



# Staplegrove West Design and Access Statement

Reserved Matters Application

November 2019

 REDROW

 ORIGIN<sub>3</sub>



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Rectory Road

Spine Road

Phase 1A

Whitmore Lane  
Green Wedge

Corkscrew Lane

Rectory Road

Manor Road

Staplegrove Conservation Area

Manor Road

Staplegrove Road

A358

# Introduction

A Reserved Matters Application has been prepared on behalf of Redrow Homes for Staplegrove West Phase 1A.

## Document Function

This Design and Access Statement forms part of the submitted Reserved Matters Planning Application.

The document seeks to demonstrate the compliance of Phase 1A reserved matters proposal relating to Outline Approval 34/16/0007 and the Development Framework set out by the Staplegrove Design Guide.

It sets out the background to the project, summarises the design process undertaken and details the considerations taken into account in developing the design proposals.

## Document Structure

This document is set out under the following headings:

- Section 1.0: Introduction
- Section 2.0: Assessment
- Section 3.0: Involvement
- Section 4.0: Design

The explanation of the development proposal is described in respect of the following topics:

- Layout, Amount, Scale, Access, Landscaping and Appearance.

## 1.1 / Overview

Staplegrave West was granted outline planning permission (ref: 34/16/0007), on 15th April 2019 for a residential-led, mixed-use urban extension to include up to 713 dwellings. This document accompanies a reserved matters planning application for the delivery of Phase 1A and associated access, public open space and landscaping, along with associated infrastructure works and wider highway network improvements of the Staplegrave West Neighbourhood.

### Staplegrave Urban Extension

Staplegrave West is distinct from the Staplegrave East both in terms of a masterplan approach and independent planning consent. Both areas will have their own identity in response to the specific site issues that have driven the distribution of land use and road alignments. The Spine Road is a common element linking the western neighbourhood, which reflects a main street through the development.

### Design Guide

The Staplegrave Design Guide (2019), which was produced in collaboration with engineers, planners, landscape architects, architects and ecologists, provides detailed design guidance for the whole of the Staplegrave West development. The document sets out principles for urban structure, landscape design, character areas, street typologies, open spaces, parking strategies and details of the built environment. It also sets out a clear vision to achieve high quality housing set in a well-considered landscape in accordance with Somerset West & Taunton's *Taunton: A Vision for our Garden Town*.

### Site Description

The Staplegrave West site covers approximately 56.72 ha and adjoins the existing settlement of Staplegrave. Once completed, it will comprise circa 700 homes, an employment area, parklands, community gardens, play areas, allotments and associated landscaping and green infrastructure including visual and ecological landscape buffers and surface water attenuation areas.

The key driver for development is delivery of the internal spine road, which runs east-west by-passing the original village settlement and creating a vehicle, cycle and pedestrian link from Staplegrave Road (A358), to Kingston Road and the future Staplegrave East development.

Phase 1A, together with the northern ecological landscape buffer, associated landscape, infrastructure and temporary access covers 17.72 ha and occupies a number of the eastern parcels of the Staplegrave West development. The extent of Phase 1A is shown overleaf.

### Development Vision

The vision for Staplegrave West Phase 1A is to deliver the first phase of the north Taunton urban extension as set out in the Adopted Taunton Deane Core Strategy (2012), a residential community that meets the needs of both existing and new residents.

The development responds to the core principles established in the design guide to ensure it is fully integrated with both the remaining phases of the development, established from the parameters set out in the approved outline masterplan and the

agreed Section 106, and the wider context of Staplegrove village. The spine road will deliver improved transport links generally and will facilitate a new bus route linked to the wider public transport infrastructure.

The expansion of Staplegrove will meet the increasing demand for new housing by creating a sustainable community with a clear character and sense of place. It will provide a wide variety of housing types and sizes with provision of affordable housing.

## The Proposal

The Phase 1A proposal seeks reserved matters approval for 173 new dwellings with an overall density of 32 dwellings per hectare (12.83 units per acre).

In response to local housing needs, homes are to be provided in a range of different sizes, types and styles. Of the 173 units, 25 will be provided as affordable homes (14.79% of the total)

The housing mix is as follows:

Housetype	No. of Market	No. of Affordable	Total	% of Total
1 bed	-	8	8	5%
2 beds	11	10	21	12%
3 beds	55	5	60	35%
4 beds	82	2	84	48%
Total	148	25	173	100%

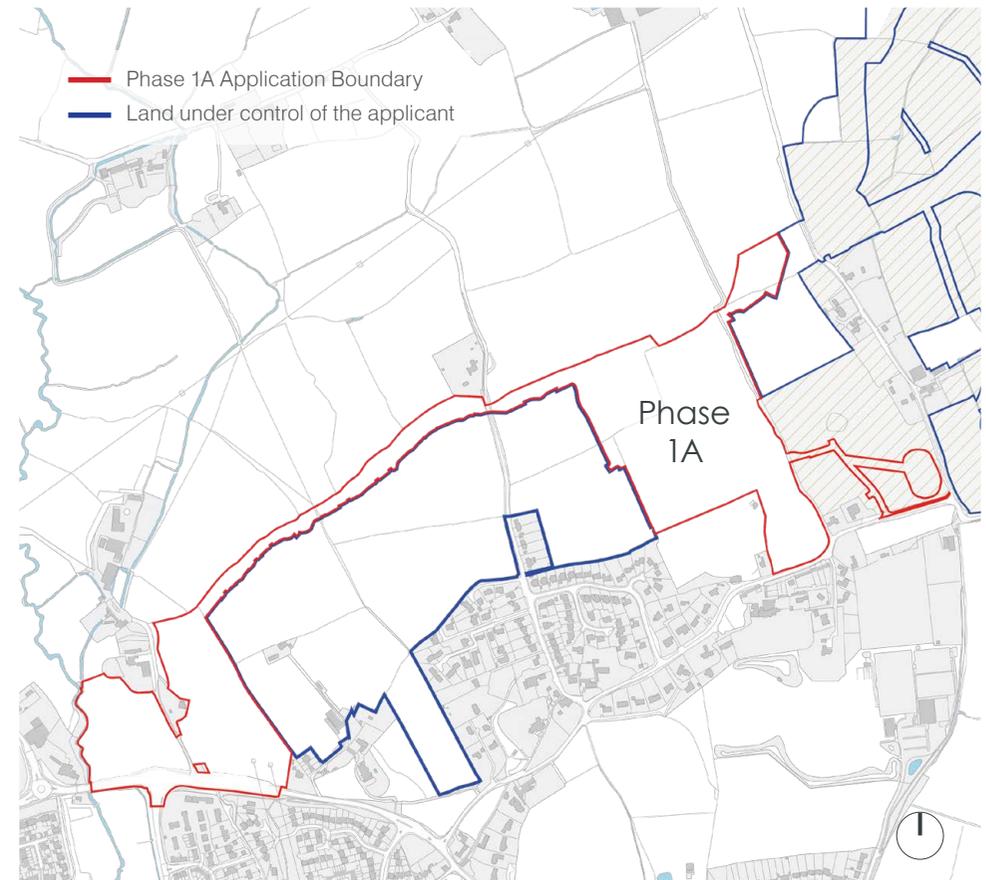


Figure 1.02: Site Boundary Plan



Northern Landscape Buffer

Key frontage overlooking the green

Hilltop Park

Pedestrian / cycle link to West Village and Staplegrove East

The Village Green

Figure 1.03: Illustrative perspective view of site



Existing  
Poplar trees

PROW

Green Street

Pedestrian /  
cycle route

On street  
parking

# Assessment

In order to appreciate the physical assets and constraints of the site, independent assessments have been undertaken by specialist technical consultants.

These have considered:

- Planning Context;
- Transport Assessment;
- Landscape and Visual Context;
- Ecology;
- Topography;
- Arboriculture;
- Archaeology and Existing Buildings;
- Noise;
- Drainage / Flood Risk;
- Utilities;

The following section includes summaries and key recommendations of these physical assessments.

