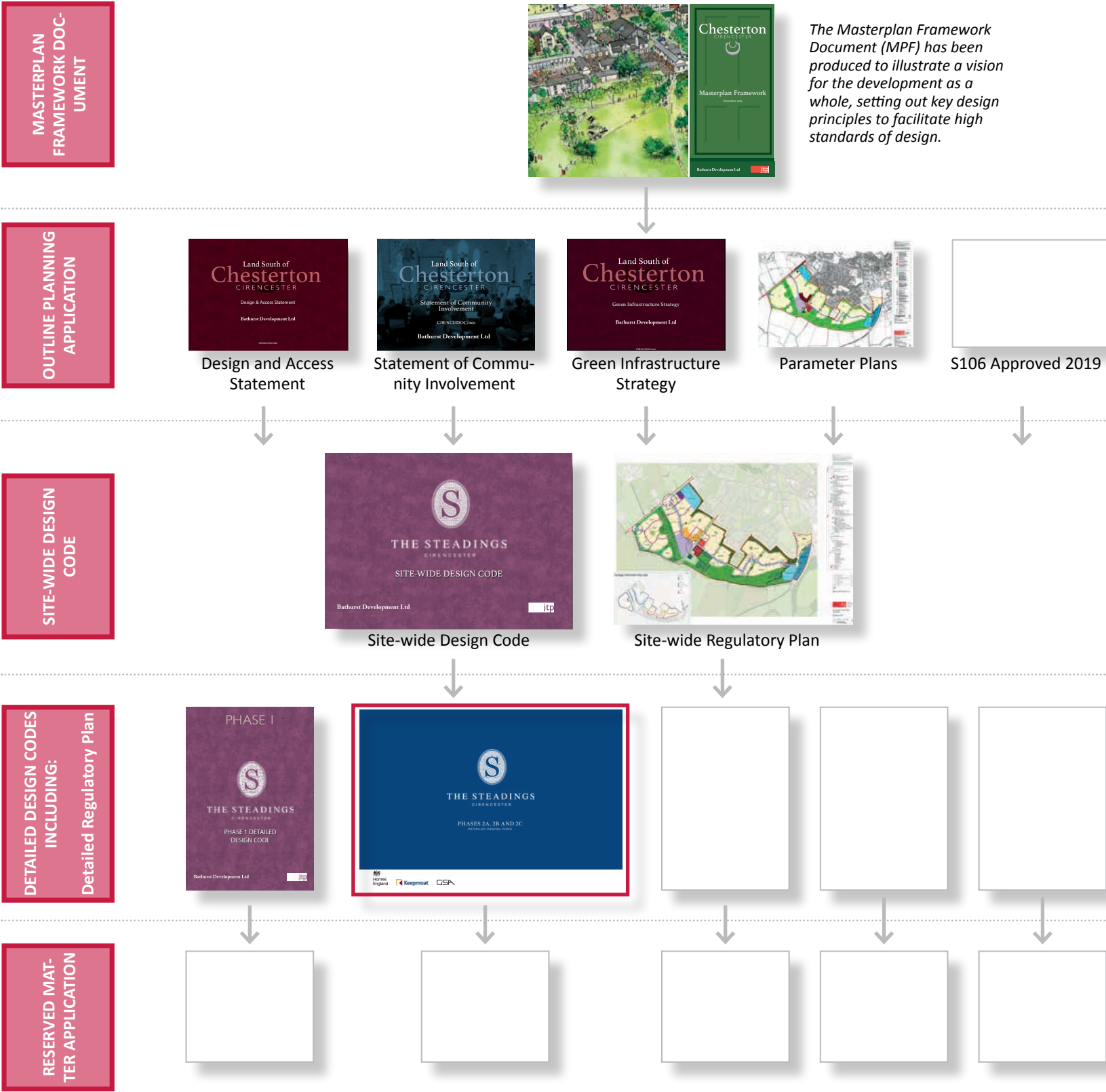
This DDC forms part of a staged series of submissions in response to Condition 10. Together this suite of Codes forms a comprehensive set of design and technical guidance for the entire approved development. The adjacent diagram illustrates where this Design Code sits within this suite of documents and drawings. For consistency, the relevant code references, drawings, diagrams and libraries have been referenced in this document.

In addition parcel designers should refer to the requirements and guidance set out in the Cotswold Design Guide and the Manual for Gloucestershire Streets.

4.3 Adherence to the Design Code

Planning Condition 11 states that applications for approval **will** comply with the approved SWDC and the relevant DDC, unless an alternative solution involving outstanding innovative design is proposed. All RMAs **will** be required to accord with this planning condition and submit a statement of compliance with the respective design codes. If the developer/design teams do not follow the recommended guidance, the departure **must** be justified. Any divergence from the Design Codes should be discussed and agreed with the Local Authority at pre-application stage and to be acceptable **should** comply with the broad aims of the code and demonstrate additional positive design benefits or design excellence or demonstrate an appropriate response to changing legislation, circumstances and/or technological advancement.

It may be necessary to depart from some aspects of the Design Code in light of unforeseen site conditions or ground investigations. Any such non-compliance will be subject to the agreement of the local authority and the Master Developer.



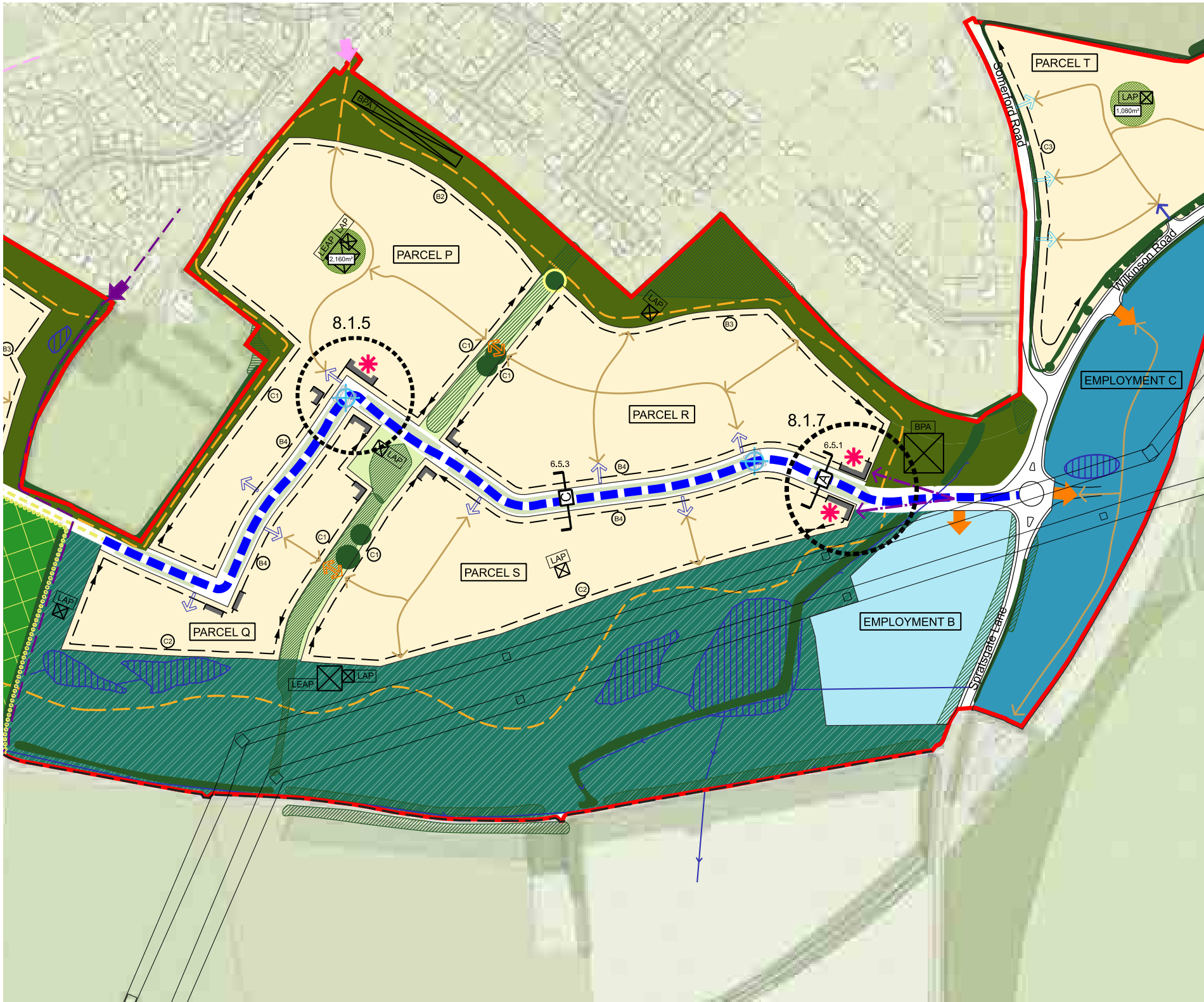
The Steadings Design Code Planning Context Framework

5. Site-wide Regulatory Plan



5.1 Site-wide Regulatory Plan

The Site-wide Regulatory Plan (p.10) sets out a framework for the design of the new settlement at a site-wide level. The reference numbers in the key relate to the section numbers within the Site-wide Design Code, thereby providing easy cross-referencing and a visual guide to the coding structure. Where there is flexibility allowed in the precise positioning of uses, spaces or routes, the plan indicates this by defining ‘indicative’ status.



Extract from the Site-wide regulatory Plan showing Parcels R + S (refer to key on previous page)

6. How to Use the Code

6.1 Guidance

This Phase 2 Detailed Design Code (‘The Design Code’) adds further information to the Site-wide Design Code (‘SWDC’). The Design Code provides guiding principles to assist the preparation of Reserved Matters planning applications. Future Reserved Matters Applications relating to these sites will be required to clearly demonstrate how they respond to the coding principles set out in this document.

Key coding principles will be outlined for each Coding topic with mandatory elements indicated using the words ‘**must**’, ‘**shall**’ or ‘**will**’. Where design principles are recommended, but not mandatory, the words ‘**should**’, ‘**may**’ or ‘**can**’ are used. There will also be instances where ‘**avoid**’ is used to make clear any particular approaches that will not be acceptable.

The ‘**M**’ symbol will also appear on coding boxes that illustrate and set out mandatory principles. This can be seen in the example Coding box below.

Images are also used to demonstrate the ‘dos and do nots’ for certain conditions. However, photographs featured within this design code relate purely to the specific topic being addressed and therefore should not be taken as representative of generally acceptable design responses or necessarily supportive of the architectural style.

The Design Code will highlight clearly which elements are of key importance and are fundamental to the creation of a new neighbourhood of exceptional quality with a strong character and sense of identity.

Throughout the document we have also used illustrative material from the libraries included in the Site-wide Design Code.

Mandatory design principles

M

M1 : [CODE REFERENCE]: CODING TOPIC

- Mandatory fixes and coding statements are clearly defined by coloured boxes marked by an ‘M’, as demonstrated here.

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CIRENCESTER

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Design guidance

Colour identifying the DDC Chapter

Mandatory design principles

Design guidance illustrations

10.7 Pedestrian and Cycle Connections - Street Type 6

In key locations, non-vehicular connections **should** be used to provide permeability through the parcels for pedestrians and cyclists. These are **should** be located to break up large parcels and to ensure that the wider network of walking and cycling routes are easily accessed. Pedestrian routes **should** continue beyond the termination point of a vehicular route and connect to the nearest public space or route.

GENERAL INFORMATION	
Location	Refer to Street Hierarchy plan on p.26
Character	Less formal than tertiary residential streets, designed to create an environment in which pedestrians can walk, or stop and chat, without feeling intimidated by traffic.

STREET LANDSCAPING	
Verge width	Minimum 2m
Street trees	Incorporating seating and doorstep play where appropriate
Surface finishes	To match footways

S6

Pedestrian and Cycle connection - Street Type 6

Design requirements

Design guidance illustration

10.8 Tertiary Streets as Spaces

The block structure has been designed to create focal spaces or key junctures. These spaces help to provide orientation and assist wayfinding, with large native trees providing a visual marker.

M

M11 : TERTIARY STREETS AS SPACES

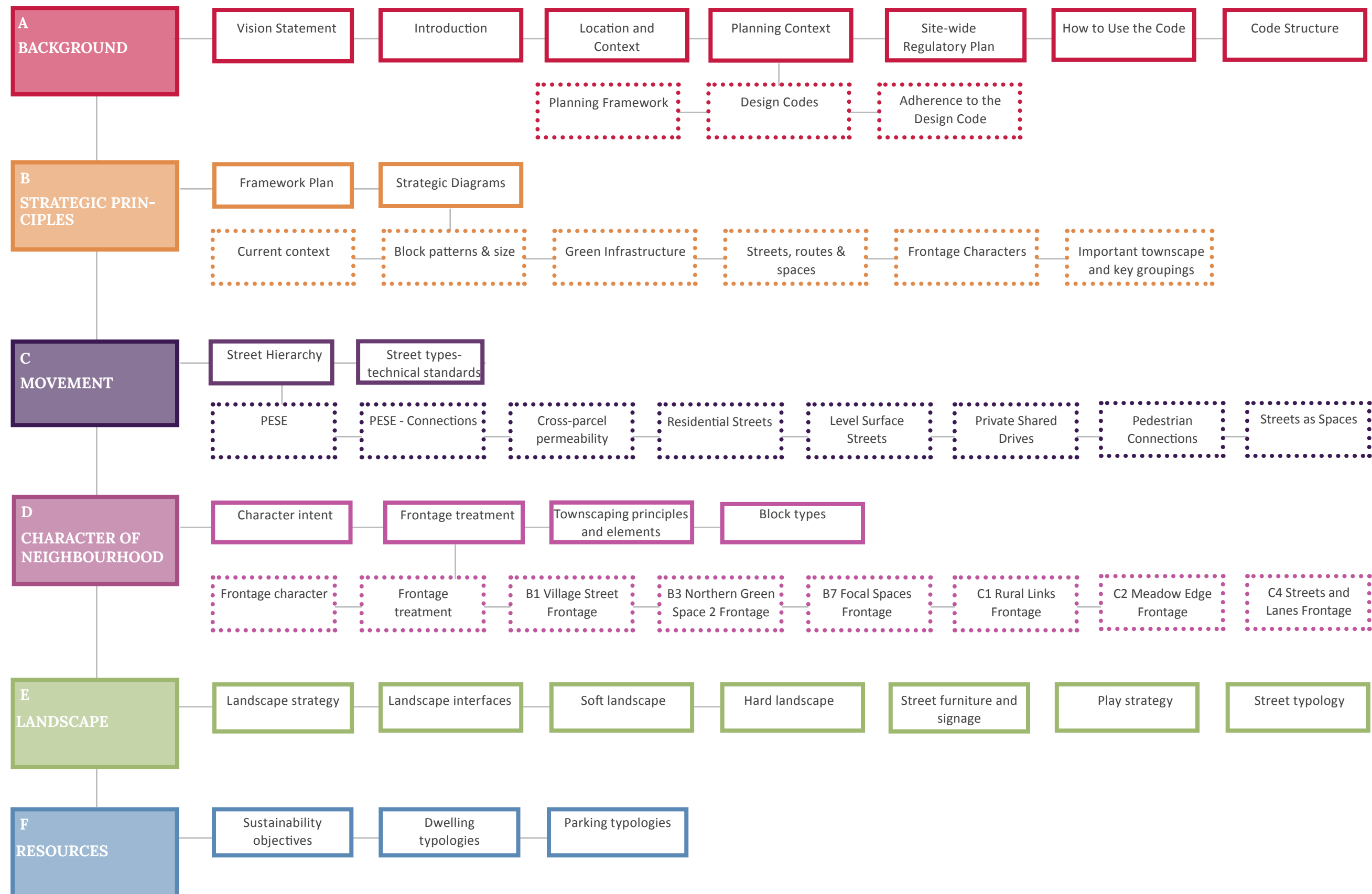
- Clear definition of the space and perception of enclosure **will** be created by the surrounding dwellings, their frontage orientation, and the appropriate use of boundary walls.
- Vehicles navigating the space do not require definition of the carriageway through materials, and it **should** merge with the surrounding spaces and surfaces. A carriageway of minimum 5.5m width **should** be provided.
- Landscaping elements such as trees, hedges and planted verges **will** provide definition of the parking areas.
- Parking areas **will** have subtle demarcation, for example granite sets rather than painted lines.
- There **must** be no more than four parking spaces in a row.
- Sufficient reverse space of minimum 6m **will** be provided for perpendicular parking spaces.
- Street furniture, such as benches or cycle parking **should** be provided to encourage informal use and activity.
- High quality surface materials **will** be used to create an attractive environment.
- Large focal trees **must** be incorporated at key locations to provide visual markers and points of orientation.

Design guidance illustration

SS

Streets as Spaces

7. Code Structure





B. Strategic Principles

8. Framework Plan

The adjacent Detailed Framework Plan for Parcels 2A, 2B and 2C illustrate how the objectives addressed in this DDC can be achieved. It demonstrates a suitable response to the spatial and urban design principles set out in this DDC and the SWDC.

At The Steadings there should be a clear legibility strategy supported by a townscape hierarchy that aids wayfinding and provides a sense of orientation ie. understanding where you are and where you need to go. The SWDC Site-wide Regulatory Plan identifies frontage characters, street typologies and important building groupings at a site-wide level. This Framework Plan expands on these principles and provides an extra level of detail. The Framework plan identifies townscape gestures and principles that will provide the opportunity for creating a distinctive and easily understood neighbourhood. Those gestures include the proposed location of focal spaces, marker buildings, gateway buildings, key frontages, visual stops and important vistas. This chapter will break down the framework plan into its component layers and it provides more detail, including a suggested appropriate block structure.

The adjacent diagram is for reference only. For more information, please refer to the scaled Framework plan issued together with this DDC.

M

SP1 : FRAMEWORK PLAN

- Proposals **must** follow the principles defined in the Framework Plan
- Proposals that deviate from this plan **must** be justified in the Design Code Compliance Statement that will accompany each Reserved Matters Planning Application
- It **must** be demonstrated that any deviations comply with the broad aims of the code and demonstrate additional positive design benefits

DDC reference	Key
Section 9.1	CURRENT CONTEXT
	DDC Boundary Parcels 2A, 2B, 2C Existing trees and root protection zones Existing Veteran tree Existing hedgerows Northern greenspace Spratsgate woods Overhead powerlines Indicative attenuation area Primary Enhanced Street C Proposed PESE trees and protection zones
Section 9.4	STREETS, ROUTES AND SPACES
	Crossing point to adjacent parcels The Steadings Parcels 2D, 2E Employment area Key neighbourhood access point Tertiary Pedestrian Prioritised Streets: S1 - Footpaths S1A - Footpaths and verges S2 - On-street parking S3 - Adjacent to open space S4 - Level surface street S5 - Private shared drives S6 - Pedestrian and cycle connections with potential for green space

SS - Streets as SpacesBus stop

DDC reference	Key
Section 9.2	BLOCK PATTERNS AND SIZE
	Residential parcels Indicative courtyard access Indicative courtyard parking Parcel types: P1 P1: Simple Type 1 Perimeter Block P2 P2: Simple Type 2 Courtyard Block P3 P3: Combination Type 3 Eastern Gateway Block P4 P4: Combination Type 4 Western Gateway Block Opportunity for Custom Self Built homes
Section 9.5	FRONTAGE CHARACTERS
	B1 Semi-Formal Village Street Frontage B3 Semi-Formal Northern Green Space 2 Frontag B7 Semi-Formal Focal Spaces Frontage C1 Informal Rural Links Frontage C2 Informal Meadow Edge Frontage C4 Informal Streets and Lanes Frontage
Section 9.6	TOWNSCAPE AND LEGIBILITY
	Key strategic view Arrival gateway Western gateway Landmark building Marker building Focal corner Key frontages to focal spaces



9. Strategic Diagrams

9.1 Current context

The site is currently agricultural land with a gentle slope falling towards the south east. The parcel has been prepared for development with top soil removed and stock piled and the site will be fully serviced from the spine road corridor which is currently being built. (To be completed by December 2024).

Additionally, there are existing features adjacent to the parcel boundaries, such as trees, hedgerows & electricity pylons that will influence the design of the development parcels. In addition, proposed features, such as green/blue infrastructure, pedestrian/cycle routes and access points, that have been defined within approved Design Codes and/or RMAs will need to be considered in the design of RMAs.

Both existing trees along the western perimeter and proposed trees within the PESE corridor have root protection zones that extend into the site which will influence the location of built frontages. Vehicular access into the parcels from the PESE are fixed and will be constructed as part of the PESE works.

- Site boundary
- Existing trees and protection zones
- Existing Veteran tree and protection zones
- Existing hedgerows
- Northern greenspace
- Spratsgate woods
- Overhead powerlines
- Proposed trees and protection zones along approved PESE
- Primary Enhanced Street C
- Shared footpath / cycleway (S106)
- Pedestrian connection to adjacent parcels
- The Steadings Parcels 2D and 2E
- Employment Area



9.2 Block patterns & size

The perimeter block is the most basic and important means of defining the approach to built form in a masterplan. By appropriately delineating the built-form edges, perimeter blocks define the streets and squares of a neighbourhood, providing clarity and legibility, enclosure and boundaries to create positive and easily understood townscape.

The Framework Plan sets the proposed block structure for 2A, 2B and 2C, defining the layout of streets and spaces to form blocks of development, the sequence of public spaces (streets, spaces and routes) and key placemaking moves that must guide the Reserved Matters Applications. The sizes of the blocks shown have been considered with regard to the building and frontage typologies, the proposed street hierarchy, and the car parking strategy for each block type to ensure that the block structure is deliverable. More detailed information on Block Types and parking is provided in Section 15. Block types.

The hierarchy of routes and spaces must be designed to consider several objectives, including: block sizes, block edges and street hierarchy, block frontages, block interiors, routes through blocks. The blocks must be large enough to successfully accommodate on plot or courtyard parking and ensure adequate amenity by avoiding privacy and overbearing issues. They must also be small enough to ensure a permeable network for pedestrians and cyclists. Therefore, blocks will vary in size and shape according to their location, dependent on the configuration of streets, parking strategies, orientation, building/frontage typologies and topography.

M

SP2 : BLOCK PATTERNS AND SIZES

- The residential blocks **must** adhere to the principles of the adjacent block structure diagram
- Blocks **should** typically be between 60 and 100m in depth or length to encourage pedestrian and cycle permeability
- Larger blocks **must** incorporate lower order streets such as mews streets and pedestrian/cycle connections to maintain an appropriate level of permeability

- <-->

Indicative courtyard access
- Indicative parking courtyards
- Residential blocks
- Focal spaces
- Approximate location for a substation



9.3 Green Infrastructure

The Steadings is designed to be a well-connected new neighbourhood, with a network of multi-functional green space. Green infrastructure within the parcels is important to help generate a sense of well-being. It must contribute to the wider network, providing points of orientation and places to meet and enabling physical and visual connections to the surrounding landscape. For further information, refer to Chapter E - Landscape.

M

SP3 : GREEN INFRASTRUCTURE

- Each parcel **must** incorporate cross parcel permeability to enable pedestrians and cyclist to permeate freely through the development and connect with the key footpaths and cycle routes in the green spaces.
- Proposed landscape and built frontage **must** take account of existing retained trees along the western boundary and proposed tree planting along the PESE to ensure that existing roots are protected and there is sufficient space for trees to grow to maturity.
- Large focal trees **must** be incorporated at key locations to provide visual markers and points of orientation.
- A Local Area for Play (LAP) **must** be provided within the residential development parcel and is shown indicatively on the framework plan. Dwellings **must** provide natural surveillance of the space.
- Streets and pedestrian routes should incorporate space for landscape nad street trees.
- Other opportunities for green spaces **can** be explored, but they **must** be functional and meaningful.

- Existing trees and protection zones
- Existing veteran tree and protection zones
- Proposed feature trees
- Key neighbourhood access point
- Visual connection to green space from key neighbourhood access point
- Visual connection to green spaces
- Active travel corridor
- Focal space incorporating landscaping
- *

Bespoke play area
- *

LEAP
- *

LAP



9.4 Streets, routes & spaces

The hierarchy of streets, routes and spaces must be designed with due regard to the Site-wide Design Code and Gloucester County Council’s Manual for Gloucestershire Streets. Consideration for pedestrian, cycle and public forms of transport should take priority over accommodating other types of motor traffic. The adjacent diagram indicates the street and space typologies that are appropriate to this development. These typologies are referenced and coded in more detail in Section C of this DDC, including street plans & sections for each of the street types proposed, critical requirements and dimensions, street landscaping and technical requirements.

Streets should be attractive places that are legible, safe and secure and which prioritise pedestrians and cyclists over vehicles. They should be designed as places where people are happy to spend time, that encourage active lifestyles and are accessible to all. For further detail, please refer to Chapter C - Movement.

M

SP4 : STREETS, ROUTES AND SPACES

- Proposals **must** adhere to the street typologies indicated on the adjacent plan and described in Chapter C - Movement
- Streets **must** be designed to prioritise pedestrians and cyclists
- RMAs **must** deliver an appropriate level of vehicular and cycle parking without dominating the built environment.
- Homes **must** overlook streets and spaces to minimise anti-social behaviour
- Streets **must** be detailed to the appropriate technical standards in response to the relevant street typology and the proposed character.
- Street trees and planting **must** be incorporated where possible to provide an attractive environment whilst ensuring they have adequate space to thrive and grow to maturity.

-  Primary Enhanced Street C (Street type PS)
-  Secondary loop (Street types S1, S1A and S3 in DDC)
-  Tertiary distribution routes (Street types S2, S4 in DDC)
-  Private drives (Street type S5)
-  Connectivity through Focal spaces
-  Opportunity for pedestrian and cycle only connection (Street type S6)
-  Focal space (Streets as Spaces - SS)
-  Opportunity for additional green space



9.5 Frontage Characters

The Frontage Character is the interface of a development edge with the public realm. It defines how built form should meet open spaces, streets or other boundaries and helps to set the character of the place and the quality of routes and spaces. The Frontage Character is defined by a number of factors including the formality or informality of the building alignment, the spacing between buildings, the boundary treatments and parking arrangements.

A well designed Frontage Character will positively address the public realm, providing natural surveillance of the space, an appropriate sense of enclosure and a coherent built form character.

Six Frontage Characters have been identified across Parcels 2A, 2B and 2C and these are assigned to each of the key frontages of the blocks on the adjacent diagram. Each typology relates to the space it addresses to ensure appropriate relationships and coherent patterns of built form along the streets and edges.

The library of block frontages typologies is described in Chapter 12 - Frontage treatment.

M

SP5 : FRONTAGE CHARACTER

- RMA's must demonstrate a clear rationale for the detailed design of the frontage characters, identifying which dwelling typologies, car parking arrangements and boundary treatments have been selected from the libraries set out in Section F - Resources to define a strong character.

- B1 Semi-Formal
Village Street frontage
- B2 Semi-Formal
Northern Green Space 2 frontage
- B7 Semi-Formal
Focal spaces frontage
- C1 Informal
Rural Links frontage
- C2 Informal
Meadow Edge frontage
- C4 Informal
Lanes street frontage



9.6 Important townscape and key groupings

Townscape features help to create a legible and easily understood place, shaping the user’s experience of space, movement and placemaking. A well-designed layout incorporating well considered townscape features provides a sense of orientation and coherence, making it easier for residents and visitors to navigate and understand the neighbourhood. A thoughtfully designed layout helps to foster a strong sense of identity and belonging for residents. Townscape features include:

- Eastern Key Buildings Grouping
- Western Gateways
- Focal corner across key neighbourhood access points
- Marker buildings next to key neighbourhood access points
- Focal spaces

Further information on townscaping can be found in Chapter D - Character of Neighbourhood and Section 14. Townscaping Principles and Elements.

M

SP6 : TOWNSCAPE AND KEY GROUPING

- RMA’s must demonstrate that they follow the principles of good placemaking and incorporate townscape features as outlines in Section 14.
- Focal buildings and trees must be used to assist navigation and provide a sense of orientation.

- Proposed feature trees
- Key strategic view
- Arrival gateway
- Western gateway
- Landmark building
- Marker building
- Focal corner
- Key frontages addressing focal space





C. Movement

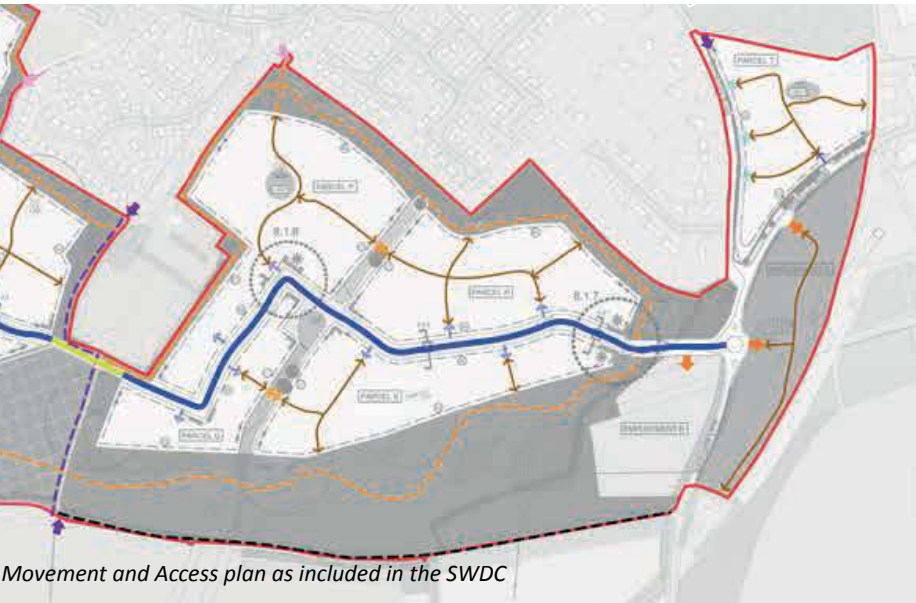
10. Street Hierarchy

Permeability is a fundamental factor in the design of sustainable communities. They are most successful when consideration of pedestrian and cycle connectivity, efficient public transport, service and emergency strategies, and the harmonious distribution of blocks and buildings takes priority over the accommodation of private vehicular transport.

The movement and access network provides a framework for developing the block structure of the proposal. The street design and use vary between the Steadings Character Areas and influence the nature of each of them. The Movement Hierarchy plan included in the SWDC sets out the main principles for ordering the streets. It identifies two street types within the Parcels 2A, 2B and 2C boundaries: the Primary Enhanced Street C (Village Street) and a series of opportunities for Cross Parcel Permeability routes. The individual parcels provide permeability through a network of tertiary streets and pedestrian / cycle connections.

The Primary Enhanced Street: Village Street is coded in the Site-wide Design Code and the PESE Design code (DDC PESE). Designers should refer to these documents for guidance on this street type.

This chapter describes in more detail the role and nature of the routes and provides design guidance and technical requirements for each street type. The streets proposed character and location identified in the adjacent plan and they are also illustrated in the Framework Plan.



- Cross Parcel Permeability
- Primary Enhanced Street C



- | | | | |
|--------------------|----------------------------|----------------------------------|--------------------------------|
| PS Primary Street | S1A ST1A - Verges | S3 ST3 - Adjacent to open spaces | S5 ST5 - Private Shared Drives |
| S1 ST1 - Footpaths | S2 ST2 - On-street parking | S4 ST4 - Level Surface | S6 ST6 - Pedestrian |
| | | | SS Street as Spaces |

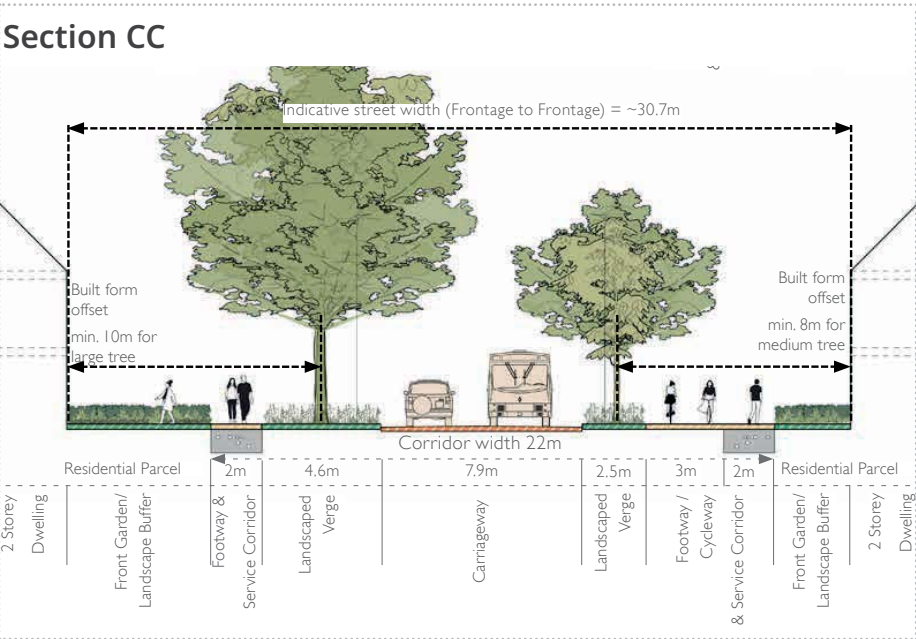
10.1 Primary Enhanced Street C - Village Street

The Village Street has now been constructed.

