

An aerial photograph of a rural landscape. The top left corner shows a cluster of industrial buildings with corrugated metal roofs. The rest of the image is dominated by a patchwork of agricultural fields in various shades of green and brown, separated by hedgerows and roads. A red outline highlights a specific area in the center of the image, which appears to be a mix of green and brown fields.

LAND AT PAMINGTON, ASHCHURCH

DESIGN AND ACCESS STATEMENT

PREPARED BY MHP DESIGN
ON BEHALF OF GREYSTOKE LAND LTD
DEC 2023. **FINAL ISSUE V2**



Land at Pamington, Ashchurch | DESIGN & ACCESS

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GREYSTOKE



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1.0 INTRODUCTION

Land at Pamington, Ashchurch

1.01 INTRODUCTION

This statement has been prepared by MHP Design on behalf of Greystoke Land Ltd to accompany and outline application for planning permission for residential development on the land at Pamington, Tewkesbury.

Proposals comprise residential development for up to 175 new dwellings with parking, supporting infrastructure and utilities, and associated open space and landscaping. Vehicular access is to be formed from the B4079.

Refer to Fig. 1. Application Boundary.

The Town and Country Planning (Development Management Procedure) (England) Order 2015 states the following requirements:

“An application for planning permission ... must be accompanied by a statement (“a design and access statement”) about:

- (a) the design principles and concepts that have been applied to the development; and
- (b) how issues relating to access to the development have been dealt with.

A design and access statement must:

- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) explain how specific issues which might affect access to the development have been addressed.”

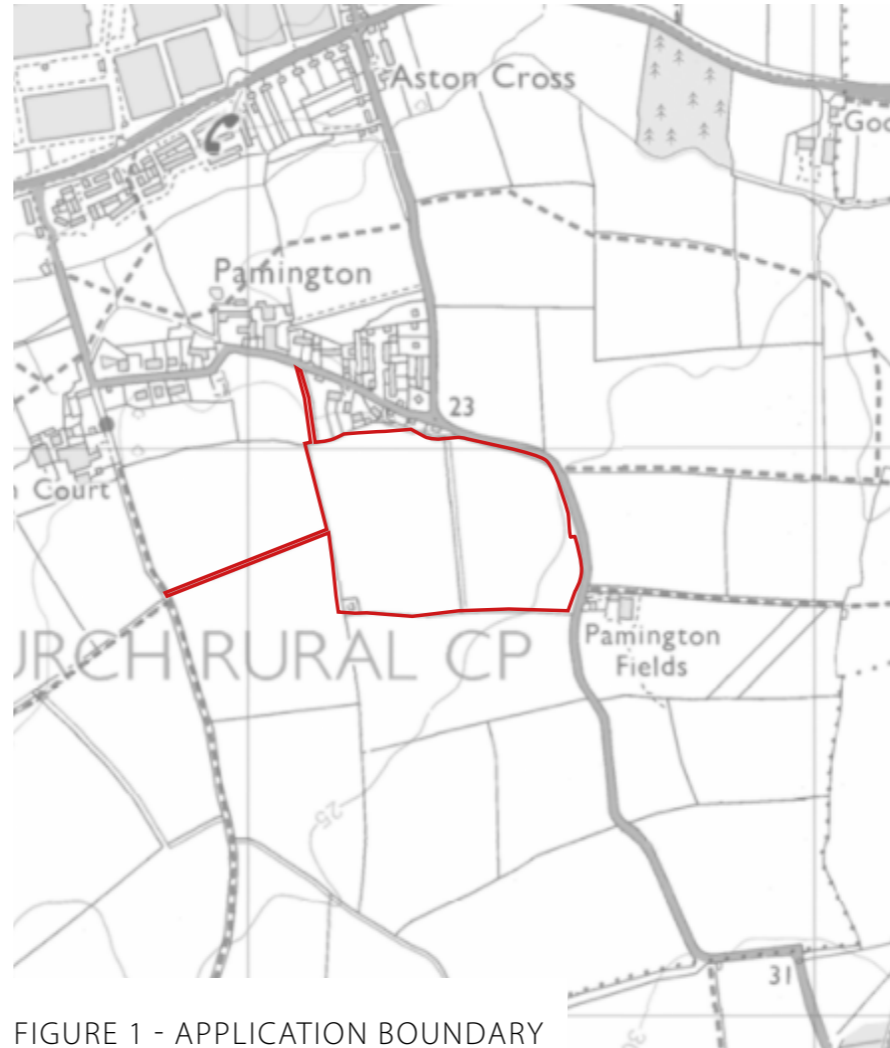


FIGURE 1 - APPLICATION BOUNDARY

1.02 SUMMARY OF PROPOSALS

- Up to **175 new residential dwellings**;
- 40% Affordable dwellings
- Public open space;
- Play spaces;
- Significant **new planting and landscaping**, along with the integration of existing green infrastructure;
- Vehicular access from B4079;
- **New pedestrian and cycle routes**;
- Ecological enhancement works; and

Site area: The application site area is 13.4 ha/33 Acres

Appearance and materials: Proposals will draw reference from the local vernacular. Refer to Chapter 3 architectural design appearance and scale for examples of architectural design and appearance.

Vehicle parking: Provision for parking will be in accordance with Gloucestershire County Council standards, Manual for Gloucestershire Streets, as follows;

1 bed - 1 allocated parking space

2 bed - 2 allocated parking spaces

3 bed - 2 allocated parking spaces

4 bed - 3 allocated parking spaces

5 bed - 3 allocated parking spaces

1.03 LOCATION, TOPOGRAPHY AND CHARACTER

The site is located on the south western edge of Pamington immediately to the south and west of the B4079 at grid reference 394415, 232893.

The site comprises a number of large agricultural land parcels, bounded to the north by Pamington The site lies to the immediate south of the current settlement edge and to the immediate west of the B4079 that runs along its western and northern boundary.

The site is situated in close proximity to key transport routes approximately 1.5 km southwest of Ashchurch Station on the Gloucester Birmingham railway line, approximately 2.5km west of Junction 9 of the M5.

The character of the site is informed by its current land use and residential context of the adjoining settlement edge and highways.



FIGURE 2 - KEY TRANSPORTATION ROUTES



FIGURE 3 - SITE AERIAL AND LOCATION PLAN

2.0 SITE ASSESSMENT

Land at Pamington, Ashchurch

2.01 LANDSCAPE AND VISUAL ASSESSMENT

A Landscape and Visual Impact Assessment has been produced to accompany this application as part of an iterative process using the landscape and visual constraints to inform the design process. A summary of the key issues are outlined below.

Visibility

Visually, the study site is located towards the edge of the settlement, it is well contained from potential views from the north, south and west by rolling landform and intervening vegetation.

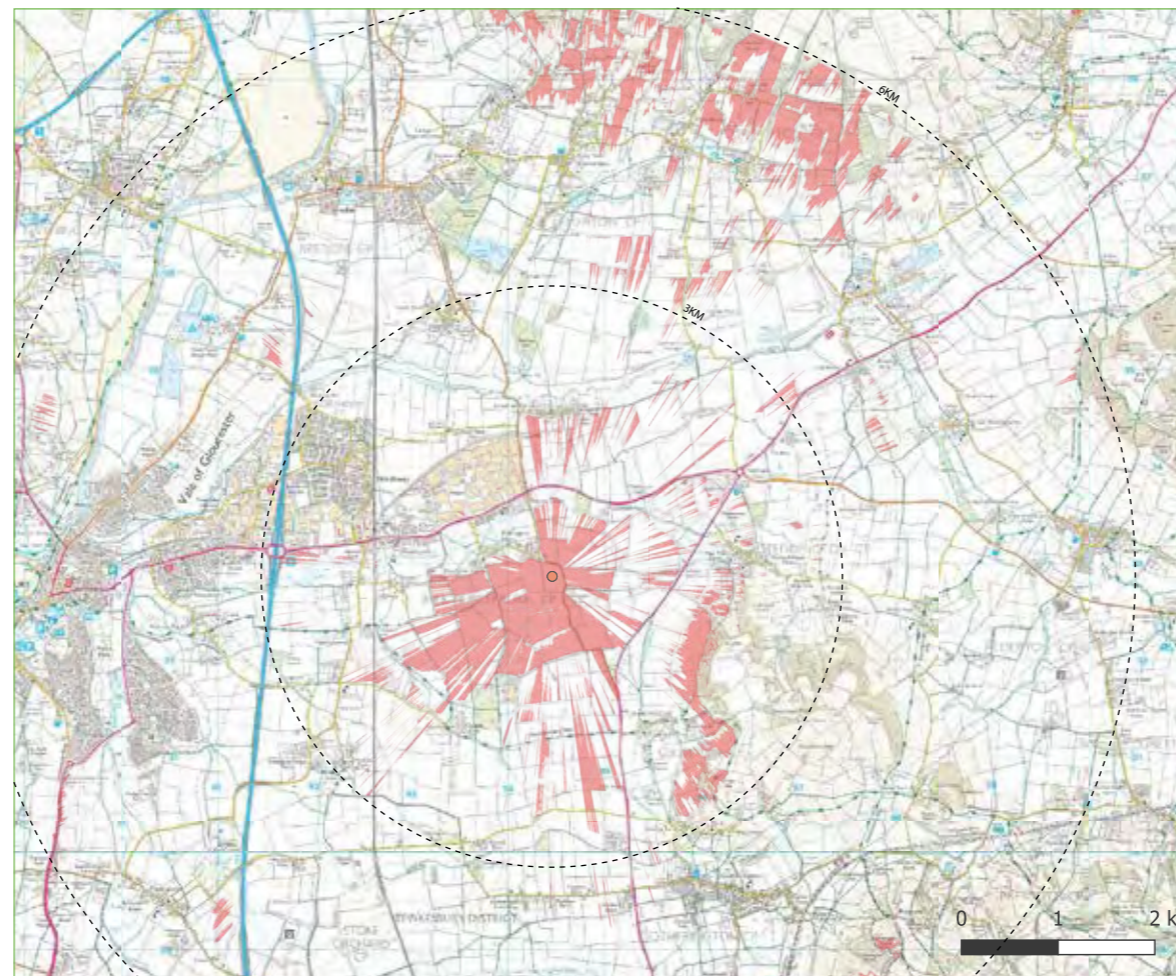
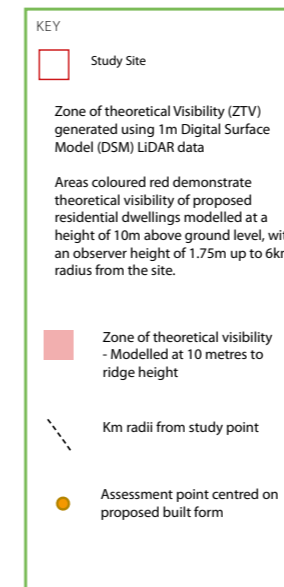
The study site is barely visible from the east in long distance views where the site is identifiable from its relative location to occasional glimpsed filtered views of the existing built form of Pamington. Where elevated views from the north are afforded, the site is seen at such distance with layers of intervening vegetation that it forms a very minor portion of the overall view. Landscape buffer planting to the north and western boundaries of the site will mitigate short and long distance potential views, reducing potential visual prominence and provide dense and robust enclosure to new development. Visual effects are assessed to be minor adverse in existing views once new development and planting have established.