The technical reports form part of the Reserved Matters Planning Application and should be referred to in full for greater detail on each specific topic.

## 2.1 / Planning Context

This section highlights the policies most influential to the design and access of the development, and the guidance that has been utilised throughout the design process. Further detail is set out in the accompanying Planning Statement.

### **Principle of development:**

The principle of development at Staplegrove West was established through the granting of Outline planning permission 34/16/0007 in April 2019 for a residential-led, mixed-use urban extension to include up to 713 dwellings, 1 hectare of employment land and 16 hectares of green space, along with associated infrastructure works and off-site highway network improvements.

Phase 1A will deliver a total of 173 of these new homes with associated access, public open space and landscaping. The proposals are appropriate in form, function and design and are a product of ongoing consultation with Somerset West and Taunton Council (previously Taunton Deane Borough Council and West Somerset Council) and Somerset County Council. The scheme is led by the core planning principles of the

National Planning Policy Framework (NPPF) and the principles of a presumption in favour of sustainable development. The detailed proposals seeking consent for appearance, landscaping, layout and scale are materially responsive to the parameters set out within the Outline Consent and Design Guide, along with the core principles set out in the Taunton Deane Core Strategy (2012) and the Site Allocations and Development Management Plan Document (2016).

The basis of the principle of development is established through the following documents:

**National Planning Policy Framework (2018, as amended 2019):**

The NPPF is a leading material consideration in the context of any planning application and provides up to date Government policy for decision- making and plan-making. Paragraph 11 of the NPPF states that the 'presumption in favour of sustainable development' should be seen as the golden thread running through both plan making and design taking. For decision taking, this means approving development proposals that accord with the development plan without delay.

**Taunton Deane Borough Council Core Strategy (2011-2028) and Site Allocations and Development Management Plan (2016)**

The Staplegrove Neighbourhood site was allocated for development within the adopted Taunton Deane Core Strategy (2012) as Policy SS6: Staplegrove – Broad Location for Growth.

Within Policy SS6, the site constitutes the western part of the 'Broad Location' allocation for a 'mixed-use urban extension for comprehensive development after 2015' for between 500 and 1,500 dwellings. Taunton Deane subsequently prepared a masterplan to fulfil this policy in response to public consultation and design constraints and opportunities, which formed the basis of the detailed allocation in the Site Allocations and Development Management Plan (SADMP, 2016) under Policy TAU2: Staplegrove.

Policy TAU2 provides details of the use, quantum, and layout of the allocation.

Please refer to the accompanying Planning Statement for further details of how the proposals respond to each of the policies in the Core Strategy and Site

Allocations and Development Management Plan. In summary, Phase 1A proposals are considered to be in accordance with Outline planning consent 34/16/0007 and the adopted Core Strategy and should therefore be granted without delay.

**Staple grove Framework Masterplan and Design Guide:**

The RM proposals respond and build upon the overarching principles set out within the Staplegrove Framework Masterplan and Design Guide (November 2019). The Design Guide has been produced via collaboration between engineers, planners, landscape architects, architects and ecologists in order to provide detailed design guidance and a coherent overall vision for the Staplegrove development. The vision for the Staplegrove development was established through a wider Framework Plan and Development Brief which was endorsed by the council in December 2015, followed by subsequent outline consent for Staplegrove West ref: 34/16/0007.

## 2.2 / Location

The first phase of development of the Staplegrove West Neighbourhood, as set out in figure 2.02, occupies a number of the eastern most parcels of the Staplegrove West development and includes a section of the internal Spine Road along with the northern ecological landscape buffer, providing biodiversity links and visual screening from the Quantock Hills; two areas of public open space, an integrated pedestrian & cycle network and associated off-site highways improvements.

The site's wider context within Taunton is formed from the existing Staplegrove village immediately south, the neighbourhoods of Rowbarton and Priorswood to the east and Norton Fitzwarren to the west. The phase 1A site is bound by Manor Road and Corkscrew Lane to the south.

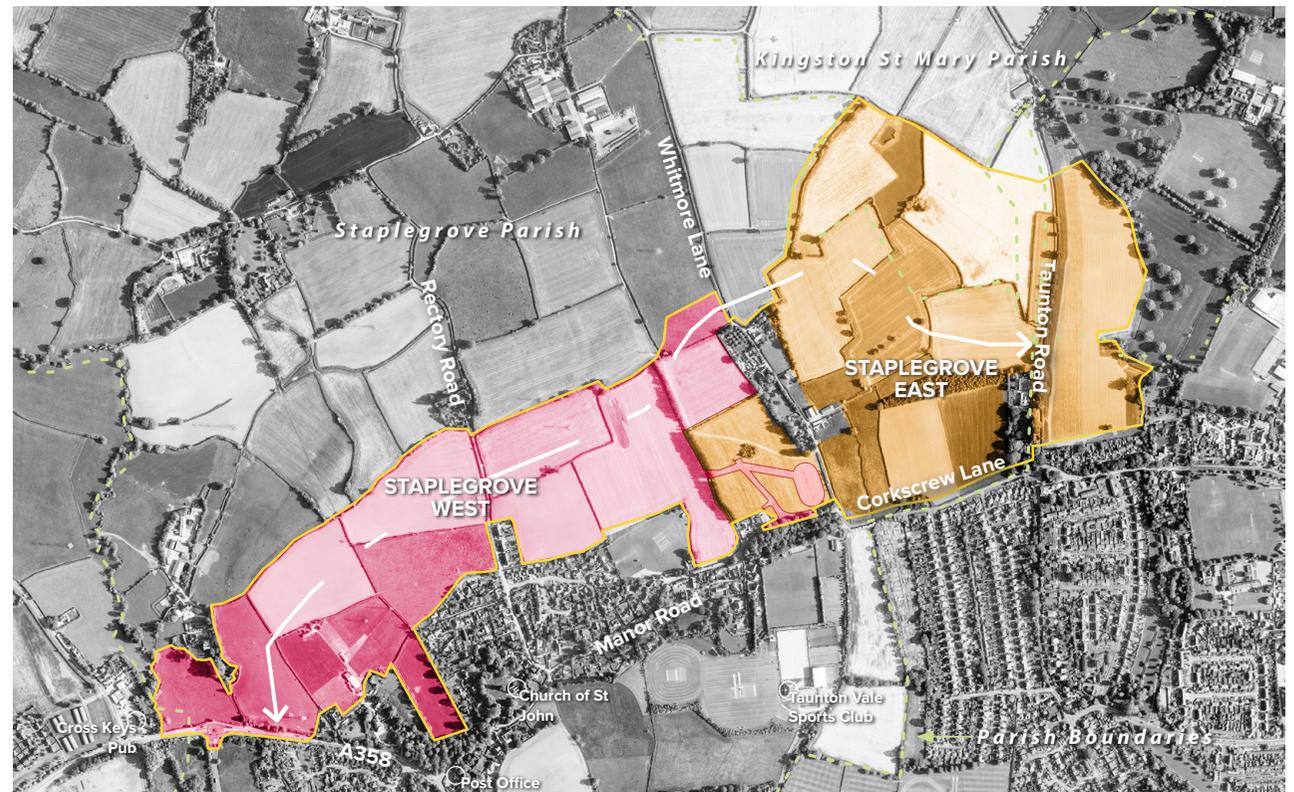
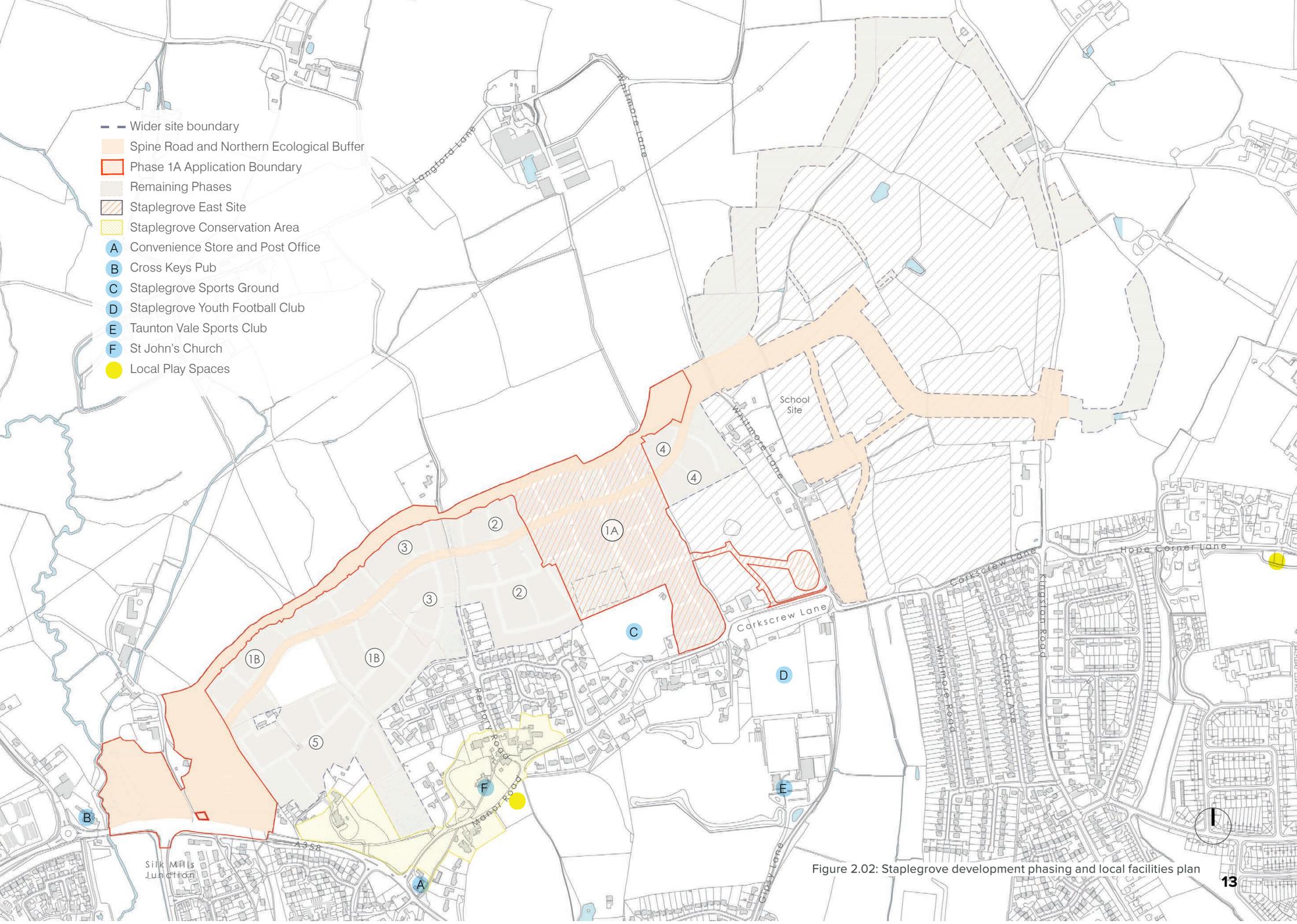