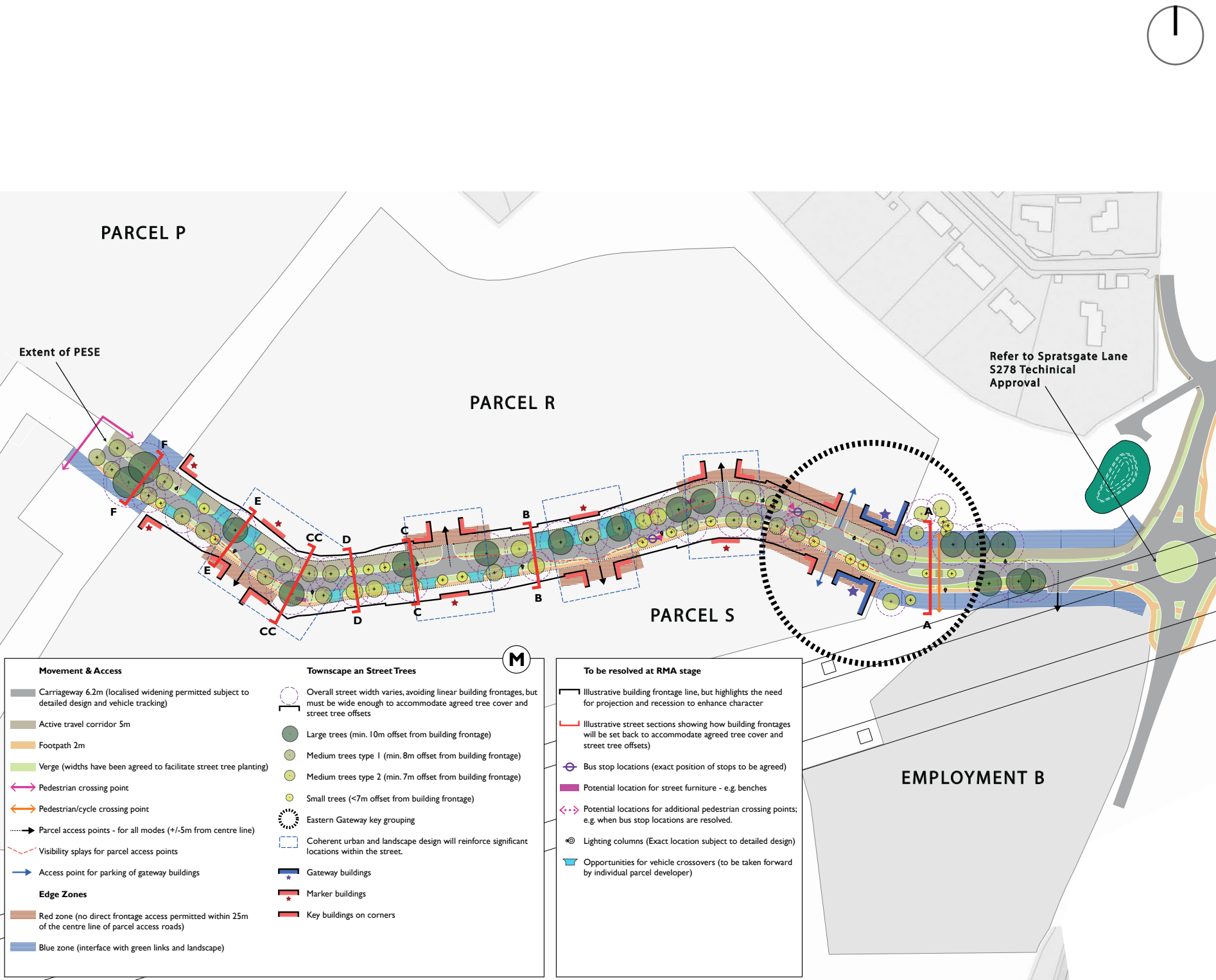
The Village Street (Primary Enhanced Street C in SWDC or Primary Enhanced Street East (PESE) in subsequent documents) is the primary street passing between the parcels. This street is a tree-lined avenue incorporating a bus route and pedestrian/ cycle routes together with wide verges to accommodate mature street trees. The Village Street is subject to a separate PESE Design Code (DDC PESE) and RMA approval and will be delivered as part of the site-wide infrastructure. The design of the proposal **must** incorporate the requirements of these codes.

Note that whilst the Primary Enhanced Street: A and Primary Enhanced Street: C street tables in the Movement and Access Chapter of the SWDC provides information on the character of the proposed PESE, some of the design requirements for PESE have changed since the SWDC was adopted, in response to the publication of LTN 1/20. The tables in the DDC PESE sets out the updated design parameters. Designers should refer to these documents for guidance on this street type.

The diagram below shows a typical section through the Village Street as set out in the DDC PESE Section 2.5. The requirements include offsets from the proposed street trees to the building frontages in Parcels 2A, 2B and 2C which must be followed in order to allow space for trees to grow to maturity.



Primary Enhanced Street East Section CC as included in the PESE Detailed Design Code



Primary Enhanced Street East Framework Plan as included in the PESE Detailed Design Code

10.2 PESE - Connections

➡ Parcel access points - for all modes (+/-5m from centre line)

Identified on the PESE Framework plan on p. 27.

➡ Opportunities for vehicle crossovers (to be taken forward by individual parcel developer)

Identified on the PESE Framework plan on p. 27.

M M7 : PARCEL ACCESS

- The location of primary parcel access points into residential parcels must correspond with the Framework Plan and coordinate with the Village Street RMA.
- RMAs must refer to the common highway adoptable design features.
- Garages and direct frontage access private drives must not be placed on key corners near parcel access points.
- Side boundaries of gardens that address the secondary loop must be constructed in the same material as the main house to provide built form continuity.
- All homes on corner plots must positively address both directions through the positioning of entrances and generous windows to habitable rooms.
- Junctions into residential parcels must adopt the user hierarchy approach stipulated in the SWDC and give priority to pedestrians and cyclists first before the consideration of motor traffic (see Chapter 6 Movement & Access of the SWDC).
- Junction design and landscape treatment must take a design-led approach to delineate user priority and must therefore avoid unnecessary road markings to reduce road clutter and maintenance costs. (see the SWDC section 14.1 Public Realm).

The PESE and all parcel access locations should be addressed by active frontages and consistent frontage treatment. The boundary treatment should be kept consistent along the routes to reinforce the built form continuity. The parcel access points and any other additional crossovers should be addressed through the windows and entrances of surrounding dwellings.

M M8 : ADDITIONAL SECONDARY CROSSOVERS

- Additional secondary accesses into the residential parcels from the PESE to serve shared parking courts **can** be permitted by the DCC PESE at specific Connection Crossover Opportunities locations shown on the PESE Framework Plan (illustrated on p. 27) and coded on page 14 of the DCC PESE, provided that their detailed designs:
 - meet the mandatory requirements on DDC PESE page 14
 - meet all local highway authority requirements
 - do not prejudice the expeditious and safe movement of cyclists along the active travel corridor
 - do not prejudice the agreed street trees scheme shown on the Framework Plan.
- Private driveways **may** be permitted in some of the Connection Crossover Opportunities locations shown on the Framework Plan provided they meet the above requirements, and they are consistent in terms of character and appearance with the Village Street concept.
- Should individual parcel developers decide to pursue any of these Connection Crossover Opportunities to provide secondary accesses to parking courts or private drives, the necessary approvals from CDC and GCC **must** be sought by those individual parcel developers for their locations and detailed design.
- Additional non-vehicular accesses for pedestrians and cyclists **will** be permitted in locations that are coherent and contribute to the cross- parcel permeability of the residential parcel. Preferred locations are illustrated on the Street Hierarchy Plan (p. 26) as Street type 5 and coded on p. 33)



Illustrative view along the PESE

10.3 Cross-parcel permeability

M M9 : LOCAL STANDARDS

- For all adopted streets, RMA’s **must** adhere to the principles of Gloucestershire County Council’s Manual for Gloucestershire Streets.
- RMA’s **must** demonstrate a coherent hierarchy of street character types that create places that are legible, safe and secure and minimise the opportunity for conflicts between pedestrians, cyclists and vehicles.
- RMA’s **must** incorporate high quality green infrastructure in the design of the streets and spaces, including adequate space to allow trees to grow to maturity.
- Unnecessary street clutter **should** be avoided.
- Priority **should** be given to cycle and pedestrian movement, both within the scheme and in connections to neighbouring areas.
- The proposed layout **must** facilitate easy pedestrian access to public transport services.
- The proposals **should** deliver an appropriate level of vehicular and cycle parking without dominating the public realm.
- The needs of people with disabilities or reduced mobility **should** be addressed with regards to all modes of transport and parking.
- The access by service and emergency vehicles and the delivery of goods **should** be efficient and coherent.
- Street design **should** adhere to the prescribed local standards and be designed in response to the local character areas.
- On-street EV charging **should** be provided in designated bays.
- Where possible, Sustainable Drainage Systems (SuDS) **should** be integrated into all street types, with consideration given to swales and rain gardens.
- Private surface water **must** not discharge into the highway drainage system. Similarly, highway drainage **must not** discharge into private systems.
- Uncontrolled dropped kerb crossing points **will** be included in all street types.
- Where hedges form a part of a home’s boundary treatment, thorny species **will** not be accepted immediately adjacent to footways and cycle tracks.
- The RMA proposals **should** consider the growth of hedges and specify appropriate species that **must** not obstruct the adjacent paths.

The introduction of Focal Spaces at key junctions can introduce more variety to the streetscape. The use of large mature trees as vista terminators can be crucial for the proposal’s wayfinding strategy and can provide opportunities for introduction of additional green spaces. Breaking the infrastructure pattern with Focal spaces can assist the user hierarchy by consistently prioritising pedestrian and cyclist routes and spaces over vehicles.

User hierarchy

The Street hierarchy diagram on p.26 sets out the user hierarchy order that should be adopted and demonstrated in Reserved Matters Applications.

Consider first ↓ Consider last	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste, etc.)
	Other motor traffic

User Hierarchy as included in Manual for Streets Table 3.2 (p.28)



Illustrative view of a Focal Space

10.4 Tertiary Pedestrian Prioritised Street: Residential Streets



Tertiary routes are mainly used by residents or people visiting them, allowing them to be narrower and less formal in character in comparison with the primary and secondary streets. Some tertiary streets can accommodate tree-lined verges or informally arranged street trees as well as on-street parking.

Street types S3 and S5 allow for occasional visitor parking spaces along the adjacent green edge. Localised widening of the road will allow for on-street parking and landscaping.

A lower kerb and no road markings could assist in reducing speed and improving pedestrian priority.

For additional guidance refer back to Pedestrian Prioritised Streets (p.40-41, GCC MfGS) and 6.5.8 Tertiary Pedestrian Prioritised Street: Residential Street (p.75-76, SWDC).

M

M10 : PARCEL ACCESS

The streets will be designed to comply with the typologies and technical standards defined in this section.

Cross parcel permeability through individual development parcels **must** be achieved using a network of tertiary streets and pedestrian and cycle routes.

The safety of cyclists and pedestrians **must** be maintained through a variety of traffic calming measures to reduce vehicle speeds.

GENERAL INFORMATION	
Location	Refer to Street Hierarchy plan on p.26 Serve up to 160 homes.
Character	Informal residential streets providing direct access to dwellings.

STREET LANDSCAPING	
Verge width	S1A - 2m width; S1, S2, S3 - Occasional to accommodate street trees.
Street trees	Yes. Should be located within the public realm (subject to detailed design), and within parking areas (see Chapter 18. Soft Landscape).
Surface finishes	See Chapter 19. Hard Landscaping.
Sustainable drainage	Incorporated within verge where appropriate.

STREET DESIGN	
Maximum design speed	15mph.
Permissible speed maintaining features	To be achieved through junction treatment, variations in carriageway width, horizontal alignment of the carriageway and provision of on-street parking facilities.
Straight length without speed maintaining feature	40m (max).
Active travel corridor	2m wide foothway on both sides (except where fronting greenspace), cyclists accommodated within the carriageway.
Public transport route	No.
Carriageway width	4.1m - 5.5m. Local throttle of 3.7m permitted. A minimum carriageway width of 4.1m allows two vehicles to pass each other.
Width of adoptable highway	6.1m min - 13m max (including localised carriageway widening for on-street parking) - see variants.
On-street parking	Informal on-street through localised carriageway widening. Where perpendicular parking is proposed it should be limited and designed as part of the space.
Frontage Access	Yes - permitted beyond 15m from junctions.

S1

Residential Street Type 1

This is the typical tertiary street to be used in the residential parcels. It has 2m footways either side of the carriageway with the potential for informal street trees and planting in appropriate locations.

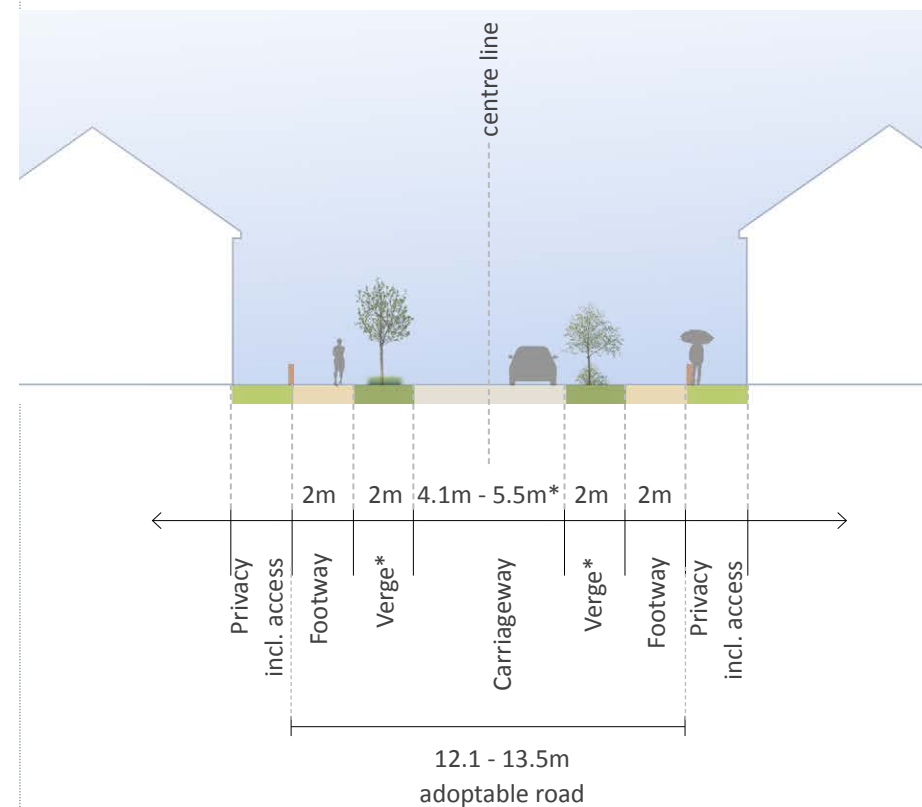
*Localised narrowing to 3.7m in short distances along straight sections.

S1A

Residential Street Type 1A

This type of street should be used on entering the parcel from the PESE, linking the Village Street to the focal spaces. Street Type 1A incorporates street trees in verges on one or both sides.

Visitor parking can be accommodated within verge zone.



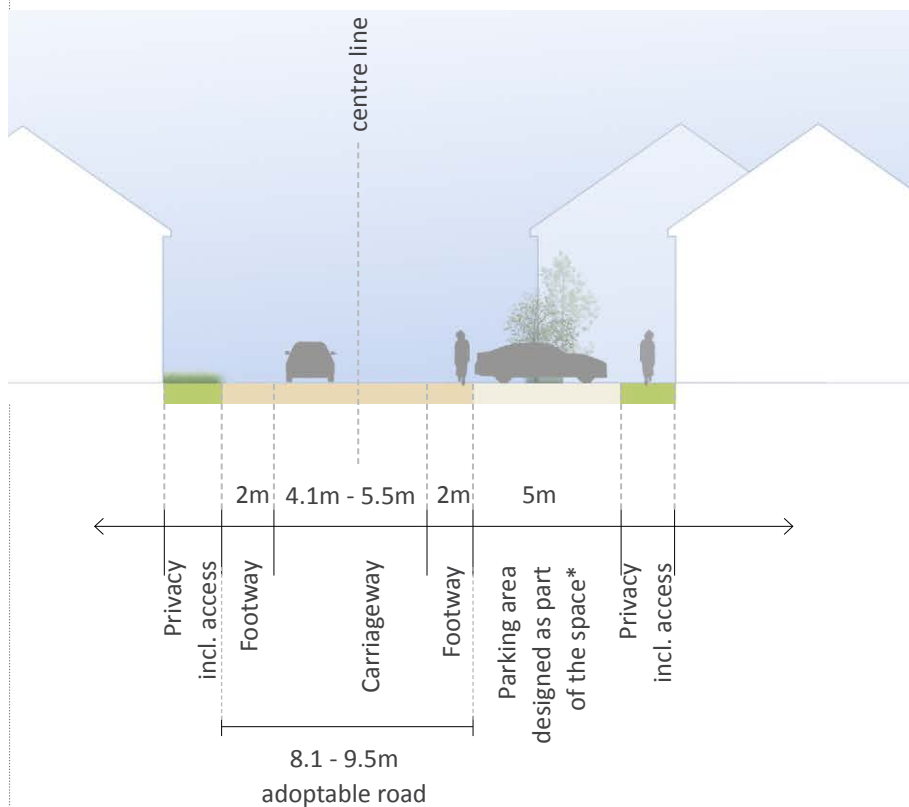
* Street trees **must** be planted at suitable spacing to give trees adequate room for future growth. Where verges are less than 3m particular consideration **must** be given to canopies spread, water demand and rooting volume of the selected trees.

Refer to 18.3. Tree Strategy for further guidance on selection considerations and to 18. Landscape Palette for planting library.

S2

Residential Street Type 2

In limited locations frontage parking could be accommodated. Such areas must be designed to minimise impact of cars and integrate the parking into a positive space using built form, landscape and surface treatment.

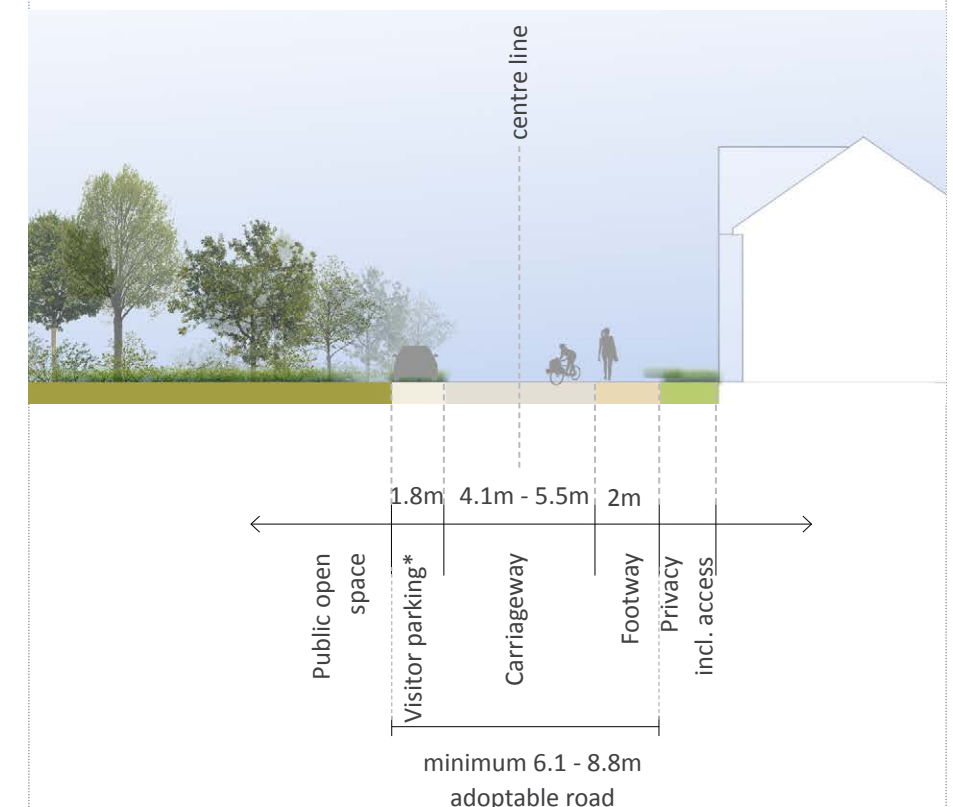


*To be used in limited instances and in combination with other parking typologies or well-designed landscape features to avoid a parking-dominated streetscene.

S3

Residential Street Type 3

This street typology is similar to Street Type 1 but is used alongside green infrastructure and has a footway on one side only



*Localised widening of the road to allow for on-street parking (1.8m x 6m). No more than two spaces before landscaping occurs.

The visitor parking spaces **should** only be occasional and **must** be integrated with landscape treatment.

10.5 Tertiary Pedestrian Prioritised Street: Level Surface Streets - Street Type 4

These are tertiary streets with a dropped kerb line and no road markings to reduce speeds and allow for pedestrian priority. These streets generally connect the focal spaces to the green edges surrounding the parcel.

For additional guidance refer back to Innovative Street Design (p.34-35, GCC MfGS) and 6.5.9 Tertiary Pedestrian Prioritised Street: Level Surface Street (p.77, SWDC).



Abode at Great Kneighton, image by Proctor and Matthews Architects

Spaces are defined by prioritising the pedestrian activity and level surface streets. Structural landscaping and varied surface materials assist the creation of a varied streetscape. Hard, rigid landscaping and car parking should not be dominant.

GENERAL INFORMATION	
Location	Refer to Street Hierarchy plan on p.26 Serve up to 100 homes.
Character	Less formal than tertiary residential streets, designed to encourage low vehicle speeds and create an environment in which pedestrians can walk, or stop and chat, without feeling intimidated by traffic.

STREET LANDSCAPING	
Service margin	0.5m surfaced margin to be provided at either side of the level surface street to allow for mirror wing overhang.
Street trees	Permitted if in planter / tree guard / extended verge (subject to detailed design).
Surface finishes	See 19. Hard Landscape
Sustainable drainage	N/a.

STREET DESIGN	
Maximum design speed	10mph.
Permissible speed maintaining features	To be achieved through junction treatment, variations in carriageway width, horizontal alignment of the carriageway and provision of on-street parking facilities.
Straight length without speed maintaining feature	40m (max).
Active travel corridor	Pedestrians and Cyclists accommodated within the carriageway.
Public transport route	No.
Carriageway width	5.5m (not including on-street parking).
Width of adoptable highway	6.5m (including service margins)
On-street parking	- 1.8m x 6m (parallel) - 2.4m x4.8m (perpendicular) To be provided in addition to carriageway width. See Parking Arrangements Library.
Frontage Access	Yes - permitted beyond 15m from junctions.

S4

Level Surface - Street Type 4

10.6 Tertiary Street: Private Shared Drives

Street Type 5

The lowest order level of street are private shared drives, used to access a small number of dwellings.

This street type allows for the accommodation of parallel visitor parking adjacent to the green edge, but this should only be used occasionally and should be carefully integrated in the surrounding landscape. Cycle and pedestrian connections should not be affected by any proposed parking.

For additional guidance refer back to 6.5.10. Tertiary Streets as Spaces (p.79, SWDC).



40 Derwent Mews, YORK, ENGLAND; digital image, Jul 2024, “Street View,” GoogleMaps (<http://www.googlemaps.com> : accessed 11 Oct 2024).

Carriageways should not dominate parcel edges. Private shared drives that serve a maximum of six homes can define a more informal space where car parking and vehicular movement are not dominant.

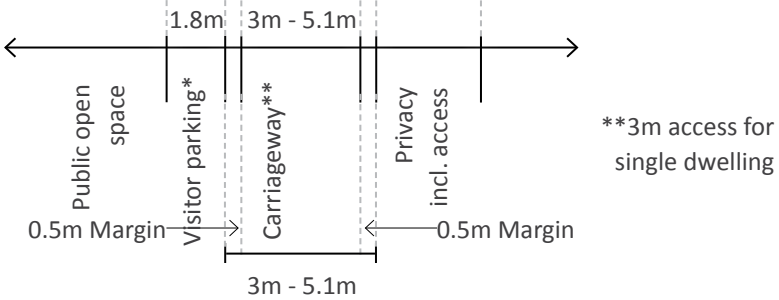
GENERAL INFORMATION	
Location	Refer to Street Hierarchy plan on p.26
Character	Informal street serving a maximum of six dwellings.

STREET LANDSCAPING	
Service margin	0.5m on both sides if shared drive, none if individual drive.
Street trees	May be located within the public realm (subject to detailed design), in addition to trees and landscape features in private realm front gardens
Surface finishes	See 19. Hard Landscape
Sustainable drainage	No water to discharge over the highway.

STREET DESIGN	
Maximum design speed	≤ 10 mph.
Permissible speed maintaining features	N/a.
Straight length without speed maintaining feature	N/a.
Active travel corridor	Pedestrians and cycles accommodated within the carriageway.
Public transport route	No.
Carriageway width	When serving two or more properties can be of varying width, but must be a minimum of 4.1m for the first 15m behind the back of the carriageway to allow two vehicles to enter and leave simultaneously.
Width of carriageway	3.0 - 5.1m.
On-street parking	All car parking should be provided off street. Car parking spaces must be delineated to maximise occupancy and courteous behaviour.
Frontage Access	Yes - permitted beyond 15m from junctions.

S5

Private Shared Drive - Street Type 5

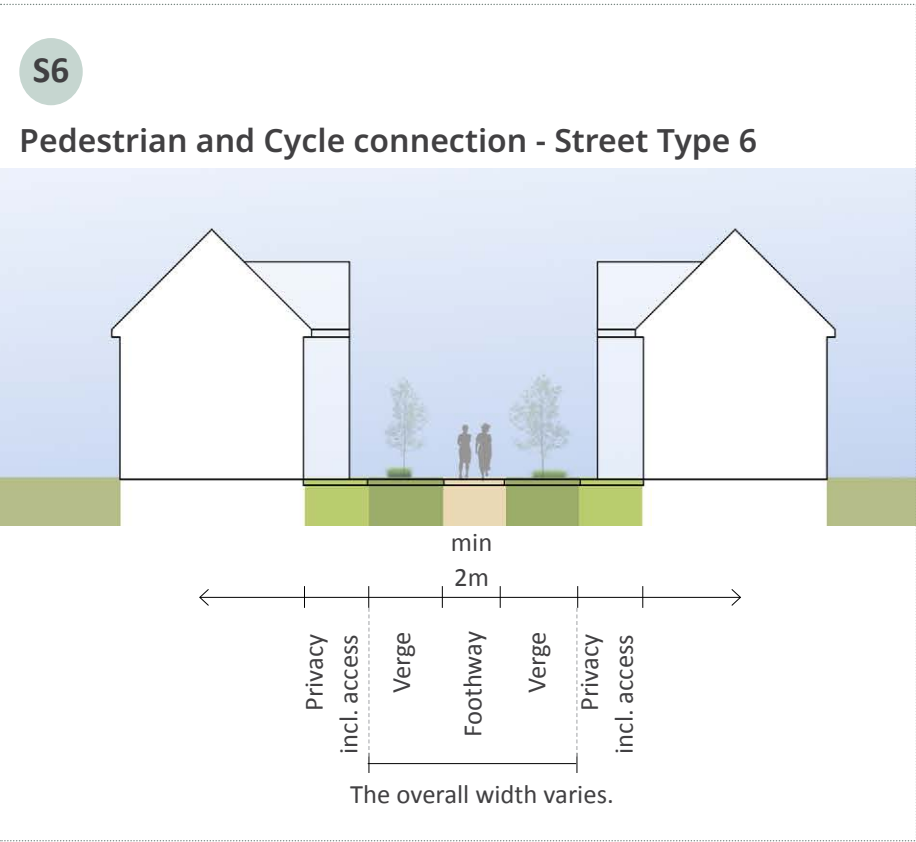


10.7 Pedestrian and Cycle Connections - Street Type 6

The Framework plan identifies key locations where non-vehicular connections **should** be used to provide permeability through the parcels for pedestrians and cyclists. These are localised connections which **should** break up large parcels and to ensure that the wider network of walking and cycling routes are easily accessed. Pedestrian routes **should** continue beyond the termination point of a vehicular route and connect to the nearest public space or route.

GENERAL INFORMATION	
Location	Refer to Street Hierarchy plan on p.26
Character	Less formal than tertiary residential streets, designed to create an environment in which pedestrians can walk, or stop and chat, without feeling intimidated by traffic.

STREET LANDSCAPING	
Verge width	Minimum 2m
Street trees	Incorporating seating and doorstep play where appropriate
Surface finishes	To match footways



10.8 Tertiary Streets as Spaces

The block structure has been designed to create focal spaces or key junctures. These spaces help to provide orientation and assist wayfinding, with large native trees providing a visual marker. Focal spaces are an important feature of the framework plan. They are characterised by many factors such as the scale and nature by the surrounding homes, their frontage treatment, and the connections and proximity to larger public amenity spaces. The definition of areas and character within the focal spaces should be achieved through careful consideration of landscape elements like trees, hedges, or planted verges, as well as street furniture such as cycle parking, seating or street lighting. The palette of street furniture will be in accordance with the SWDC and should be discussed and agreed with the master developer at the detailed stages of design. Street furniture will be required across the whole site, and it should be consistent across all phases.

For guidance on planting specification and Landscape palette refer to 18. Soft Landscape (p.68-74.) For additional guidance refer to 6.5.10 Tertiary Streets as Spaces (p.79-80, SWDC).

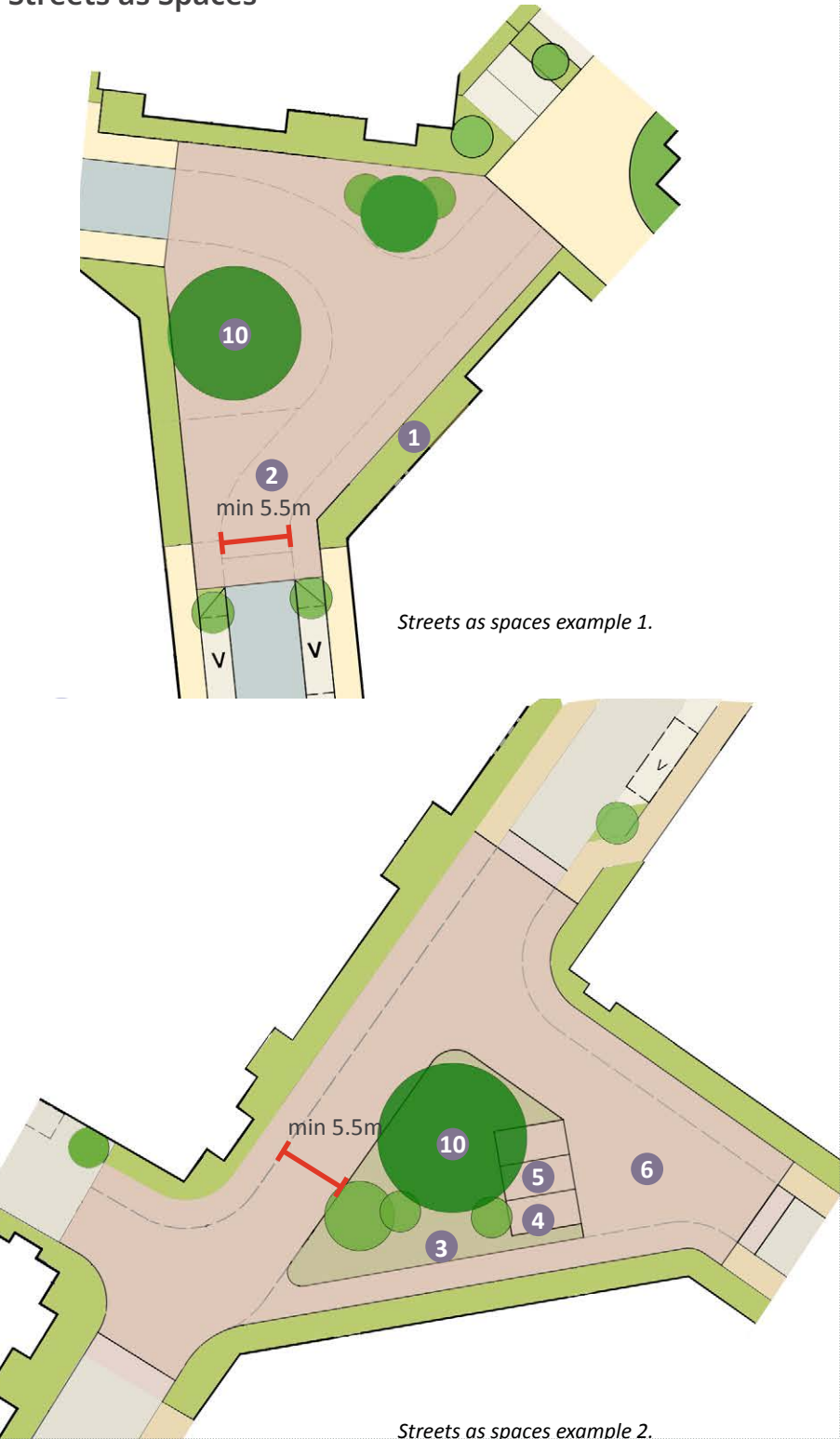
M

M11 : TERTIARY STREETS AS SPACES

- Clear definition of the space and perception of enclosure **will** be created by the surrounding dwellings, their frontage orientation, and the appropriate use of boundary walls.
- Vehicles navigating the space do not require definition of the carriageway through materials, and it **should** merge with the surrounding spaces and surfaces. A carriageway of minimum 5.5m width **should** be provided.
- Landscaping elements such as trees, hedges and planted verges **can** be used as features and delineations, but **must** be selected appropriately for their locations and planted in accordance with their specific requirements.
- Landscaping elements such as trees, hedges and planted verges **will** provide definition of the parking areas.
- Parking areas **will** have subtle demarcation, for example granite sets rather than painted lines.
- There **must** be no more than four parking spaces in a row.
- Sufficient reverse space of minimum 6m **will** be provided for perpendicular parking spaces.
- Street furniture, such as benches or cycle parking **should** be provided to encourage informal use and activity.
- High quality surface materials **will** be used to create an attractive environment.
- Large focal trees **must** be incorporated at key locations to provide visual markers and points of orientation.