Landscape

Potential landscape effects are assessed to be limited and contained predominately to the site itself, with proposed development assessed to offer some benefits to the local landscape character to this edge of settlement location as well as greater green infrastructure connectivity to the wider landscape resources within the area.

The landscape character of the wider study area is informed by features which both reflect the local rural landscape character type and settled nature of the immediate area. Local features are typical of

the published characteristics of the area, but there are few individual features of value that contribute positively to the local landscape. The features of the study site though not detractors, make little contribution to the desirable character of both the village and the wider landscape in which it is situated. The introduction of new built form and associated landscape and pedestrian and cycle links therefore provides an opportunity for potential enhancement through the introduction of considered architecture that is sensitive to the location and visual amenity and the reinforcement and enhancement of on-site green infrastructure. The provision of new native tree and hedge planting will positively contribute to the local landscape character and minimise impacts on visual amenity of views from the B4079 and Pamington Lane as well as public rights of way to the north and east.



2.02 VIEWS INTO AND OUT OF THE SITE

Key views into the Site are generally limited to Pamington Lane and the B4079.

The landform is relatively level across the Vale however and extensive network of hedgerow field boundaries and the existing built form of Pamington limits the extent that views are afforded into the site.

Longer distance views are afforded from higher ground on the Cotswold Escarpment but are typically filtered by intervening vegetation and experienced at distance forming a minor portion of a wide panoramic view.

Overall views are contained to either the immediate vicinity or at distance from elevated locations on the Cotswold Escarpment where they are experienced in the context of the built form of Pamington or Ashchurch forming the foreground or the background.



1 View from Pamington Lane



2 View from B4079



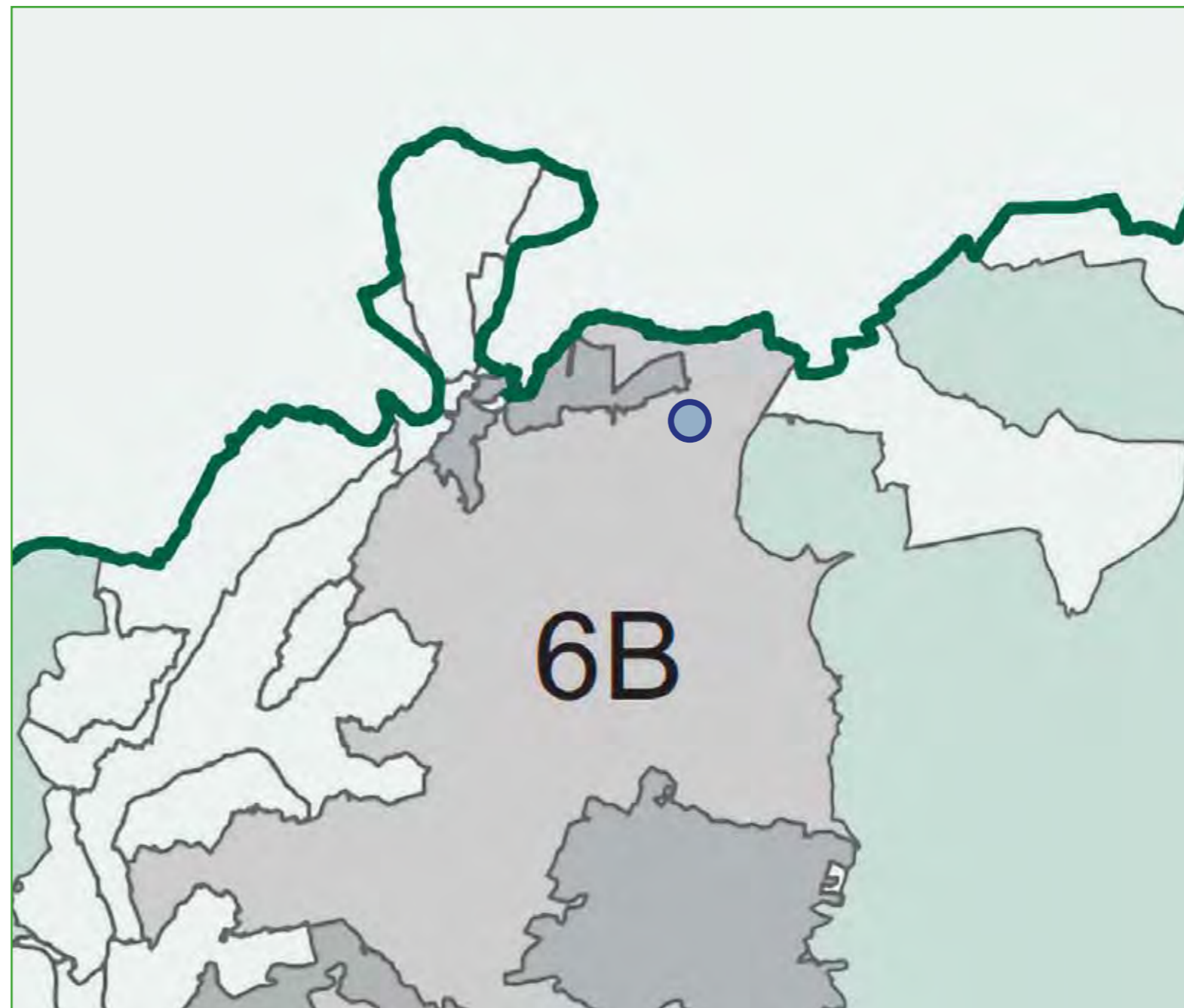
3 View from B4079

2.03 LANDSCAPE CHARACTER

In order to take account of the villages landscape setting, historic form and local vernacular, and to avoid an over standardisation of design, a character analysis was conducted of the positive influences to local character within the Vale of Gloucester Character Area.

Vernacular architecture in this area is predominantly 1.5 and 2 storey detached houses and includes character features such as:

- Varied mix of buildings materials including brick, timber and stone, and slate and thatch roofing;
- In the wider landscape, villages in the western portion of the vale are commonly linear and dispersed in form and generally comprise a mixture of older red brick properties and newer brick or rendered infill development with occasional timber framed or thatched dwellings scattered throughout the settlements and old stone churches located in village centres..
- Woodland is not a characteristic feature of the Vale of Gloucester and is generally limited to few small copses. Elsewhere in the vale, there are intermittent isolated copses. Where these coincide with overgrown hedgerows and mature hedgerow trees they can combine to create the impression of a greater sense of tree cover in these localised areas;
- Land uses in the vale include a number of orchards to the west of Gotherington and sites supporting areas of semi-natural grasslands, e.g. Wingmoor Farm Meadows and Fiddler's Green;
- Hedgerows are generally well maintained, some are becoming either gappy or overgrown, and in other areas the hedgerow network is beginning to break down, with evidence of field amalgamation and hedgerow trees and scrubby vegetation marking the lines of former field boundaries;



Blue dot indicates approximate location of study site

Study site located in SV6B Vale of Gloucester Landscape Character Area

FIGURE 4 - EXTRACT FROM GLOUCESTERSHIRE LANDSCAPE CHARACTER ASSESSMENT

Cotswold Stone: Pamington features several cotswold stone buildings. These tend to be more modern built form and are often combined with other building materials such as brick or rendered in the finished building. Common boundary treatments are hedges sometimes combined with post and rail fences and field gates.



Bricks: Many of the older buildings of the village are built of brick, with some examples of 20th century dwellings built of brick. A range of boundary treatments are present with brick wall and railings more frequently found alongside brick built form. Agricultural buildings and converted agricultural buildings frequently feature brick



Thatched: Some of the oldest dwellings of the village are half timbered and retain thatched roofs. Thatched roofs are also present on brick and painted brick buildings



Rendered/ Painted brick: Both modern and older dwellings in the village feature rendered and or painted brick finishes. Several single storey dwellings are present in the village however dwellings largely vary between 1.5 and 2 storey in height, predominantly set back from the road set with in large curtilages.

Image Source: Google Street View 2021



2.04 ECOLOGY AND BIODIVERSITY

A series of ecological surveys have been performed to inform the proposals with the objective of retaining the habitat features of value within the context of the site, maintaining opportunities for notable/protected species and ensuring that a 10% biodiversity net gain can be achieved at detailed design in line with forthcoming legislative requirements.

The majority of the site is cultivated for cereal crops and therefore managed on an intensive basis which limits its ecological value. However, the hedgerows, and a pond in the southwest corner, albeit man-made and currently over low value being significantly overshadowed, to offer some value within the context of the site. Small areas of semi-improved/improved grassland are also present. In terms of notable/protected species, the boundary hedgerows do provide suitable navigating habitat for horseshoe bats and at least 10m buffers (from built form) will need to be provided within the illustrative proposals to ensure that sufficient dark habitat can be provided at the detailed design stage.



2.05 TRANSPORT AND ACCESS

Transport & Movement

A Transport Assessment and Travel Plan has been prepared to provide an overview of transport and highways matters related to the residential development of the Site.