Figure 2.01: Site Location Plan



- Wider site boundary
- Spine Road and Northern Ecological Buffer
- Phase 1A Application Boundary
- Remaining Phases
- Staplegrave East Site
- Staplegrave Conservation Area
- A Convenience Store and Post Office
- B Cross Keys Pub
- C Staplegrave Sports Ground
- D Staplegrave Youth Football Club
- E Taunton Vale Sports Club
- F St John's Church
- Local Play Spaces

Figure 2.02: Staplegrave development phasing and local facilities plan

## 2.3 / Access and Connectivity

### Access

The first phase of development requires the creation of a temporary access road from Corkscrew Lane into the site, which has been designed and approved as part of the Outline permission.

The temporary access will be closed to traffic and downgraded to a pedestrian and cycleway within 5 years of the first home being occupied or when the Spine Road is opened and functional, whichever of these happens first. The Spine Road is also required to be completed prior to the occupation of 250 homes. Planning conditions and the Section 106 Agreement of the Outline permission legally bind the developer to these obligations.

Once the Spine Road is functional, access to the site will be established from the west via a signalised junction at Staplegrove Road. At the eastern extent of the spine road, a signalised site access junction will be provided at Kingston Road in following phases of development.

### Pedestrian and Cycle Movement

Within the context of the site wide movement strategy the new pedestrian and cycle connections within the Staplegrove West development are primarily east-west routes that link regularly with existing bridleways and public rights of way running north-south. The primary east-west link is provided by a dedicated cycle-footway adjoining the spine road. The West Deane Way public footpath and National Trail crosses the site to the west of Phase 1A connecting Taunton to the Quantock Hills AONB to the north.

A public right of way runs along the eastern boundary of Phase 1A connecting Corkscrew Lane in the south to Smokey Farm to the north. It is bounded by hedgerow to the west and a well-established line of Poplars set within hedgerow to the east. The proposed scheme ensures this route is integrated into the design as a green corridor that contributes to ideals of permeability and place-making.

The temporary access crosses the route and facilitates the opportunity to make a safe pedestrian link to the public right of way.

An existing pedestrian path alternates from the north and south side of Manor Road. The existing Staplegrove local facilities identified on fig. 2.0.2 are accessed via this route.