SS

Streets as Spaces



11. Street types - technical standards

	TERTIARY PEDESTRIAN PRIORITISED STREET: RESIDENTIAL STREET	TERTIARY PEDESTRIAN PRIORITISED STREET: LEVEL SURFACE STREETS	TERTIARY STREET: PRIVATE SHARED DRIVES
	S1S1AS2S3	S4	S5
Minimum junction visibility	2.4m X distance, 17m Y distance with 17m forward visibility	2.4m X distance, 11m Y distance with 11m forward visibility. Where a level surface street emerges onto a 15mph or 20mph road, Y distance and forward visibility to be determined by the street type it emerges onto (17m and 25m respectively).	2.4m X distance, 11m Y distance with 11m forward visibility. Where a private drive emerges onto a 15mph or 20mph road, Y distance and forward visibility to be determined by the street type it emerges onto (17m and 25m respectively).
Junction separation (centre line – centre line)	No shorter than 17m Y distance (swept path analysis required).	No shorter than Y distance (11m, 17m and 25m respectively). (swept path analysis required).	N/a.
Junction radii	6.0m max. Smaller radii encouraged. Vehicular footway crossings where appropriate (swept path analysis required).	Minimum of 4.0m (swept path analysis required).	Vehicle to enter and exit at 90 degrees to the kerb line.
Centre line radii	10m.	10m	N/a.
Pedestrian splay	2m x 2m (45 degrees from edge of drive).	2m x 2m (45 degrees from edge of drive).	2m x 2m (45 degrees from edge of drive).
Gradient	1 in 20	1 in 20	1 in 20
Turning head requirement	Yes.	Yes.	Yes if private shared drives exceed max refuse collection distance.
Vehicle swept path analysis	To be provided for all new streets.	To be provided for all new streets.	For proposed parking spaces.
Utilities corridor	Incorporated within the footway within the active travel corridor where practicable.	Provided in dedicated 2.0m strip within the carriageway. Applicants to liaise with the service providers and GCC if the road is to be adopted*.	N/a.
Street lighting	5m high columns. Precise details to be agreed at detailed design stage.	5m high columns. Precise details to be agreed at detailed design stage.	N/a.
Traffic signs and road markings	Absent.	Absent.	Absent.
Pedestrian crossings	Dropped kerb crossing on all streets.	Dropped kerb crossing on all streets.	N/a.
On-Street parking	1.8m x 6m (parallel) 2.4m x 4.8m (perpendicular) Informal on-street through localised carriageway widening. Where perpendicular parking is proposed it should be designed as part of the space. See 25.Parking Typologies Library.	1.8m x 6m (parallel). 2.4m x 4.8m (perpendicular). To be provided in addition to carriageway width. See 25.Parking Typologies Library.	All car parking should be provided off street. Car parking spaces must be delineated to maximise occupancy and courteous behaviour.
SuDS	To be integrated in the design of all new streets where possible.	To be integrated in the design of all new streets where possible.	To be integrated in the design of all new streets where possible.
Verge with/without trees	See 18. Landscape Palette for appropriate planting types.	See 18. Landscape Palette for appropriate planting types.	See 18. Landscape Palette for appropriate planting types.



D. Character of Neighbourhood

12. Character intent

The SWDC categorises The Steadings into four main character areas which cover both the residential and mixed-use components of the development. Parcels 2A, 2B and 2C fall within the semi-formal Village Street character area and the broadly defined informal Steadings Neighbourhoods character areas.

As a part of Detailed Design Code Parcels 2A, 2B and 2C are defined in more detail and six Character Areas are defined. They are identified by their housing densities, building heights, housing typologies, parcel structure, frontage characteristics, and the amount and character of public open space.

The Local Plan Development has a clear intention for emerging proposals:

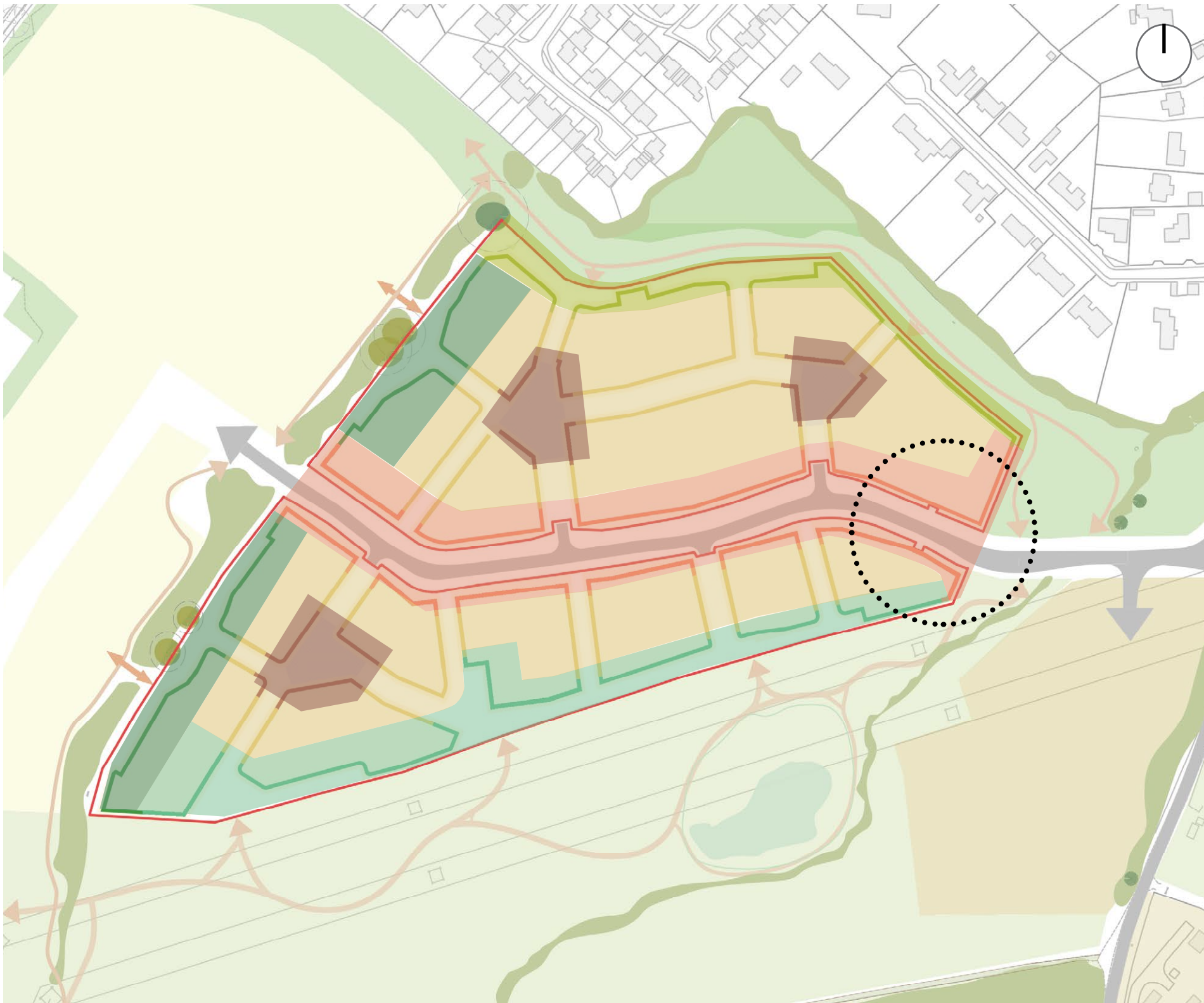
“The intention is not, however, to create areas with contrived or superficial characters that derive primarily from the external appearance of buildings. Rather the intention is to create a new townscape, where intrinsic variations in development form (e.g. layout, density, scale and massing) create an easily understood hierarchy of streets and spaces. The introduction of special or unusual features will be encouraged to add a further layer of legibility and to enrich the public realm.”

The six character areas are shown on the diagram to right. They respond to their adjacent areas of open space and street typologies. The following pages define in more detail the appropriate frontage treatment for each of those character areas.

- Village Street Character Area
- The Steadings Neighbourhoods Character Area



Character Areas diagram as shown in the SWDC



- Village Street & Eastern Gateway
- Focal Spaces
- North Green Space 2
- Streets and Lanes
- Rural Links
- Meadow Edge

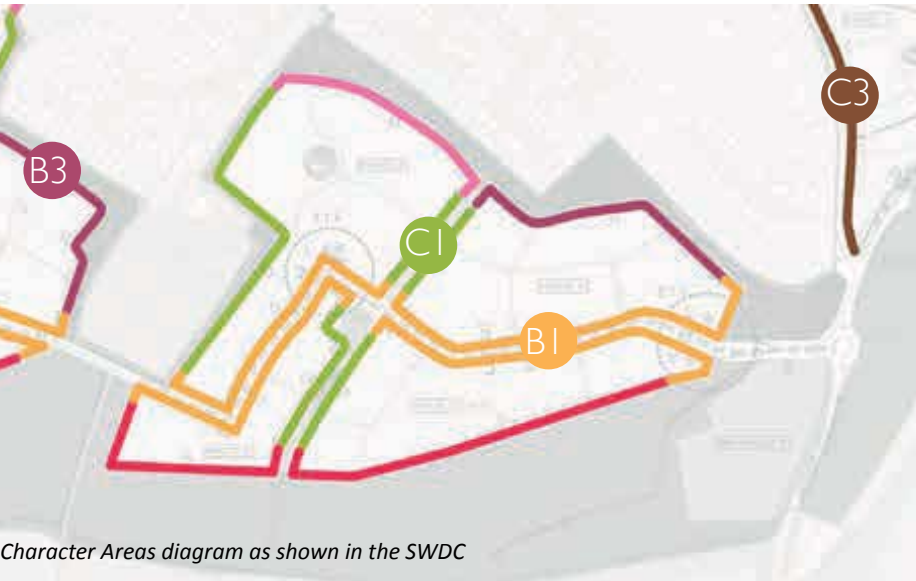
13. Frontage treatment

13.1 Frontage Character

The Frontage Characters of the proposal’s different Character Areas define the interface between block edges and the public realm. The areas where built form meets public spaces, routes or the site boundaries play a vital role in the definition of the character of a place. The nature of those spaces is influenced by multiple factors, including the formality or informality of the building alignment, boundary treatment and spacing between homes, as well as the specific parking strategies that are used. The thorough consideration of Frontage Characters and treatment would have a positive impact on the public realm, as it will provide natural surveillance of the space and contribute to the creation of a varied and harmonious character.

The SWDC identifies three types of frontage characters - Formal, Semi-Formal and Informal Frontage characters. The PESE interface is identified as Semi-Formal and falls within the Village Street frontage character group. The rest of the proposal is identified as a part of the Informal Frontage character group as it falls within the Steadings Neighbourhood Character Area which is also defined by its more informal nature.

The SWDC defines the overall character of Parcels 2A, 2B and 2C and their edges where they face the site boundaries. For the purposes of this DDC, the parcels are examined in more detail, and two further frontage types have been identified: the Focal Spaces Frontage and Streets and Lanes Frontage. The two frontage types reflect the proposal’s wayfinding principles and assist cross parcel permeability. They have also been identified in the Framework Plan (p.10).



- Village Street
- Northern Green Space
- Rural Links
- Meadow Edge



- B1

B1 Semi-Formal: Village Street Frontage
- B7

B7 Semi-Formal: Focal Spaces Frontage
- C2

C2 Informal: Meadow Edge Frontage
- B3

B3 Semi-Formal: Northern Green Space 2 Frontage
- C1

C1 Informal: Rural Links Frontage
- C4

C4 Informal: Streets and Lanes Frontage

13.2 Frontage Treatment

Architectural elements, features, and materials **should** reflect the specific character of the area in which they are used. The predominant use of natural materials, including local stone, brick and timber, **will** be used to complement the setting of this residential development.

The materials palette **should** ensure the proposals have a distinctive character, drawing inspiration from the Cotswold vernacular, while allowing enough flexibility to create a place with its own identity. The use of traditional local materials, most notably natural stone, alongside appropriate architectural proportions and a high standard of workmanship, will help ensure this contemporary development is harmonious with its surroundings.

M

M12 : FRONTAGE TREATMENT

Materials **should** be consistent along a street or space with one prevailing material to ensure coherence.

Materials used along the frontage lines **must** be consistent with the requirements of their Frontage characters.

The use of timber cladding **must** be considered against the building regulations and guidance in place at the time of specification in relation to the spread of fire.

This chapter contains illustrations and diagrams describing a selection of dwelling typologies, parking typologies, boundary typologies and materials that were originally produced by JTP as a part of The Steadings SWDC.

- Reserved Matters Applications will demonstrate adherence with the following libraries of selections of typologies:
- Dwelling typologies will be selected from the library of options included in Chapter 24: Dwelling Typologies Library
 - Parking Arrangements will be selected from the library of options included in Chapter 25: Parking Arrangements Library
 - Boundary treatments will be selected from the library of Formal options included in Chapter 19.2: Boundary Treatment Library

For the full library of dwelling typologies, parking typologies, boundary typologies and materials please refer to the SWDC.

- SWDC Chapter 9.4: Dwelling Typologies Library
- SWDC Chapter 9.5: Parking Typologies Library
- SWDC Chapter 13: Building Elements and Materials
- SWDC Chapter 15.2: Boundary Treatment Library

	General Characteristics	Urban Form
Village Street Frontage B1 Semi-formal frontage character	Strong sense of street enclosure and uniformity. Contemporary architectural forms and appearance. Where spaces between buildings do occur, they must be clearly separated. A solid boundary wall should be provided between the gaps of dwellings to ensure built form enclosure is achieved. The frontage line should be continuous with minimal gaps and there should be no overbearing lengths of high walling proposed in the RMA's.	Buildings will be 2-2.5 storeys and up to 3 storeys within the key groupings to define the space onto which they face and assist with wayfinding. Semi-formal building line with set-back dictated by tree protection zones offsets. The dimensions will vary but will vary or will be a minimum of 2m throughout. Predominantly terraced homes with some semi-detached townhouses. Apartments at key locations. Corner turner buildings at block entrances and focal dwellings opposite them. Built frontages must feature a predominant typology of terraced houses and provide a high degree of enclosure.
Northern Green Space 2 Frontage B3 Semi-formal frontage character	Lower density areas will be characterised by larger housing typologies and a more informal arrangement that reflects the proximity to open green space.	A balanced mix of housing typologies consisting of mostly 2 storeys with 2.5 storeys in key locations. Detached and semi-detached houses, higher concentration of larger houses with private garages.
Focal Spaces Frontage B7 Semi-formal frontage character	Street opens up to create a public space and high level of street enclosure and uniformity. Dwellings will frame and address the public open space, providing active frontage and natural surveillance	A balanced mix of housing typologies consisting of mostly 2 storeys with 2.5 storeys in key locations. Higher concentration of terraced and semi-detached typologies addressing the focal space.
Rural Links Frontage C1 Informal frontage character	The Western edge frontage responds to the Rural links area with an informal arrangement of homes fronting on to the open space.	A balanced mix of housing typologies consisting of mostly 2 storeys with 2.5 storeys in key locations. Predominantly detached and semi-detached homes. Apartments may be used at transition with PESE Village Street.
Meadow Edge Frontage C2 Informal frontage character	The eastern end of the greenspace is adjacent to overhead power lines, which should be considered in the primary elevation alignment and design. Building set back distances will vary but maintain a discernible building line. The frontage should address the open space along the edge and some informal or irregular arrangement is recommended to reduce the visual impact of the pylons.	A balanced mix of housing typologies consisting of maximum 2 storeys. Detached, semi-detached and terraced homes.
Streets and Lanes Frontage C4 Informal frontage character	An informal character with orthogonal layouts is expected, with homes and strong boundary walls used to provide enclosure and definition to streets and spaces.	A balanced mix of housing typologies consisting of mostly 2 storeys with 2.5 storeys in key locations. Detached, semi-detached and terraced homes.

	Wall Materials	Windows, Balconies and Doors	Roofs, Porches and Canopies
=Village Street Frontage B1 Semi-formal frontage character	<u>Primary</u>: Natural Stone <u>Secondary</u>: Render Natural stone must be used along the PESE. Mortar colour should be a good colour match to blend with stone wall to create unified effect. SWDC allows for exceptions to be considered if the promoters of the buildings in question have committed to achieving enhanced standards of building performance, which necessitate the specification of alternative facing materials. However, this will only be acceptable in exceptional circumstances and is not encouraged.	<u>Windows</u>: Slender, light coloured window frames (optional stone mullions) Painted timber windows (stone cill and lintel details) Colours chosen from the selection included in 13.9 Permitted materials palette <u>Balconies - only on apartments</u>: Metal Balustrades Metal with Glass Balustrade Stone Balconies <u>Doors</u>: Timber / timber effect <u>Garage doors</u>: High quality Steel coloured doors. Door colours chosen from the selection included in 13.9 Permitted materials palette.	<u>Roofs</u>: Natural or artificial Cotswold stone effect slates with occasional natural blue-grey slates Bay window roof material to match main roof or entrance canopy. <u>Porches & Canopies</u>: Recessed entrances Flat metal canopy Parapet Gables to apartments and focal / marker buildings Projecting or framed stone supports
Northern Green Space 2 Frontage B3 Semi-formal frontage character	<u>Primary</u>: Reconstituted Stone <u>Secondary</u>: Render and brick (generally used for anciliary buildings). Natural timber could also be used in limited instances Mortar colour for stone and brick elevations should be a good colour match to create unified effect.	<u>Windows</u>: Light coloured window frames Colours chosen from the selection included in 13.9 Permitted materials palette. <u>Doors</u>: Timber / timber effect <u>Garage doors</u>: High quality Steel coloured doors. Door colours chosen from the selection included in 13.9 Permitted materials palette.	<u>Roofs</u>: Natural or artificial Cotswold stone effect slates with occasional natural blue-grey slates <u>Porches & Canopies</u>: Recessed entrances Flat metal canopy Projecting or framed stone supports Framed timber supports
Focal Spaces Frontage B7 Semi-formal frontage character	<u>Primary</u>: Reconstituted Stone <u>Secondary</u>: Render and Brick Mortar colour for stone and brick elevations should be a good colour match to create unified effect.	<u>Windows</u>: Light coloured window frames Colours chosen from the selection included in 13.9 Permitted materials palette. <u>Doors</u>: Timber / timber effect <u>Garage doors</u>: High quality Steel coloured doors. Door colours chosen from the selection included in 13.9 Permitted materials palette.	<u>Roofs</u>: Natural or artificial Cotswold stone effect slates with occasional natural blue-grey slates <u>Porches & Canopies</u>: Recessed entrances Flat entrance canopy Metal or timber
Rural Links Frontage C1 Informal frontage character	<u>Primary</u>: Reconstituted Stone <u>Secondary</u>: Render, Brick, Timber Mortar colour for stone and brick elevations should be a good colour match to create unified effect.	<u>Windows</u>: Light coloured window frames Colours chosen from the selection included in 13.9 Permitted materials palette. <u>Doors</u>: Timber / timber effect <u>Garage doors</u>: High quality Steel coloured doors. Door colours chosen from the selection included in 13.9 Permitted materials palette.	<u>Roofs</u>: Natural or artificial Cotswold stone effect slates with occasional natural blue-grey slates <u>Porches & Canopies</u>: Recessed entrances Framed entrance canopy (flat or pitched roof) Projecting or framed stone supports Metal or timber
Meadow Edge Frontage C2 Informal frontage character	<u>Primary</u>: Reconstituted Stone and Render <u>Secondary</u>: Render and brick Mortar colour for stone and brick elevations should be a good colour match to create unified effect.	<u>Wndows</u>: Light coloured window frames Colours chosen from the selection included in 13.9 Permitted materials palette. <u>Doors</u>: Timber / timber effect <u>Garage doors</u>: High quality Steel coloured doors. Door colours chosen from the selection included in 13.9 Permitted materials palette.	<u>Roofs</u>: Natural or artificial Cotswold stone effect slates with occasional natural blue-grey slates <u>Porches & Canopies</u>: Recessed entrances Flat entrance canopy Framed timber supports Metal or timber
Streets and Lanes Frontage C4 Informal frontage character	<u>Primary</u>: Brick and Render <u>Secondary</u>: Reconstituted Stone Mortar colour for stone and brick elevations should be a good colour match to create unified effect.	<u>Windows</u>: Dark coloured window frames Colours chosen from the selection included in 13.9 Permitted materials palette <u>Doors</u>: Timber / timber effect <u>Garage doors</u>: High quality Steel coloured doors. Door colours chosen from the selection included in 13.9 Permitted materials palette.	<u>Roofs</u>: Natural or artificial Cotswold stone effect slates with occasional natural blue-grey slates <u>Porches & Canopies</u>: Recessed entrances Flat entrance canopy Framed timber supports Metal or timber
B3 B7 C1 C2 C4		If RMA’s wish to propose uPVC in a particular location for any of these Frontage Characters, justification will need to be provided to the LPA. It will only be acceptable if the designs meet acceptable quality thresholds as set out by the LPA with regard to design, detailing and finish.	

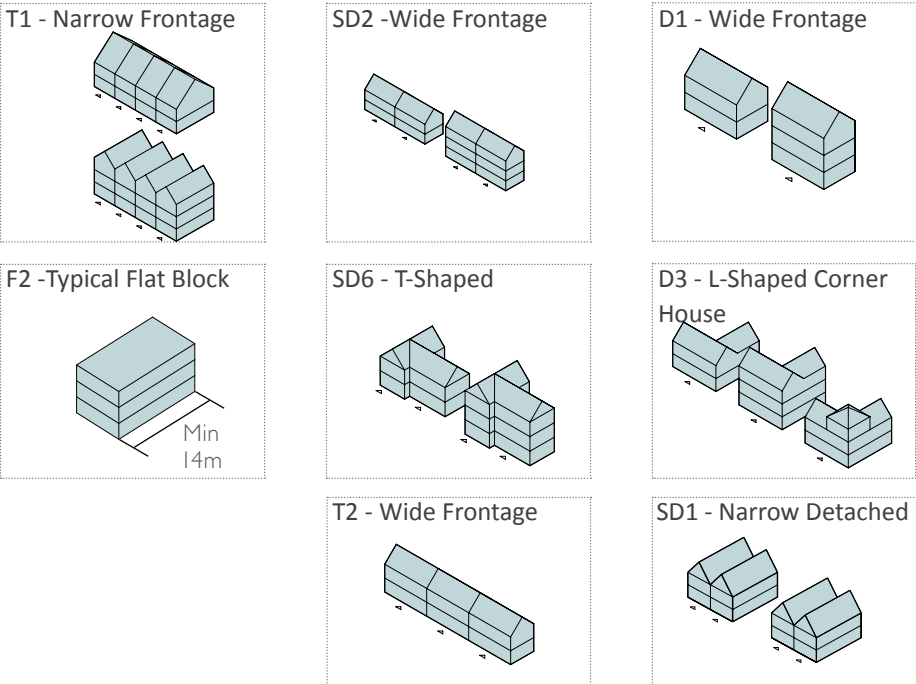
13.3 B1 - Village Street Frontage



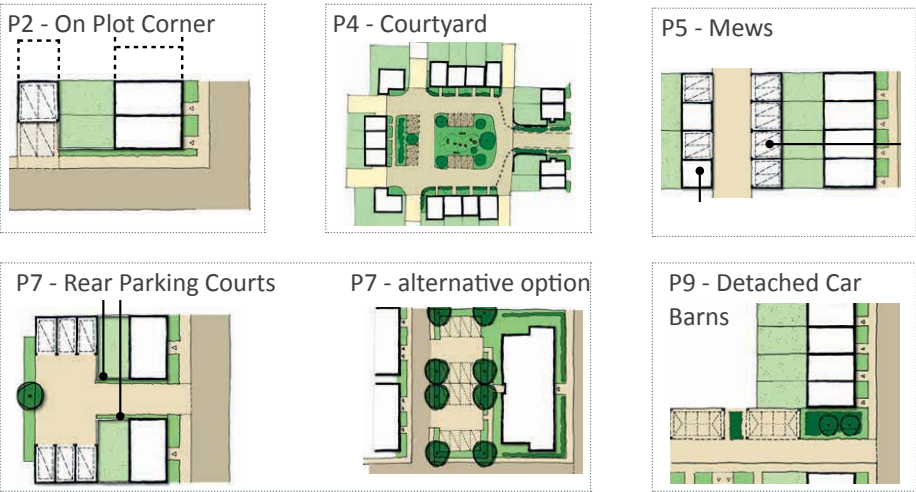
M M13 : VILLAGE STREET FRONTAGE

- Natural stone **must** be used along the PESE. These frontages **will** define the streetscene and ensure the creation of a strong and high-quality place. Exceptions **will** be considered where the promoters of the buildings in question have committed to achieving enhanced standards of building performance, which necessitate the specification of alternative facing materials.
- The use of timber cladding **must** be considered against the building regulations and guidance in place at the time of specification in relation to the spread of fire. Insurers and warranty providers **should** also be consulted.
- The eastern gateway **will** set the approach to the new neighbourhood from Spratsgate roundabout by framing a visible entrance point to the development. It **will** act as a transition between the employment area on east and the residential areas to the west.
- The eastern and western key building groupings **will** form a part of the Village Street character area and can go up to 3 storeys within the key groupings.
- The 3-storey apartment buildings **will** act as an edge to the residential development and **should** overlook the green corridor.
- Parking and garages **will** be set back from the front elevations and have a minimal visual impact. Apartments **will** have bin storage integral to the building.
- The two apartment buildings **will** frame a key view towards the residential development from the eastern gateway.

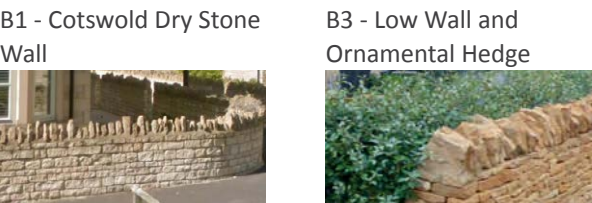
Buildings Typologies



Parking Arrangement



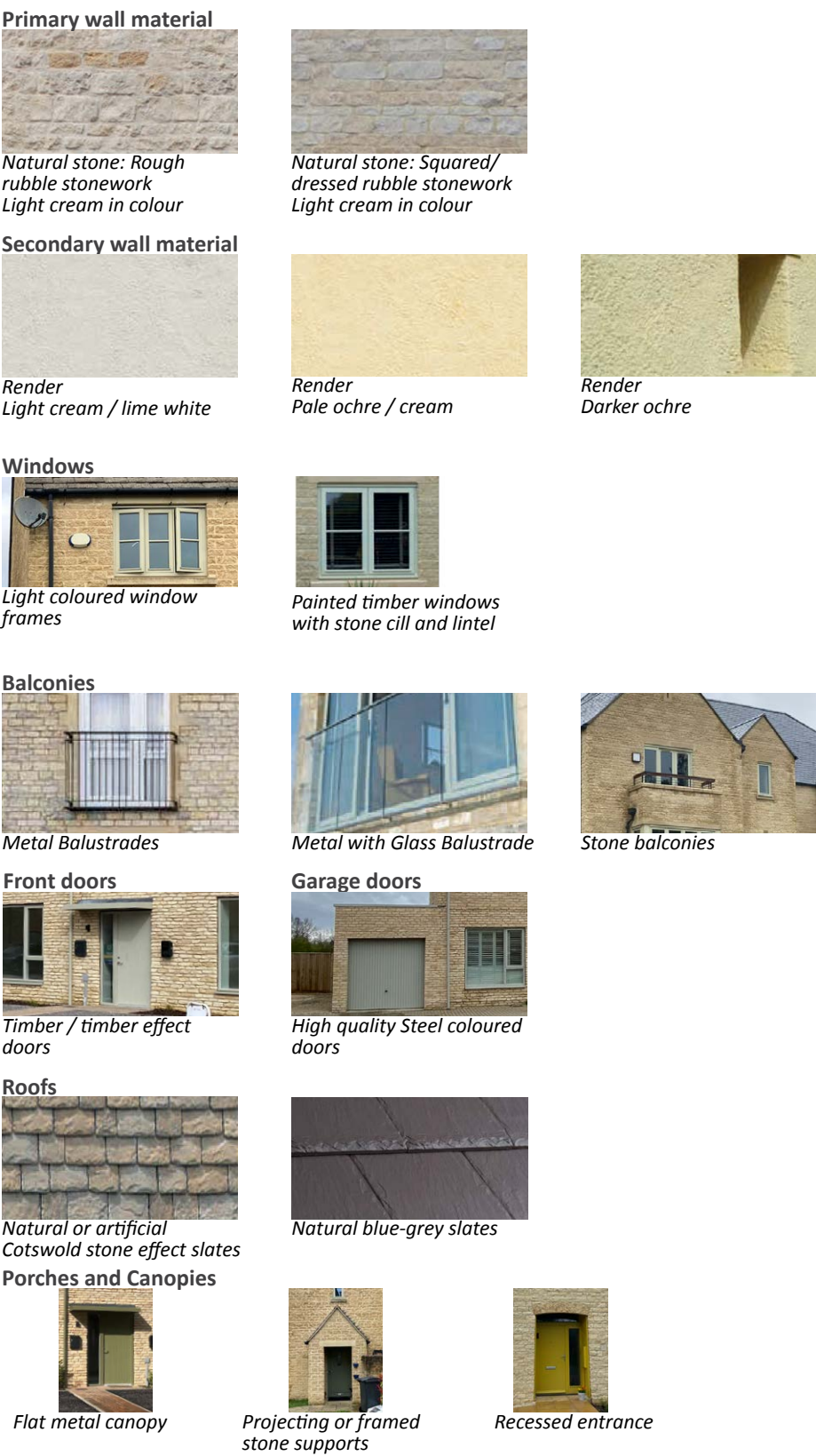
Boundary treatment



Further guidance for parking arrangements suggested for each Block type could be found in 15. Block Types, and 25. Parking Typologies.

For the full library of dwelling typologies, parking typologies, boundary typologies and materials please refer to the SWDC.

Permitted Materials



13.4 B3 - Northern Green Space Frontage

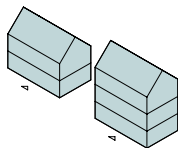


M M14 : NORTHERN GREEN SPACE FRONTAGE

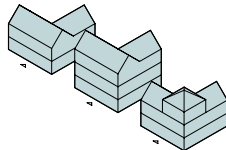
- This character area **will** be defined by its proximity to the Northern Green Space. This is an informal character area and the dwellings’ heights, alignment and density reflect the nature of their surroundings.
- Homes **will** be oriented to address the adjacent Northern Green Space and will create a coherent building alignment. A variety of building set-back distances **will** contribute to the informal nature of the area. Consistency of the frontage design and materiality **will** be maintained.
- Frontage alignment **will** be influenced by the existing veteran tree at the north-west part of the character area and the meandering nature of the proposed connections. Streets **should** be narrow, semi-formal, and there **can** be private drives in this area.
- Larger family homes **should** be oriented to address the surrounding green space and overlook the proposed play area. Streets **should** frame views to the Northern green space and **must** connect to the proposed cycle and pedestrian network.
- The character area **can** accommodate larger dwellings, often with a private garage on-plot. Building height **should** be consistent with the rest of the proposal – 2 storeys and 2.5 storeys for key locations. The highest elements of the dwellings **should** be positioned on key corners and assist the overall wayfinding strategy.

Buildings Typologies

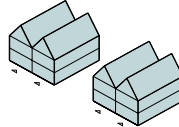
D1 - Wide Frontage



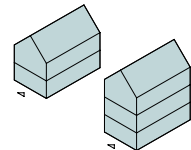
D3 - L-shaped / Corner House



SD1 - Narrow Frontage



D2 - Narrow Frontage



Parking Arrangement

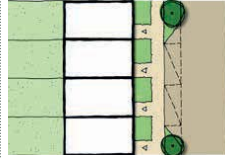
P2 - On-Plot Corner



P3 - On-Plot between Dwellings



P10 - Visitor Parking on Street



Further guidance for parking arrangements suggested for each Block type could be found in 15. Block Types, and 25. Parking Typologies.

Boundary treatment

B7 - Ornamental Hedge



B4 - Estate Railing and Hedge / Planting



B8 - Planted zone



For the full library of dwelling typologies, parking typologies, boundary typologies and materials please refer to the SWDC.

Permitted Materials

Primary wall material



Reconstituted stone

Secondary wall material



Render
Light cream / lime white



Render
Pale ochre / cream



Render
Darker ochre



Red Stock Brick



Light cream stock brick

Windows



Light coloured window frames

Front doors



Timber / timber effect doors

Garage doors



High quality Steel coloured doors

Roofs



Natural or artificial Cotswold stone effect slates



Natural blue-grey slates

Porches and Canopies



Flat metal canopy



Projecting or framed stone supports



Framed timber supports



Recessed entrance

13.5 B7 - Focal Spaces Frontage

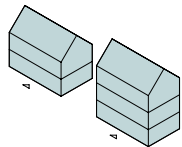


M M15 : FOCAL SPACES FRONTAGE

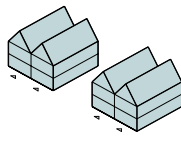
- This **is** a semi-formal character area.
- There **will** be predominantly terraced and semi-detached houses, with regular frontage alignment.
- These frontages **will** define the streetscene and ensure the creation of a strong and high quality place.
- The use of materials **will** be coherent to differentiate from surrounding character areas.
- Visual connection between focus spaces **should** be maintained.
- The dwellings **will** be in groupings that create defined spaces.
- Street network **must** prioritise pedestrian and cycle network, change of hard landscaping materials **should** be used to assist speed regulation and space definition
- Mature trees **must** be used as vista terminators.