Bus & Rail

The nearest bus stops are located at Ashchurch for Tewkesbury railway station, and this provides access to the 41, 42 and 72 services. The 41 service provides access to Cheltenham and Northway providing a 30 minute service during the weekday and an hourly service on Sundays. The 42 service gives access to Cheltenham and Tewkesbury on an hourly basis during the weekday and weekend. The 72 service gives access to Gloucester and Tewkesbury providing a 30 minute service during the weekday and an hourly service on Sundays.

Ashchurch for Tewkesbury railway station provides services to Worcester Shrub Hill, Worcester Foregate Street, Great Malvern, Bristol Temple Meads and Cardiff Central.

Walking & Cycling

The site benefits from being located near a shared footway/ cycleway along the A46 and this extends to the M5 Junction 9 and then continues along the A438 towards Tewkesbury. There are a number of National Cycle Network routes in the Ashchurch and Tewkesbury area. These include Route 41 which travels between Tewkesbury and Evesham.

Route 45 links Chester via Salisbury via Whitchurch, Bridgnorth, Worcester, Tewkesbury, Gloucester and Swindon. The route is typically on-road through Tewkesbury to Worcester and Gloucester.

The access and movement strategy for the site will provide footway/ cycleway connections into the village of Pamington and footway connections to the existing public rights of way to the west of the site.

A Travel Plan has been prepared for the site. The purpose of the Travel Plan is to encourage the use of sustainable modes of transport and reduce the reliance on the private car.

Local Facilities and Services

The site is located within the Ashchurch area which benefits from a range of existing facilities and services. The table below summarises those nearest to the proposed Site.

Name	Distance	Walking	Cycling
Ashchurch Primary School	1.3km	15 mins	5 mins
Ashchurch for Tewkesbury Railway Station	1.7km	20 mins	7 mins
M&S Simply Foods	2.2km	26 mins	9 mins
Starbucks Coffee	2.2km	26 mins	9 mins
BP Filling Station	2.2km	26 mins	9 mins
Dobbies Garden Centre	2.5km	30 mins	10 mins
Tirlebrook Primary School	3.0km	36 mins	12 mins
Tewkesbury Academy School	3.0km	36 mins	12 mins
Morrisons	4.0km	48 mins	16 mins

*Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4.2m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.

2.06 LOCATION OF FACILITIES

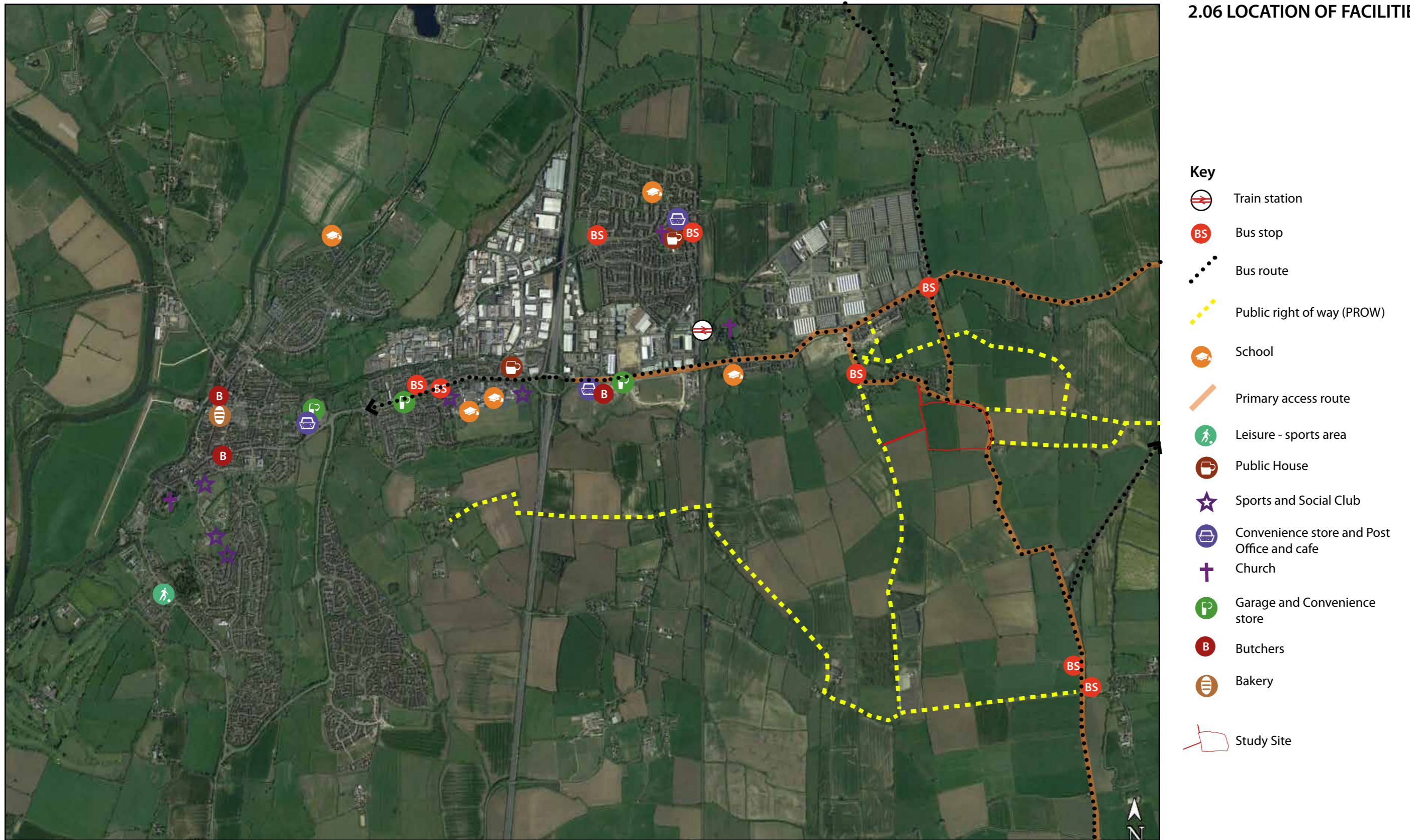


FIGURE 5 - LOCAL FACILITIES PLAN

2.07 HYDROLOGY, DRAINAGE & FLOOD RISK

The Site is located within Flood Zone 1 on the Environment Agency (EA) 'Flood Map for Planning (Rivers and Sea)' – an area considered to have the lowest probability of fluvial and tidal flooding. The Site is shown to be located outside and approximately 2.5m above the extreme 0.1% annual probability flood extent.

The proposed development will introduce impermeable drainage area in the form of buildings and access. This will result in an increase in surface water runoff. In order to ensure the increase in surface water runoff will not increase flood risk elsewhere, flow control will be used, and attenuation provided on Site to accommodate storm events up to and including the 1 in 100-year plus 40% climate change event.

All methods of surface water discharge have been assessed. As soakaways are not possible, discharge of surface water to the unnamed land drain at the existing 1 in 2-year (QMED) rate appears to be the most practical option.

Attenuation storage will be required on Site in order to restrict surface water discharge. Attenuation will be provided within SuDS features such as attenuation basins / ponds situated within the soft landscaping areas towards the northern extent of the site. At the detailed design stage, the additional SuDS components including, filter strips / drains, swales, porous surfacing, and tree pits will be considered where appropriate to contribute to the attenuation requirements for the site as well as providing amenity and biodiversity benefits for the site.