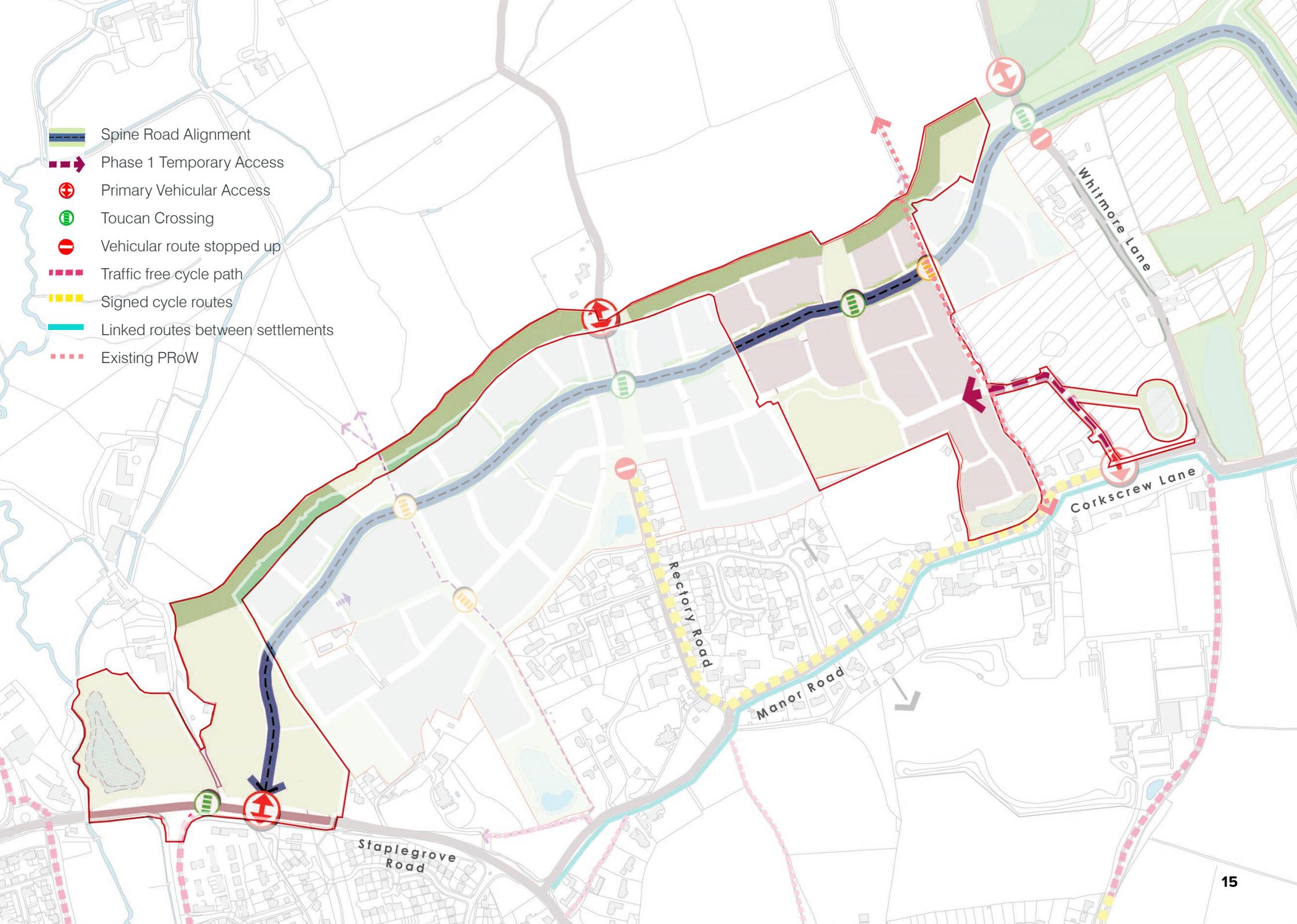
### Public transport

It is the aspiration of the developer that buses will serve the site directly via the spine road once it is completed. Discussions are being held with local bus operators regarding the feasibility of introducing a new or diverted service through the site.

In the interim period, the earlier phases will inevitably be served by existing bus stops located at Cross Keys Roundabout. The submitted Travel Plans sets out in greater detail on the existing operational bus services.

Figure 2.03: (Right) Access and Connectivity. Extract from Design Guide

-  Spine Road Alignment
-  Phase 1 Temporary Access
-  Primary Vehicular Access
-  Toucan Crossing
-  Vehicular route stopped up
-  Traffic free cycle path
-  Signed cycle routes
-  Linked routes between settlements
-  Existing PRoW



## 2.4 / Assessment Summary

### Ecology

- Phase 1A will deliver 5ha of the northern ecological buffer planting as set out in Condition 16, providing strong biodiversity linkages, enhanced habitat for a range of species and visual screening between the development and open countryside to the north.
- In accordance with Condition 21, a detailed lighting strategy will minimise the impact of the scheme on local wildlife by maintaining a level of no more than 0.1 lux within enhanced ecological areas. Further detail can be found in the accompanying lighting strategy.
- Pre-construction and construction phase measures will be implemented to ensure that existing wildlife will not be harmed during site clearance and construction. Details of measures to protect priority species are included in the Ecological Construction Method Statement prepared in conjunction with this application.

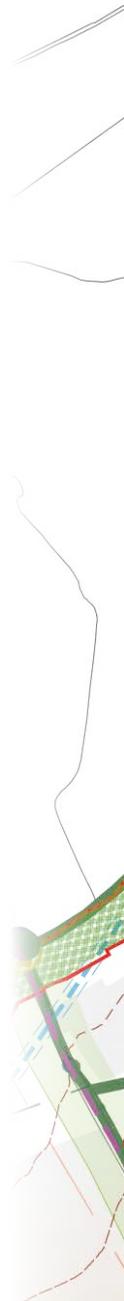
### Terrain & Landscape

- The landform contouring is overlaid on the masterplan development block structure to illustrate the undulating nature of the terrain. The slopes of the valley are considered as an opportunity rather than a constraint as the terrain will create a dynamic roof-scape. The Spine Road horizontal and vertical alignment are in accordance with SCC adoptable highway standards.
- Attenuation ponds will be located at the lowest parts of the site, as set out in the Neighbourhood Masterplan, and will be in accordance with the detailed drainage scheme for the site, comprising an on-site pond adjacent to Manor Road and an off-site attenuation pond to the east (adjacent to Whitmore Lane).

- All green open spaces will be fronted onto to create active streetscapes and to provide natural surveillance.
- The Village Green and hilltop pocket park will be designed in conjunction with the wider landscape strategy to enhance views to the north and wider countryside, and to the south towards the Taunton skyline.
- A substantial row of Poplar trees adjoining the eastern public right of way will be retained as a strategic north-south green corridor through the site, promoting green infrastructure links between Staplegrove and open countryside while safeguarding the character of existing PRowS.
- In accordance with Condition 13, existing trees will be integrated wherever possible throughout the scheme. An arboricultural survey has been undertaken by Aspect Tree to assess existing trees and hedgerow conditions, categories and root protection zones. The accompanying arboricultural report should be referred to in full for further details.

### Design

- In accordance with the Design Guide, a series of masterplan strategies will promote a sustainable and integrated approach to development.
- The first sequence of the Spine Road as shown in Figure 2.03: 'Access and Connectivity' p.15 will be delivered as part of phase 1A.
- In the interests of sustainable development and as set out in Condition 26, the creation of an integrated pedestrian and cycle network is a key consideration and connections to the existing PRow will be established where possible.
- A grid of green streets and shared surface lanes are linked to the spine road to provide pedestrian permeability to the open spaces.
- Gradation of residential densities between key routes and the periphery will enhance legibility and place-making.





KEY

- Site Boundary
- ⊕ Site Access
- ⊕ Pedestrian Access
- Existing Public Right of Way
- Existing trees and hedgerow
- TPO Trees
- Northern Landscape Planting Buffer
- Flood Zone 3
- - - Survey 1m contours
- - - Indicative gradient of existing ground
- - - Electrical cables to be undergrounded
- Existing Green Wedge
- Proposed Green Wedge

Figure 2.04: Constraints Plan

# Involvement

Consultation has been undertaken with the local community, stakeholders, Members and Somerset West and Taunton Council

## 3.1 / Consultation

The Phase 1A proposals have been subject to ongoing pre-application engagement and consultation, which has been undertaken to allow for active dialogue with the local community, key stakeholders, Somerset West and Taunton Council (previously Taunton Deane Borough Council and Somerset County Council) and Somerset County Highways on evolving proposals for the site. Consultation processes included regular meetings and workshops with Somerset West and Taunton in order to address technical aspects of the development.

Origin3 held a public consultation on behalf of Redrow Homes at Taunton Vale Sports Club on the 24th October, 2019 to present detailed proposals for the first phase of development at Staplegrove West, and to seek the views of the local community and stakeholders.

The most frequent comments were regarding the Spine Road and concerns about when/whether this will be delivered;

- Concerns regarding the temporary access onto Corkscrew Lane were common, for both construction traffic and increase in general traffic during construction period;
- Support for designing the Spine Road at 30mph to discourage future use of smaller roads through Staplegrove Village;
- Suggestions for including eco-friendly homes and sustainability measures due to the Climate Emergency; and
- Comments regarding the size of the development in relation to jobs available in Taunton.

Further detail can be found in the Statement of Community Involvement, which forms part of the application pack.



Figure 3.01: Imagery from October 2019 Consultation Event



Figure 3.02: 'Where do you live' pin board from October 2019 Consultation Event

# Staplegrove West - Phase 1

## Welcome 1

**On behalf of Redrow Homes, we would like to welcome you to our consultation event.**

This event has been organised to allow discussion about current proposals for the development of Staplegrove West Phase 1. We are here today to listen to your views and comments on our current proposals.



This consultation will:

- Summarise the background and context of the development;
- Present development of Phase 1 within its context and associated works;
- Provide an opportunity for your views to be gathered; and
- Allow questions to be discussed with on-hand representatives from Redrow and their consultant team.

Feedback Forms are available for you to record your comments.

### Redrow Homes

- Redrow Homes is one of the UK's leading housebuilders. We care about the quality of the homes that we build and the developments we create.
- We are committed to delivering thriving communities and creating better places to live, through our passion for design, sustainability and innovation.
- We have a reputation for designing high quality homes that are attractive and meet the modern-day needs of our customers.