Buildings Typologies

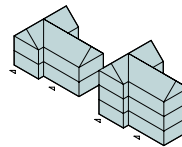
D1 - Wide Frontage



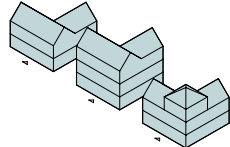
SD1 - Narrow Frontage



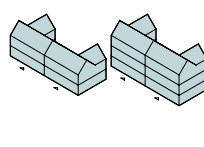
SD6 - T-Shaped



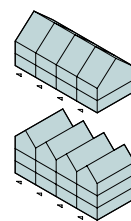
D3 - L-Shaped Corner House



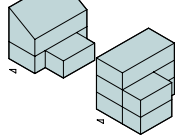
SD3 - L-Shaped



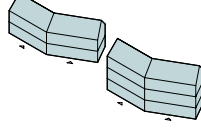
T1 - Narrow Frontage



D4 - Linked Detached



SD5 - Cranked



Parking Arrangement

P2 - On Plot Corner



P3 - On Plot between Dwellings



P4 - Courtyard



P9 - Detached Car Barns



P10 - Visitor Parking on Street



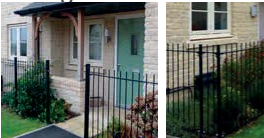
Further guidance for parking arrangements suggested for each Block type could be found in 15. Block Types, and 25. Parking Typologies.

Boundary treatment

B7 - Ornamental Hedge



B5 - Urban-style Vertical Railing



B8 - Planted zone



For the full library of dwelling typologies, parking typologies, boundary typologies and materials please refer to the SWDC.

Permitted Materials

Primary wall material



Reconstituted stone

Secondary wall material



Render
Light cream / lime white



Render
Pale ochre / cream



Render
Darker ochre



Red Stock Brick



Light cream stock brick

Windows



Light coloured window frames

Front doors



Timber / timber effect doors

Garage doors



High quality Steel coloured doors

Roofs



Natural or artificial
Cotswold stone effect slates



Natural blue-grey slates

Porches and Canopies



Flat metal canopy



Recessed entrance

13.6 C1 - Rural Links Frontage

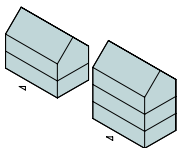


M M16 : RURAL LINKS FRONTAGE

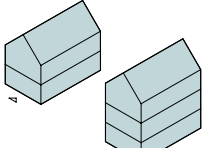
- The character area **will** be defined by its proximity to the Western Green Space and addresses it in an informal manner. The building lines **will** be more irregular in comparison with the semi-formal areas of the masterplan, and the frontage alignment **should** reflect the character of the green space.
- The Western edge frontage **should** respond to the Rural links area with an informal arrangement of homes fronting on to the open space.
- There **should** be a balanced mix of housing typologies consisting of mostly 2 storeys with 2.5 storeys in key locations.
- The roads **should** be aligned to frame a vista to the existing trees without encroaching on their root protection zones.
- Cycle and pedestrian connections **should** continue even when the vehicular road is terminated and **should** connect to the surrounding green network.
- The streets **will** change character as well and become narrower starting from the adjacent Focal Space character area, until they become private drives along the Rural links. This street typology **can** only serve a small number of dwellings.
- The highest elements of the dwellings **will** be positioned on key corners and will assist the wayfinding strategy.

Buildings Typologies

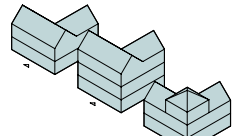
D1 - Wide Frontage



D2 - Narrow Frontage

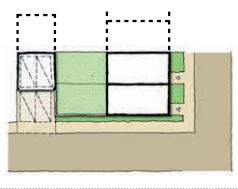


D3 - L-Shaped Corner House



Parking Arrangement

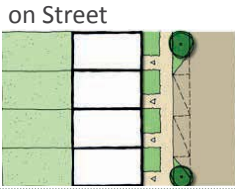
P2 - On Plot Corner



P3 - On Plot between Dwellings



P10 - Visitor Parking on Street



Further guidance for parking arrangements suggested for each Block type could be found in 15. Block Types, and 25. Parking Typologies.

Boundary treatment

B7 - Ornamental Hedge



B4 - Estate Railing and Hedge / Planting



B8 - Planted zone



For the full library of dwelling typologies, parking typologies, boundary typologies and materials please refer to the SWDC.

Permitted Materials

Primary wall material



Reconstituted stone

Secondary wall material



Render
Light cream / lime white



Render
Pale ochre / cream



Render
Darker ochre



Red Stock Brick



Light cream stock brick



Natural timber / Timber
Effect Cladding

Windows



Light coloured window
frames

Front doors



Timber / timber effect
doors

Garage doors



High quality Steel coloured
doors

Roofs



Natural or artificial
Cotswold stone effect slates



Natural blue-grey slates

Porches and Canopies



Flat metal canopy



Projecting or framed
stone supports



Recessed entrance

13.7 C2 - Meadow Edge Frontage

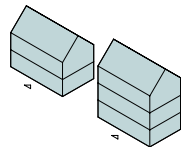


M M17 : MEADOW EDGE FRONTAGE

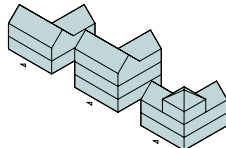
- Proximity to the south green space **will** define the informality of this character area, and the dwellings **will** respond to the surroundings with their density, heights and frontages.
- The building alignment **will** be informal, addressing both the existing and the proposed elements of the development. The frontages' irregularity **will** allow for buildings to be oriented away from the existing pylons.
- Streets and infrastructure **should** be aligned with the proposed landscape and cycle/pedestrian network.
- The streets **should** be narrower alongside the site boundary, and private drives **will** be acceptable.
- Frontage materials and coherent **should** be coherent and further enhance the character area definition.

Buildings Typologies

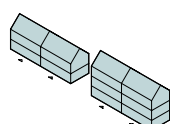
D1 - Wide Frontage



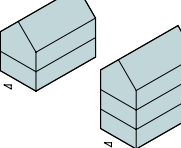
D3 - L-Shaped Corner House



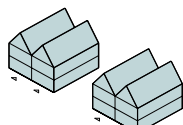
SD2 - Wide Frontage



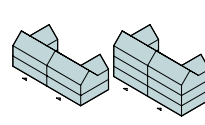
D2 - Narrow Frontage



SD1 - Narrow Frontage

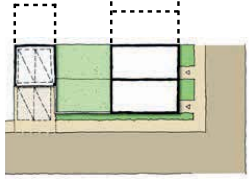


SD3 - L-Shaped

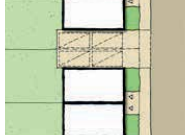


Parking Arrangement

P2 - On Plot Corner



P3 - On Plot between Dwellings



P1-On-Plot Frontage



P10 - Visitor Parking on Street



Further guidance for parking arrangements suggested for each Block type could be found in 15. Block Types, and 25. Parking Typologies.

Boundary treatment

B7 - Ornamental Hedge



B4 - Estate Railing and Hedge / Planting



B8 - Planted zone



For the full library of dwelling typologies, parking typologies, boundary typologies and materials please refer to the SWDC.

Permitted Materials

Primary wall material



Reconstituted stone



Render
Light cream / lime white



Render
Pale ochre / cream

Secondary wall material



Render
Light cream / lime white



Render
Pale ochre / cream



Render
Darker ochre



Red Stock Brick



Light cream stock brick

Windows



Light coloured window frames

Front doors



Timber / timber effect doors

Garage doors



High quality Steel coloured doors

Roofs



Natural or artificial
Cotswold stone effect slates



Natural blue-grey slates

Porches and Canopies



Flat metal canopy



Framed timber supports



Recessed entrance

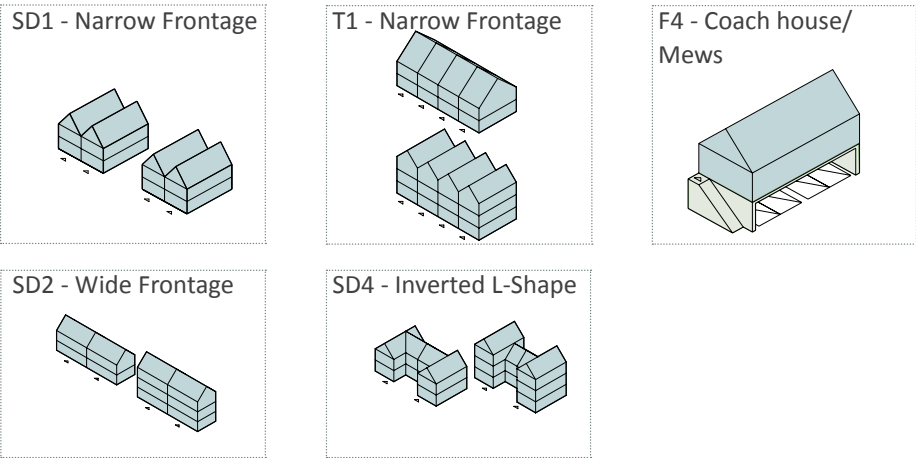
13.8 C4 - Streets and Lanes Frontage



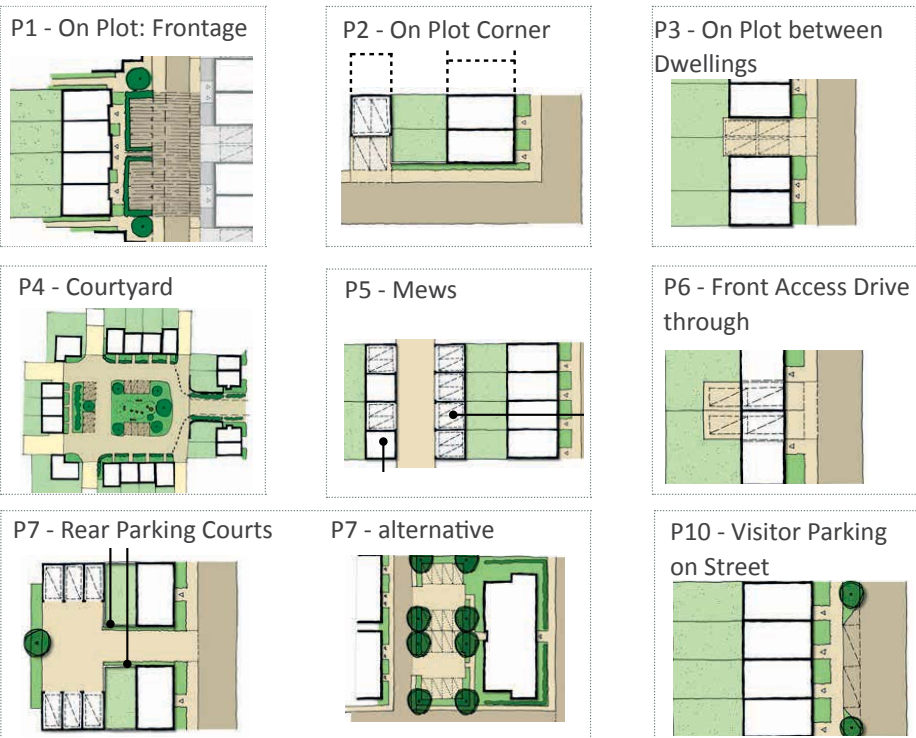
M M18 : STREETS AND LANES FRONTAGE

- This **is** an informal character area along the internal streets of the proposal.
- Dwellings **will** be predominantly 2 storeys with 2.5 storeys on key locations.
- Terraced homes and orthogonal layouts **will** provide enclosure, and dwelling groupings **will** create defined spaces.
- The mix of housing typologies **should** achieve balance and consist of detached, semi-detached, and terraced homes.
- A variety of parking strategies **should** be used in each block. Rear parking courts **should** be overlooked.
- Key marker buildings and focal corners **should** be used to create visual interest and terminate vistas.
- A clear wayfinding strategy **should** connect the primary Village Street with focus spaces and the surrounding green areas.

Buildings Typologies



Parking Arrangement



Boundary treatment



Further guidance for parking arrangements suggested for each Block type could be found in 15. Block Types, and 25. Parking Typologies.
For the full library of dwelling typologies, parking typologies, boundary typologies and materials please refer to the SWDC.

Permitted Materials

Primary wall material



Windows



Front doors



Garage doors



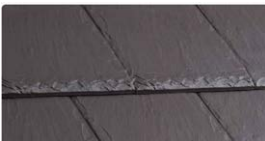
Roofs



Porches and Canopies



13.9 Permitted Materials Palette

	Permitted Materials Palette	Main Guiding Principles	Frequently used / Additional information
Stone walls	Natural stone  Rough rubble stonework Light cream in colour  Squared/dressed rubble stonework. Light cream in colour	<u>Cotswold rubble stonework laid in courses</u> - should be locally sourced and laid in courses of varying heights as shown on p. 153 of the SWDC document. The predominant wall material. This style of stonework is characterised by varying sizes, often tumbled and rough faced. The appropriate colour for the local context is light cream. Mortar should dry to a colour that blends with the colour of the stone. <u>Reconstituted stone</u> products should closely match the colour, size, shape, texture, and finish of natural stone for the site and area, avoiding any noticeable contrast between the two. Control and expansion joints should not detract from the appearance of the building elevation. Mortar should dry to a colour that blends with the colour of the stone. Stonework should be a consistent height along each course and the height of courses should vary randomly and avoid obvious patterns in height variation.	Natural stone must be used along the Village Street. Reconstituted stone should be the primary material for all other frontage types. Across The Steadings as a whole, the primary facing materials for residential dwellings will be split in the following proportions: 1/3 natural stone; 1/3 reconstituted stone; and 1/3 brick and render. The walling material application should follow the principles set out in M19: Use of Primary Materials and M20: Use of Secondary Materials. For additional guidance, refer to Chapter 13.3 Stone Walls in the SWDC document.
	Reconstituted stone  Reconstituted stone		
Brick	 Red Stock Brick  Light cream stock brick	As brick is not a primary material for the Cotswold, it should not be used along the main Village street. Whenever used, only one brick type should be applied to the whole dwelling and it should have a traditional appearance. The use of bricks is appropriate for ancillary structures. It could also be used as a secondary material in other instances, subject to approval as a part of the RMA processes.	Brick will have a more limited application throughout the proposal and will be used as a secondary or accent material throughout the proposal. Additional guidance in Chapter 13.5 of the SWDC.
Render	 Render Light cream / lime white  Render Pale ochre / cream  Render Darker ochre	Rendered walls should have a high quality through-coloured render finish, most often with a rough cast texture imitating traditional precedents. The main colours should range from light cream to light yellow/cream, and occasionally stronger ochre. The render should generally be applied to a whole dwelling and is best to avoid its use on smaller architectural elements or single elevations.	Render will be used as a secondary or accent material throughout the proposal. Additional guidance in Chapter 13.4 of the SWDC and 13.2.2 Application of Materials
Timber	 Timber cladding	Painted timber, pre-finished timber with light grey stain, or timber that has weathered naturally to silver could be used as a secondary or accent colour. This will be subject to consideration against the current building regulations and advice on reducing the risk of fire spread. Painted timber will be acceptable - colour to be agreed with the LA and the Master Developer.	Timber could be used as an secondary or accent material, subject to RMA. Additional guidance in Chapter 13.6 of the SWDC.
Slate	 Natural or artificial Cotswold stone effect slates  Natural blue-grey slates	Roof pitch will be typically 40 degrees, but can range from 37.5 to 52 degrees and should be consistent along terraces. The majority will be pitched. Flat roofs will need design justification and should be concealed or elegantly detailed. Eaves and verges should be simple, shallow, and without excessive overhangs. White uPVC fascias or bargeboards will not be allowed.	The primary roof material should be natural or artificial Cotswold stone effect slates throughout the proposal with natural blue-grey slates used less frequently. Additional guidance in Chapter 13.11 of the SWDC.

		Main Guiding Principles	Frequently used / Additional information																								
Windows	 Light coloured window frames  Dark coloured window frame  Painted timber windows with stone cill and lintel Colour palette Timber windows <table><tr><td></td><td></td><td></td><td></td></tr><tr><td>RAL 9002 Grey white</td><td>RAL 9018 Papyrus white</td><td>RAL 6021 Pale Green</td><td>BSI4C35 Iceplant green / Chartwell Green</td></tr></table> Metal windows <table><tr><td></td><td></td><td></td><td></td></tr><tr><td>BSI0C31 Buttermilk</td><td>BSI0B17 Hopsack</td><td>BSI2B17 Willow</td><td>RAL 7033 Cement Grey</td></tr></table> Metal windows <table><tr><td></td><td></td><td></td><td></td></tr><tr><td>RAL 7037 Dusty grey</td><td>RAL 7043 Traffic grey</td><td>RAL 7016 Antracite / Electric grey</td><td>RAL 7021 Black grey</td></tr></table>					RAL 9002 Grey white	RAL 9018 Papyrus white	RAL 6021 Pale Green	BSI4C35 Iceplant green / Chartwell Green					BSI0C31 Buttermilk	BSI0B17 Hopsack	BSI2B17 Willow	RAL 7033 Cement Grey					RAL 7037 Dusty grey	RAL 7043 Traffic grey	RAL 7016 Antracite / Electric grey	RAL 7021 Black grey	Window treatment and composition will be consistent on all elevations of the dwelling. The colours of the window frames should be consistent and complementary to the surrounding wall material. White window frames will not be acceptable. Ground floor openings will be taller than the ones on floors above. All windows will have a minimum of 100mm recess. The windows should have a contemporary design and will generally be large with a vertical orientation. The should have a limited palette of types, materials, and details such as mullions and transoms. Dormers should maintain vertical proportions and match the roof’s material and pitch. Box dormers will be allowed for contemporary designs, while flat-roof dormers should use materials like lead or zinc. The use of uPVC is not encouraged, and it must not be used on any street-facing or public frontage elevations. Colours will be chosen from the adjacent colour palette.	RAL numbers are only for guidance, and the colour palette is their representation. Alternative colours can be proposed subject to design justification and agreement with the LPA and the Master Developer. Additional guidance in Chapter 13.8 in the SWDC.
																											
RAL 9002 Grey white	RAL 9018 Papyrus white	RAL 6021 Pale Green	BSI4C35 Iceplant green / Chartwell Green																								
																											
BSI0C31 Buttermilk	BSI0B17 Hopsack	BSI2B17 Willow	RAL 7033 Cement Grey																								
																											
RAL 7037 Dusty grey	RAL 7043 Traffic grey	RAL 7016 Antracite / Electric grey	RAL 7021 Black grey																								
Balconies	 Metal Balustrades  Metal with Glass Balustrade  Stone balconies	Private amenity space will be provided for apartments and coach houses.																									
Porches and Canopies	 Flat metal canopy  Projecting or framed stone supports  Framed timber supports  Pitched timber porch  Timber and lead canopy  Timber and lead canopy  Pitched timber porch, timber door  Recessed entrance  Mono-pitch timber porch	A porch or canopy must be provided at the principal entrance of every building. They should offer meaningful shelter and will be meaningful additions to the elevation design and not overly dominant. Pitched roof porches must match the main roof material. Timber porches should use untreated oak. GRP elements will not be accepted.	Additional guidance in Chapter 13.10 in the SWDC.																								
Doors	 Timber / timber effect doors  High quality Steel coloured doors Colour palette <table><tr><td></td><td></td><td></td></tr><tr><td>RAL 9002 Grey white</td><td>RAL 1015 Light ivory</td><td>RAL 9018 Papyrus white</td></tr></table><table><tr><td></td><td></td><td></td><td></td></tr><tr><td>BSI6C37 Orion</td><td>BSI2B21 Moorland</td><td>BS08B21 Antelope</td><td>BSI2B25 Chive</td></tr></table>				RAL 9002 Grey white	RAL 1015 Light ivory	RAL 9018 Papyrus white					BSI6C37 Orion	BSI2B21 Moorland	BS08B21 Antelope	BSI2B25 Chive	Timber doors will be preferred, either treated or painted in colours from the adjacent Colour Palette. Whilst use of uPVC is not prohibited, it must not be used on any street-facing or public frontage elevations. The use of uPVC should be an exception and coherent, high-quality approach will be essential and a statement of compliance will be required. The use of uPVC is not encouraged, and it must not be used on any street facing or public frontage elevations. If RMA’s wish to propose uPVC in a particular location, justification will need to be provided to the LPA. It will only be acceptable if the designs meet acceptable quality thresholds as set out by the LPA with regard to design, detailing and finish.	RAL numbers are only for guidance, and the colour palette is their representation. Alternative colours can be proposed subject to design justification and agreement with the LPA and the Master Developer. Additional guidance in Chapter 13.9 in the SWDC.										
																											
RAL 9002 Grey white	RAL 1015 Light ivory	RAL 9018 Papyrus white																									
																											
BSI6C37 Orion	BSI2B21 Moorland	BS08B21 Antelope	BSI2B25 Chive																								

M M19 : USE OF PRIMARY MATERIALS

Primary materials **will** constitute the majority of the facing materials in each character area.

Across Parcels 2A, 2B and 2C, the primary facing materials for residential buildings **will** be split into equal proportions of 1/3 natural stone, 1/3 reconstituted stone, and 1/3 brick and render.

In Parcels 2A, 2B and 2C of the development, the primary facing material **will** vary between frontage characters and depending on their nature.

Natural stone **must** be used to create a continuous frontage alongside the Village Street. The material **will** be carried through on the corners of dwellings where they are facing a parcel access point or a pedestrian connection.

The other semi-formal frontage types **will** use reconstituted stone as a primary material for the majority of the primary facing elevations. A higher proportion of secondary material use **can** be allowed in those areas, provided that a clear a logical design approach is demonstrated.

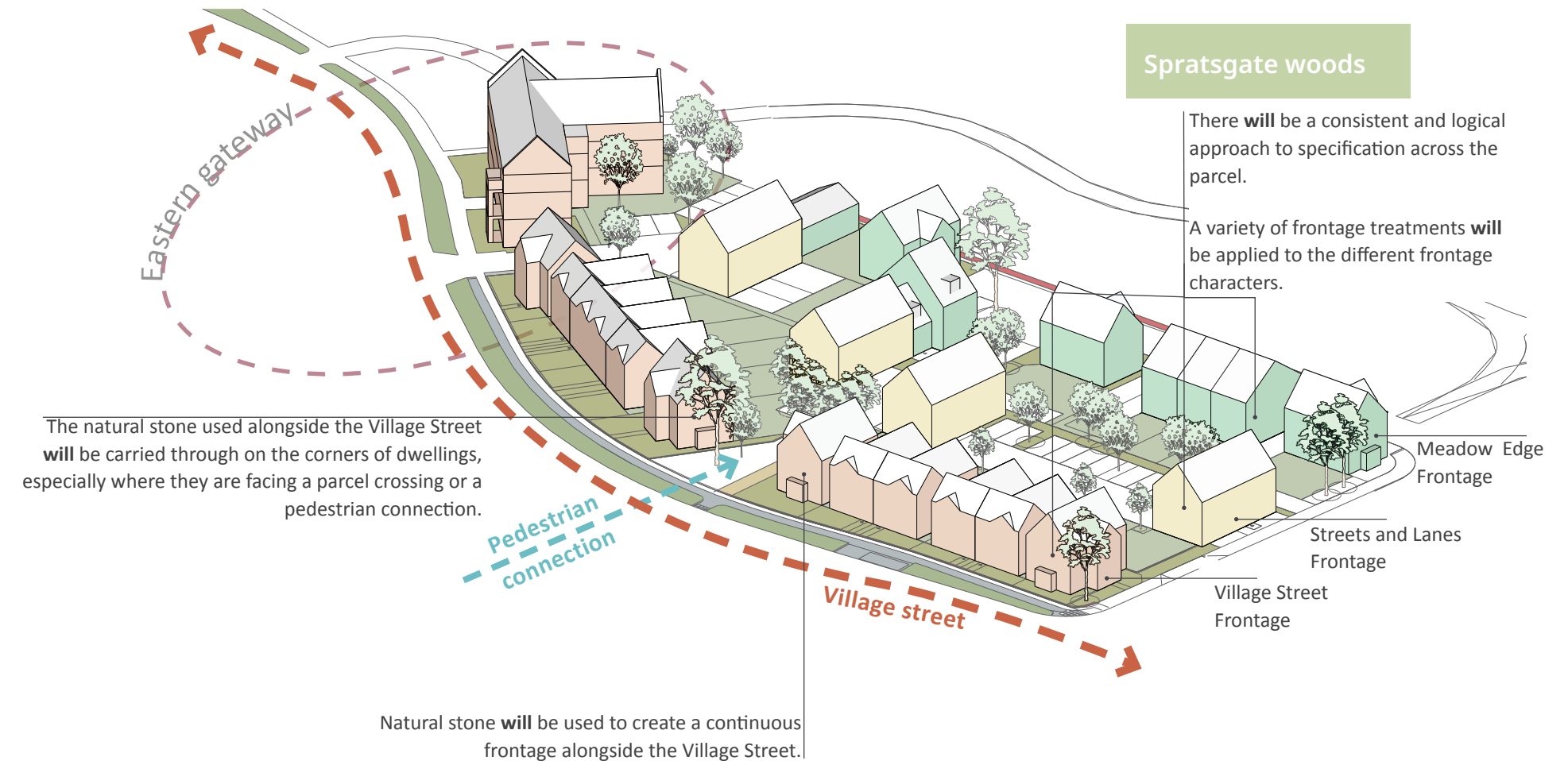
The whole building **should** use one material, or alternatively, a secondary material **could** be used for a specific built element.

The distribution of materials **must** follow a clear logic and the number of used of materials in a building should be kept minimal.

On informal frontages (C1, C2, C4), a higher number of brick and render buildings **can** be acceptable.

RMA **must** address and clearly describe the proposed materials.

Boundary materials **should** match the primary material of the frontage character.



View along the Eastern gateway.

M M20 : USE OF SECONDARY MATERIALS

Secondary materials **will** amount for a smaller proportion of the overall composition of the frontage character, but **will** still have a noticeable presence on the street.

Secondary materials **can** be used on marker buildings or focus corners as accents to assist the overall wayfinding strategy.

Secondary materials **can** also be used to create further variety and interest on the composition of a specific building or within larger spaces.

Proposals **must** ensure consistent material selection on both sides of streets, whether within or across parcels.

Along rows of terraced or linked dwellings, including garages, materials **should** be applied uniformly.

A maximum of two materials **should** be used for any dwelling, with only one colour render if used.

Arbitrary material changes across elevations **must** be avoided.

Render **should** cover entire facade, not just small sections.

Code deviations **may** allow contrasting materials in specific locations if justified for sustainability or design reasons.

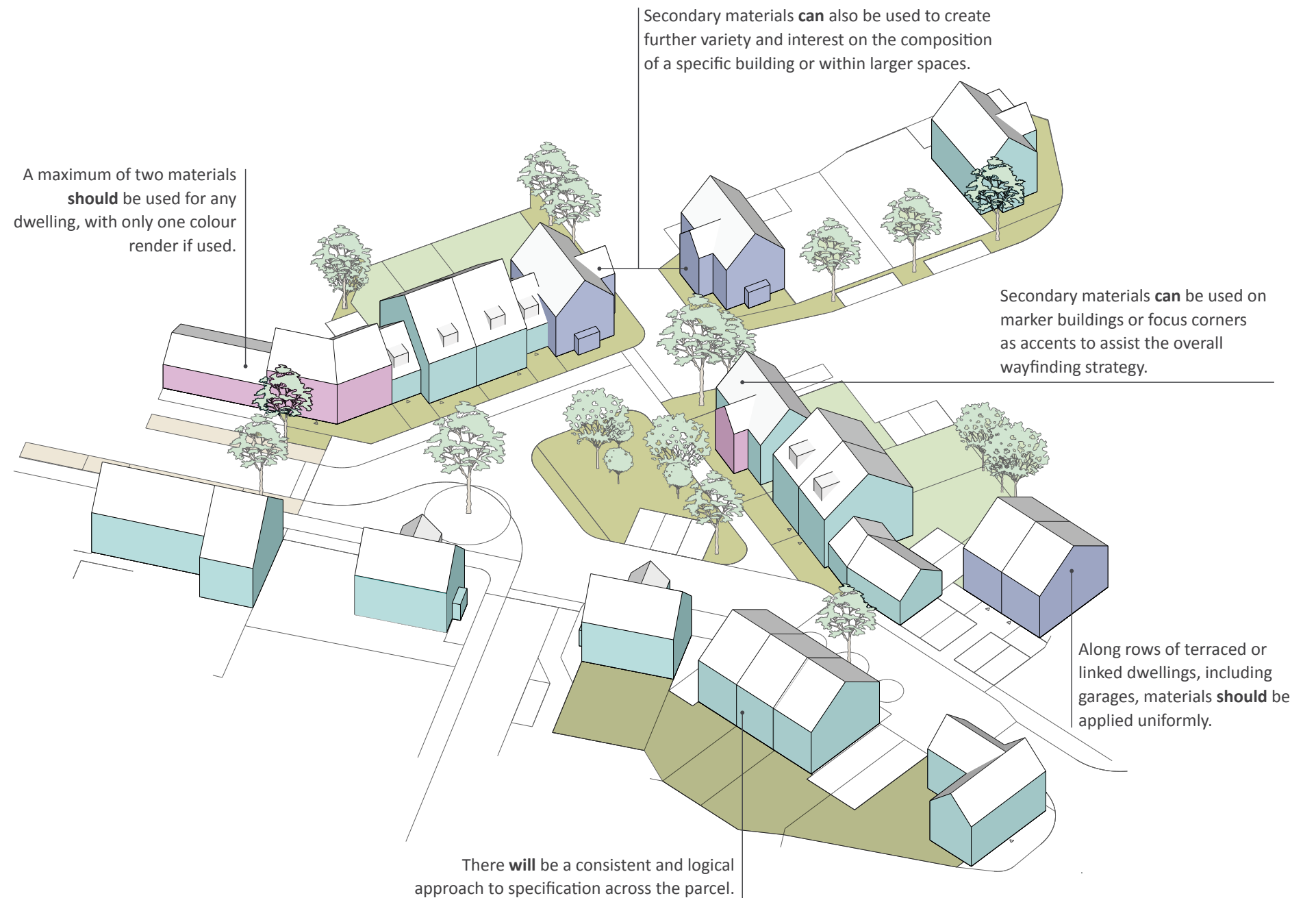
Landmark buildings **can** use contrasting materials for visual interest but require design approval with justification in the Reserved Matters Application.

Bay windows **must** be integrated into the overall elevation design.



Orchard Field, Cirencester

If the whole building is using more than one material, the secondary material should be used for specific building elements.



M M21 : ROOFS, PORCHES AND CANOPIES

A porch or canopy **will** be provided at the principal entrance of every building.

Pitched roof porches **must** match the main roof material.

Garage roofs **will** also be pitched unless they provide roof terraces or complementary flat-roof designs.

Pitched-roof bay windows **must** match the main roof material, and flat-roof bay windows **should** use standing seam lead, zinc, or copper unless justified.

Eaves and verges **should** be simple, shallow, and without excessive overhangs.

Chimneys **will** be encouraged, especially when used to conceal vents.

Chimneys **should** be symmetrical, proportionate, and detailed to match the building materials.

Chimneys **should** be finished in high quality materials to match the walling construction, **should** be set flush to gable ends, and **should** be robust in proportion and profile.

Rooflights **must** be proportional, set flush, and carefully positioned to avoid overwhelming the design.

Gutters and downpipes **should** be discreet, preferably in black or brushed metal, and avoid clashing with the overall composition.

Photovoltaic panels **should** be discreet, harmonized across terraces or groups, and not visually intrusive.

PVs **would** be integrated into the roofs and **would not** protrude excessively and details **would** be further detailed within RMA's.



The Steadings, Cirencester - Phase 1
Contemporary interpretation of the traditional style, with chimneys that extend well above the ridgeline and create a strong silhouette on the skyline.

M M22 : WINDOWS AND DOORS

The colour, frame thickness, quality, and design of windows **must** be consistent across all elevations of a building.

Symmetry in the window composition **should** be used to achieve a contemporary interpretation of the vernacular designs.

Ground floor windows **will** generally be taller than those on upper floors.

All windows **should** be recessed at least 100mm from the building's face (except timber-clad buildings), unless there are technical reasons not to do so.

Window frame colours **should** complement surrounding wall materials and be chosen from the approved palette.

Stained joinery **should** generally be avoided, especially with Cotswold Stone, except for specific timber-framed structures.

White window frames **will not** be permitted as they do not complement Cotswold Stone.

Timber doors **will** be preferred, either treated or painted.

All front doors **should** be recessed 100mm from the stone, brick, or finished face.

Garage doors **should** be metal or timber, with colours and finishes consistent with the dwelling.

Timber boarding or metal door patterns **should** be vertical to reduce the visual impact of garages on the streetscape.

All garage doors **should** be recessed at least 100mm from the finished face.



The careful consideration of architectural elements such as windows, doors together with the application of materials is fundamental for achieving a contemporary interpretation of the traditional architectural style.

14. Townscaping Principles and Elements

Active frontages are building facades, especially along streets or public spaces, that engage with the public through visually dynamic and interactive features.

These can be doors, windows, and in non-residential buildings also shops, cafes, or other public-facing activities. Active frontages contribute to creating vibrant, lively, and pedestrian-friendly environments that invite interaction between people inside the building and those passing by. Seating or landscaping that enhances the public realm can also be considered.

Active frontage contributes to a sense of safety, social interaction, and community engagement by maintaining an active, vibrant public realm where people interact with buildings and each other. Active frontages are essential for creating lively and walkable streets that encourage social interaction and improve safety.

A focus corner refers to an intersection or corner that serves as a focal point for activity, movement, and visual attention.

These corners define the character of the surrounding area and are designed to attract people, enhance connectivity, and create a sense of place.

They are typically located at the convergence of major streets or pedestrian pathways.

The corners will be visually distinctive, using architectural and landscape features to draw attention and create a sense of arrival or destination. They can host public spaces and pedestrian routes making them critical nodes for active movement and access.