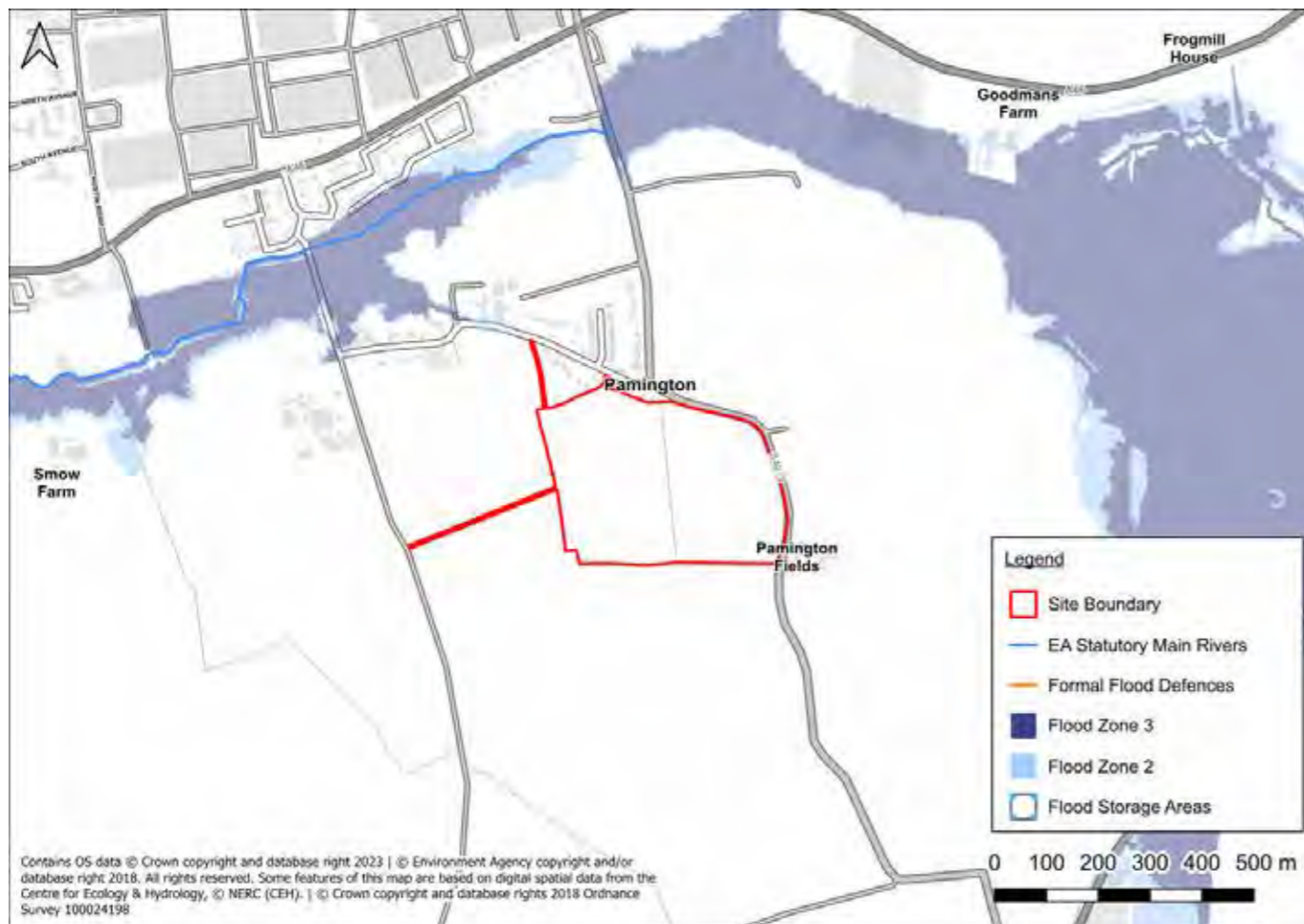


FIGURE 6 -FLOOD ZONE MAP

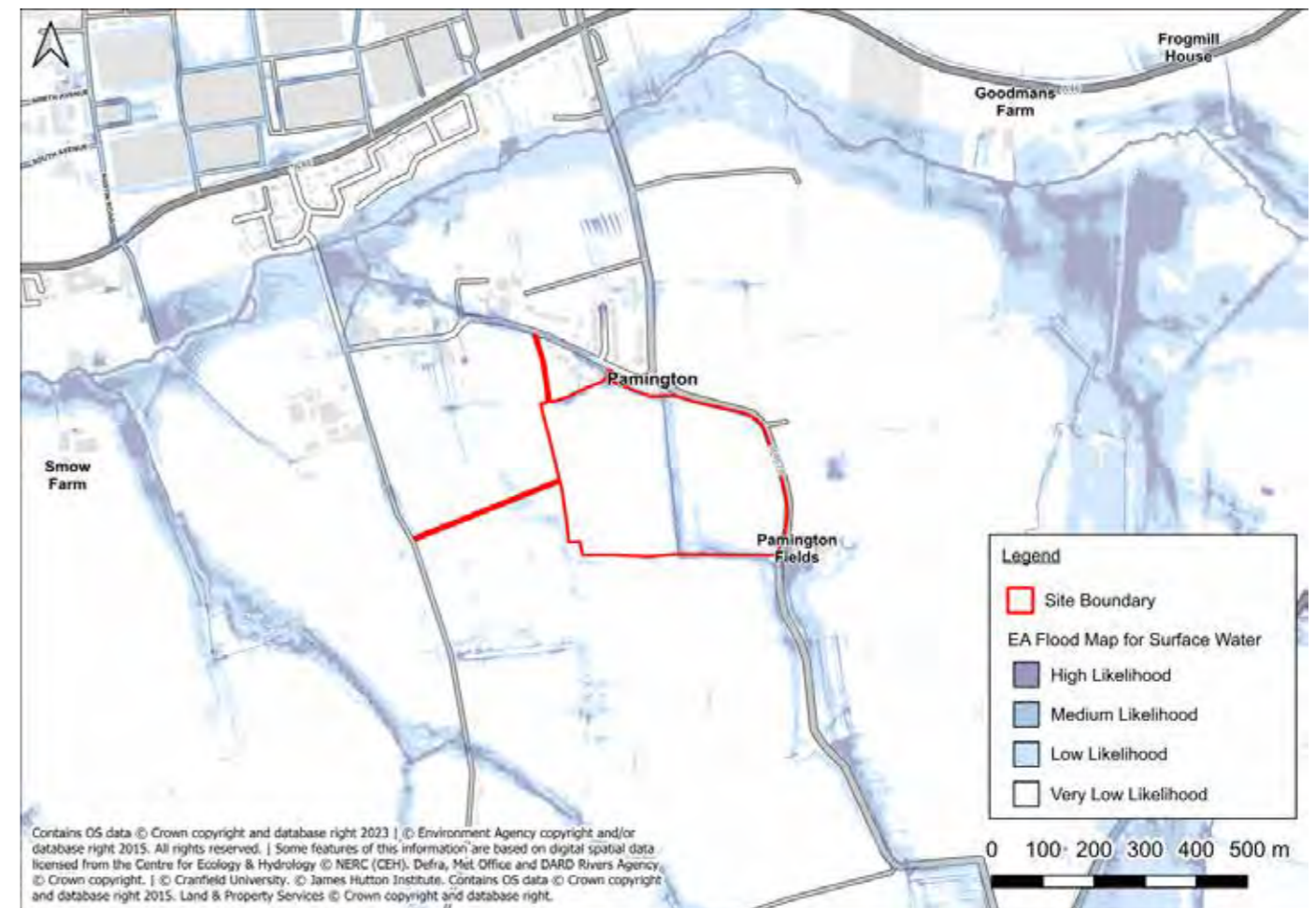


FIGURE 7 -EA'S LONG TERM FLOOD RISK MAP (SURFACE WATER)

2.08 ARCHAEOLOGY AND HERITAGE

Archaeology

No archaeological heritage assets are recorded within the site on the online Gloucestershire Historic Environments Record. An area of Middle to Late Iron Age settlement is recorded close by to the north-east of the site and, as the limits of this area undefined, there may be potential for unrecorded remains to extend into the site.

Built Heritage

The Grade II Listed Thatched Cottage lies immediately to the north of the site, and has intervisibility with it. The significance of this asset is primarily derived from its physical form, although setting does contribute, albeit to a lesser degree. It was most likely to have been sited to be adjacent to the road, rather than having a functional association with the land to the south, and the road and its curtilage plot make the greatest contribution to its significance through setting. The site contributes to a minor degree, providing an open rural southern aspect. The setting of the asset will need to be respected within the scheme, as it has been in the Concept Sketch. The siting of development beyond an area of village green, to give a village common style southern setting is an appropriate design response, and any residual harm would be low.

Conclusions

No major heritage constraints to development as currently proposed in the Concept Sketch have been identified. Archaeological geophysical survey is recommended to evaluate the potential for prehistoric remains. Of the four Grade II Listed building in the vicinity, only The Thatched Cottage is considered to be a potential constraint. The setting back of development from the asset beyond an area of country park as shown in the Concept Sketch is an appropriate design response to the setting of the asset, and any residual harm will be low.



FIGURE 8 - LISTED BUILDINGS IN THE VICINITY OF THE SITE

- 1 - The Stirrups. This looks south over the road and field to the immediate south. Sensitive development of the site is unlikely to cause harm to its heritage significance.
- 2- Tudor Cottage. This appears to be screened from the site by vegetation and built form. Sensitive development of the site is unlikely to cause harm to its heritage significance.
- 3 - The Elm Cottage. This is largely screened from the site by modern built form to the south. Sensitive development of the site is unlikely to cause harm to its heritage significance.
- 4- The Thatched Cottage. (This is discussed further in the Built Heritage section adjacent).

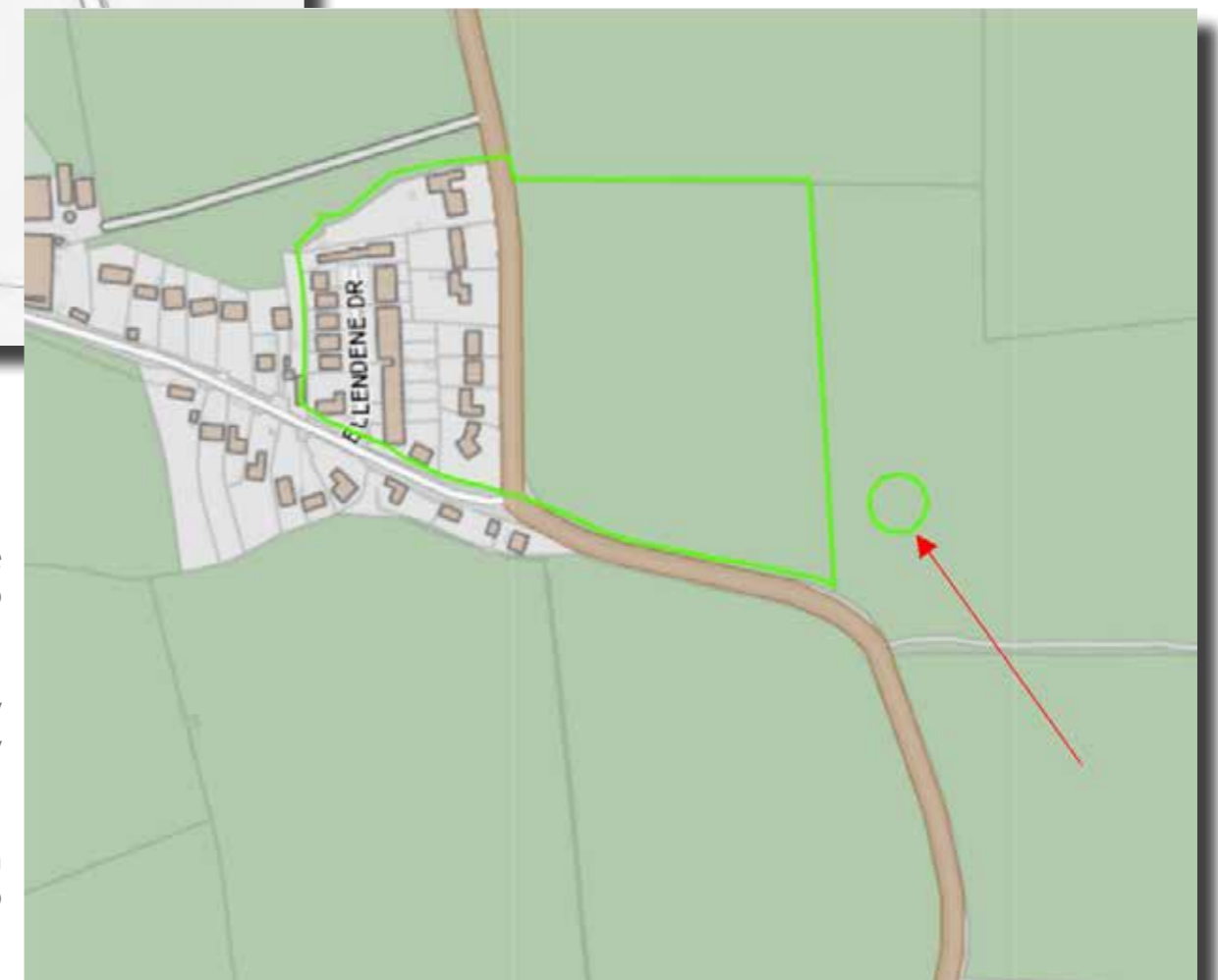


FIGURE 9 - LOCATION OF IRON AGE SETTLEMENT (RED ARROW)