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# Staplegrove West - Phase 1

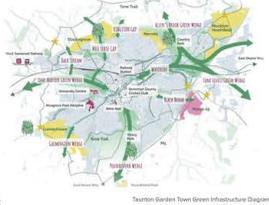
## Redrow Garden Villages 3

### The Taunton Garden Town Vision

Taunton was designated as a 'Garden Town' in early 2017 following a submission to Government. The aim of this Vision is to nurture housing growth centred on a number of new garden neighbourhoods supported by essential infrastructure and an enhanced network of green infrastructure.

The plan to deliver the Garden Town requirements is set out to meet five core needs;

- ▶ Protect, maintain, link and enhance our green spaces, water and woodland, for people and wildlife;
- ▶ Transform the transport network, inside and outside the town, embracing new technology to meet everyone's needs while we reduce our carbon footprint, encourage walking and cycling and green the town;
- ▶ Cultivate a Taunton economy that creates competitive advantage and then develops it to be bigger and bigger through talent, technology and technique, building businesses that prosper in the global market.
- ▶ Maximise our mental, emotional, physical and intellectual well-being by improving our educational, sporting, leisure, artistic and cultural life from being just 'good' to 'outstanding';
- ▶ Create a built environment, not just of houses but of neighbourhoods, that reflect the very best practice and a town centre of vitality and adaptability as the setting for a sociable and delightful experience;



### Redrow Garden Villages

Redrow Homes has also published a Design Manual setting out their development aspirations. The document sets out the key ways in which Redrow goes about creating a better way to live.

The principles are focused on creating places that offer social and environmental benefits for new residents and the wider community. The principles contribute towards improving health and happiness, a sense of belonging, protection and enhancement of the built and natural environment, among other considerations.

#### REDROW'S PLACEMAKING PRINCIPLES



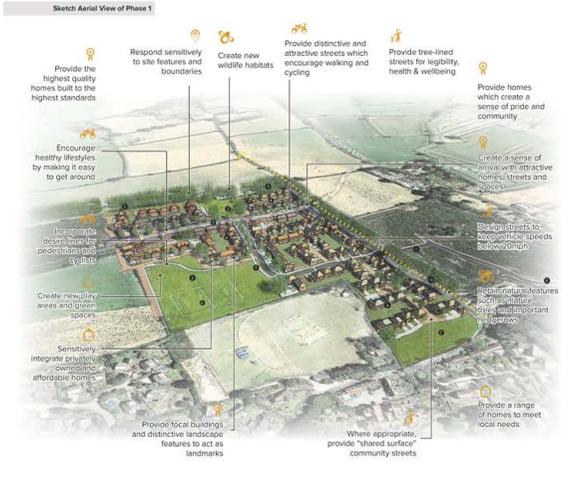
Redrow's placemaking framework consists of eight design principles. These principles are unique to Redrow, and seek to deliver distinctive high quality, beautiful places to live. As can be appreciated, there is considerable synergy between Redrow's principles and those of the Garden Town Vision.



# Staplegrove West - Phase 1

## Development Proposal 4

A detailed planning application is being prepared for the delivery of the first phase of development of the Staplegrove West Neighbourhood, including a section of the internal Spine Road and northern ecological landscape buffer, along with development of around 170 new homes, two areas of public open space, an integrated pedestrian & cycle network and associated off-site highways improvements.



- LISTEN TO LEARN
- KEEPING IT LOCAL
- NATURE FOR PEOPLE
- STREETS FOR LIFE
- EASY TO GET AROUND
- PLACES TO GO & THINGS TO DO
- BUILT TO IMPRESS
- HOMES FOR ALL

#### Key Design Aspects Include:

- Temporary vehicle access
- Delivery of a section of the internal Spine Road
- Delivery of 5ha of the northern ecological landscape buffer
- Around 170 new homes (15% Affordable)
- Two areas of public open space, the Village Green and Hilltop Park
- Provision of kick-about space
- Provision of Phase 1 attenuation area
- Improvements to existing highways network
- Provision of an integrated cycle / pedestrian network
- Pedestrian connection to the village through existing Public Right of Way

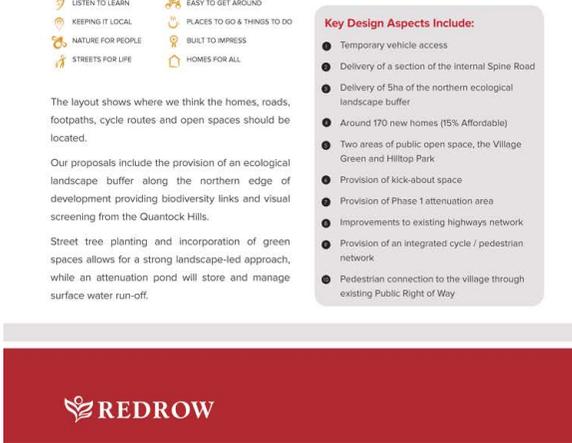


Figure 3.03: Selection of Consultation Boards from October 2019

# Design

This section outlines the design ethos of the proposals under a series of headings

- Layout
- Landscape Strategy
- Street Hierarchy
- Urban Structure
- Amount
- Scale
- Density
- Boundary Treatments
- Pedestrian and Cycle Network
- Appearance

These sections explain the compliance of this application with the wider neighbourhood masterplan strategies set out in the Staplegrove West Design Guide.

## 4.1 / Layout

The parameters defined in the Design Guide framework diagrams have been explored in detail and effectively composited to create the detailed layout presented here.

The key driver for design is the landscape strategy, which both informs and interacts with the movement strategy to create the urban structure. At the junction of the two strategies; nodes and gateways are formed and the location of key frontages and legible markers defined. Factors of amount, scale, density and appearance provide more detail to the urban structure.

The key layout features of Phase 1A are a segment of the spine road, which dissects the site close

and parallel to the northern boundary, the hilltop pocket park, which connects to the northern ecological and visual buffer, the village green with views afforded to Taunton, and the north-south public right of way visually defined by a substantial existing row of Poplars.

Within this landscape setting is a layout is a network of streets, green streets and lanes providing access to 173 terraced, semi-detached and detached dwellings, which will become fully integrated with the wider Staplegrove West development, the existing village of Staplegrove and connect via the spine road to the future urban extension of Staplegrove East.





Northern Landscape Buffer

Hilltop Park

Village Green

Existing Row

Corkscrew Lane

Manor Road

Figure 4.01: Site Layout Plan

G81-B2 G81 (B2) (as assessed within Pegasus Environmental Tree Survey Plan March 2015)

G17 Mature broadleaved woodland (G2)

T87 Common Birch (B1)

Rectory Road

Temporary Access Road

Temporary enabling road

(B3/C3)

Park Edge

Spine Road

Park Edge

Green Street

Lane

Green Street

Lane

Lane

Park Edge

LEAP

LEAP

r30 Hybrid Poplar (1)

G86-C2

G88-B2

G90-C2

G91-C2

H78-B2

G80-B2

G81-B2

## 4.2 / Landscape Strategy

### [Extract from Design Guide]

The key structural elements of the landscape framework are:

- A robust and generous tree planting belt along the site's northern boundary providing biodiversity linkages and visual screening;
- Strong north-south landscaped corridors which link into the northern boundary landscape corridor and incorporate surface water attenuation areas;
- A legible tree planting strategy which both responds to and strengthens the hierarchy of spaces across the site.



Figure 4.02: Landscape Strategy extract from Design Guide

#### KEY

	Strategic green infrastructure
	Parks & Public Open Space
	Allotments
	SuDS features
	Existing trees & hedgerow
	Proposed trees & hedgerow
	Play Area
	Youth Pitch

The Design Guide defines a strong green infrastructure strategy that creates a network of strategic open spaces; the northern landscape planting buffer, north-south green corridors and the green streets.

The Village Green forms a nodal and recreation space for the wider development, as part of the wider landscape strategy in linking southern parts of the development to the northern buffer and parkland along

the northern edge. These north-south links are created through the provision of a Green Street between the temporary access and the Spine Road, along with the integration of a green corridor along the existing public right of way running along the eastern boundary of the site.