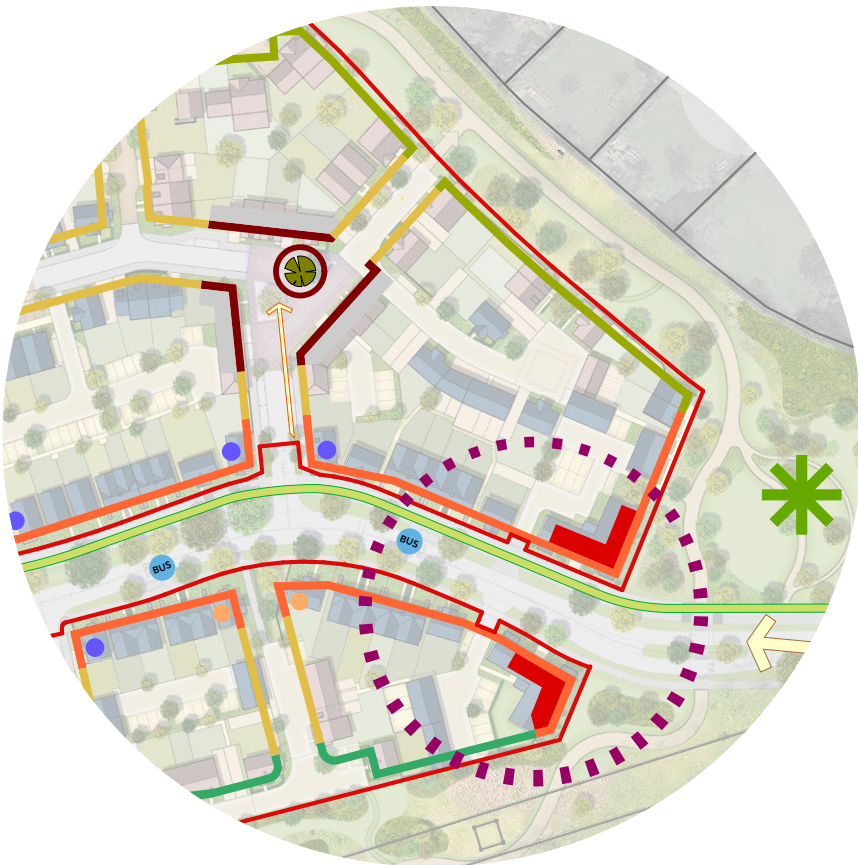
Focus corners are designed to prioritize pedestrian interaction and could include features such as wide footways or public seating.

A vista is the unbroken view or sightline that extends across parcels.

In the Steadings it is designed to highlight key natural features and public spaces. Vistas are created intentionally through the alignment of streets, open spaces, and architectural elements to create a coherent wayfinding strategy. Vistas are usually framed by streets, rows of trees, or buildings.

The vista terminators help the wayfinding strategy by providing a clear destination or endpoint.

They highlight the vista terminator which could be the object, building, or a natural feature that sits at the end of a vista and acts as the focal point where the view is directed.



Marker buildings are visually distinctive structures that serve as points of orientation or reference.

They help people orient themselves within the city, acting as visual waypoints or reference points. These buildings are often located at key intersections, along primary routes, or at the edge of important public spaces, enhancing their role as urban markers.

A landmark building holds architectural or symbolic value and often serves as a prominent point of reference in the wayfinding strategy.

These buildings are usually visually distinctive and act as visual markers that help people navigate through the environment.

Landmark buildings are coded on parameter and framework plans as 'code defiant' buildings' and this allows them to be treated differently from the other buildings in their character areas. This can be achieved through scale, proportions, or material use.

A key building grouping is a cluster of buildings that together form a cohesive and recognisable urban form.

The Eastern key building grouping marks the eastern entrance to the development. This grouping plays a prominent role in defining the entrance of the development, while simultaneously defining the character and identity of the Village street.

The key strategic view is the visual corridor or sight line that showcases important features including landmark buildings, natural elements, or other significant urban features.

It highlights a landmark, skyline, or natural feature, contributing to the city's identity and orientation.

15. Block types

The block structure of the proposal represents a network of streets permeating through a number of block typologies. The nature of the site dictates the need for a mix of typical and irregular blocks. The following indicative layouts provide generic representations of best practice principles for four block typologies, illustrating perimeter, mews and courtyard conditions. They have been selected to represent the variety of settings shaping the proposal’s Character areas and are a direct respond to the Frontage Character treatments defined earlier in this code. Alternative layout solutions can be proposed provided they satisfy the generic principles described in the section. A specific layout for each block **must** be proposed in the Reserved Matters Application for this site and **must** follow several block structure objectives.

The Block Sizes **must** be of adequate depth to achieve perimeter frontage development and sufficient amenity provision. Amenity should be provided while avoiding overbearing and privacy issues. Where required, sufficient depth **should** be provided to suitably accommodate rear courtyard parking. Blocks will vary depending on their orientation, street configuration, building typologies or topography. Proposed blocks with larger dimensions should not be imposing limits to pedestrian and cycle permeability.

The Block Edges and street hierarchy are illustrated through indicative layouts in the Framework Plan. The exact alignment **must** be determined at the RMA Stage.

Block Frontages **will** be compliant with the Framework plan regarding the building alignment and setbacks, spacing and parking, material treatment and detailing.

Block Interiors **could** be private or semi-private spaces that **should** be distinctive from the public realm.

Pedestrian permeability **should** be ensured, and some larger blocks **should** be divided by pedestrian routes to enhance permeability for pedestrians and cyclists.

M M24 : BLOCK PRINCIPLES

The following principles **should** be adhered to throughout the Reserved Matters Application:

- Build orientation **should** relate to streets and spaces.
- Building **will** frame open space.
- Building alignment **will** be coherent .
- Continuity and enclosure **will** be achieved .
- Routes and spaces **will** be addressed by active frontages.
- Connections and permeability **will** be integrated throughout the layout.
- Visual stops **will** be established.
- Car parking **will** have minimal visual impact.
- Apartment buildings at Eastern Gateway should be up to 3 storeys high.
- Buildings **should** be 2-2.5 storeys and 2.5 storeys maximum in key locations.



The diagrams illustrate principles applicable for layouts throughout the proposal. Affordable housing mix to be determined in the S106 agreement. Detailed housing mix to be determined through the Reserved Matter applications.

* Blocks suitable for Custom Self Built homes.

M M25 : BLOCK TYPOLOGIES

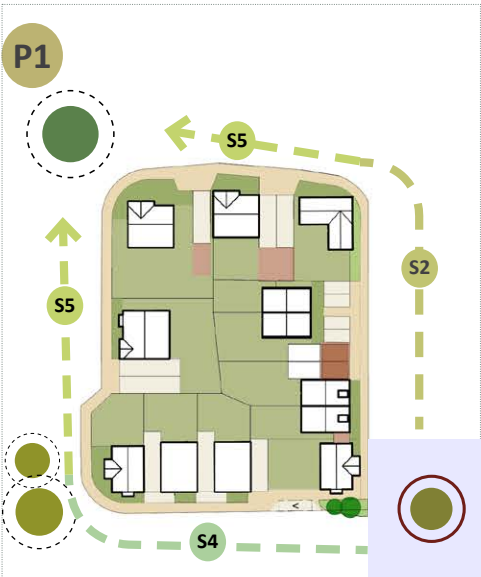
Simple parcel type 1: Perimeter Block

The Perimeter blocks have a simple back-to-back structure and could be accommodated in shallower spaces in comparison with the other typologies.

They are often used alongside the Northern green space and the western Rural links and are characterised by an informal nature and irregular frontage alignment. Their staggered frontage can bring more interest to the otherwise simple block structure, allowing in return to accommodate a number of parking strategies to bring visual interest to the streetscape.

Bigger family typologies are specifically oriented to face open green spaces and significant existing trees. Semi-detached and terraced houses are oriented to address Focal spaces and are used to define coherent enclosure around them.

The blocks are typically surrounded by a private shared drive on one side and tertiary pedestrian priority streets on the others.



Simple parcel type 2: Courtyard Block

The Courtyard blocks have a simple structure that accommodates a rear parking arrangement behind a row of houses, and is overlooked by houses or FoGs.

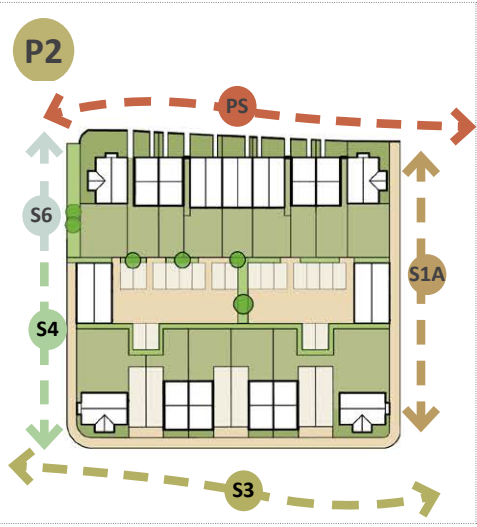
The blocks are predominantly used alongside the PESE and their arrangement is a direct response to the limitations of parcel access points and lack of private driveways from the main street.

The Village Street frontage is characterised by its semi-formal nature and more regular frontage alignment. The linearity is further emphasized by the use of semi-detached and terraced houses.

Corner turner typologies are positioned at the block edges and are specifically oriented to address the key neighbourhood access points from the PESE. The proposed pedestrian connections are adjacent to green spaces and overlooked by corner turner buildings

The blocks are oriented to face Spratsgate woods to the south while retaining sufficient flexibility to orient frontages away from the existing pylons.

The blocks are surrounded the PESE to one side and tertiary pedestrian priority street to the others.



Combination parcel type 3: Eastern Gateway Block

The Eastern Gateway Blocks are characterised by the use of a combination of principles from the Perimeter and Courtyard blocks and internal lanes streets.

The tallest elements of the block are the residential buildings that form the Key building grouping and act as a gateway into the development from east.

The blocks are always facing PESE and the eastern gateway at one side, and a courtyard block at the other. Those frontages are addressed through semi-detached and terraced typologies, which use built form alignment to clearly define spaces.

On their other sides, the blocks are fronting either the north or the south green spaces. These informal frontages give opportunity for the use of bigger housing typologies, facing the open green spaces.

The blocks are always served by the PESE at one side and a tertiary pedestrian priority street at the rest. Level surface streets serve the lanes within the block.



Combination parcel type 4: Western Gateway Block

The Western Gateway Blocks are more informal in character compared to the Eastern Gateway. They also use of a combination of principles from the Perimeter and Courtyard blocks and internal streets and lanes.

The tallest elements of the block are the residential buildings group at the western entrance.

The blocks are always facing PESE and a Focus space on one side. Those frontages are addressed through semi-detached and terraced typologies, which use built form alignment to clearly define spaces.

On their other sides, the blocks are fronting the Rural links. These informal frontages give opportunity for bigger housing typologies, facing the open green spaces, the proposed pedestrian connections to adjacent parcels and existing hedgerows and trees.

The blocks are always surrounded by the PESE on one side and an S1A tertiary street with verges serving as a key neighbourhood entrance point on the other. The rest of the block is surrounded by a combination of tertiary pedestrian streets. Level surface streets serve the lanes in the block.



P1

Simple parcel type 1:
Perimeter Block

The Perimeter block could be used anywhere within the Framework, but often used adjacent to public open spaces. The block can be easily adapted to suit an informal frontage type that can also accommodate larger family homes, which are often detached or semi-detached typologies.

This block typology can accommodate a variety of parking strategies, mainly P1, P2, P3, P6, P9, P11. Further detail on appropriate parking strategies can be found in 25. Parking Typologies.



Block Sizes

The Perimeter blocks have a simple back-to-back structure and **could** be used in narrower spaces in comparison with the other typologies.

The blocks **will** often be used alongside the Northern Green Space and the western Rural Links. The blocks **will** typically be surrounded by a private shared drive on one side and tertiary pedestrian priority streets on the others.

The block **should** be of size and arrangement that facilitates permeability and connections throughout the development. The typical block dimensions **should** be up to 60 by 100m. Proposed blocks with larger dimensions **should** not be imposing limits to pedestrian and cycle permeability.

Building Typologies

Bigger family typologies **will** be specifically oriented to face open green spaces and significant existing trees. (A)

Semi-detached and terraced houses **will** be oriented to address Focal spaces and **will** be used to define coherent enclosure around them. (B)

Corner turner typologies **will** be positioned at the block edges. (C)

Block Frontages

They **will** be often used alongside the Northern green space and the western Rural links and are characterised by a less formal nature and irregular frontage alignment. Their staggered frontage **can** bring more interest to the otherwise simple block structure, allowing in return to accommodate a number of parking strategies to bring visual interest to the streetscape.

The frontages of buildings **should** create a coherent alignment along routes and spaces. Even in informal arrangements, the dwelling **will** still align with the route or space it faces. (D)

To achieve continuity of frontage, building facades **should** wrap around the parcel and create active frontages.

Orientation of buildings **should** relate to routes and adjacent spaces.

The plot's corners and sides **should** be positively resolved: buildings located on block corners should address both sides. This **can** be done through entrance orientation, fenestration to habitable rooms, glazed protections and upper-level balconies.

There **must** be a clear distinction between private and public space.

Buildings **should** frame open space, and the primary frontage of buildings **should** directly address public open space, including green infrastructure areas within residential areas.

The primary elevations of buildings **must** face the public realm and the primary entrances to buildings should be visible from the public realm.

Block Interiors

A separation of 20m **will** prevent direct views into dwelling through their rear and flank elevations. This **could** also be achieved through detailed design measures. (E)

Between rear and flank elevations the distance **should** be a minimum of 10m. (F)

Natural surveillance **should** be achieved by overlooking by windows to habitable rooms that are at ground and first floor level.

Habitable rooms **will not** be served only by opaque glass window.

All parcels **should** use a combination of parking strategies.

On-plot parking **should** not project forward of the building line. (G)

The appearance of streets **should** not be dominated by parked cars.

All private parking spaces **must** be located with easy access to the dwellings they serve.

Bin storage **will** be provided to the rear of homes with gated access to the garden.

Cycle storage **should** be easily accessible in front or rear garden or garages.

Provision of adequate space for refuse and recycling bins as well as accessibility to them **should** be considered.

P2

Simple parcel type 2:
Courtyard Block

The Courtyard block is often used along the PESE where the building typologies consist of terraced and semi-detached housing with no private driveways from the Village Street. This simple block type provides the flexibility to accommodate a combination of parking strategies, including an internal parking arrangement.

The block can be easily adapted to suit either a semi-formal frontage character (such as the Village Street type), or an informal frontage that responds to the settings of nearby open green spaces.

This block typology can accommodate all parking strategies, and its interior is defined by the use of P4 - Courtyards or P7 - Rear Parking Courts. Further detail on appropriate parking strategies can be found in 25. Parking Typologies.

Where the block design suggests two rear parking courts, the cycle and pedestrian connection between the two should be considered.



Block Sizes

The Courtyard blocks **will** have a simple structure that accommodates a rear parking arrangement behind a row of houses, and is overlooked by houses or FoGs.

The blocks **will** be predominantly used alongside the PESE and their arrangement **will** be a direct response to the limitations of parcel access points and lack of private driveways from the main street.

The block **should** be of size and arrangement that facilitates permeability and connections throughout the development. The typical block dimensions **should** be up to 60 by 100m. Proposed blocks with larger dimensions **should** not be imposing limits to pedestrian and cycle permeability and **should** include pedestrian and cycle routes which are well-defined and overlooked.

Building Typologies

The building typologies **will** be defined by the frontage character, and this block type **will** always be adjacent to the PESE at one side. The Village Street frontage **will** be characterised by semi-formal nature and more regular frontage alignment. The linearity **will** be emphasized by the use of semi-detached and terraced houses.

Corner turner typologies are positioned at the block edges and are specifically oriented to address the key neighbourhood access points from the PESE. (A)

The proposed pedestrian connections **will** be adjacent to green spaces and overlooked by corner turner buildings.

Block Frontages

The blocks **will** be surrounded the PESE to one side and tertiary pedestrian priority street to the others.

The primary elevations of buildings **must** face the public realm and the primary entrances to buildings should be visible from the public realm.

South of the PESE, the blocks **will** be oriented to face Spratsgate woods while retaining sufficient flexibility to orient frontages away from the existing pylons.

To achieve continuity of frontage, building façades **should** wrap around the parcel and create active frontages. (B)

Dwellings that are located at the end of a street facing row **can** have their primary entrance on its flank elevation. However, active frontage **should** be ensured on both elevations. The sole introduction of a couple of windows on a flank elevation **will not** constitute an acceptable response to addressing a corner plot.

Buildings **must** face public open spaces and provide natural surveillance.

Flats over garages **will** help provide adequate surveillance to the rear courtyards. (C)

The tallest or largest building element **should** be located at defined corners.

Orientation of buildings **should** relate to routes and adjacent spaces. (D)

Block Interiors

A separation of 20m **will** prevent direct views into dwelling through their rear and flank elevations. This **could** also be achieved through detailed design measures. (E)

Between rear and flank elevations the distance **should** be a minimum of 10m. (F)

Natural surveillance **should** be achieved by overlooking by windows to habitable rooms that are at ground and first floor level.

Rear courtyards **should** be overlooked. (G)

Habitable rooms **will not** be served only by opaque glass window.

All parcels **should** use a combination of parking strategies.

On-plot parking **should not** project forward of the building line. (H)

A landscape strip of minimum 1.5m **should** separate every 4 parking spaces. (I)

All private parking spaces **must** be within easy access to the dwellings they serve. (J)

Adjacent parking courts will be separated by 3m landscape edge with wall or hedging, but will allow for pedestrian and cycle connectivity. (K)

Bin storage **will** be provided to the rear of homes with gated access to the garden.

Cycle storage **should** be easily accessible in front or rear garden or garages.

Provision of adequate space for refuse and recycling bins as well as accessibility to them **should** be considered.

P3 Combination parcel type 3:
Eastern Gateway Block

This block type is used adjacent to the PESE and form the Eastern Gateway at the entrance of the proposal. The block could be based upon a combination of principles from the Parameter and Courtyard blocks. It always addresses the PESE at one side, a courtyard clock at the opposite, and an open green space on the other two.

These blocks should use a variety of strategies to accommodate all needs of the proposal, including terraced housing adjacent to the PESE, detached and semi-detached houses fronting the green edges, and integrated mews streets.

The internal lanes assist with the pedestrian and cycle connectivity as well as with meeting the required parking from the terraced houses fronting the PESE.

This block typology can accommodate all parking strategies, and its interior is often a combination of P4 - Courtyards or P7 - Rear Parking Courts. Further detail on appropriate parking strategies can be found in 25. Parking Typologies.

Pedestrian and cycle connectivity is crucial for the block type’s design, as the block’s dimensions could become larger than the typical simple P1 and P2 blocks.

Block Sizes

The Eastern Gateway Blocks **will** be characterised by the use of a combination of principles from the Perimeter and Courtyard blocks and internal mews streets.

A defined public open space or a visual stop **should** be located at the end of a vista established by linear spaces or routes. Key buildings **will** define key corners and frame key views. (A)

A pedestrian route **should** continue beyond the termination point of a vehicular route and connect to the nearest public space or route. (B)

The block **should** be of size and arrangement that facilitates permeability and connections throughout the development. The typical block dimensions **should** be up to 60 by 100m. Proposed blocks with larger dimensions **should** not be imposing limits to pedestrian and cycle permeability and should include pedestrian and cycle routes which are well-defined and overlooked.

Building Typologies

The tallest elements of the block **will** be the residential buildings that form the Key building grouping and act as a gateway into the development from east. (C)

Corner turner typologies **will** be positioned at the block edges.

The building typologies **will** be defined by the frontage character, and this block type **will** always be adjacent to the PESE at one side. The Village Street frontage **will** be characterised by its semi-formal nature and more regular frontage alignment. The linearity **will** be emphasized by the use of semi-detached and terraced houses. (D)



Block Frontages

The blocks **will** always be facing PESE and the eastern gateway at one side, and a courtyard block at the other. Those frontages **will** be addressed through semi-detached and terraced typologies, which use built form alignment to clearly define spaces.

On their other sides, the blocks **will** be fronting either the north or the south green spaces. These informal frontages **will** give opportunity for the use of bigger housing typologies, facing the open green spaces. Level surface streets serve the lanes within the block. (E)

The primary elevations of buildings **must** face the public realm and the primary entrances to buildings should be visible from the public realm.

Buildings **must** address face public open space and greenspace and provide natural surveillance. The primary elevations of buildings **must** face the public realm and the primary entrances to buildings **should** be visible from the public realm. (F)

On-plot parking **should** not project forward of the building line.

The appearance of streets **should** not be dominated by parked cars.

Block Interiors

The block interiors arrangement **should** be based on design guidance for the P1 Perimeter and P2 Courtyard blocks. Additionally, they **should** respond to the specific requirements of their location on the Framework plan.

This block typology **will** be always located adjacent to PESE and its internal lanes **should** allow for the required parking standards to be accommodated while also providing cycle and pedestrian permeability.

The appearance of streets **should** not be dominated by parked cars.

There **should** be a minimal presence of rigid ‘hammerhead’ arrangements. (G)

Buildings **should** frame open space, and the primary frontage of buildings should directly address public open space, including green infrastructure areas within residential areas.

Visual stops **should** terminate views. A visual stop **could** be a marker or corner building, or a prominent landscape feature.

Pedestrian and cycle routes **must** be interconnected and not lead to dead-ends.

Vistas **cannot** be terminated on a private driveway, a garage door, or a side boundary wall.

Parking courts will allow for pedestrian and cycle connectivity. (H)

P4

Combination parcel type 4:
Western Gateway Block

This block type is used adjacent to the PESE and forms the Western Gateway of the proposal. The block is based upon a combination of principles from the Parameter and Courtyard blocks, similar to P3. Similar to P3, it always addresses the PESE at one side, a courtyard clock at the opposite, and an open green space on the other two.

These blocks should use a variety of strategies to accommodate all needs of the proposal, including terraced housing adjacent to the PESE, bigger family houses fronting the Rural Links, and integrated mews streets.

The internal lanes assist with the pedestrian and cycle connectivity as well as with meeting the required parking from the terraced houses fronting the PESE.

This block typology can accommodate all parking strategies, and its interior is often a combination of P4 - Courtyards or P7 - Rear Parking Courts. Further detail on appropriate parking strategies can be found in 25. Parking Typologies.

Pedestrian and cycle connectivity is crucial for the block type’s design, as the block’s dimensions could become larger than the typical simple P1 and P2 blocks.

Block Sizes

The Western Gateway Blocks are more informal in character compared to the Eastern Gateway. They also use of a combination of principles from the Perimeter and Courtyard blocks and internal mews streets.

The blocks are used alongside the PESE and their arrangement responds to the limitations of parcel access points and lack of private driveways from the PESE.

The block should be of size and arrangement that facilitates permeability and connections throughout the development. The typical block dimensions should be up to 60 by 100m. Proposed blocks with larger dimensions **should** not be imposing limits to pedestrian and cycle permeability and should include pedestrian and cycle routes which are well-defined and overlooked..

Building Typologies

The tallest elements of the block are the apartments at the western entrance. (A)

The building typologies are defined by the frontage character, and this block type is always adjacent to the PESE at one side. The Village Street frontage is characterised by its semi-formal nature and more regular frontage alignment. The linearity is further emphasized by the use of semi-detached and terraced houses. (B)

Bigger family typologies are oriented to face the Rural Links and significant existing trees. Semi-detached and terraced houses are oriented to address inner lanes.

Corner turner typologies are positioned at the block edges to address pedestrian and cycle connections.



Block Frontages

The blocks are always facing PESE and a Focus space on one side. Those frontages are addressed through semi-detached and terraced typologies, which use built form alignment to clearly define spaces.

On their other sides, the blocks are fronting the Rural links. These informal frontages give opportunity for bigger housing typologies, facing the open green spaces, the proposed pedestrian connections to adjacent parcels and existing hedgerows and trees. (C)

The blocks are always surrounded by the PESE on one side and an S1A tertiary street with verges serving as a key neighbourhood entrance point on the other. The rest of the block is surrounded by a combination of tertiary pedestrian streets. Level surface streets serve the mews in the block.

The primary elevations of buildings must face the public realm and the primary entrances to buildings should be visible from the public realm.

Buildings must address face public open space and greenspace and provide natural surveillance. (D)

The primary elevations of buildings must face the public realm and the primary entrances to buildings should be visible from the public realm.

On-plot parking should not project forward of the building line.

Block Interiors

The block interiors arrangement **should** be based on design guidance for the P1 Perimeter and P2 Courtyard blocks. Additionally, they **should** respond to the specific requirements of their location on the Framework plan.

This block typology **will** always be located adjacent to PESE and its internal lanes should allow for the required parking standards to be accommodated while also providing cycle and pedestrian permeability. (E)

The appearance of streets **should** not be dominated by parked cars.

A pedestrian route **should** continue beyond the termination point of a vehicular route and connect to the nearest public space or route. (F)

Buildings **should** frame open space, and the primary frontage of buildings should directly address public open space, including green infrastructure areas within residential areas.

Visual stops **should** terminate views. A visual stop **could** be a marker or corner building, or a prominent landscape feature.

A defined public open space or a visual stop **should** be located at the end of a vista established by linear spaces or routes. Key buildings **will** define key corners and frame key views. Pedestrian and cycle routes **must** be interconnected and not lead to dead-ends.

Vistas **cannot** be terminated on a private driveway, a garage door, or a side boundary wall.

Flats over garages **can** provide surveillance to the rear courtyard areas. (G)



E. Landscape

16. Landscape strategy

Integrating landscape into the design of streets and public spaces offers a wide range of benefits, improving the environmental, social, and visual qualities of residential areas. Trees and landscape can help to improve air quality, provide shade and encourage bio-diversity; they provide opportunities for social interaction and improved well-being; they can be used to create focal features to create local identity and reinforce wayfinding.

The planting within the scheme should reflect the character of the areas and street hierarchy. Tree planting should be well integrated within the street scene at regular intervals to visually soften frontage parking. This can be achieved with trees and hedgerows, used as screening and visual enhancement within rear parking courts and along shared surface streets. Structural planting can be used as a means of indicating street hierarchy among vehicles, pedestrians and cyclists.

Local streets should consist of smaller shrubs and herbaceous planting with accent trees whereas the main streets in the development should have larger trees with robust hedge planting.

Planting can also be used to define key pedestrian movement routes and mark vistas in and out of the development.

Squares throughout the site provide opportunities for meeting and gathering. These could be further enhanced by feature trees serving as a focal point at the end of a street.



Landscape Strategy Key Plan

*Please note that the POS, Rural link and Main Streets are indicated to provide context, this DDC relates only to Parcels R & S. Details on the POS and rural link design principles can be find in the Phase 2B Landscape DDC and the PESE DDC details the design principle of the Main Street.

17. Landscape interfaces

The landscape interfaces, called Frontage Characters within the SWDC, refers to the relationship between the development edges with the public realm, either adjacent route, open spaces or the boundaries of the site. They are defined by a number of factors (formality or informality of the building alignment, spacing between buildings, boundary treatments...) and are essential in defining the character of the place and the quality of routes and spaces.

Future RMAs for the development parcels must provide details of boundary treatments with the natural landscape and should demonstrate how a positive resolution to these edge conditions are achieved to ensure activation of the public realm and avoidance of unappealing or unsafe environments.

The SWDC identify the Parcels R and S Interfaces to fall within 4 groups semi-formal and informal:

- B1 - Village Street (Semi-formal)
- B3 - Northern Green Space 2 (Semi-formal)
- C1 - Rural Links (Informal)
- C2 - Meadow Edge (Informal)

M M26 : LANDSCAPE INTERFACES

- Details of boundary treatments with the natural landscape **must** be provided and accord witht the wider design codes.
- They **should** demonstrate how a positive resolution to these edge conditions can be achieved
- They **must** ensure there is activation of the public realm and avoidance of unappealing or unsafe environments.
- Primary elevations **should** face onto the public open space



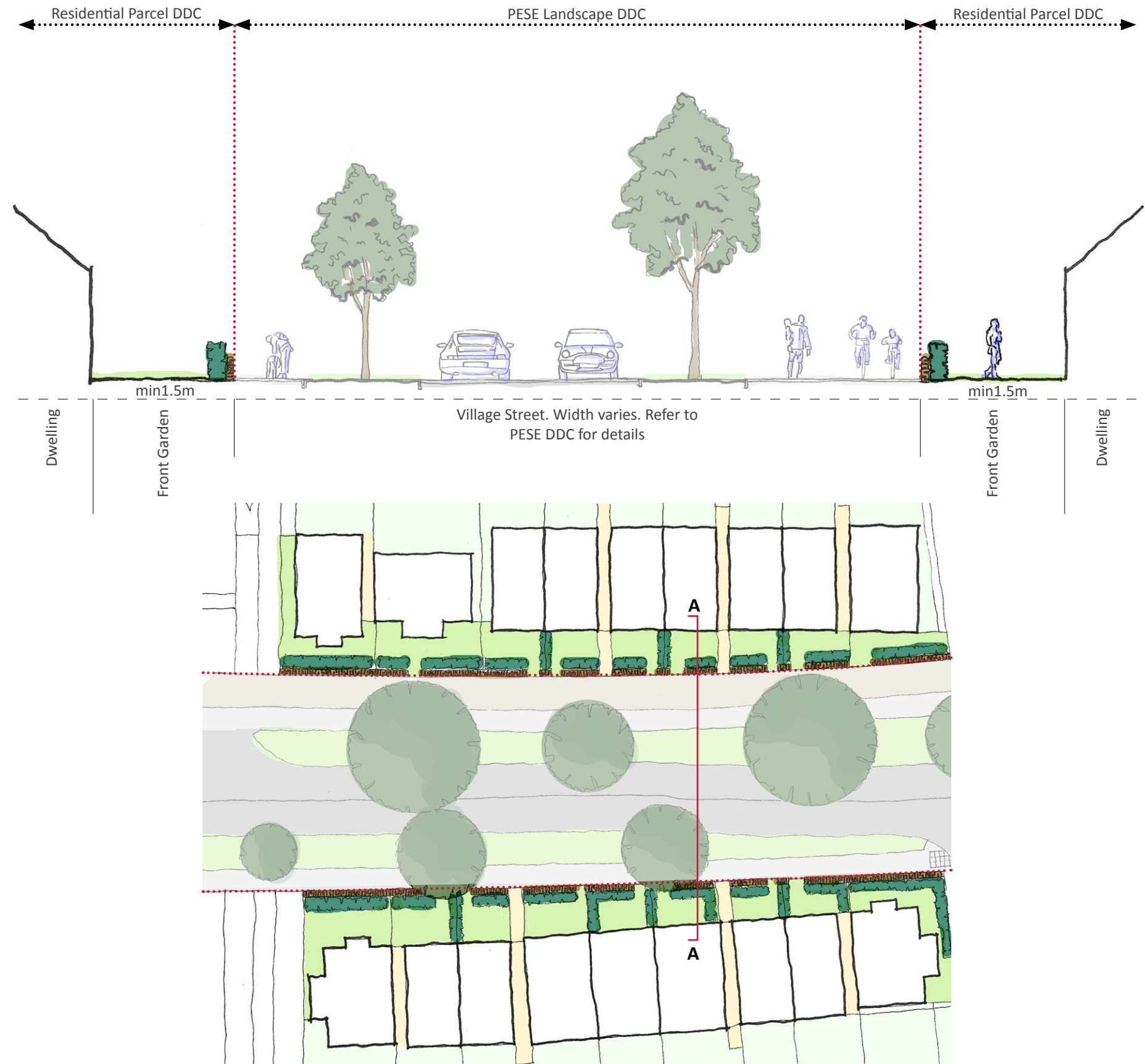
Landscape Interfaces Key Plan

*Please note that additionnal details on the interfaces with the POS and rural link can be find in the Phase 2B Landscape DDC and the PESE DDC covers the interface with the Main Street.

17.1 Village Street

The village street is a continuation of the primary vehicular route through the heart of the new neighbourhood, but **must** not be a through route for cars, a less formal approach to frontage should be applied. A consistent approach to the application of principal materials is expected, with a limited number of building typologies to define a character of repetition / rhythm / order.

Please note that the Phase PESE DDC provides landscape design principles for the PESE highway corridor. This DDC relates only to the dwelling frontages.



Plan & Sections are illustrative examples



17.2 Northern Green Space 2

The northern greenspace describes a shared greenspace buffer between new and existing dwellings. The northern greenspace should be overlooked by habitable rooms and incorporate existing trees, new landscaping, a walking route and children’s play space. Access roads should be designed to minimise their impact along the greenspace, with private driveways where appropriate.

Northern Green Space 2 **should** be characterised by irregular parcel edges. Clusters of planting / trees could be positioned along the parcel edge within the parcel boundary, with perimeter roads and driveways following sinuous alignments to accommodate these clusters, thereby not tracking the parcel boundary.