2.09 SITE ANALYSIS



FIGURE 10 - LANDSCAPE ANALYSIS SKETCH

3.0 DESIGN PRINCIPLES AND PROPOSAL

Land at Pamington, Ashchurch

3.01 INITIAL CONCEPT SKETCH & OPPORTUNITIES AND CONSTRAINTS



FIGURE 11 - CONCEPT SKETCH

OPPORTUNITIES

- New dwellings will help to address local housing needs
- Restored hedgerows and woodland belt planting along the site boundaries helps to soften the transition between the proposed residential development and then countryside beyond whilst screening views from local footpaths and at long distance within the Cotswold National Landscape.
- There is the potential to integrate features into the design of the scheme to enhance the opportunities for wildlife.
- Open space has been carefully positioned to provide a link to the local community whilst preserving the amenity of local residents and offering a new resource that has potential to benefit everyone within the community and bring people together.
- Opportunities exist to create and frame views of the countryside beyond
- Opportunities to integrate locally characteristic architectural features, scale and massing to reinforce a sense of place
- Direct vehicular access can be gained to the site from the B4079.
- There is adequate space to provide sufficient car parking on the site.

CONSTRAINTS

- The scheme should seek to retain the existing hedgerows and trees on site where possible an arboricultural report has been produced by Barton Hyett to inform this.
- Care needs to be taken to ensure that the design of the scheme will not result in a loss of privacy and residential amenity for the existing properties to the north of the site.
- The design of the scheme will need to take into account future opportunities to link to and complement strategic development proposals in the wider area.
- The scheme will need to conserve and protect features of existing ecological value such as the pond
- The scale and massing of the development will need to respect its edge of settlement setting.
- The design of the scheme will need to take into account the need to minimise potential views from local publicly accessible locations in particular those within the Cotswold National Landscape.

3.02 DESIGN EVOLUTION



FIGURE 12 - MASTERPLAN DEVELOPMENT OPTIONS

KEY CONSIDERATIONS

- The scale and massing of the dwellings should be appropriate for the local context
- Create a sensitive transition between the settlement and countryside.
- All trees and hedges should be retained within the scheme if possible.
- The homes should be designed to provide future occupants with a good standard of residential amenity.
- Each dwelling should be provided with adequate space to store bins for household waste and dry mixed recycling.
- The development should be designed to ensure that all users are able to access it safely and use it with ease.
- Biodiversity enhancements should be delivered as part of the scheme where possible.
- The development should be designed to minimise the impact on the Cotswold National Landscape
- The proposals should provide accessible greenspace for the local community incorporating improved connectivity and sustainable transport options.

3.03 ECOLOGICAL STRATEGY

A series of ecological surveys have been performed to inform the proposals with the objective of retaining the habitat features of value within the context of the site, maintaining opportunities for notable/protected species and ensuring that a 10% biodiversity net gain can be achieved at detailed design in line with forthcoming legislative requirements.

The majority of the site is cultivated for cereal crops and therefore managed on an intensive basis which limits its ecological value. However, the hedgerows, and a pond in the southwest corner, albeit man-made and currently over low value being significantly overshadowed, to offer some value within the context of the site. Small areas of semi-improved/improved grassland are also present along

the proposed pedestrian/drainage connections.

The hedgerows and pond have therefore been retained and integrated with new habitats within large areas of green infrastructure focussing on new species-rich grassland creation and accounts for nearly 50% of the total site area. The retained and newly created habitats can be brought under sensitive management to maximise their value for wildlife and wider biodiversity.

In terms of notable/protected species, the boundary hedgerows do provide suitable navigating habitat for horseshoe bats and the proposals have been designed to provide at least 10m buffers (from built form) and thereby ensure that sufficient dark habitat

can be provided at the detailed design stage, this being a specific consideration within the submitted outline lighting strategy.

Enhancements to the retained ponds would also bring new opportunities for amphibians, in particular great crested newt which are known in the local area.

Overall, the proposals at this outline planning stage have been calculated to provide over a 70% biodiversity net gain and there are considered to be no over-riding ecological constraints which would preclude development on this site.