The northern periphery of the development is predominated by the native planting belt, providing biodiversity linkages and landscape structure. Tree planting along these areas, within the shared-surface lanes and along park edges will be more informal, while a more formal planting structure features along the Spine Road enhancing legibility across the site.

Phase 1A boundary treatments help to reinforce street hierarchy and the character area. The Richards Partnership have developed a number of detailed landscape character sheets setting these out within the character of the site and should be referred to for further detail.



Figure 4.03: Green infrastructure strategy

## 4.3 / Street Hierarchy

### [Extract from Design Guide]

- Deliver a network of connected streets and public spaces that provides choice and follows a spatial and visual hierarchy.
- Feature green streets and shared surface lanes to promote a more sustainable and integrated approach to development.
- Relate building typologies to reinforce discernible difference within street hierarchy
- Promote through routes and limited use of private drives.

KEY	
	Existing road network
	Spine Road [vehicular, pedestrian & cycle route]
	Street
	Green Street
	Lane
	Park edge lane
	Cycle priority street
	Pedestrian & cycle route
	Pedestrian route
	Phase 1A Temporary Access Road

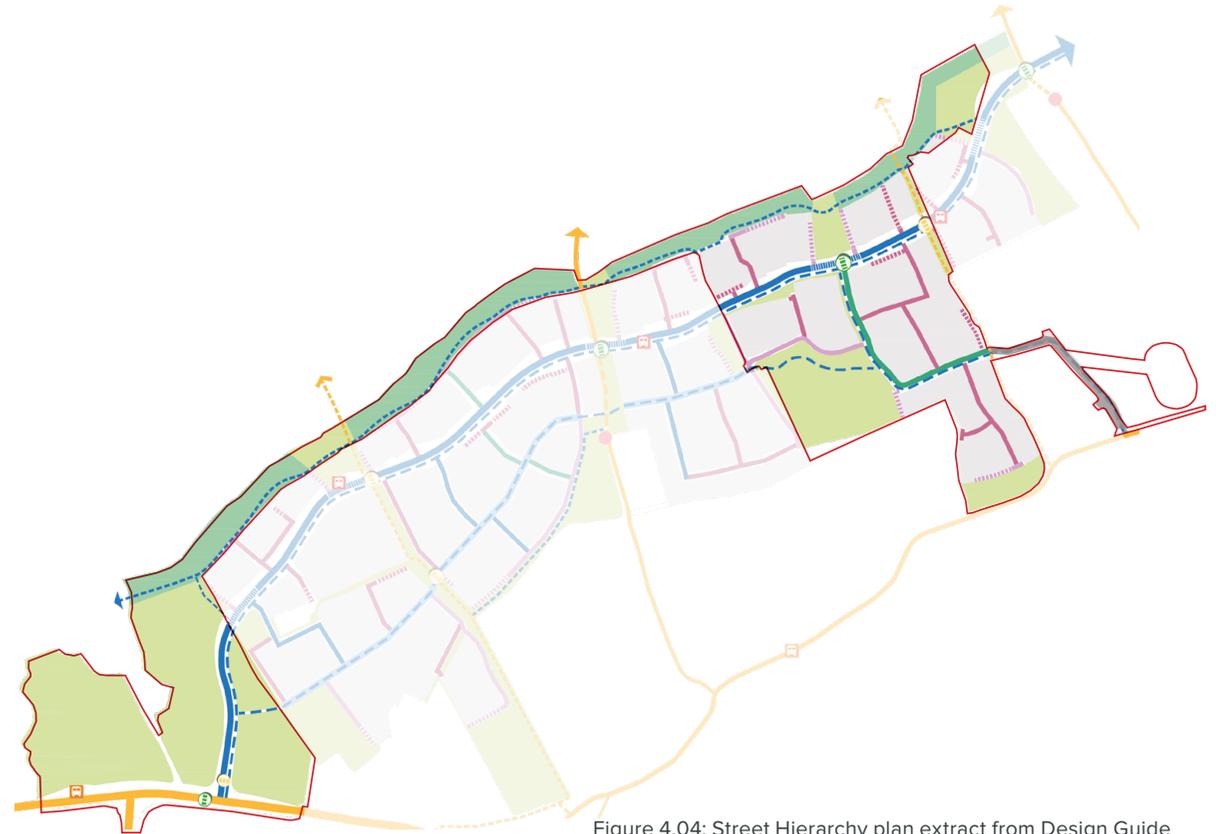


Figure 4.04: Street Hierarchy plan extract from Design Guide

Detailed street design along with the established pedestrian & cycle network within the Phase 1A development follow the guidelines set out in the movement framework as part of Design Guide.

### Access Network

The Spine Road provides a central through route to the development, with provision of a new bus route with a segregated pedestrian / cycle route.

The Green Street provides a second layer of street hierarchy, linking the temporary access through to the Spine Road. These routes are tree lined on one side, linking the open spaces formed by the Village Green

and Hilltop Park to the north and helping to knit the development as a whole together.

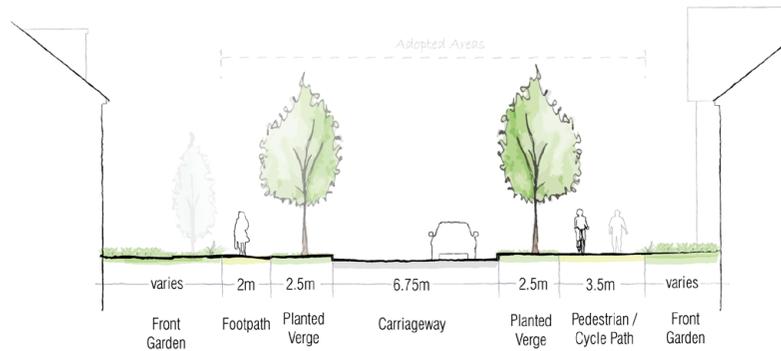
The final layer of the access network is formed of shared surface lanes featuring a more village-like character. The design of these lanes is intended to reduce vehicle speeds and produce a more intimate setting. Along the northern perimeter and around green spaces, these lanes form a predominately Park Edge character.

Parking is provided on plot or within parking courts located along the Spine Road.

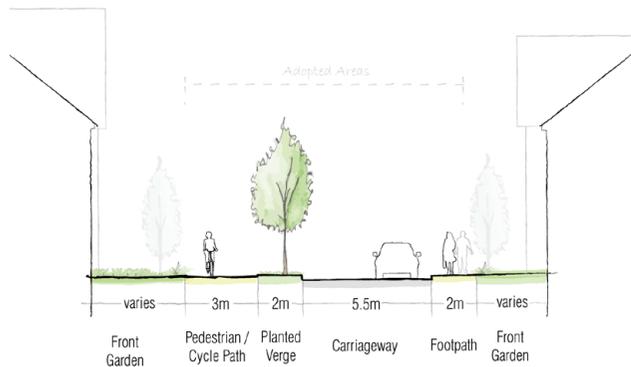
## Pedestrian and Cycle Network

Strategic routes ensure good connections between residential neighbourhoods and the open spaces as well as connection to the existing network of Public Rights of Way. Main pedestrian and cycle routes run through the site along the Spine Road and Green Street, providing pedestrian links between Corkscrew Lane and the PRoW with the Spine Road and new pedestrian routes along the northern edge of the development.