Please note that the Phase 2B DD C provides landscape design principles for the Primary Green Infrastructure Areas (as defined in the s106) on the Northern Greenspace. This DDC relates only to the residential neighbourhood



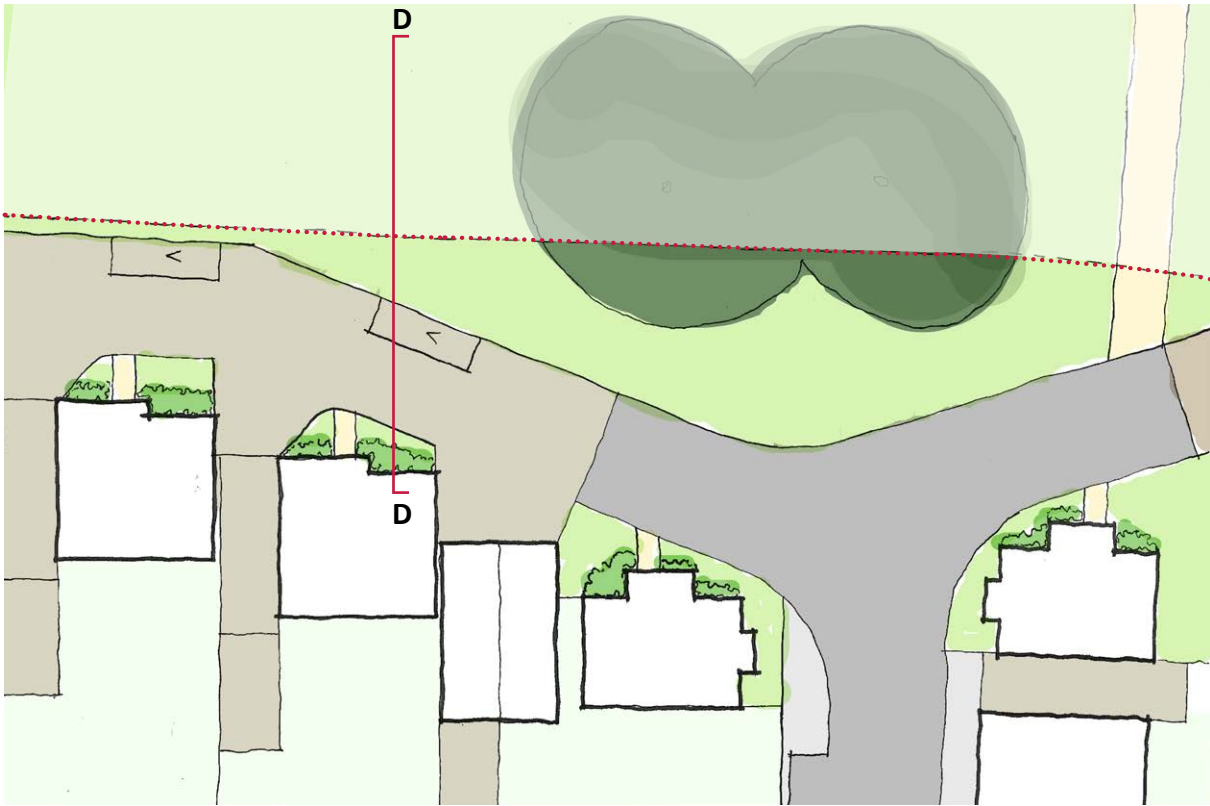
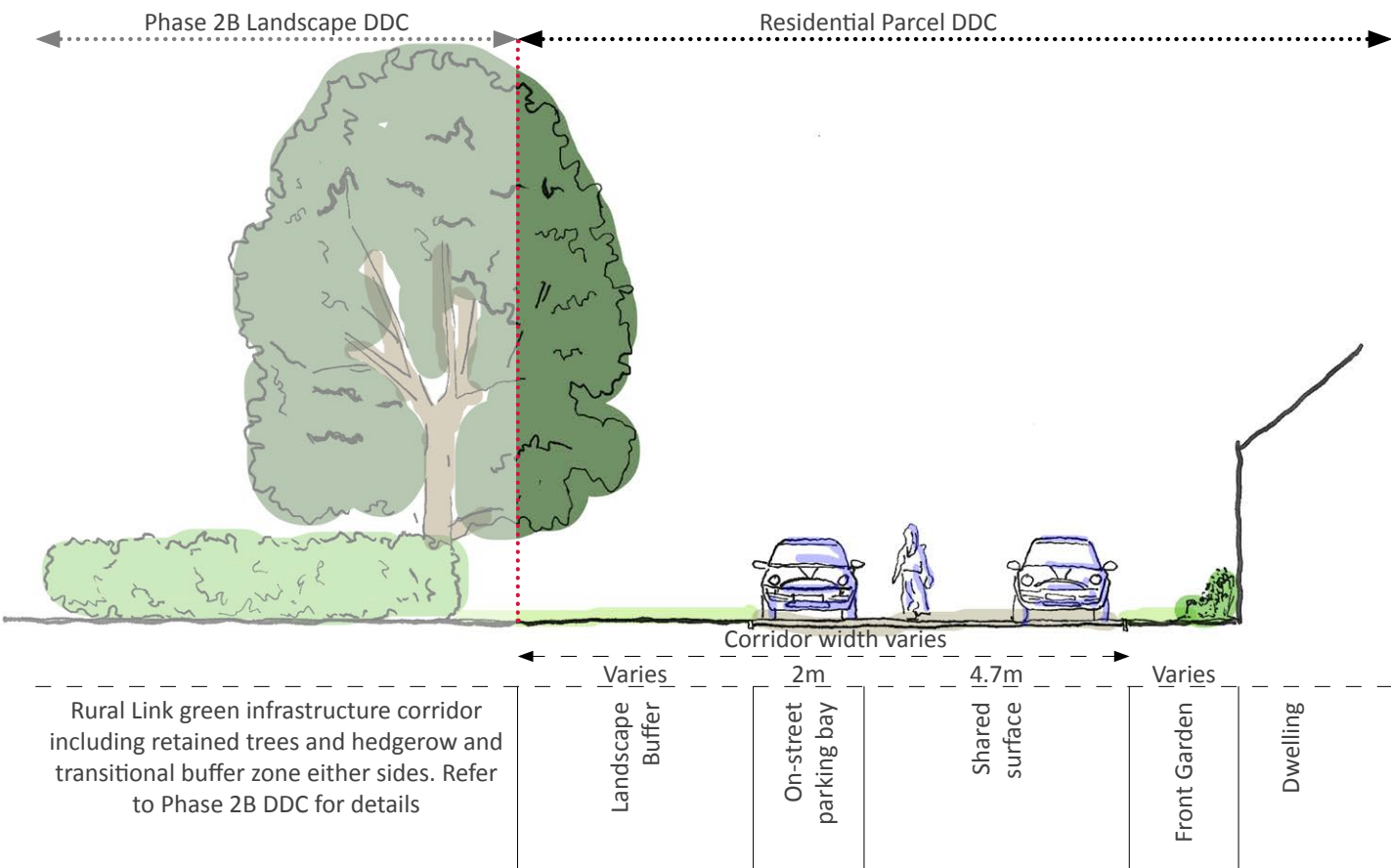
Plan & Sections are illustrative examples



17.3 Rural Links

Rural links are running generally perpendicular to the main east-west greenways (the Copse, Meadow and Woodland Edges), and connecting with the ‘Northern Green Space’ between the new neighbourhood from existing development further north. For the most part they are linear in form, but with irregularly shaped edges, and it is envisaged this will be reflected in the approach to frontage character. All primary elevations are to face onto the greenspace and building set back could vary but have a discernible building line.

Please note that the Phase 2B DDC provides landscape design principles for the Primary Green Infrastructure Areas (as defined in the s106) on the Rural Link. This DDC relates only to the residential neighbourhood.

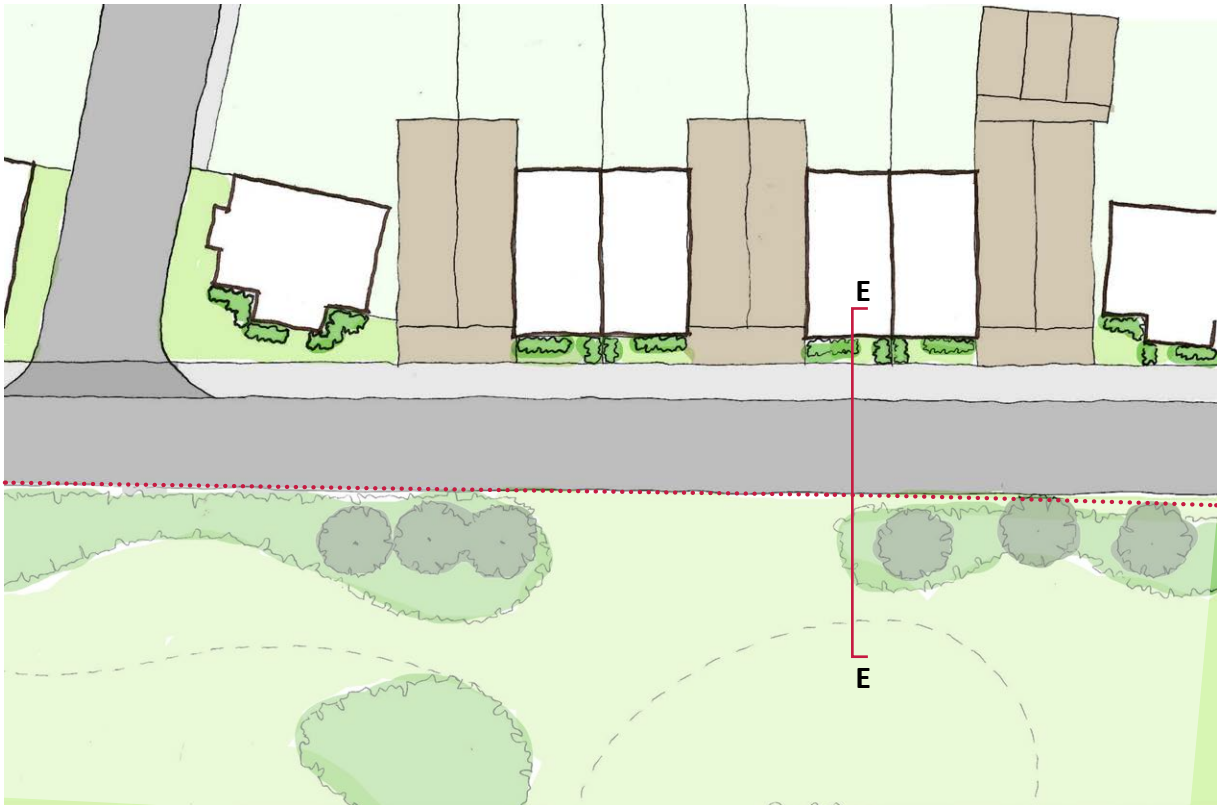
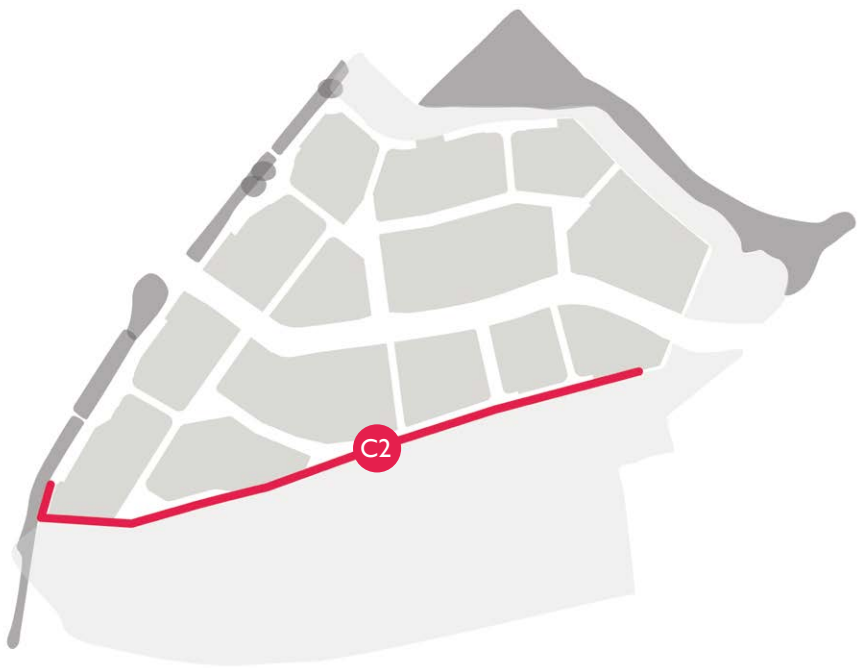
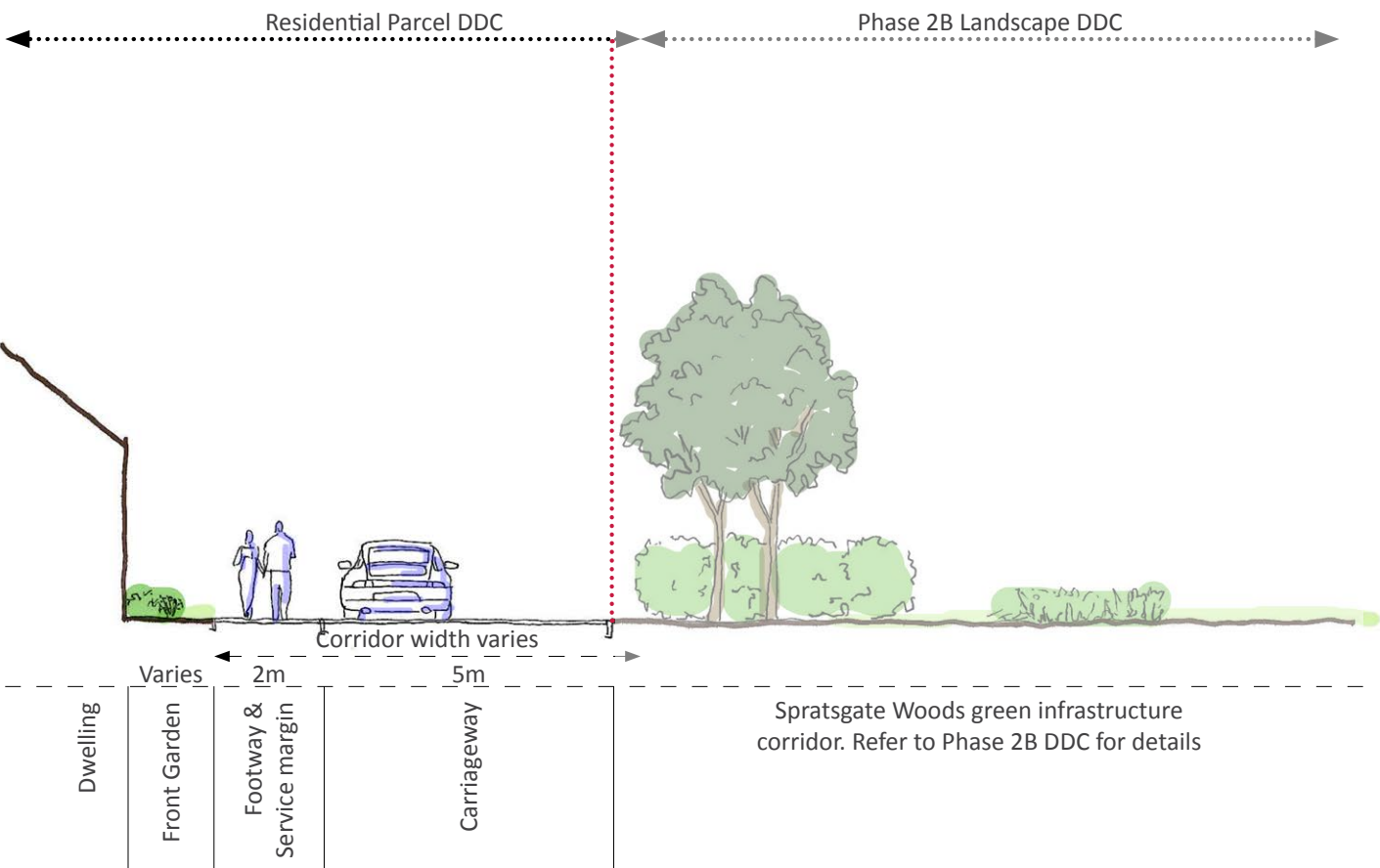


Plan & Sections are illustrative examples

17.4 Meadow Edge

These are south-facing parcel edges overlooking greenspaces. The eastern end of the greenspace is traversed by overhead power lines and this should be taken into account in the design of housing along this edge through an informal / irregular arrangement to detract from the linearity of the overhead power lines. Clusters of planting could be positioned at intervals along the parcel edge to screen garages and driveways, with dwellings clearly visible between these clusters.

Please note that the Phase 2B DDC provides landscape design principles for the Primary Green Infrastructure Areas (as defined in the s106) on the Spratsgate Woods. This DDC relates only to the residential neighbourhood.



Plan & Sections are illustrative examples

18. Soft landscape

18.1 Overarching planting strategy

The Landscape Palette on the following pages features a list of appropriate species for each landscape character area. The proposed planting lists for public spaces and gardens feature native, ornamental, shrub and herbaceous planting selected for their seasonal interest, robustness and known wildlife value. Flowering and fruiting species should support wildlife and enhance habitat connections to the wider setting and through the retained mature vegetation and hedgerows. The integration of native species which provide foraging and pollinating opportunities for wildlife **should** be encouraged where possible. A wide species mix across the site will support resilience against pests, diseases and future climate conditions.

Boundary shrub planting

Front garden treatments **must** consist of low-medium height shrub planting with hedges proposed to the front where gardens are deep enough, and specimen shrubs could add structure. The species selection should help to define the character areas.

18.2 Tree strategy

The tree strategy for the development consists of a combination of street trees and feature trees. Trees planted along the main avenue **should** be predominantly native or cultivars of native species.

Careful consideration **must** be given to street tree selection to ensure that the mature trees are appropriate to the street typology and verge width. They **must** not cause any conflict above and below ground in 50-100 years from planting. Appropriate root protection systems **should** be considered, including trench planting, irrigation pipes and urban tree soils to ensure trees can grow to their full potential. Where verges are less than 3m particular consideration **must** be given to canopies spread, water demand and rooting volume of the selected trees.

Street tree planting **should** also be used to appropriately screen parking courts and private spaces but not create areas for potential anti-social behaviour. Feature trees **should** be used to provide seasonal interest and focal points throughout the development.

The range of proposed planting species **should** provide scope for alternative planting and variation in character and sizes. Further guidance can be found in the Trees and Design Action Group publication “Tree Species Selection for Green Infrastructure”.

For additional guidance on suitable tree species for each space refer to the adjacent Landscape Palette and section 14.2. Planting Strategy from the SWDC.

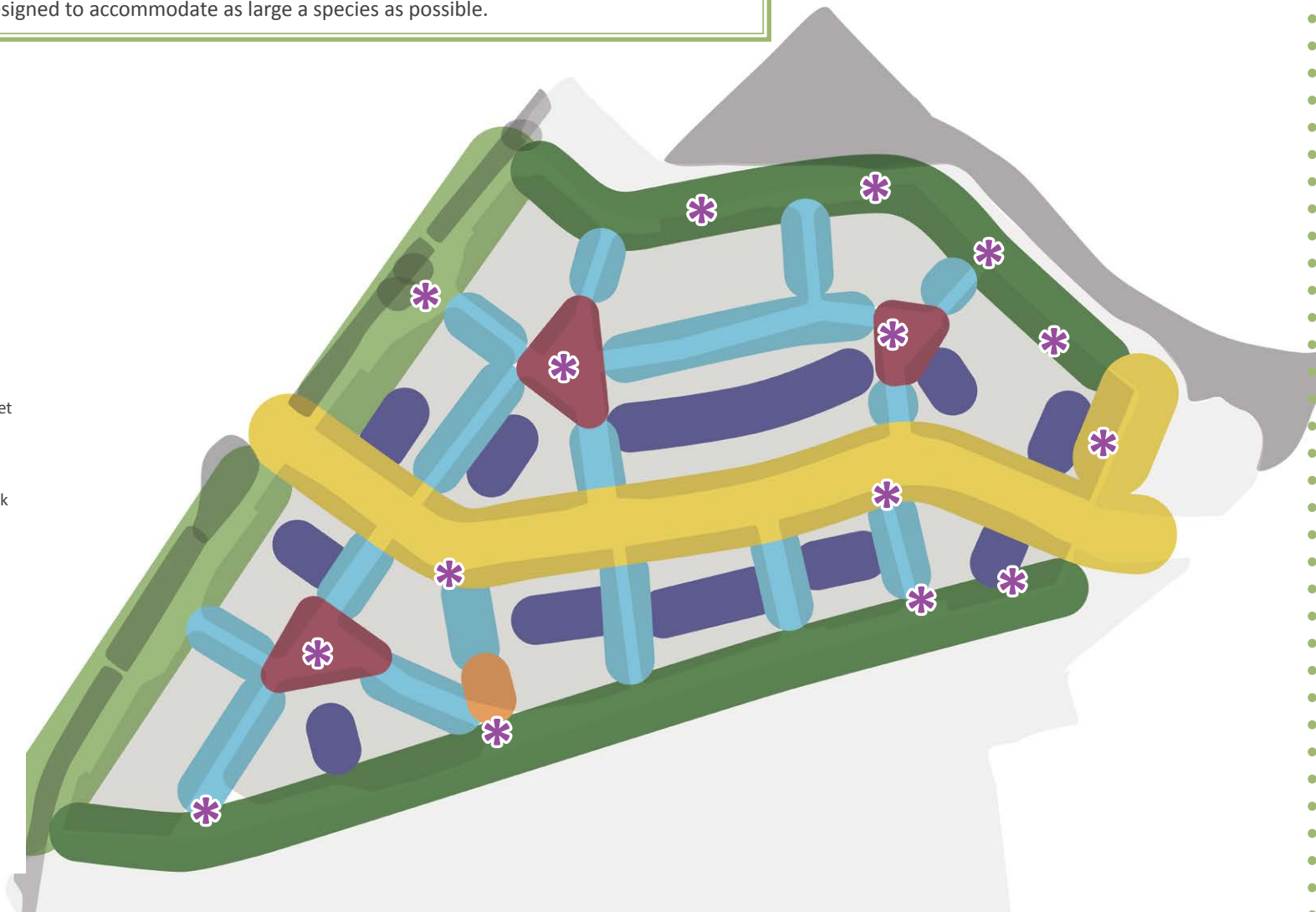
Landscape Palette

M M27 : TREE PLANTING ACROSS RESIDENTIAL

- Streets and pedestrian routes **should** integrate sufficient space for landscaping and street trees, ensuring that these trees have the necessary conditions to grow to full maturity.
- Areas of soft landscaping **must** be of an adequate size to accommodate planting and are maintainable.
- Where verges are less than 3m wide specialist planting methods **must** be used.
- Street trees **should** be planted at suitable spacing to give trees adequate room for future growth.
- The design and positioning of street trees **must** take account of SuDS features and future maintenance.
- Tree pits **should** be designed to accommodate as large a species as possible.

Key

- Primary Enhanced Street
- Interface with POS
- Interface with Rural Link
- Secondary loop
- Parking court
- Focal space
- Play area
- Feature tree



Soft Landscape Strategy Key Plan

Note: The following pages introduce a suggested list of plant species. Additional and other species **may** be proposed but the final selection must be agreed with CDC and GCC during RM stages

Landscape Palette

Primary Enhanced Street

Planting Character

Street trees along the PESE have already been determined in the PESE DDC.

The following palettes refer only to the front gardens located either side of the primary vehicular route through the heart of the new neighbourhood. The planting within these area **should** focus on mostly evergreen structural planting including low hedging behind low Cotswold stone wall to the front of the plots on the edge of the footway. Incidental feature shrubs **could** be planted within shrub bed when space allow.

Planting within front garden **should not** overrely on non native evergreen shrub species in order to provide greater seasonal and ecological interest.

Within visibility splays, shrub planting **must** focus on groundcover and be less than 600 mm high and **must** comply with the Manual for Gloucestershire Streets.

Feature shrubs

- Amelanchier lamarkii (Snowy mespilus)
- Euonymus alatus (Burning bush)

Structural shrub

- Aucuba japonica ‘Rozannie’ (Japanese laurel)
- Cotoneaster dammeri ‘Coral Beauty’ (Bearberry)
- Hebe ‘Mette’ (Shrubby veronica)
- Mahonia aquifolium ‘Apollo’ (Oregon grape)
- Rosa ‘Kent’ (Rose)
- Skimmia x confusa ‘Kew Green’ (Skimmia)

Hedge

- Carpinus betulus (Hornbeam)
- Prunus laurocerasus ‘Otto Luyken’ (Compact laurel)
- Lonicera ‘May Green’ (Honeysuckle May Green)
- Ligustrum ovalifolium (Korean privet)
- Taxus baccata (Yew)

Herbaceous

- Acanthus mollis (Bear’s breeches)
- Agapanthus africanus ‘Albus’ (African lily)
- Anemone x hybrida ‘Honorine Jobert’ (Japanese anemone)
- Libertia chilensis (Libertia)
- Oenothera lindheimeri (Gaura)
- Stipa tenuissima (Angel hair)

Ground cover

- Cotoneaster radicans ‘Eichholz’ (Bearberry)
- Epimedium x versicolor ‘Sulphureum’ (Barrenwort)
- Euonymus fortunei ‘Dart’s Blanket’ (Fortune’s spindle)
- Lirope muscari ‘Big Blue’ (Lily-turf)
- Sarcococca hookeriana var humilis (Himalayan sweet box)
- Waldsteinia ternata (Yellow strawberry)



Prunus laurocerasus



Sarcococca hookeriana



Rosa ‘Kent’



Oenothera lindheimeri & Stipa tenuissima

Landscape Palette

Interface with POS

Planting Character

These area placed along the POS, Northern Greenspace to the North and Spartsgate Wood to the south. Native trees should be planted along the parks edge where space allows.

Where gardens are deep enough, mixed species native hedge **should** be proposed to the front garden and small ornamental trees or specimen shrubs **could** be planted to add structure. Smaller front garden treatments **should** consist of low-medium height shrub planting.

Shrubs in this area **should** be limited to native species such as those which are specified elsewhere in the native hedge mix.

Refer to Phase 2B Landscape DDC for details on the planting within the POS.

Feature shrubs/Small trees	Native trees
Cornus kousa (Chinese Dogwood)	Carpinus betulus (Hornbeam)
Prunus ‘Amanogawa’ (Lombardy Cherry)	Betula pendula (Silver Birch)

Native hedge mix	Shrubs
Carpinus betulus (Hornbeam)	Cornus alba ‘Kesselringii’ (Dogwood)
Cornus sanguinea (Dogwood)	Hebe ‘White Gem’ (Shrubby veronica)
Corylus avellana (Hazel)	Osmanthus burkwoodii (Burkwood Osmanthus)
Euonymus europaeus (European spindle)	Sarcoccoca confusa (Sweetbox)
Rosa canina (Dogrose)	Viburnum tinus ‘Eve Price’ (Laurustinus)

Herbaceous
Asplenium scolopendrium (Hart’s tongue fern)
Helleborus x hybridus ‘Harvington White’ (Lenten rose)
Heuchera villosa ‘Autumn Bride (Alum root)



Mixed species native hedge

Interface with Rural Link

Planting Character

These areas are located adjacent to the Rural Links, a connected green grid of existing hedgerows and mature trees providing an ecological corridor. The rural link, existing vegetation and protective buffer planting are detailed within the Phase 2B Landscape DDC.

An appropriate transition zone **must** be created to provide a buffer to the existing vegetation and enhance its ecological value. In certain areas, the transition zone overlap within the residential phases. In these instances, the transition zone **must** comprise wildflower meadow, long grass and native species mix. Additionnal native shrub planting **may** be considered in line with the the Phase 2B Landscape DDC.

Refer to Phase 2B Landscape DDC for further details on existing vegetation and buffer planting.

Shrub	Herbaceous
Choisya ternata (Mexican orange)	Asplenium scolopendrium (Hart’s tongue fern)
Cornus stolonifera ‘Kelseyi’ (Dogwood)	Bergenia ‘Bressingham White’ (Elephant’s Ear)
Hebe salicifolia (Shrubby veronica)	Geranium phaeum ‘Album’ (Cranesbill)
Hydrangea paniculata ‘Kyushu’(Panicled hydrangea)	Hakonechloa macra ‘Aureola’ (Japanese forest grass)
Osmanthus delavayi (Delavay osmanthus)	Helleborus x hybridus ‘Harvington white’ (Lenten Rose)
Pittosporum eugenioides ‘Variegatum’ (Tarata)	Molinia caerulea ‘Transparent’ (Purple moor grass)



Dry wildflower meadow within transition zone



Hydrangea paniculata ‘Kyushu’

Landscape Palette

Secondary Loop

Planting Character

These areas refer to the residential streets within the new neighbourhood. The planting within these area **should** focus on mostly structural planting including hedging to frontage of the plots where the depth of the front garden will allow.

In addition to the proposed suggested species, the mix **could** be widened to include others species in the medium and large categories described in the TDAG guidance. Further details **will** be agreed at the Detailed Planning stage.

Careful consideration **must** be given to street tree selection to ensure that the trees can grow to their full potential and that there is sufficient space for root development and canopy growth.

Trees	Hedge
Acer campestre ‘Streetwise’ (Fastigate field mapple)	Ligustrum ovalifolium (Garden privet)
Betula pendula ‘Fastigiata’ (Fastigate silver birch)	Eleagnus x ebbingei (Oleaster)
Carpinus betulus ‘Frans Fontaine’ (Fastigate hornbeam)	Prunus lusitanica (Portugal laurel)
Malus baccata ‘Street Parade’ (Crab apple)	
Pyrus calleryana ‘Chanticleer’ (Callery Pear)	

Structural shrub	Herbaceous
Choisya ‘Aztec Pearl’ (Mexican orange)	Agapanthus africanus (African Lily)
Ceanothus ‘Blue Mound’ (Californian lilac)	Agastache foeniculum (Anise Hyssop)
Cistus x purpureus ‘Alan Fradd’ (Rock rose)	Carex oshimensis ‘Everest’ (Sedge)
Hebe ‘Midsummer Beauty’ (Shrubby veronica)	Festuca glauca ‘Elijah Blue’ (Blue fescue)
Lavandula angustifolia ‘Hidcote’ (Lavender)	Geranium macrorrhizum ‘Album’ (Geranium)
Skimmia ‘Kew Green’ (Skimmia)	Nepeta racemosa ‘Walkers Low’ (Catmint)
Salvia yangii ‘Blue Spire’(Russian sage)	Salvia nemorosa ‘Caradonna’ (Balkan clary)



Mixed ornamental planting



Low hedge and mixed planting



Malus baccata ‘Street Parade’

Landscape Palette



Parking court

Planting Character

Parking courts will be located at the rear of houses where vehicular access to the front of the dwellings cannot be achieved. Robust and mainly evergreen planting **should** be used to help soften the environment. Trees of appropriate size as well as hedgerows **should** be selected. Planting **must** be carefully placed in a way that does not restrict sightlines.

While there is a preference for native species, non-native trees and formal cultivars in these locations are acceptable and there **should** be a mix of species and sizes with sufficient space in the layout to be able to develop to maturity. The suggested range below **can** be widened to include a diverse range of species in the small and medium categories described in the TDAG guidance. Careful consideration **must** be given to street tree selection to ensure that the trees can grow to their full potential and that there is sufficient space for root development and canopy growth. Further details **will** be agreed at the Detailed Planning stage.

Small trees
Amelanchier ‘Robin Hill’ (Fastigate juneberry)
Cercis siliquastrum (Judas tree)
Liquidambar styraciflua ‘Slender Silhouette’
Prunus ‘Spire’ (Flower Cherry)
Sorbus aucuparia ‘Sheerwater Seedling’ (Fastigate rowan)

Shrubs	Herbaceous
Choisya ternata ‘Sundance’ (Mexican orange)	Achillea ‘Summer Pastels’ (Yarrow)
Cistus ‘Silver Pink’ (Rock rose)	Anemone x hybrida ‘Queen Charlotte’(Anemone)
Hypericum ‘Hidcote’(St John’s wort)	Bergenia cordifolia (Elephant’s Ear)
Cornus stolonifera ‘Flaviramea’ (Yellow bark dogwood)	Deschampsia cespitosa (Tufted Hair Grass)
Euonymus ‘Emerald n Gold’ (Fortune’s spindle)	Oenothera lindheimeri (Gaura)
Hebe ‘Great Orme’ (Shrubby veronica)	Pennisetum orientale (Fountain Grass)
Rosa ‘Partridge’ (Rose)	Verbena bonariensis (Purple top)



Mixed planting and small trees



Opportunity for integrated SUDs



Choisya ternata ‘Sundance’

Landscape Palette

Focal space

Planting Character

These refer to tertiary vehicular accesses with the opportunity for the street to wrap around a small public space to create a pocket park or a secondary green infrastructure. Featured trees and ornamental planting **should** be used in these area. Visibility splays **must** be taken into account regarding the species height.

Non-native trees and formal cultivars in these locations are acceptable and there **should** be a mix of species character. The suggested spec below **can** be widened to include a more diverse range of species in the medium and large categories described in the TDAG guidance. Careful consideration **must** be given to street tree selection to ensure that the trees can grow to their full potential and that there is sufficient space for root development and canopy growth. Further details **will** be agreed at the Detailed Planning stage.

Trees
Ginkgo biloba (Maidenhair tree)
Gleditsia triacanthos (Thorny locust)
Liquidamber styraciflua (Sweetgum)
Metasequoia glyptostroboides (Dawn redwood)
Pinus sylvestris (Scot pine)
Quercus robur ‘Koster’ (Fastigate oak)
Tilia cordata (Small-leaved lime)

Structural shrub	Herbaceous
Cornus sanguinea ‘Midwinter Fire’ (Dogwood)	Achillea ‘Terracotta’ (Yarrow)
Hebe salicifolia (Shrubby veronica)	Hakonechloa macra (Japanese forest grass)
Pachysandra terminalis (Japanese spurge)	Kniphofia ‘Bees Lemon’ (Red-hot poker)
Pinus mugo (Mugo pine)	Stachys byzantina
Pittosporum tobira ‘Nanum’ (Japanese mock orange)	Stipa tenuissima (Angel hair)



Ginkgo biloba



Pinus sylvestris & Stipa tenuissima



Mixed ornamental planting

Landscape Palette



Play area

Planting Character

The planting within and around and within the play area **must** be considered as being part of the play experience. Ornamental grasses, colourful and fragrant species **should** be proposed to offer a range of sensory experiences.

Non-native trees and formal cultivars in these locations **should** be acceptable and there **should** be a mix of species and sizes with sufficient space in the layout to be able to develop to maturity. The suggested range below **can** be widened to include a diverse range of species including Prunus, Sorbus, Cercis, Amelanchier, Crataegus and others in the small and medium categories described in the TDAG guidance. Further details **will** be agreed at the Detailed Planning stage.