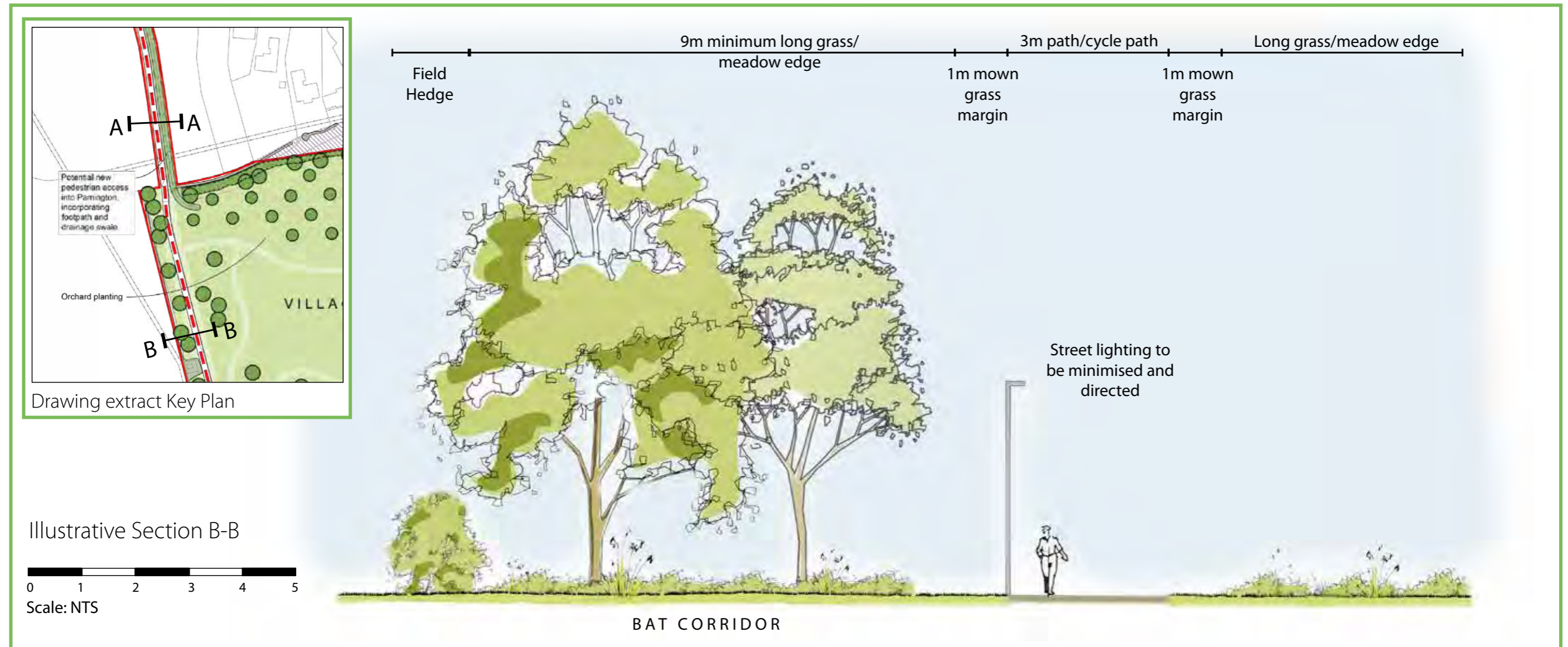


FIGURE 13 - ILLUSTRATIVE SECTION BAT CORRIDOR

3.04 LANDSCAPE STRATEGY

FIGURE 14 - ILLUSTRATIVE LANDSCAPE STRATEGY



3.05 GREEN INFRASTRUCTURE VISION BOARD



FIGURE 15 - GREEN INFRASTRUCTURE STRATEGY VISION BOARD

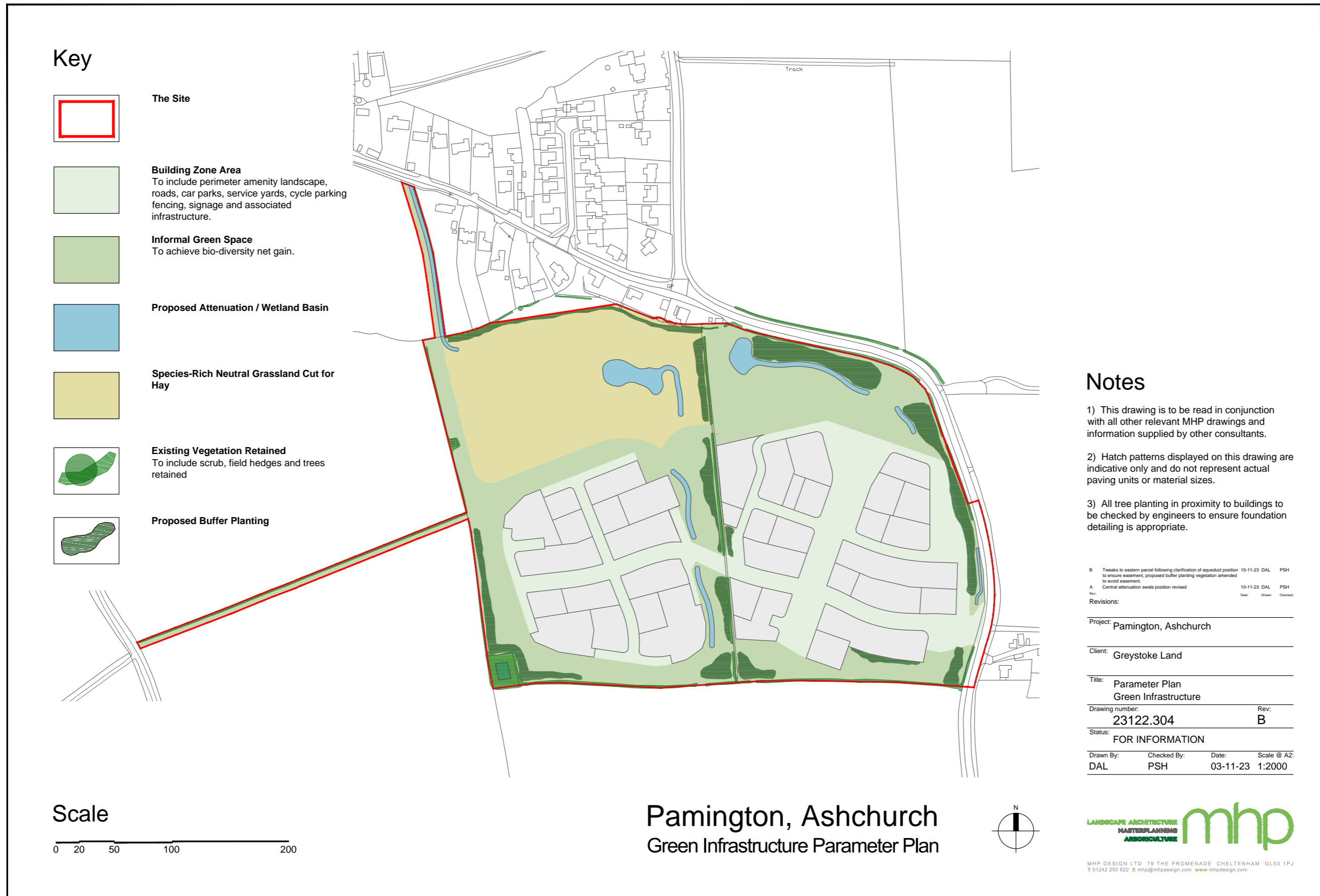
3.06 GREEN INFRASTRUCTURE VISION



FIGURE 16 - PRIMARY TREE LINED STREET WITH SWALES

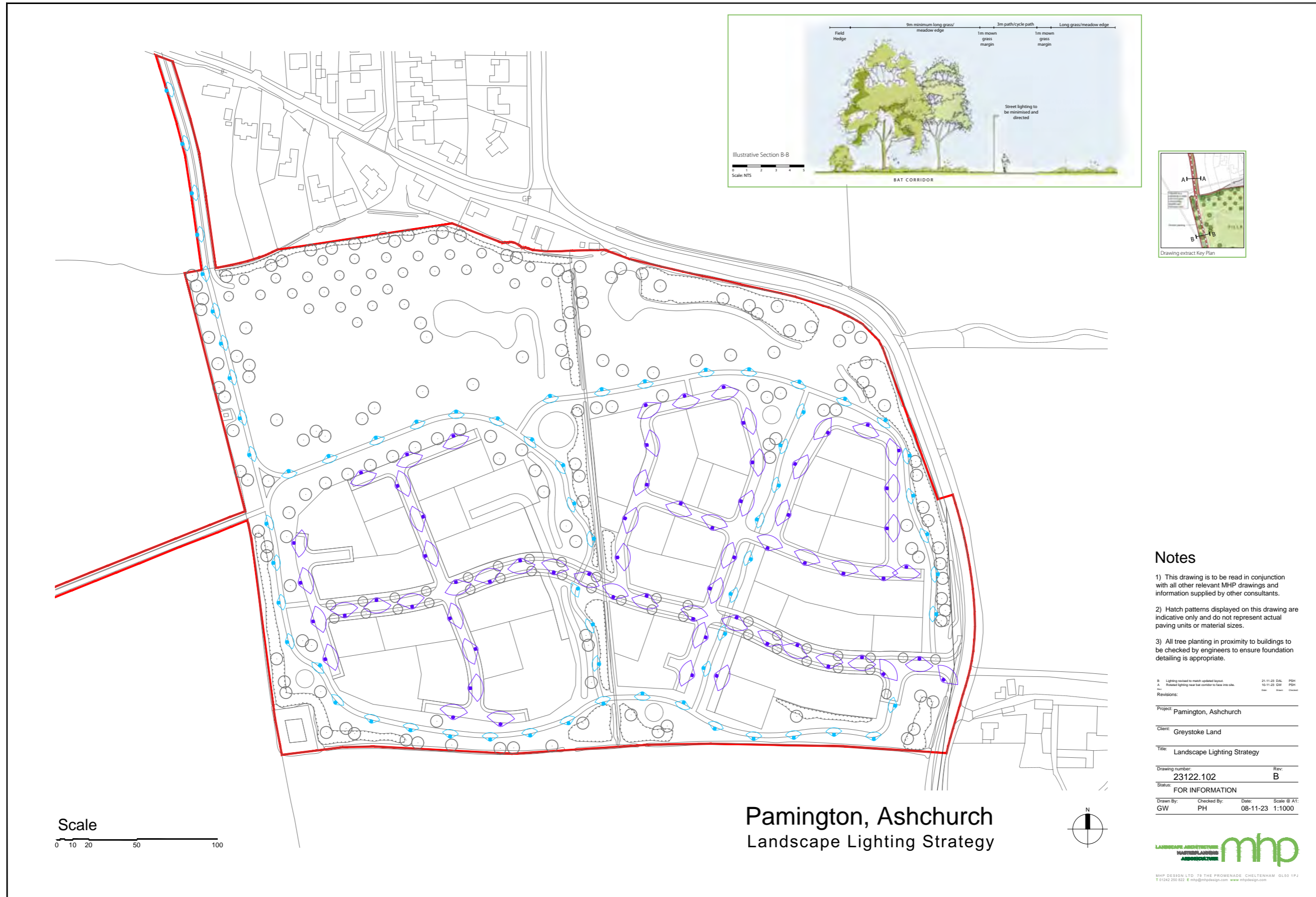
3.07 GREEN INFRASTRUCTURE PARAMETERS PLAN