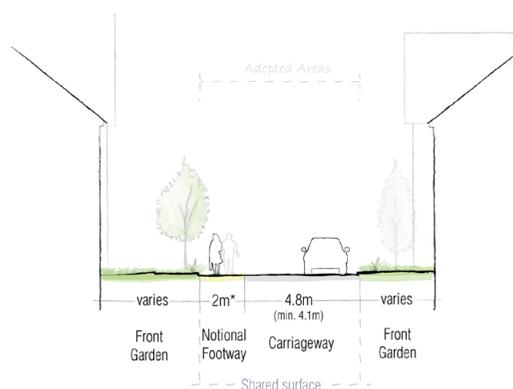
### Spine Road



### Green Street



### Lane



### Park Edge Lane

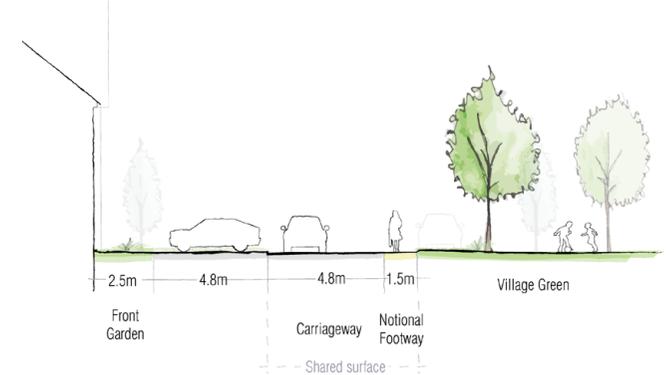


Figure 4.06: Example street typologies

\*reduced to 1.5m at carriageway narrowing



Figure 4.05: Street Hierarchy Plan

## 4.4 / Amount

The proposal seeks permission for 173 new dwellings. A varied mix of dwelling sizes to meet local needs, and provision of affordable housing has been applied to the layout.

Affordable housing has been discussed with Somerset West and Taunton council and it is agreed that 15% of the new dwellings would be affordable homes. This equates to 25 units across Phase 1A. An Affordable Housing Statement accompanies this application, setting out further detail on the proposals.

The housing mix is as follows:

Housetype	No. of Market	No. of Affordable	Total	% of Total
1 bed	-	8	8	5%
2 beds	11	10	21	12%
3 beds	55	5	60	35%
4 beds	82	2	84	48%
Total	148	25	173	100%

The majority of the proposed dwellings are designed to be larger family homes of three and four bedrooms with under a quarter of the total provision as one and two bedroom homes.





Figure 4.07: Affordable Housing Location Plan

## 4.5 / Scale & Density



Figure 4.08: Building heights diagram extract from Design Guide



Building heights proposed in the first phase of development are 2 storeys.

Full render units have been placed at key gateways and corner plots while occasional use of gables around the Village Green edge to create emphasis and legibility along key routes and locations.



Figure 4.09: Density plan extract from Design Guide



As set out in the Design Guide framework, the scheme features two density areas. Higher density ranges between 30-40 dph while low-medium density ranges between 20-30 dph.

The site's density boundaries help to reinforce the street hierarchy as well as the character areas as set out throughout the Design Guide. Short terraces and semi-detached house types along with integrated

Other strategies include a variation in roofscape through varying roof pitch along with roof tile colouration in order to add more visual interest whilst also reinforcing the character areas and street hierarchy.

Further detail is contained in Section 4.10 - Appearance.

tree planting drives the Spine Road density, at an average of 34 dph. The Village Green edge is also predominated by terraces and groupings and holds an average density of 41 dph.

The northern and southern edges, along with secondary internal routes, present larger detached units with integral parking solutions, reducing densities down to 24 dph on the periphery.



Figure 4.10: Key locations

## 4.6 / Appearance

### Character Areas

Phase 1A straddles four of the character areas as set out in the Design Guide; namely Spine Road, Northern Village Edge, East Village and Southern Village Edge.

Phase 1a accords with the principles set out in the design guide by employing subtle changes in layout, density, landscaping, boundary treatments and building materials across the character areas.

Plotting within the Northern Village Edge is the least dense with large detached units, on-plot parking and open, lightly planted boundaries fronting meadow grass, parks and woodland planting. The material palette is restrained to red-browns and creams with some use of tile hanging, half timbering, bay windows and secondary gables.

The spine road is the densest development area predominantly comprising groups of terraces with some forecourt parking; parking courts are occasionally used to the rear to allow a better connection of street and build line. Boundaries are formal evergreen

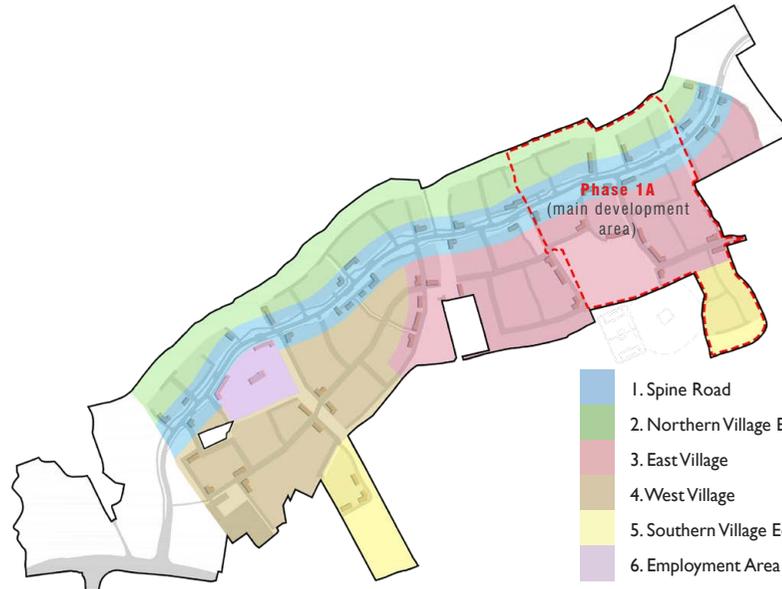


Figure 4.11: Character Areas Plan

hedges and materials are predominantly red brick and grey roof tiles. Tree planting punctuates the verges of the spine road regularly and joins seamlessly with the pocket park to the north and green street to the south.

The East Village is of a medium density with a mix of unit sizes and groupings, some street edge and on-plot parking and some use of formal, deciduous hedge boundaries. Gable and chimney accents are used to further differentiate key frontages. The material palette is brighter than elsewhere with more orange-red tones to walls and roofs with regular accents of white render.

The Southern Village Edge is broadly similar to the East Village but uses lower density plotting of detached units in combination with open, lightly planted boundaries along a cul-de-sac lane terminating at an open space and hedgerow.