Trees
Betula utilis jacquemontii (White-barked Birch)
Acer capillipes (Snake bark maple)

Shrubs	Herbaceous
Cornus sp. (Dogwood)	Kniphofia ‘Tawny King’ (Red-hot poker)
Lavandula ‘Hidcote’ (Lavender)	Miscanthus sinensis ‘Morning Light’ (Eulalia)
Phlomis fruticosa (Jerusalem sage)	Panicum virgatum ‘Heavy Metal’ (Switch grass)
Salvia officinalis (Common sage)	Rudbeckia fulgida ‘Goldsturm’ (Black-eyed Susan)
Salvia rosmarinus ‘Miss Jessopp’s Upright’ (Rosemary)	Stipa gigantea (Giant feather grass)
Santolina chamaecyparissus (Lavender cotton)	Verbena bonariensis (Purple top)



Mixed sensory planting



Ornamental grass as a natural element for play



Year round interest with colourful bark species

19. Hard landscape

19.1 Overarching hard landscape strategy

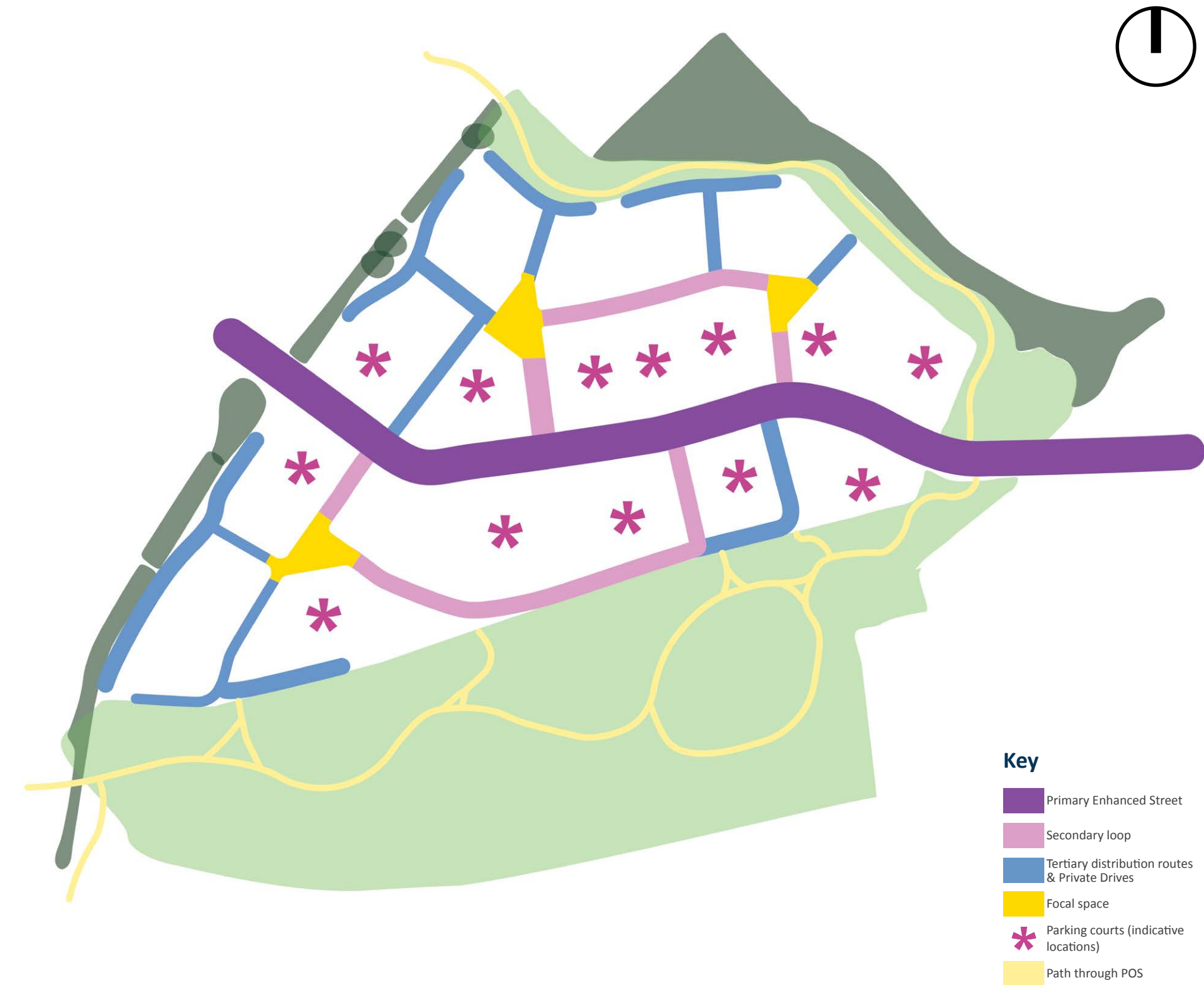
Local character will be defined by the design, materials and detailing of buildings and the public realm - ‘drawing inspiration from the Cotswolds vernacular’ to create a memorable character and place identity. Reserved Matters application **should** adhere to the SWDC Hard Landscape Palette depending on the street type and **should** consider the Gloucestershire County Council’s Materials list.

The surface materials palette illustrated within this code create a varied but coherent appearance within the scheme to help understand the street hierarchy of the places. Subject to appropriate detailing, other materials **could** be acceptable.

M

M28 : DESIGN PRINCIPLES

- Consideration **should** be given to the material’s supply, durability, longevity and ease of replacement or replication.
- Material colours **should** be muted and of natural tones to complement rather than detract from the buildings and landscape setting.
- The landscape and public realm materials **must** be selected to uphold high standards of ethical and sustainable procurement.
- A range of appropriate adoptable materials **should** be used in order to reinforce the street hierarchy and create a safe, comfortable neighbourhood identity.



Hard Landscape Strategy Key Plan

The table sets out the typical standard required with specific products to be agreed at a later stage. More bespoke materials for key public spaces could also be agreed at detailed stage.

Permeable or impermeable surfacing **should** suit surface water drainage strategy. Inclusions of small scale SuDS featutures such as rain gardens and filter strips **will** be considered where appropriate at the Detailed Planning stage.

TYPOLOGY	DESCRIPTION	ILLUSTRATION			
Secondary Loop: Carriageway	Hot rolled Asphalt (HRA)				
Secondary Loop: Footway	Close graded asphalt concrete				
Private Drive	Block paving				
Focal space	Natural stone setts, clay paver, concrete block paving or suitable pigmented asphalt				
Parking within parking court	Bituminous surface or concrete block paving with contrasting colour setts or block to demarcate the spaces				
Parking bays to resident	Bituminous surface or concrete block paving with contrasting colour setts or block to demarcate the spaces				
Private footpath	Natural stone or concrete slabs				

19.2 Boundary Treatments

Front boundary treatments are integral to the design of the street scene and public realm. Key public facing areas junctions **must** predominantly use low stone walling, estate railings and soft landscaping as specified in the SWDC.

Frontages **should** be delineated with low wall, estate railing, hedges or shrub planting depending on the location and set back from the facade. Boundaries defining the public realm (edges of development, streets and rear parking courts) **should** be high quality 1.8m stone or brick to match the dwelling material. Further, linear strips of green space between the side boundary of the home and open space to the north, **should** set back to incorporate a meaningful landscape strip for security and visual amenity where possible.

Where hedges form a part of a home’s frontage boundary treatment, thorny species **will** not be accepted immediately adjacent to footways and cycle tracks.

The RMA proposals **should** consider the growth of hedges and specify appropriate species that must not obstruct the adjacent paths.

TYPOLOGY	DESCRIPTION	ILLUSTRATION	
Primary Road/ Village Street - Low Cotswold stone wall (B1/ B3)	600mm stone wall must be used to the front of the properties along the Village Street. Materials should match adjoining dwelling. Cock and Hen capping may be used. Hedges could be added behind the wall but should grow not more than 900mm high.		
Interface Private/Public realm - Tall Cotswold stone wall	Stone walls must be used to define rear boundaries that back onto court-yard parking areas and mark the limit with back garden adjacent to open spaces. Such walls should be between 1.8 - 2.1m high and stepped to match the slope profile.		
Interface Private/Public Open Space - Estate railing (B4)	1.1m high black/grey/untreated metal estate railing and matching gates should be used to front garden adjacent to open space.		
Interface Private/Public Plot frontages - Ornamental hedge (B7) & planted Zone (B8)	1.1m high ornamental hedge planting to define plot boundaries. species selections can vary but be consistent in a single street / ornamental planting zones to define plot frontages where narrow or to act as defensible areas adjacent to POS.		
Back garden separation - Closed board fence	Closed board fence should be used only to delineate the separation between the back gardens. This should not be more than 1.8m in height and must have a 120x120mm ground level gap to accommodate hedgehog movement across the development.		

20. Street furniture and signage

The choice of a street furniture palette **should** focus on simple, contemporary design, with consistent product types used across the development. Products **should** ideally be sourced from established suppliers with a consistent proven supply chain, to ensure a reliable procurement and replacement process. New and/or innovative products **could** be proposed if they can be proven to be of high quality and durable.

M

M29 : STREET FURNITURE

- All street furniture **will** be in accordance with the SWDC specification and **should** be consistent across phases.
- Street furniture **will** be required across the whole site, and **should** be consistent with adjoining phases.
- The palette of street furniture **should** be discussed and agreed with the master developer.
- Any street furniture on the adopted highway **must** not restrict the width of the footway or carriageway.
- Localised widening **may** be required to accommodate street furniture.

20.1 Street furniture design and specification:

- Consideration **must** be given to the supply, durability, longevity and ease of replacement when specifying a street furniture element.
- Street furniture is to be sited to ensure an uncluttered streetscape and **must** not impede pedestrian and cyclist movement.
- The inclusion of integrated, bespoke design features within the street furniture palette **should** be considered as a potential part of any public art strategy for the site.
- Electric vehicle charging points **should** be accommodated where appropriate (e.g. the terminal car park near the Neighbourhood Centre) and/or allowance made for their future provision.
- Street furniture **should** be sited so that it minimises obstruction to the footway.
- Elements of street furniture **should** generally be grouped together to minimise visual clutter.



An example of timber seating with back and armrest



Example of bespoke feature seating



An example of hoop cycle parking - Sheffield hoops



Example of litter bins



An example of recessed tray tree grille system

20.2 Seating

- Benches and informal opportunities for seating **should** be provided at regular intervals to provide inclusive design for all ages and abilities.
- Seating **should** allow opportunities for integration of wheelchair users and include seating that provides arm rests and back support.
- Designs **should** allow for ease of maintenance and be resistant to vandalism.
- Concealed recessed ground fixings **should** be used.

20.3 Litter bins

- **Should** be provided along streets, pedestrian routes, within public open spaces and spaces where people are likely to converge.
- Litter bins **could** be located near bus stops and key gateway thresholds
- Robust, functional and fireproof.
- Capacity to take account of intensity of use.

20.4 Cycle Stands

- Cycle parking facilities **should** be logically incorporated into the streetscape, generally set in spaces between trees or in more open areas of paving near junctions and at key spaces including play spaces and public squares where people are likely to converge.
- A simple hoop design **could** be used for practical use by cyclists to allow the frame to be directly locked to the rack; spaced at a minimum 1m apart.

20.5 Street trees, tree pits and tree grilles

- Detailed specification and design **must** be required as appropriate at detailed stages of design (e.g. Reserved Matters Applications).
- Designers **should** consider future adoption of trees located in both private and public realm.

20.6 Signage and Wayfinding

- Wayfinding and street name signs **must** form part of a specially designed suite of signs with a distinctive look that **should** be used throughout The Steadings.
- A detailed signage and wayfinding strategy **should** be developed alongside the street furniture palette with elements combined where appropriate (mounted on lighting columns etc.) to reduce street clutter.
- Where possible, signs **could** be attached to buildings or walls to avoid cluttering the streetscene. However this is to be agreed with the adopting authority.
- Public art strategies **could** also consider integrated bespoke features as part of the street furniture palette.
- Signage **must** be consistent and uniform, but should also respond to its surroundings, allowing a user to identify different areas of the site. The signage will be detailed as part of the Reserved Matters Application(s).

20.7 Street Lighting

- For guidance and general parameters refer to SWDC - 16.6. Lighting Strategy. Precise details should be secured via the RMA's.



An example of black ductile steel tree grille

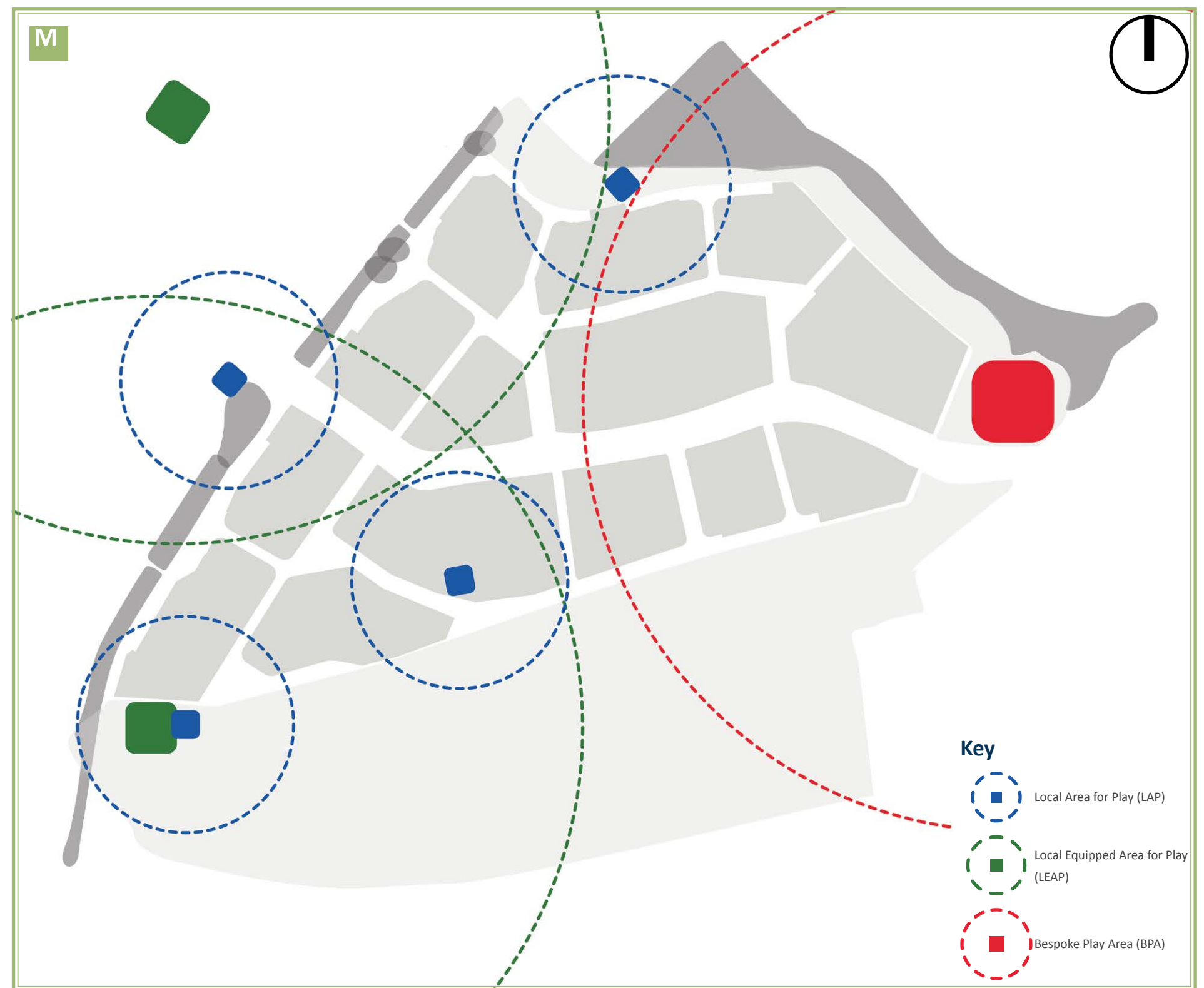
21. Play strategy

M M30 : PLAY SPACE DESIGN PRINCIPLE

- Play spaces will be expected to accord with the following design principles. Play spaces **should** be:
- Designed to enhance their setting, complementing attractive spaces and so that children can play in different ways and challenge themselves;
- Close to nature, with the use of grassy mounds, planting, logs and boulders. They should attract wildlife as well as children;
- Geared towards encouraging disabled and ablebodied children to play together;
- Maintained for play value and environmental sustainability; and
- Flexible play spaces to enable potential for change and evolution.

M M31 : PLAY SPACE TYPOLOGIES

- Reserved Matters Applications **should** be in accordance with the design guidance set out in Appendix 13; Fields in Trust (FiT) Planning and Design for Outdoor Sport and Play (2009) and Appendix 14; Design for Play - A Guide for creating successful play spaces of the S106, which define play spaces as the following:
- Local Area for Play (LAP): A small area of open space specifically designated and primarily laid out for very young children to play close to where they live;
- Min. 100m² activity zone
- Min. 5m buffer zone between activity zone and dwelling
- 60m straight line catchment area



Play Strategy Key Plan



Natural landscape elements encouraging play: earth mound;



Glacial boulders



Fallen tree logs



Low key play equipment intended for younger children



Sensory planting and seating areas overlooking the play space

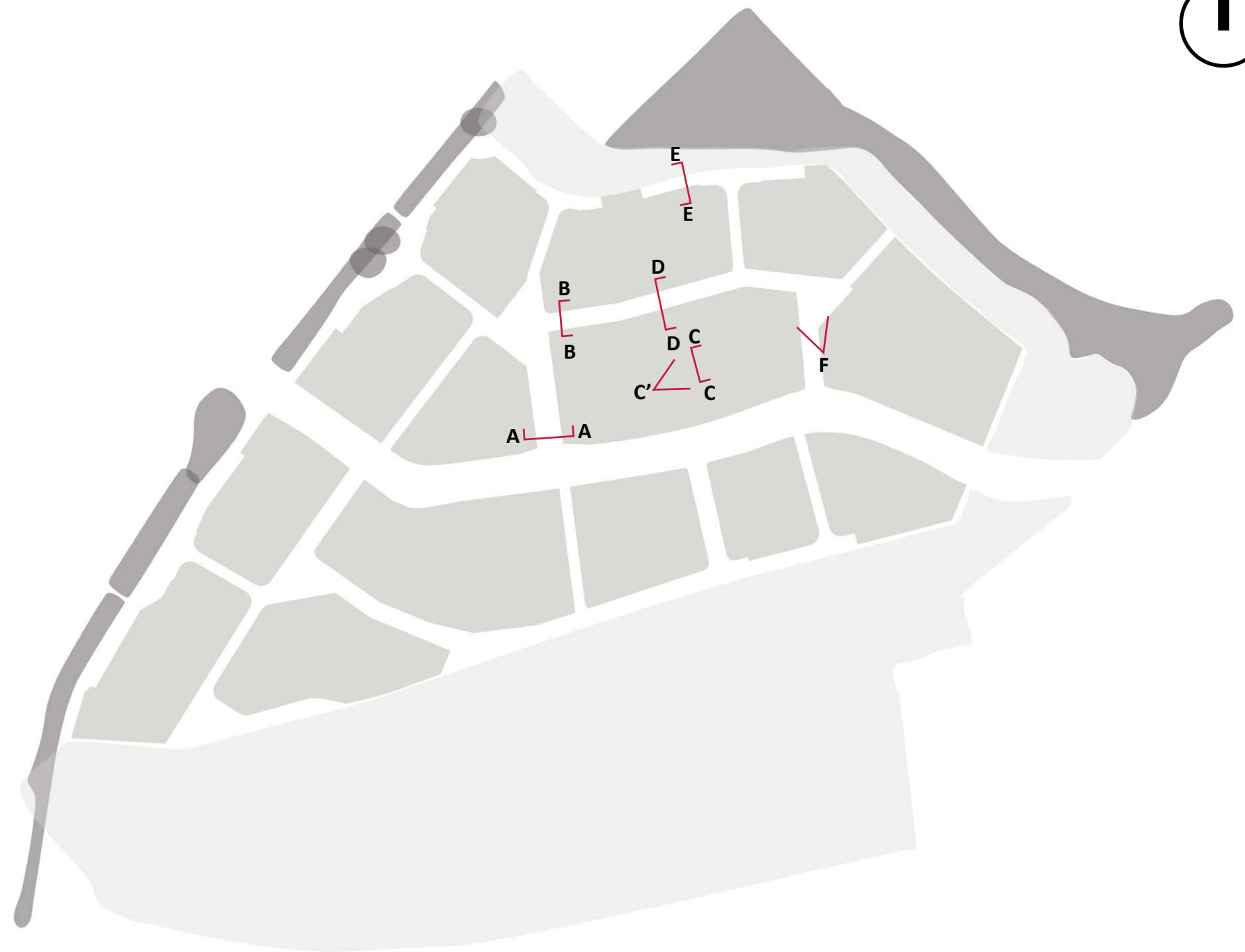


Proposed planting as integral part of the play experience

22. Street typology

Apart from the Village Street, already detailed in the separate PESE DDC, the streets within Parcels 2A, 2B & 2C fall in the Tertiary Pedestrian Prioritised Street category sets out in the SWDC. The example sections location and typology description are:

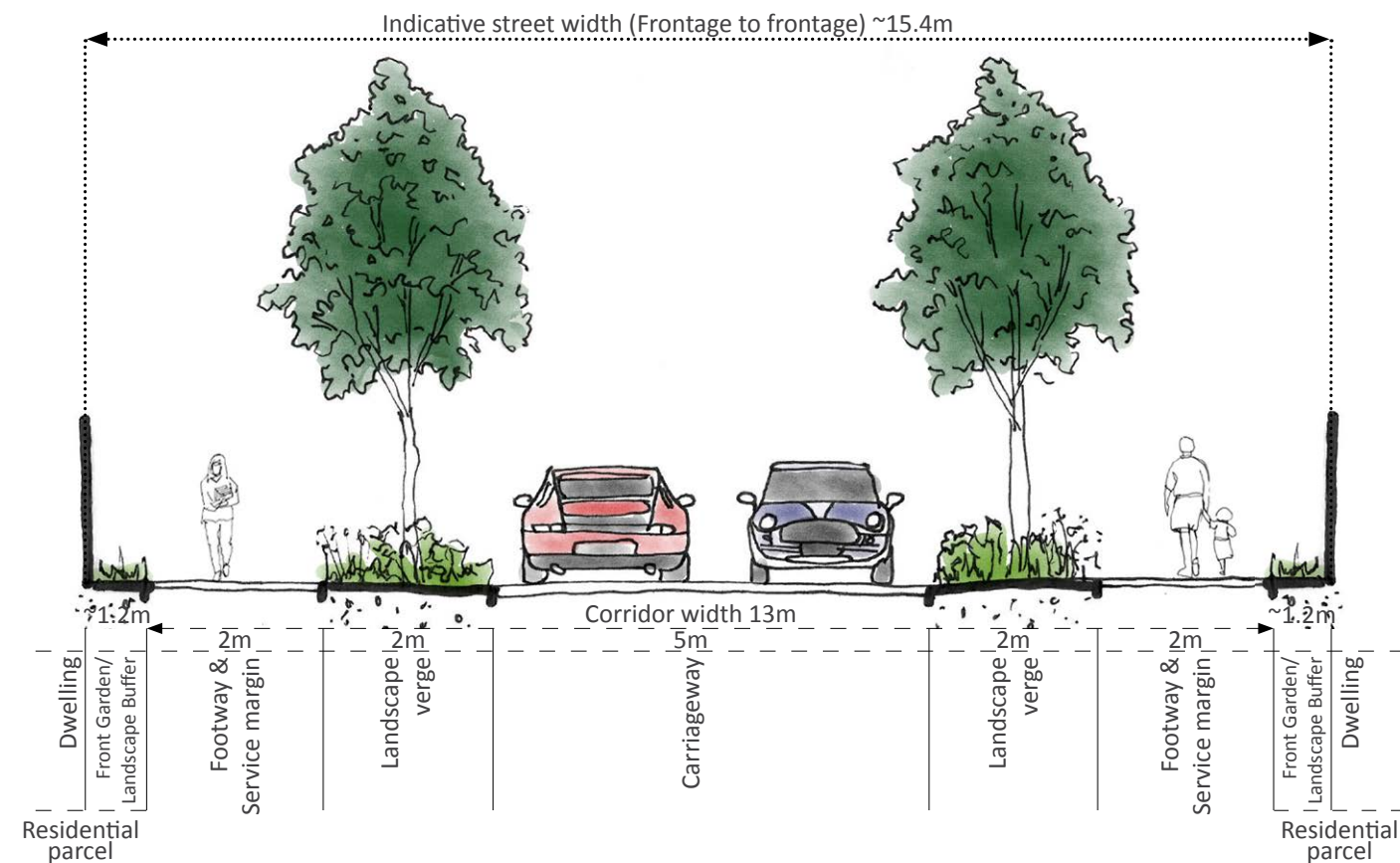
- A - Secondary loop off the Primary Enhanced Street
- B - Tertiary distribution routes
- C - Back garden parking court
- D - Frontage parking and planted verges
- E - Private Drive
- F - Focal space



Sections and Views Key Plan

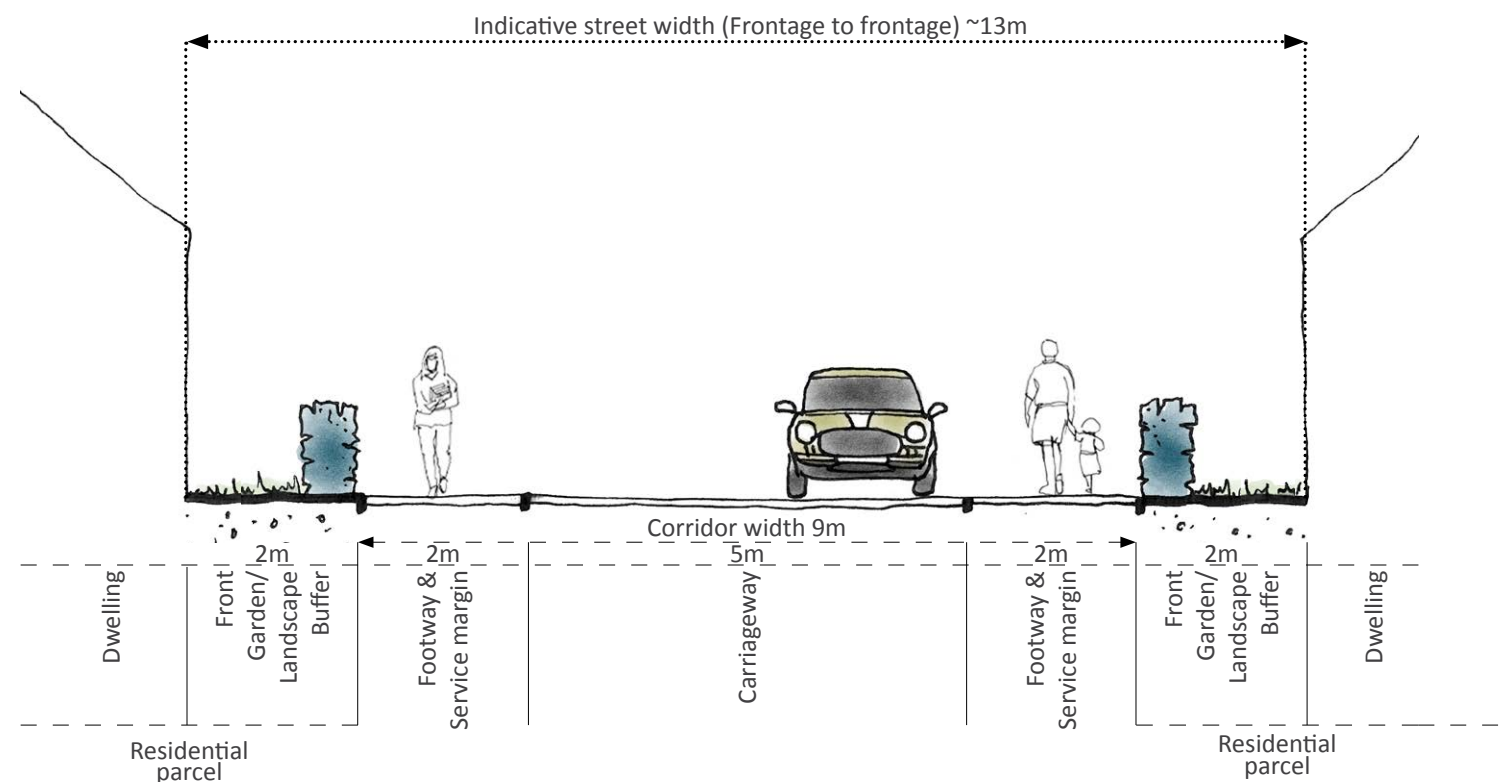
22.1 Section A - Secondary loop off the Primary Enhanced Street

Just off the main street, those streets **must** consist of a dual carriageway with planted verges, opportunities for rain gardens or SuDS features **should** be considered. Tertiary pedestrian routes **should** be present alongside back-garden walls and fences.



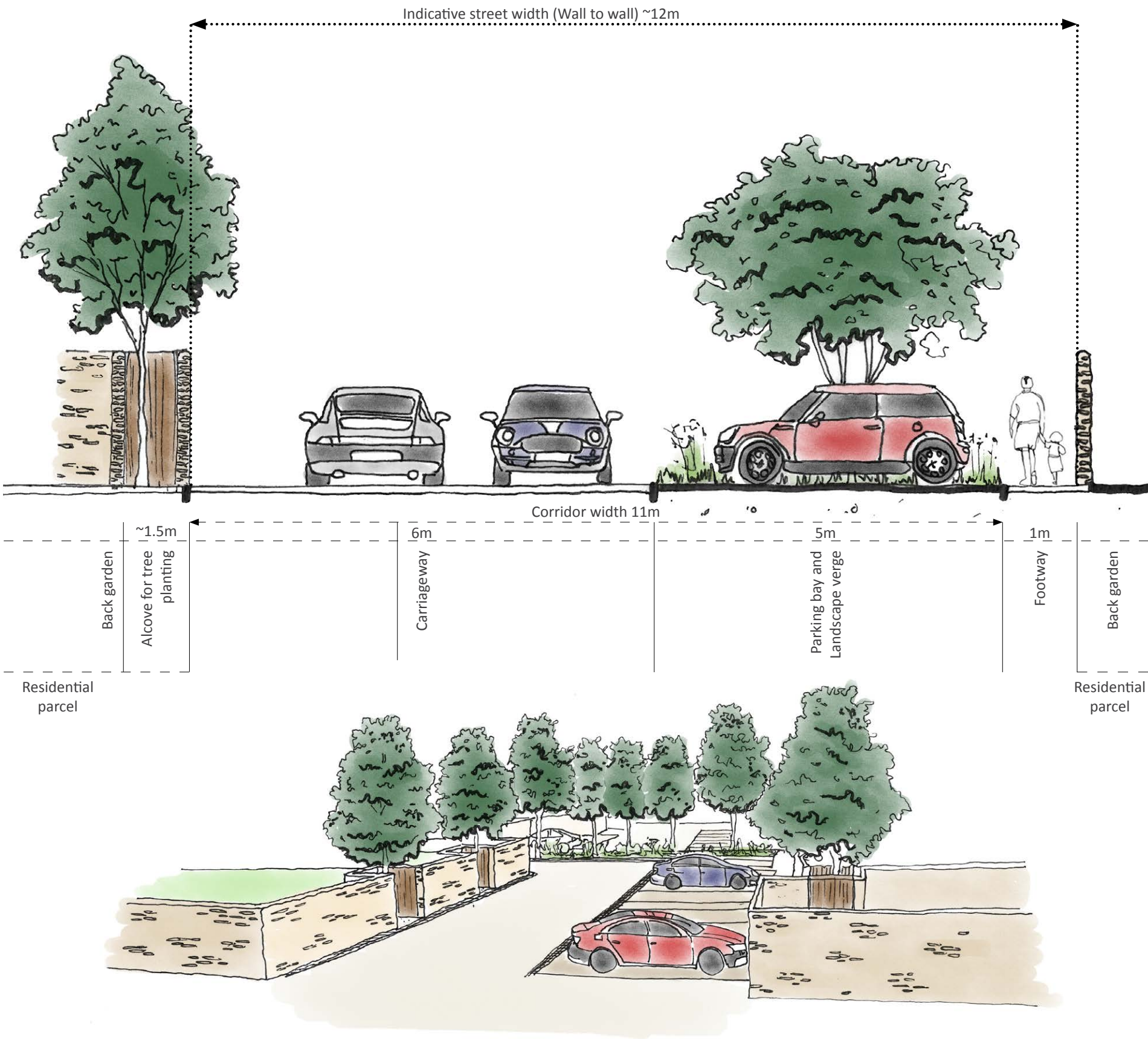
22.2 Section B - Tertiary distribution routes

These streets **must** provide tertiary pedestrian routes through the development. Footpaths **Should** run alongside front gardens that **could** be planted with hedge and shrub depending on the depth of the frontage.