FIGURE 17 - GREEN INFRASTRUCTURE PARAMETERS PLAN



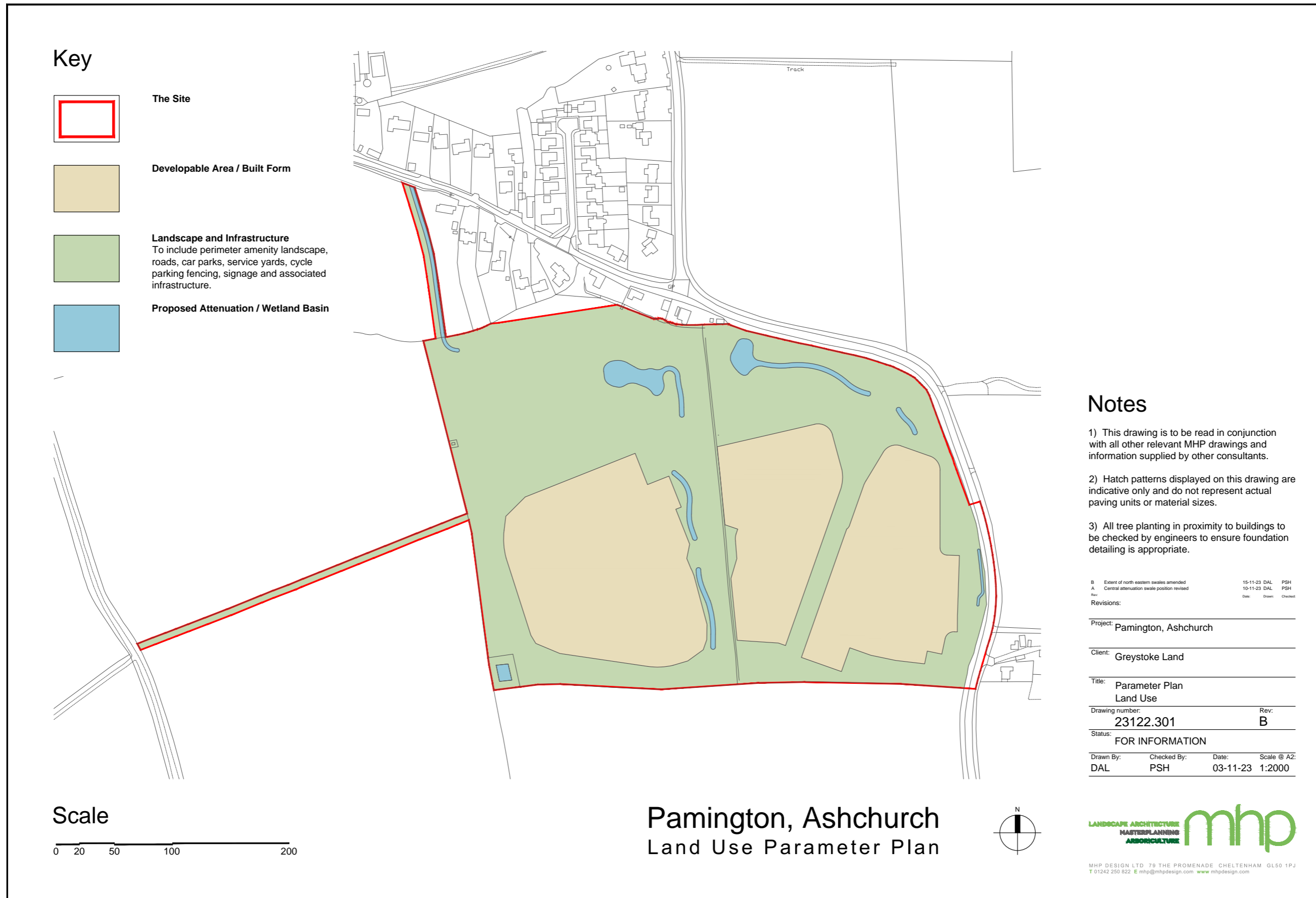
3.08 LIGHTING STRATEGY

FIGURE 18 - LANDSCAPE LIGHTING STRATEGY



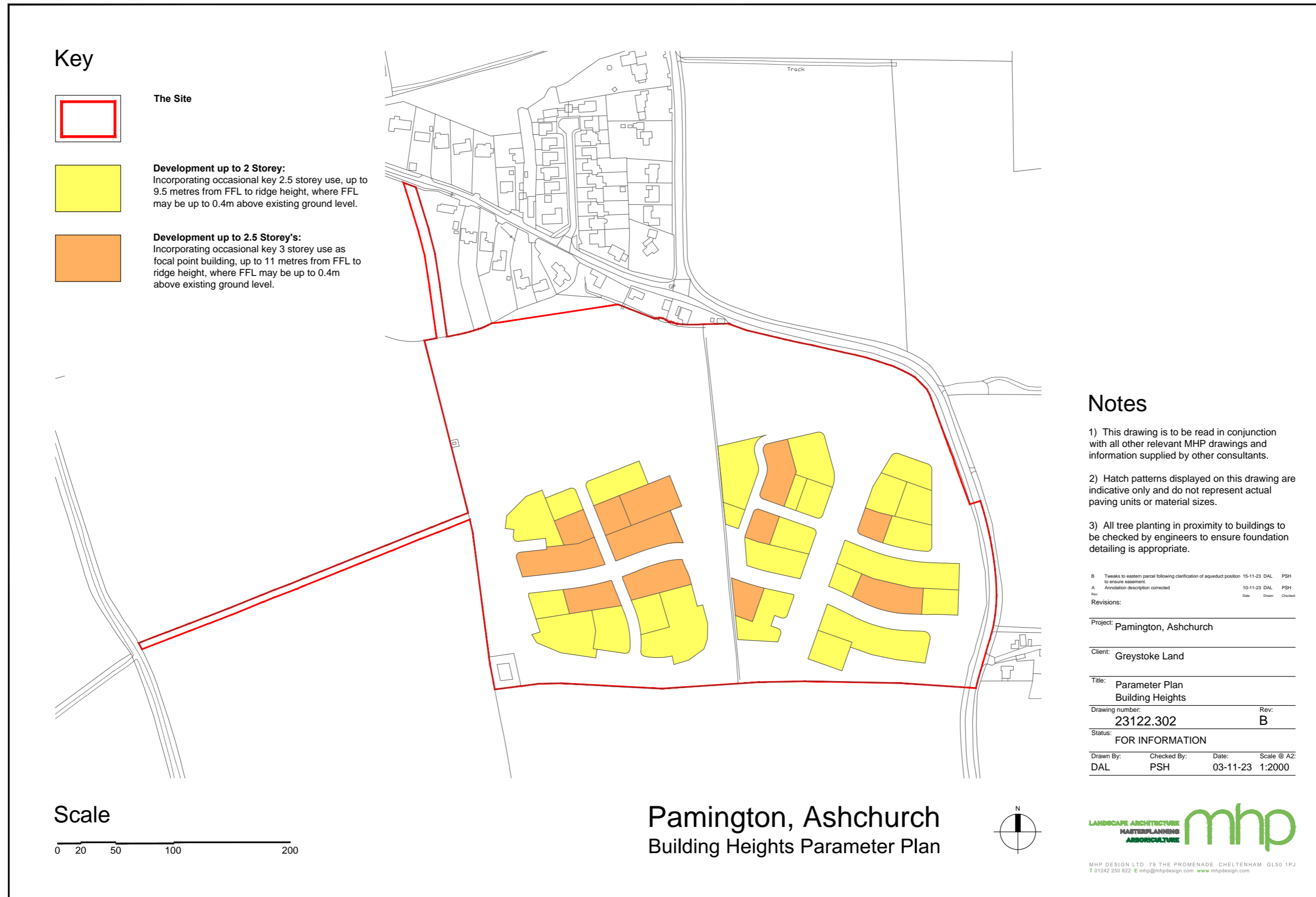
3.09 LAND USE PARAMETERS PLAN

FIGURE 19 - LAND USE PARAMETERS PLAN



3.10 BUILDING HEIGHTS PARAMETERS PLAN

FIGURE 20 - BUILDING HEIGHT PARAMETERS PLAN



3.11 HIGHWAYS & TRANSPORT

Transport & Movement

A Transport Assessment and Travel Plan has been prepared to provide an overview of transport and highways matters related to the residential development of the Site.

Bus & Rail

The nearest bus stops are located at Ashchurch for Tewkesbury railway station, and this provides access to the 41, 42 and 72 services. The 41 service provides access to Cheltenham and Northway providing a 30 minute service during the weekday and an hourly service on Sundays. The 42 service gives access to Cheltenham and Tewkesbury on an hourly basis during the weekday and weekend. The 72 service gives access to Gloucester and Tewkesbury providing a 30 minute service during the weekday and an hourly service on Sundays.

Ashchurch for Tewkesbury railway station provides services to Worcester Shrub Hill, Worcester Foregate Street, Great Malvern, Bristol Temple Meads and Cardiff Central.

Walking & Cycling

The site benefits from being located near a shared footway/ cycleway along the A46 and this extends to the M5 Junction 9 and then continues

along the A438 towards Tewkesbury. There are a number of National Cycle Network routes in the Ashchurch and Tewkesbury area. The access and movement strategy for the site will provide footway/ cycleway connections into the village of Pamington and footpath connections to the existing public rights of way to the west of the site.

A Travel Plan has been prepared for the site. The purpose of the Travel Plan is to encourage the use of sustainable modes of transport and reduce the reliance on the private car.

Proposed Access

It is proposed that the Site will be accessed in the form of a simple priority junction taken from the B4078. The access will be in the form of a 6.75m wide access road, with 10m entry/ exit radii. Overall, suitable access can be achieved and the impact on the local roads will not be severe in accordance with NPPF paragraph 111.

Car and Cycle Parking

Car parking and cycle parking provision will be provided in general accordance with local standards.

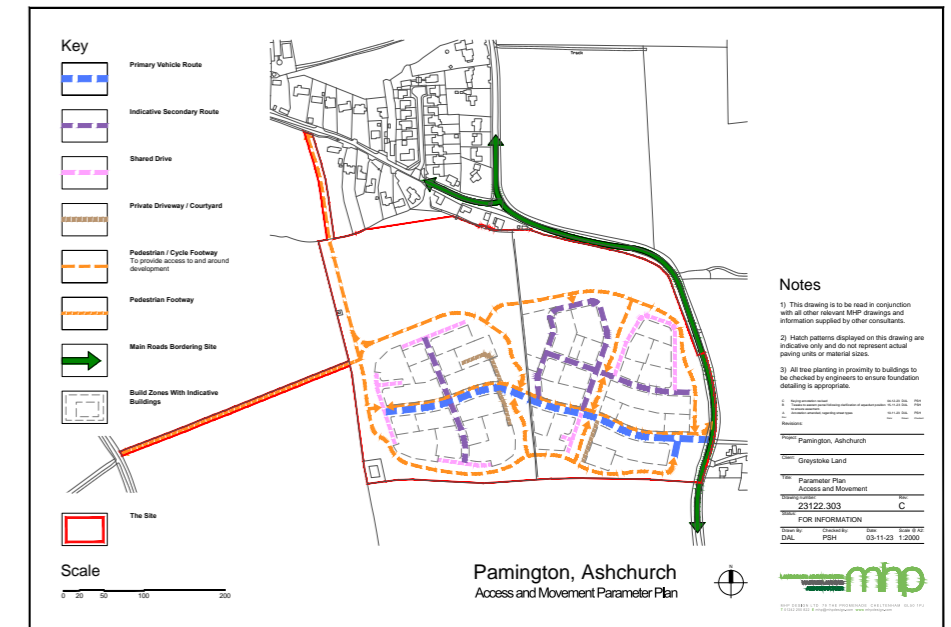


FIGURE 21 - ACCESS AND MOVEMENT PARAMETERS PLAN

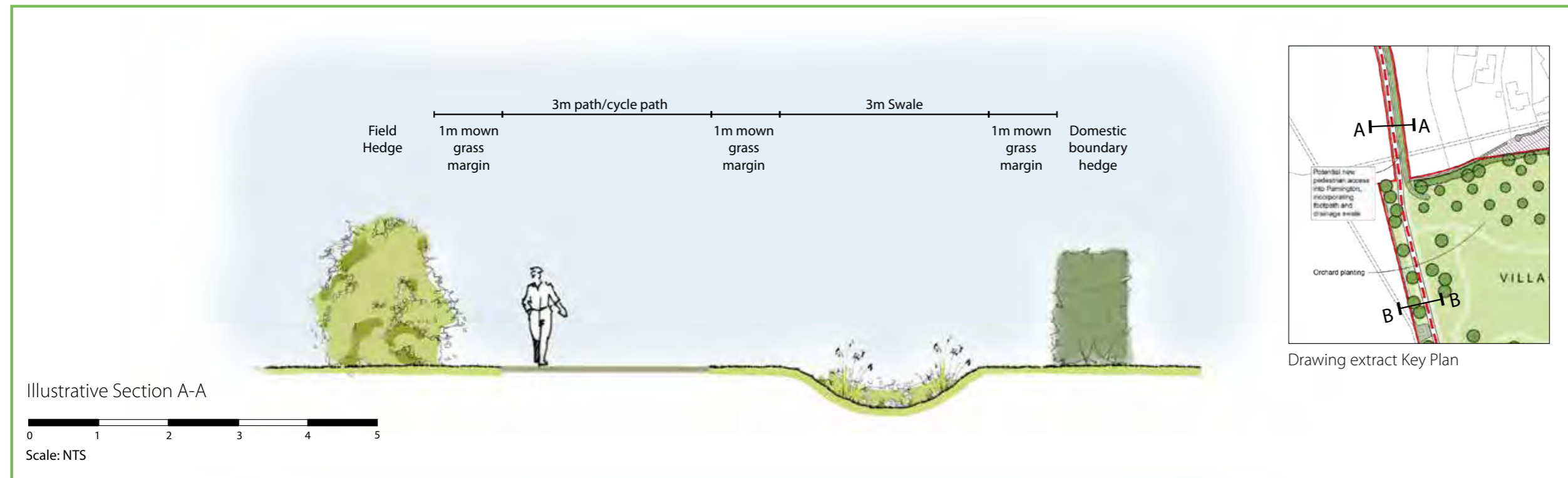


FIGURE 22 - ILLUSTRATIVE SECTION CYCLEWAY

3.12 ACCESS AND MOVEMENT PLAN



FIGURE 23 - ACCESS AND MOVEMENT

3.13 URBAN DESIGN KEY BUILDINGS

To reinforce key positions on site i.e. entrance, covers, street end views and proximity to POS areas



FIGURE 24 - KEY BUILDINGS

3.14 URBAN DESIGN KEY ELEVATIONS

The streetscape will have a coherent appearance and will provide good quality visual amenity.