Northern Village Edge



Spine Road



East Village



Southern Village Edge

## Material palette

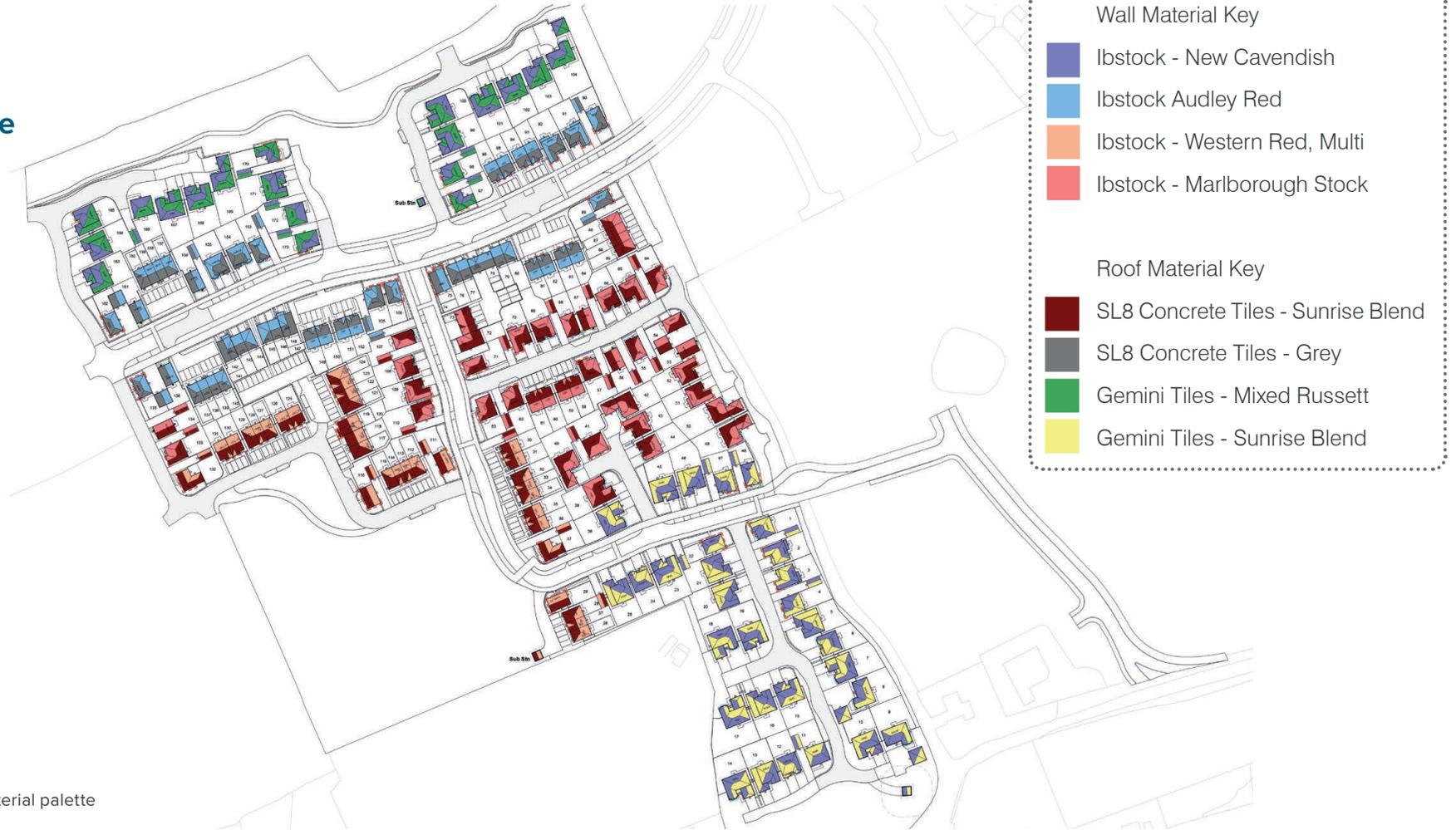


Figure 4.12: Proposed material palette



Figure 4.13: Design Guide character images

## Spine Road

PLOT COMPOSITION	
House types	Short terraces, semi-detached and detached units.
Street Scale	2 storey dwellings.
Boundary treatment	Formal evergreen hedging.
ARCHITECTURAL DETAIL	
Architectural Style	Formal. Full render units create bookends to street scape.
Rooflines	Standard roof pitch typically at 40-45 degrees, with a minimum of 35 degrees on Harlech house type.
Fenestration	Standard window dimensions. Single, double and triple casements. White in colour - typically Heritage windows.
Elevation	Contrasting cills, heads and brick banding in red tones throughout the street forming horizontal emphasis.
Entrances	Canopies variant subject to house type. Front doors vary in colour: Dusky grey, Heritage blue or Heritage green. - Refer to house type pack for further detail.
Sundry items	Black rainwater goods.
MATERIAL PALETTE	
Gateway buildings	Render - Chalk White or Sand Soft Cream
Walling - Primary material	Strong red toned brick.
Secondary materials	White render to corner buildings. Cream render on corner units adjacent to Northern Buffer Edge
Roofing	Grey concrete roof tiles. - Refer to materials plan for further detail.

Figure 4.14: Illustrative Spine Road street scene



## Green Street

PLOT COMPOSITION	
House types	Predominately detached with occasional semi-detached and short terraces.
Street Scale	2 storey dwellings.
Boundary treatment	Low evergreen hedge boundary and informal verdant planting mix.
ARCHITECTURAL DETAIL	
Architectural Style	Formal. Full render, wide frontage units and gables in key locations create bookends to street scape.
Rooflines	Primarily hipped roofs. Standard roof pitch typically at 40-45 degrees, with a minimum of 35 degrees on Harlech house type.
Fenestration	Standard window dimensions. Single, double and triple casements. White in colour - typically Heritage windows.
Elevation	Contrasting cills, heads and brick banding in red tones throughout the street forming horizontal emphasis.
Entrances	Canopies variant subject to house type. Front doors vary in colour: Dusky grey, Heritage blue or Heritage green. - Refer to house type pack for further detail.
Sundry items	Black rainwater goods.
MATERIAL PALETTE	
Gateway buildings	Render - Chalk White.
Walling - Primary material	Soft, earthy red toned brick - mix of 'marlborough stock' – 'western red multi'.
Secondary materials	White render to key buildings.
Roofing	Soft orange toned concrete roof tiles.

Figure 4.15: Illustrative Green street scene



## Lanes

PLOT COMPOSITION	
House types	Detached units - integral house-types.
Street Scale	2 storey dwellings.
Boundary treatment	Loose, informal verdant planting mix, low evergreen hedge.
ARCHITECTURAL DETAIL	
Architectural Style	Formal. Full render and wide frontage units create bookends to street scape.
Rooflines	Primarily hipped roofs. Standard roof pitch typically at 40 degrees. Use of gable fronted buildings.
Fenestration	Standard window dimensions. Single, double and triple casements. White in colour - typically Heritage windows.
Elevation	Contrasting cills, heads and brick banding in red tones throughout the street forming horizontal emphasis.
Entrances	Canopies variant subject to house type. Front doors vary in colour: Dusky grey, Heritage blue or Heritage green. - Refer to house type pack for further detail.
Sundry items	Black rainwater goods.
MATERIAL PALETTE	
Walling - Primary material	Softer, earthy red toned brick.
Secondary materials	White render to key buildings and gables.
Roofing	Soft orange toned roof tiles.

Figure 4.16: Illustrative Lanes street scenes



## Park Edge - Village Green

PLOT COMPOSITION	
House types	Predominately semi-detached units and short terraces with on-plot parking. Detached units in key locations (corner units and gateways).
Street Scale	2 storey dwellings with verticality accentuated in key locations.
Boundary treatment	Loose, informal planting with ornamental grasses, low evergreen hedging.
ARCHITECTURAL DETAIL	
Architectural Style	Formal. Full render units and and corner turners create bookends to street scape.
Rooflines	Standard roof pitch typically at 40-45 degrees, with a minimum of 35 degrees on Harlech house type.
Fenestration	Standard window dimensions. Single, double and triple casements. White in colour - typically Heritage windows.
Elevation	Brick and render buildings with band cills, heads and brick banding in red tones throughout the street forming horizontal emphasis.
Entrances	Canopies variant subject to house type. Front doors vary in colour: Dusky grey, Heritage blue or Heritage green. - Refer to house type pack for further detail.
Sundry items	Black rainwater goods.
MATERIAL PALETTE	
Walling - Primary material	Textured red toned brick.
Secondary materials	White render to key buildings and gables.
Roofing	Soft orange toned roof tiles.

Figure 4.17: Illustrative Park edge street scenes



## Park Edge - Northern Edge

PLOT COMPOSITION	
House types	Detached units - low density, integral house-types.
Street Scale	2 storey.
Boundary treatment	Loose, informal verdant planting mix, larger shrub and rose specimens.
ARCHITECTURAL DETAIL	
Architectural Style	Formal. Occasional full render units and corner turners create bookends to street scape.
Rooflines	Standard roof pitches. Some use of gable fronted buildings. Up to 40 degree pitches
Fenestration	Standard window dimensions. Single, double and triple casements. White in colour - typically Heritage windows.
Elevation	Brick and render buildings with band cills, heads and brick banding in red tones throughout the street forming horizontal emphasis.
Entrances	Canopies variant subject to house type. Front doors vary in colour: Dusky grey, Heritage blue or Heritage green. - Refer to house type pack for further detail.
Sundry items	Black rainwater goods.
MATERIAL PALETTE	
Walling - Primary material	Lighter and earthier toned brick
Secondary materials	Soft cream render to key buildings (corner units) and gables.
Roofing	Brown, earthy toned roof tiles

Figure 4.18: Proposed Park edge street scenes



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