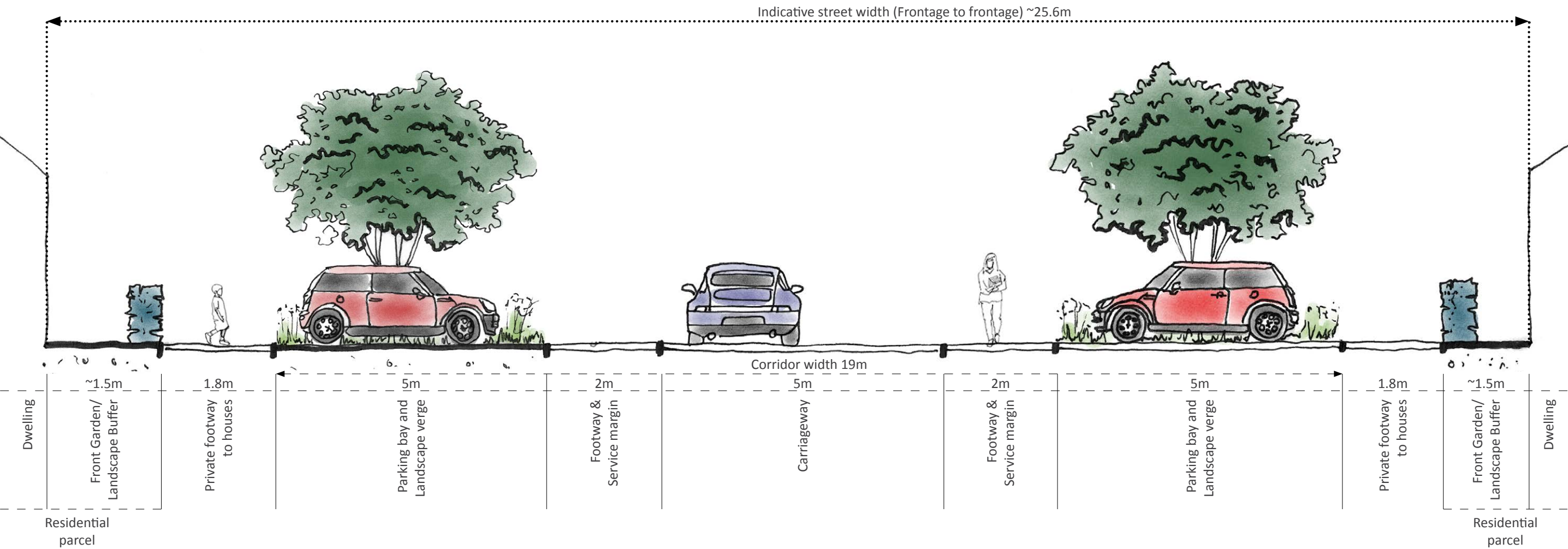
22.3 Section C & View C' - Back garden parking court

Parking courts **must** be softened with tree and shrub planted verges to provide screening from one parking court to another. Back garden walls **should** be integrated with gated access which **could** also accommodate tree planting, creating a 'feature' back garden entrance. These pocket gateways allow for added tree planting as well as back garden access for residents from the car park.



22.4 Section D - Frontage parking and planted verges

Footpaths in frontage parking areas are accessed from parking courts to dwellings. Front garden planting **should** create a buffer from the street to private garden spaces. Planted verges between parking spaces **should** be incorporated to visually soften these areas.



22.5 Section E - Private Drive

Pedestrian prioritised street opening up onto the surrounding open space of the development. Private gardens **should** front onto the shared surface space.

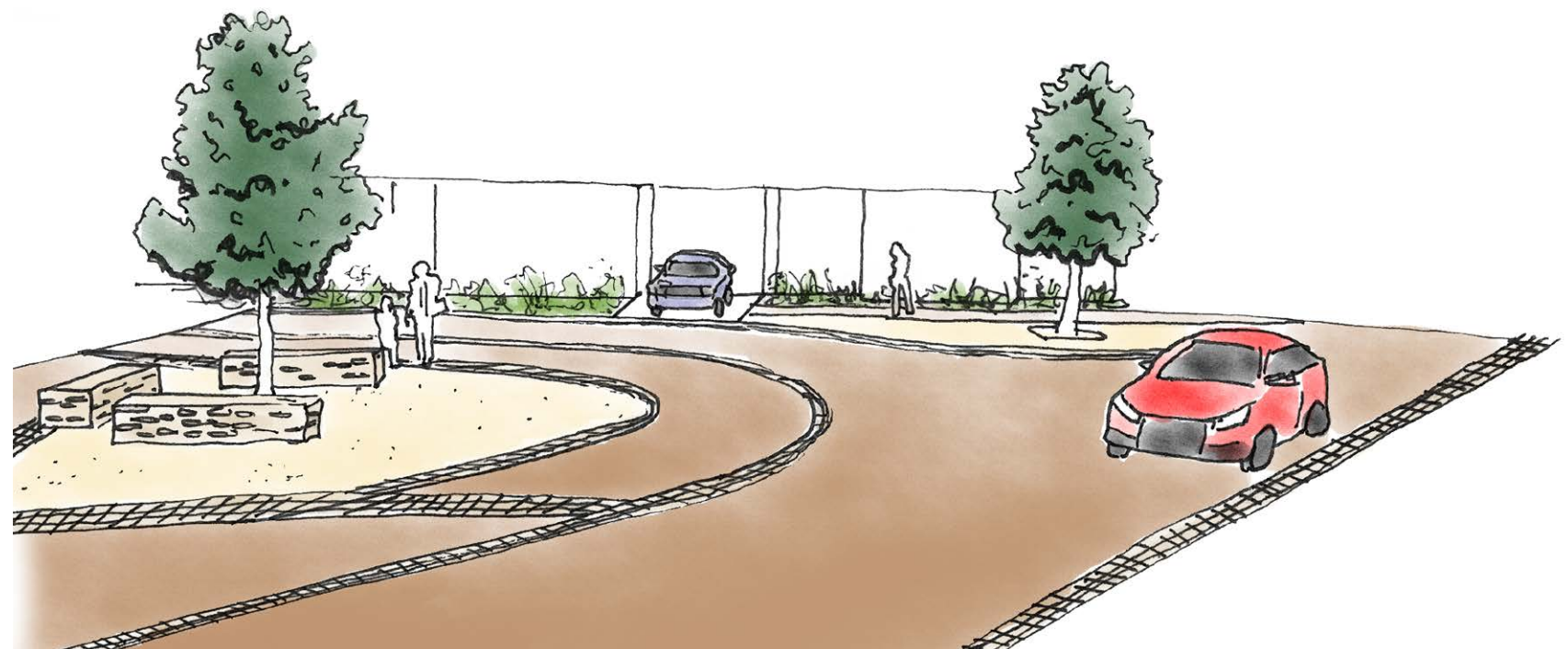


22.6 View F - Focal space

These are locations where there is the opportunity for tertiary streets to wrap around small public spaces, for instance pocket parks or Secondary Green Infrastructure Areas.

They are designed to create a distinctive area and **should** aid legibility and guide movement through the development. The shared surface indicates a transitional space into the development. The change in surface is indicative for cars to slow down.

Seating area for informal meeting and gathering **could** be added. The materials used in this space **should** be in keeping with the character of the Cotswold vernacular.





F. Resources

23. Sustainability objectives

23.1 Sustainability criteria

The Steadings will support the balanced growth of Cirencester with circa 2,350 new homes and mixed-use infrastructure. Influenced by Healthy Placemaking and the Healthy New Towns programme, Bathurst Development Ltd’s vision is guided by sustainability objectives outlined in the approved Outline Planning Permission and embedded within documents and drawing approved as a part of the OPA, including the Design and Access Statement, Green Infrastructure Strategy and Sustainability Strategy and accord with CDC’s Local Plan Vision. They will provide a benchmark against which the Reserved Matters applications will be assessed. A separate Sustainability Framework will be submitted to CDC, in line with the NPPF’s focus on social, environmental, and economic sustainability.

The National Planning Policy Framework (NPPF) sets out that Sustainability comprises three strands, Social, Environmental and Economic Sustainability. For further information, please refer to the Site-wide Design Code, p. 6 Sustainability objectives.

Bathurst Development Limited (BDL), as the Master Developer for The Steadings, will oversee and manage the development process with CDC and key stakeholders to ensure the project aligns with the vision set out in the 2016 Design and Access Statement and Design Codes. This vision was developed with the direct input and engagement of the local community and key stakeholders.

BDL’s vision focuses on responsible land stewardship and the future community’s legacy. They are committed to creating a high-quality, residential-led mixed-use development that serves Cirencester and the wider district. To uphold this commitment, BDL has outlined “Legacy Recitals” on sustainability, masterplanning, design, community, and construction, which all future partners must follow. As part of BDL’s commitment to on-site stewardship, a Community Management Trust (CMT) has been created to manage open spaces and oversee community development initiatives. These may include car clubs, a nursery, fitness classes, and community events.

Demonstrating adherence to the design principles

Reserved Matters Applications must identify aspects of design, layout, and other interventions that show the development is highly sustainable across social, economic, and environmental dimensions, and should align with The Steadings’ broader sustainability goals.

Provision of utilities in Phase 2C

A substation serving the proposal will be accommodated in Parcel 2C. The technical specifications for the substation will adhere to the guidance provided in SWDC Chapter 16.5 - Utilities Strategy. Its detailed design will be a subject of the RMA for Phase 2C.



The following diagram (as included in the SWDC, p. 6) , adapted from the Egan Review of Sustainable Communities, outlines the three strands of sustainability - Social, Environmental and Economic Sustainability.

Their characteristics are further illustrated in the context of The Steadings.

The Master Developer seeks to establish the first phase of housing at The Steadings with a strong emphasis on sustainable living and homebuilding. This development is expected to surpass industry standards in various aspects of design and construction. Applicants should refer to the sustainability objectives outlined in the SWDC and the Sustainable Building Design section. Proposals that strive for exemplary sustainability standards are highly encouraged and welcomed.

The Government’s Future Homes Standard aims to reduce carbon emissions from new-build housing by 75% by 2025. Meeting this target may involve incorporating features such as triple glazing, low-carbon heating systems, on-site renewable

energy generation, and energy-efficient building materials—enhancements that also contribute to lower heating costs for residents. BDL fully supports this approach and will collaborate with Development Partners to ensure alignment with the latest guidance, including the finalised Future Homes Standard once implemented.

Reserved Matters Applications should clearly outline how their design, layout, and sustainability initiatives contribute to a highly sustainable development across social, economic, and environmental dimensions. Proposals should also align with the broader sustainability objectives of The Steadings (refer to pages 6-7 of the SWDC).

24. Dwelling typologies

Design principles

The predominant building types **will** differ between Character areas. There **must** be a variety of building types within the proposal.

The majority of terraced houses **will** be along the Village Street and the Focal Space frontages. Apartments **will** only be used along the Village Street. Bigger family homes **will** be overlooking green open spaces and **will** generally be along the edges of the development.

Selected typologies **must** ensure variety of the streetscape and **will** form cohesive harmonious spaces. The selection **must** ensure that cars and parking do not dominate the street.

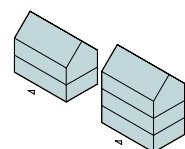
Roofs **will** be designed to complement the style of the building and the character of the surrounding area. Pitched roofs **will** typically be 40 degrees, but will range between 37.5 and a maximum pitch of 52 degrees.

The illustrations in this section have been produced by JTP for the SWDC. For the full library of dwelling typologies, please refer to the Chapter 9.4 of the SWDC.

M M32 : NATIONALLY DESCRIBED SPACE STANDARDS

- Reserved Matters Applications shall adhere to or exceed the Nationally Described Space Standards for residential dwellings as per Planning Condition 8 of the Outline Planning Permission

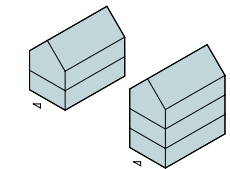
D1 - Wide Frontage



The main frontage is wider than 8m and larger than the depth of the main built form.

The ridge line is parallel to the main frontage.

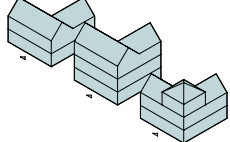
D2 - Narrow Frontage



The main frontage is narrower than 8m and is less than the depth of the main built form.

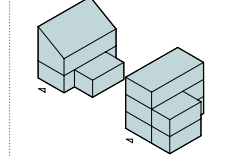
The ridge line is perpendicular to the main frontage.

D3 - L-Shaped Corner House



The two main frontages are perpendicular to each other, and both are wider than 8m.

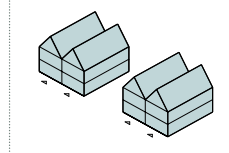
D4 - Linked Detached



The dwelling clearly differentiates between the main and the secondary built forms.

Whenever a garage is included in the secondary built form, the width of the dwelling will be more than 7m.

SD1 - Narrow Detached

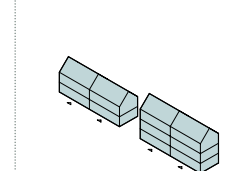


A semi-detached variation of D2 – Narrow Frontage.

The main frontages are narrower than 8m and is less than the depth of the main built form.

The ridge line is perpendicular to the main frontage.

SD2 - Wide Frontage

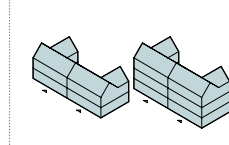


A semi-detached variation of D1 – Wide Frontage.

The main frontages are wider than 8m and is greater than the depth of the main built form.

The ridge line is parallel to the main frontage.

SD3 - L-Shaped

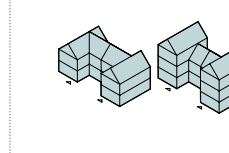


The dwelling clearly defines two principal frontages which are perpendicular to each other.

Both principal frontages are at least 8m wide.

The two dwellings are attached and form U-shaped built form.

SD4 - Inverted L-Shape

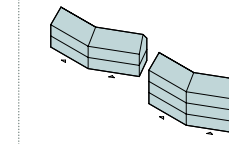


The dwelling clearly defines two principal frontages which are perpendicular to each other.

The two dwellings are attached and form U-shaped built form.

The two dwellings are adjoined at an angle of between 30-45 degree.

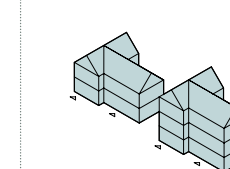
SD5 - Cranked



The widths of the primary frontages are larger than 8m and than the depth of the main built form.

The ridges are parallel to the primary frontages and are adjoining.

SD6 - T-Shaped

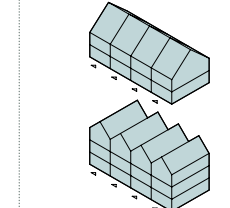


This is a T-shaped terraced dwelling typology based on a combination of two perpendicularly adjoined types - type D1 (wide frontage) and D2 (narrow frontage).

The wide frontage should be more than 8m in width.

The ridges are perpendicular to each other and are adjoining.

T1 - Narrow Frontage

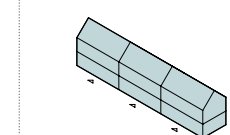


A terraced variation of D2 – Narrow frontage.

The main frontages are narrower than 8m and is less than the depth of the main built form.

Ridge line is perpendicular to the main frontage.

T2 - Wide Frontage

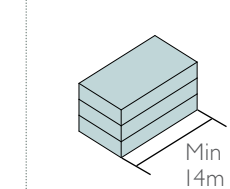


A terraced variation of D1 – Wide frontage.

The main frontages are wider than 8m are less than the depth of the main built form.

The ridge lines are parallel to the main frontages and adjoining.

F2 -Typical Flat Block

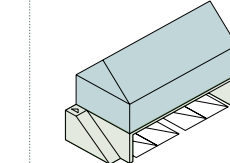


A block of flats which is three storeys in height or more.

The depth is no more than 14m.

There are no single-aspect north facing flats.

F4 - Coach house/ Mews



A typology used predominantly at mews streets or parking courts.

The dwelling provides accommodation above garages.

Natural surveillance is achieved to the mews or courts.

The flat is only one storey in height.

25. Parking typologies

25.1 Car parking principles

The choice of a suitable parking strategy is essential for successful urban design. Different character areas would benefit from a variety of strategies, rather than one predominant solution. It is important that cars are integrated into the layout and Streetscapes shouldn't be dominated by car. Cars should be integrated into the layout in a way that is safe and convenient yet supporting the character of the specific location.

The illustrations in this section have been produced by JTP for the SWDC. For the full library of parking typologies, please refer to the Chapter 9.5 of the SWDC.

Amount of car parking

Parking provision should be in accordance with CDC local parking standards (unless lower requirements are demonstrable) as set out Appendix F of the Cotswold District Local Plan 2011-2031.

Residential parking:

- 1 bedroom – 1 space;
- 2 bedrooms – 2 spaces;
- 3 bedrooms – 2 spaces;
- 4 bedrooms – 3 spaces; and
- 5 bedrooms – 3 spaces.

Where garages are provided, they should be a minimum size of 3m x 6m and contribute to parking numbers.

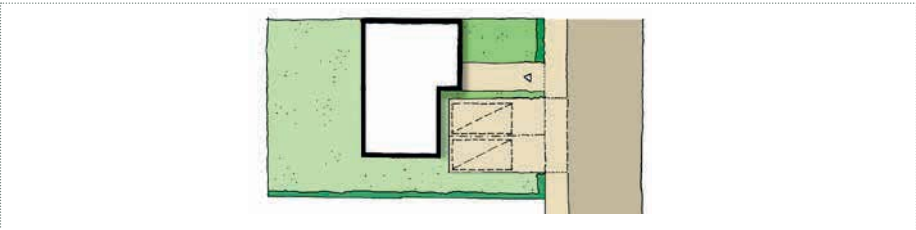
Parking courts

It is preferable for residents to park close to their front doors, and rear parking courtyards are typically discouraged]. However, the use of parking courts is required when vehicular access to the front of dwellings cannot be achieved. For instance, alongside the Village Street Character Area alongside PESE.

M M33 : PARKING

- Ensure a quality streetscape that combines buildings, landscape and car parking together.
- Make sure parking spaces are safe and well overlooked.
- In each character area, a combination of parking typologies should be used.
- The number of parking spaces should comply with the CDC local parking standards.
- Parking sizes should be minimum 2.4m X 4.8m, with at least 0.4m clearance each side for opening doors, and 0.9m minimum where the adjacent space is not for the same property (such as on shared driveways)

P1 - On Plot: Frontage - Detached



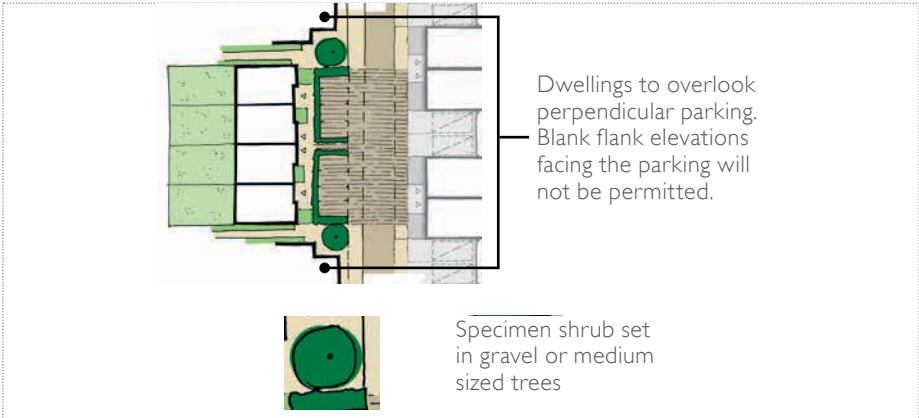
- When possible, the driveway should be positioned in such a way that the dwelling it serves projects alongside the parking spaces and assists the enclosure of the parked cars.
- A private driveway should serve one dwelling and would normally provide two parking spaces.
- The parking spaces may be located to the front of the dwelling they serve, or to a directly adjoining garage.
- Further enclosure should be achieved through walls, hedging, or planting alongside the driveway. This should not obstruct the direct access to the dwelling.
- On plot planting of trees and shrubs could further enhance the visual screening of the parking spaces. The planting should not obstruct the visibility or space for manoeuvring between the driveway and the connecting road.

P3 - On Plot: Between Dwellings



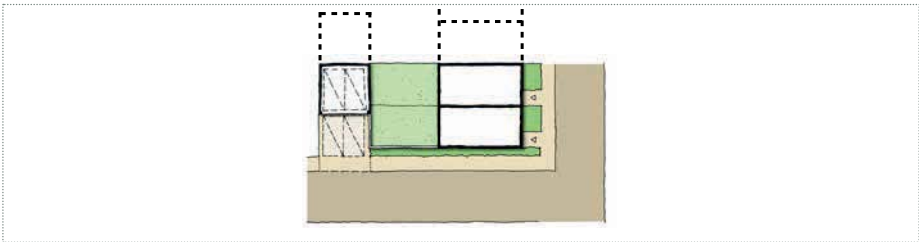
- The parking width between two dwellings must not exceed the width of two parking spaces.
- Parking spaces must be designed not to project forward of the building line and must be set behind it.

P1 - On Plot: Frontage - Terraced / Semi-Detached



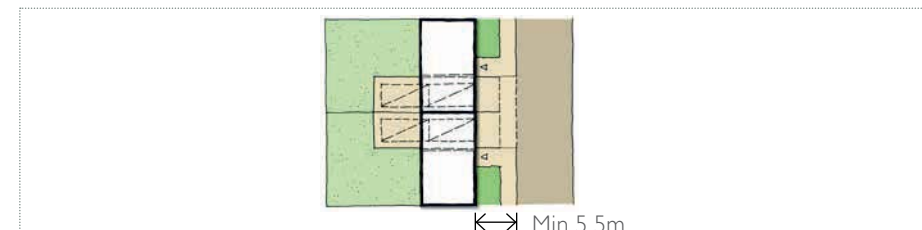
- Should be used in limited instances, only where no suitable alternatives could be used. Should be combined with other parking typologies to avoid the domination of parking on the street.
- Should be used to serve groups of 4-6 homes.
- Should consist of a maximum of 8 spaces - two groups of 4 spaces, separated by suitable landscaping. There must not be over reliance on frontage perpendicular parking as it will not be accepted as a suitable parking strategy.
- A minimum of 1m defensible space is required to the front of the buildings.
- Hard landscaping should surround the parking spaces to assist clear path around the parked cars for pedestrians.
- Landscape breaks for trees or specimen shrub planting should be a minimum of 1.5m wide.
- There should be minimum 7m between dwellings and minimum-sized trees.
- The shrub or tree should be set at a sufficient proximity to the road to minimise damage to the stems from the car doors.

P2 - On Plot: Corner



- There should be a maximum of four spaces, or eight if located in garages.
- Brick walls should provide enclosure to the parking bays.

P6 - On Plot: Car Port or Drive Through



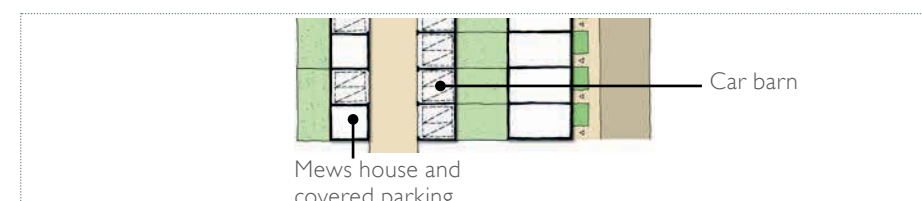
- Parking spaces must be designed not to project forward of the building line.
- Drive through parking spaces should not be enclosed by solid garage doors, with the exception of flats over garages.
- Parking spaces should not be open to the street. They should be accessed through an openable screen or gate with visual permeability.
- The access gates must not open towards the public highway / carriageway and will be a minimum of 5.5m from its edge.

P11 - On Plot: Integral Garage



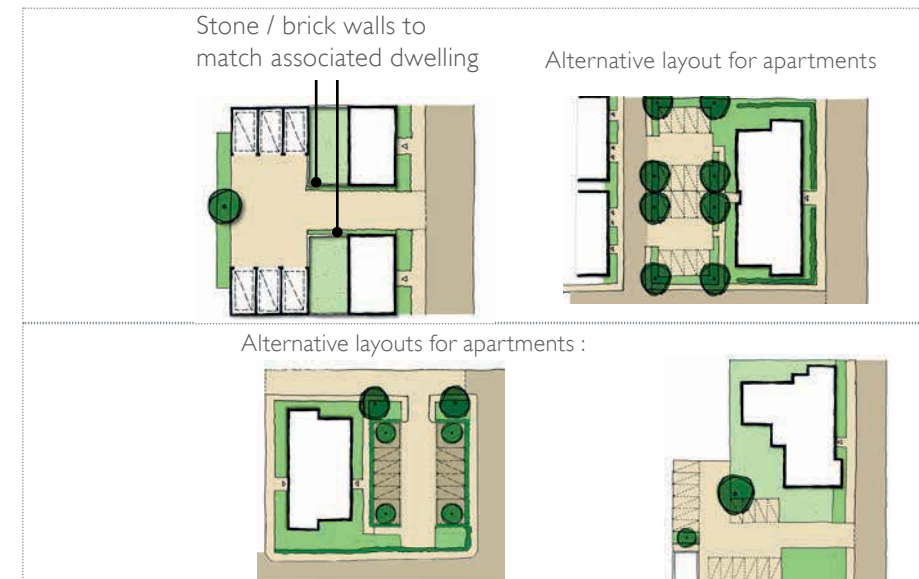
- The design of tandem parking spaces should not allow projection forward of the building line.
- To ensure that car ports remain available for use, they should be delivered without garage doors or screens.
- Clear delineation should be kept between driveways for adjacent properties.

P5 - Mews



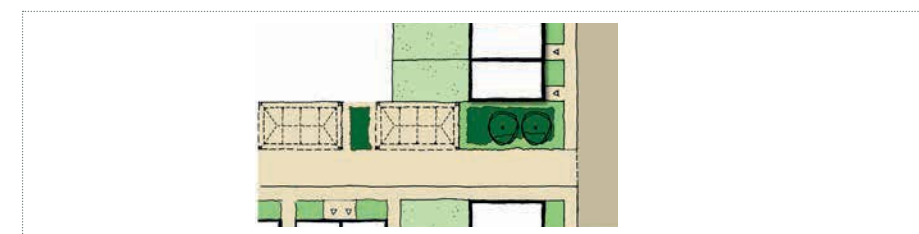
- Parking areas on longer mews streets must be designed with a sufficient level of activity on the street.
- Overlooking of the parking spaces must be ensured through natural surveillance as this assists with security.

P7 - Rear Parking Courts



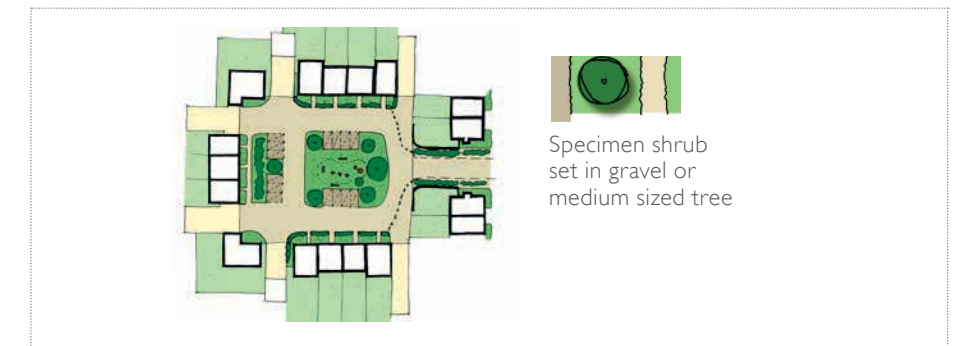
- Courts should serve no more than 6 dwellings or 12 parking spaces. The numbers may be increased for apartment blocks, but the design must be sensitive and incorporate a strong landscape strategy.
- Enclosure will be provided to define a walled access of at least 4.1m. If landscape strips are provided, these will be a minimum of 600mm in width.
- Courts will be designed to create a coherent space.
- To include an area of space where a medium or large tree can be located in view from the street (and planted no closer than 7m for a medium tree or 10m for a large tree to the nearest building respectively).
- Landscaping should occur between no more than 4 parking spaces.
- FOGs should not include garage doors to ensure parking spaces will be retained in perpetuity.

P9 - Detached Car Barns



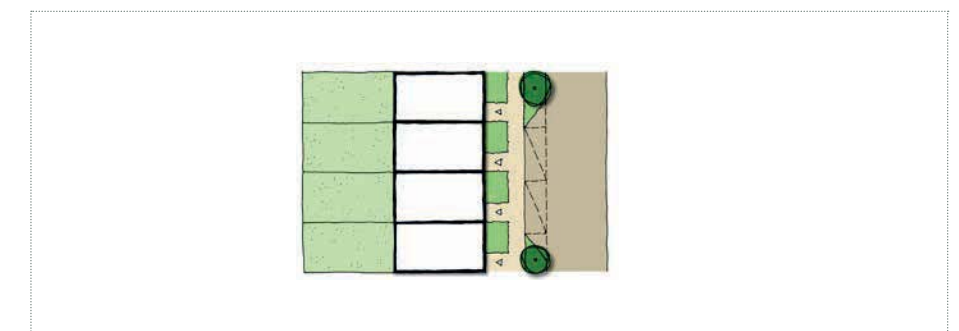
- A single structure should contain no more than eight spaces.
- Proximate dwellings should provide natural surveillance.
- Detached car barns will not be acceptable in streets between block edges.

P4 - Courtyards



- The courtyard should have a coherent design. Features such as hedging, and trees should be used to create rhythmic and continuous landscaping.
- The parking layout should be coherently incorporated in the surrounding landscape.
- For courtyards that are designed around landscaped amenity space, the parking numbers and arrangement should not dominate the space.
- To accommodate a tree or specimen shrub planting, a minimum landscape break of 1.5m wide should be provided. This could be omitted in the instances of landscape breaks of minimum 2.5m that accommodate large trees (a limit of 8 spaces in a row).
- A footpath should connect the parking bays with the privacy strip or garden of the adjacent property.
- Each four spaces should be interrupted by landscaping.

P10 - Visitor Parking



- Visitor parking will generally be provided at 0.2 spaces per dwelling, or one for every five dwellings.
- A maximum of two spaces uninterrupted by landscaping.
- Trees of medium size should be planted 5m or further away from the adjacent building.

26. Cycle storage

High-quality cycle parking storage **must** be provided as a part of RMA’s.

Further guidance is provided in SWDC - 16.1. Parking standards.

M

M34 : CYCLE PARKING

- RMAs **must** deliver an appropriate level of vehicular and cycle parking without dominating the built environment.
- Street furniture, such as benches or cycle parking **should** be provided to encourage informal use and activity.
- The proposals **should** deliver an appropriate level of vehicular and cycle parking without dominating the public realm.
- Cycle parking facilities **should** be logically incorporated into the streetscape, generally set in spaces between trees or in more open areas of paving near junctions and at key spaces including play spaces and public squares where people are likely to converge.
- A simple hoop design **could** be used for practical use by cyclists to allow the frame to be directly locked to the rack; spaced at a minimum 1m apart.

M

M35 : RESIDENTIAL CYCLE STORAGE

- Residential cycle parking **must** be secure and weatherproof.
- Cycle parking **should** be conveniently situated, positioned closer to homes than car parking to promote sustainable travel choices.
- It **should** be readily accessible to residents, either within designated bike shelters or communal storage areas. Private gardens **should** incorporate space for bicycle storage that is easy to access.

28. Refuse storage

For further guidance on refuse and recycling for residential developments, the RMA’s should refer to the requirements set out in the Manual for Gloucestershire Streets, CDC’s ‘Requirements for refuse and recycling provision at new developments’ and current Building Regulations. Further guidance is also provided in 16. Technical Standards in the SWDC.

RMA’s **should** demonstrate how storage for waste and recycling has been planned into the site layout at an early stage and how it will be adequately screened so that it does not dominate the public realm.

M

M36 : REFUSE STORAGE

- The storage and collection of refuse and recycling **must** be carefully planned to ensure they do not negatively impact the visual appeal of the settlement.
- Facilities **should** be positioned close to homes, businesses, and vehicle collection routes, ensuring waste and recyclable materials can be stored and collected conveniently.
- Bin collection points **must** be easily accessible for both residents and collection staff, allowing bins to be manoeuvred without obstruction on collection days. Routes to collection points must not require residents to transport waste bins through their homes.
- Bin collection points **should** be positioned away from windows, in a well-ventilated and shaded area.
- Apartment blocks **must** have communal bin stores, either integrated within the building or provided as standalone structures within the grounds. These **may** be grouped with cycle storage. Communal bin stores **should** be well-designed and discreetly positioned to avoid obstructing footpaths or cycleways.

27. Framework plan

The Framework plan for Phases 2A, 2B and 2C shown on the following page accompanies this Detailed Design Code and should be read alongside the document.

Affordable housing mix **will** be reflective of the S106 agreement and the detailed housing mix **will** be determined through the Reserved Matters applications process unless agreed otherwise with the CDC.



CURRENT CONTEXT	STREETS, ROUTES AND SPACES	GREEN INFRASTRUCTURE	BLOCK PATTERNS AND SIZE	FRONTAGE CHARACTERS	TOWNSCAPE AND LEGIBILITY																																																			
DDC Boundary Parcels 2A, 2B, 2C Existing trees and root protection zones Existing Veteran tree Existing hedgerows Northern greenspace Spratsgate woods Overhead powerlines Indicative attenuation area Primary Enhanced Street C Proposed PESE trees and protection zones	Crossing point to adjacent parcels The Steadings Parcels 2D, 2E Employment area Key neighbourhood access point Tertiary Pedestrian Prioritised Streets: S1 S1 - Footpaths S1A S1A - Footpaths and verges S2 S2 - On-street parking S3 S3 - Adjacent to open space S4 S4 - Level surface street S5 S5 - Private shared drives S6 S6 - Pedestrian and cycle connections with potential for green space SS SS - Streets as Spaces BUS Bus stop	Proposed feature trees Active travel corridor Visual connection to focal spaces from PESE Opportunity for green space Bespoke Play Area LEAP LAP Opportunity for Focal space	Residential parcels Indicative courtyard access Indicative courtyard parking Parcel types: P1 P1: Simple Type 1 Perimeter Block P2 P2: Simple Type 2 Courtyard Block P3 P3: Combination Type 3 Eastern Gateway Block P4 P4: Combination Type 4 Western Gateway Block Opportunity for Custom Self Built homes	B1 Semi-Formal Village Street Frontage B3 Semi-Formal Northern Green Space 2 Frontage B7 Semi-Formal Focal Spaces Frontage C1 Informal Rural Links Frontage C2 Informal Meadow Edge Frontage C4 Informal Streets and Lanes Frontage	Key strategic view Arrival gateway Western gateway Landmark building Marker building Focal corner Key frontages to focal spaces																																																			
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