Details relating to the specification of materials will be confirmed as part of the reserved matters application.



FIGURE 25 - KEY ELEVATIONS

3.15 URBAN DESIGN CLEARLY DEFINED BLOCKS

Strong frontages and edges incorporated building positions and various height perimeter walls (front and back)



FIGURE 26 - CLEARLY DEFINED BLOCKS

3.16 URBAN DESIGN AREAS OF PUBLIC OPEN SPACE

Approximately 59% of the site area is proposed as green infrastructure for public open space, biodiversity and conservation, in accordance with current planning policy. This affords landscape and ecological enhancements across the site, with new public open space formed of areas of amenity grass and semi natural greenspace.



FIGURE 27 - AREAS OF PUBLIC OPEN SPACE

3.17 ARCHITECTURAL DESIGN APPEARANCE AND SCALE

FIGURE 28 - TYPICAL HOUSING FEATURES



3.17 ARCHITECTURAL DESIGN APPEARANCE AND SCALE

FIGURE 29 - TYPICAL HOUSING FEATURES



3.17 ARCHITECTURAL DESIGN APPEARANCE AND SCALE

FIGURE 30 - TYPICAL HOUSING FEATURES



3.17 ARCHITECTURAL DESIGN APPEARANCE AND SCALE

SCALE

The development has been designed to respond to the scale of the local context and reflecting the local vernacular by ensuring most dwellings are 2 storey. Heights of buildings will vary to reflect the local vernacular.

APPEARANCE

The appearance of the buildings will vary to reflect the key elements of Pamington and its surroundings ensuring the development retains a strong sense of place that reflects the local character. Architectural details echoing the variety of the architecture will be incorporated with a range of materials. Scales and boundary treatments reflecting the styles that have been identified in the site context section of this report.

Roof styles will vary between hipped and pitched. Architectural style will draw on detailed characteristics that exemplify the architecture associated with the site assessment section of this report.



FIGURE 31 - ARCHITECTURAL FEATURES

3.18 USE AND AMOUNT

The Illustrative Masterplan demonstrates the parameters of the development. Outline planning proposals cover an area of approximately 13 ha and comprises of:

The proposals provide land for up to 175 dwellings with associated streets, private gardens and parking spaces. Housing is set along a principle tree lined street with lanes/mews incorporated shared drives providing access to dwellings that overlook areas of public open space and streets. The varied building materials and considered boundary treatments alongside the use of planting and swales create variety and a sense of identity within the development.

All buildings are residential and proposed to be predominantly two storey in height. Some 2.5 storey units are included to act as focal points within the development, providing variation and local distinctiveness within the street scene.

3.19 LANDSCAPE

The site is currently formed of two agricultural fields. Proposals for development include substantial areas of new planting including a village green and proposed community orchard.

A significant amount of native tree and hedge planting is proposed within the scheme both within newly created areas of open space, restoring and enhancing existing site boundaries and within residential gardens. Where hedgerow is removed to allow safe access, new hedgerow planting will consist of instant hedge planting for immediate impact.

New planting will not just achieve mitigation and screening objectives but will provide attractive new habitat for wildlife and create an attractive place to live.

3.20 DENSITY AND HOUSING MIX

The housing density varies throughout the proposals and is drawing on characteristics found within different areas within the locality.

Lower density more frequently detached housing is found adjacent to green space areas at the entrance way to the site maintaining the amenity of road users and users of public open space.

Higher density dwellings with a greater proportion of semi detached housing is found along the main street of the proposals screened in views from the public open space by lower density dwellings and from the surrounding countryside by existing green buffers of vegetation.

Providing up to 175 dwellings the net density of the site equates to approximately 31.5 dph. This is considered to be suitable average density given the sites context.

A range of 1-5 bedroom dwellings with a choice of house types from single to family sized units ensures housing is suitable to a wide demographic and will encourage a varied community.

House choices feature a mix of detached, semi detached, terraced houses and apartments, both 2 storey and 2.5 storey with attic rooms relating to range of houses types that are characteristic of the village.

House type	Bedrooms	Number	Building Type
1b apt	1	16	Apartment
2b apt	2	7	Apartment
2b	2	37	Terraced
2b	2	16	Semi Detached
3b	3	3	Terraced
3b	3	41	Semi Detached
3b	3	1	Detached
4b	4	14	Semi Detached
4b	4	25	Detached
5b	5	15	Detached
TOTAL		175	

FIGURE 32 - USE AND AMOUNT SCHEDULE

3.21 DESIGN DEVELOPMENT - ILLUSTRATIVE MASTERPLAN

FIGURE 33 - ILLUSTRATIVE MASTERPLAN

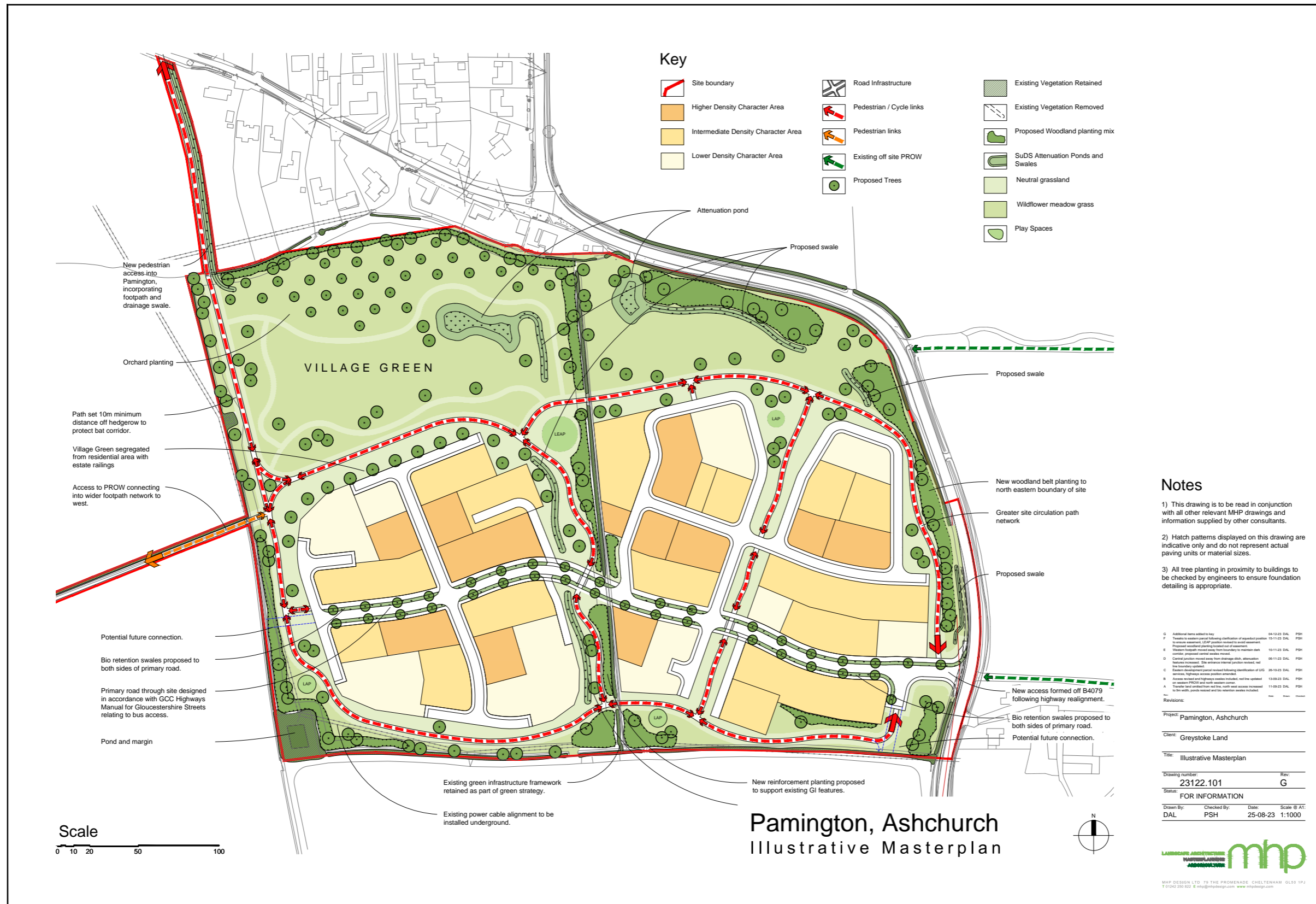


FIGURE 34 - ILLUSTRATIVE LANDSCAPE MASTERPLAN



3.23 SUMMARY

The Illustrative site layout represents an appropriate and informed response in relation to the development of the site. It will create a logical extension to the residential areas of Pamington and Northway and is consistent with the design principles set out in local plan policies and guidance.

New infrastructure will be added to the site including a new road and car parking. The development will also include areas of landscaping and garden space.

The development site's size and its edge of settlement location has influenced the design of the development and the proposed density. The development will consist of 175 residential units which will include an illustrative mix of units.

The illustrative layout provides an appropriate amount of landscaping on site to create an attractive environment. The layout has been designed to sit within the confines of the existing fields, with open space situated along the boundaries to ensure that the existing hedgerows and trees are retained.

The layout has been specifically designed to take account of the existing development adjacent to the site. Areas of POS and landscaping space across the site have been located to the south boundary adjacent to existing open landscape areas to create and frame additional views across the site.

Adequate amounts of parking can be provided on the site. Consideration of the topography of the site and the alignment and positioning of the properties has been taken into account within the layout to ensure that the design of the scheme will not result in a loss of privacy. The design and appearance of the development will be sensitive to its landscape setting and edge of settlement location.

The layout of the development has been designed to ensure that the existing hedgerows and trees are retained. Safe access will be provided for vehicles, pedestrians and cyclists via the B4079 and from Pamington Road.



FIGURE 35 - ILLUSTRATIVE LANDSCAPE MASTERPLAN



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