



# Snow Capel, Matson

Design and Access Statement

13/05/2022

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# Preface

Origin 3 have been appointed by Bromford to develop design proposals for land at Snow Capel, Matson, Gloucester (henceforth referred to as “the Site”).

A Full Planning application for residential development of 190 no. dwellings (Class C3); vehicular and pedestrian access from Winnycroft Lane; public open space and landscaping; drainage attenuation and other associated works has been prepared for the site following comprehensive technical and design analysis.

## Design and Access Statement

This Design and Access Statement has been prepared to support the Full Planning Application and should be read in conjunction with the other submitted material.

This statement explains the principles and concepts that have been pursued in respect of the following:

Amount, Layout, Scale, Landscape & Appearance

This statement demonstrates how the site and its locale has been assessed, and gives details of assessments and design decisions taken in that respect as well as a summary of public engagement.

This document is set out as follows:

**Section 1.0** provides an overview.

**Section 2.0** describes the site and context.

**Section 3.0** summarises dialogue with local stakeholders, council officers and members of the public. It also sets out the evaluation of the above and concepts for the site.

**Section 4.0** presents the design proposals.

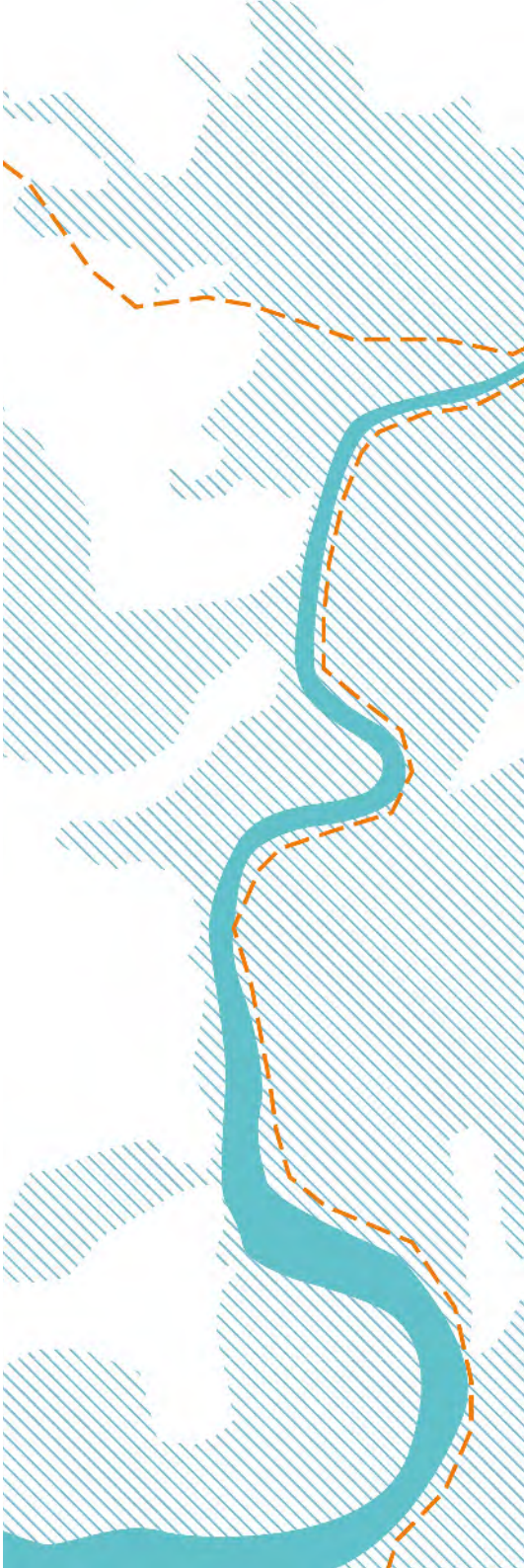
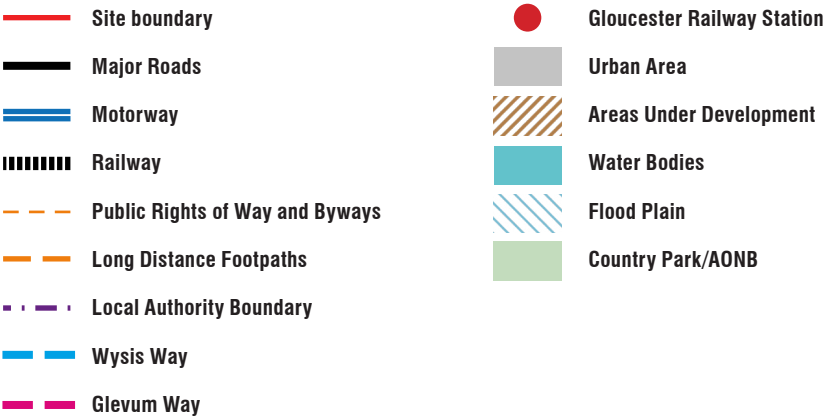
# 1.0 | Overview

## 1.1 | Location

The site lies south of the Gloucester suburb of Matson between the city's urban edge and the M5 Motorway. The nearest local centre is 1km to the north within Matson with Gloucester's city centre ~4.5km to the north-west.

The M5 forms the site's eastern boundary beyond which is the Cotswolds Area of Outstanding Natural Beauty (AONB). To the west is Robinswood Hill, a local recreation area and nature reserve.

The Wysis Way, a 55 mile walking route connecting Monmouth and Kemble passes the site's south-west corner which along with other Public Rights of Way provide a network of walkable footpaths which connect to Gloucester to the north and west and the open countryside to the east and south.









# 1.0 | Overview

## 1.2 | The Site

Upon approach from the south along Winnycroft lane, Sneedham's Common and the site to the east form a gateway location to the southern fringe of the city of Gloucester.

The site is approximately 7.98 hectares / 19.72 acres in area and is currently formed of pastureland and consists of a single open field containing the remains of a historic Moat, a feature which is designated as a Scheduled Monument.

To the immediate west is Sneedham's Green, an area of Common land, beyond the Common the land rises again forming the southern slope of Robinswood Hill, a local country park. There are domestic scale dwellings forming a small settlement on the edge of the grassed common.

The site is enclosed by dense mature hedgerows on the south, west and east sides and a thin hedgerow on the north side.

To the east of the site is M5 Motorway which forms a barrier between Gloucester and the Cotswolds Area of Outstanding Natural Beauty. Within the AONB the land rises steeply from ~61m to 145m across approximately 600m. This creates inter-visibility between the site and the AONB with the rising landform forming the eastern backdrop to the site area.

To the south is Green Farm and Snow Capel Farm small collection of farmstead buildings set within fields and tree groups, shielding the farms from Winnycroft Lane and the M5 Motorway.

The landscape setting directly to the north of the site at Winnycroft Farm is set to change as development of this area into a new residential community has been approved with construction now underway.



Figure 1.02: View looking south along Winnycroft Lane.



Figure 1.03: View looking south-east from the site's northern access gate.



Figure 1.04: Looking eastwards towards the M5 Motorway.



Figure 1.05: View looking north across the Medieval moat.



Figure 1.06: Looking north-westward across the moat with Robinswood Hill beyond.



Figure 1.07: View south-eastwards towards the M5 Motorway and the AONB beyond.



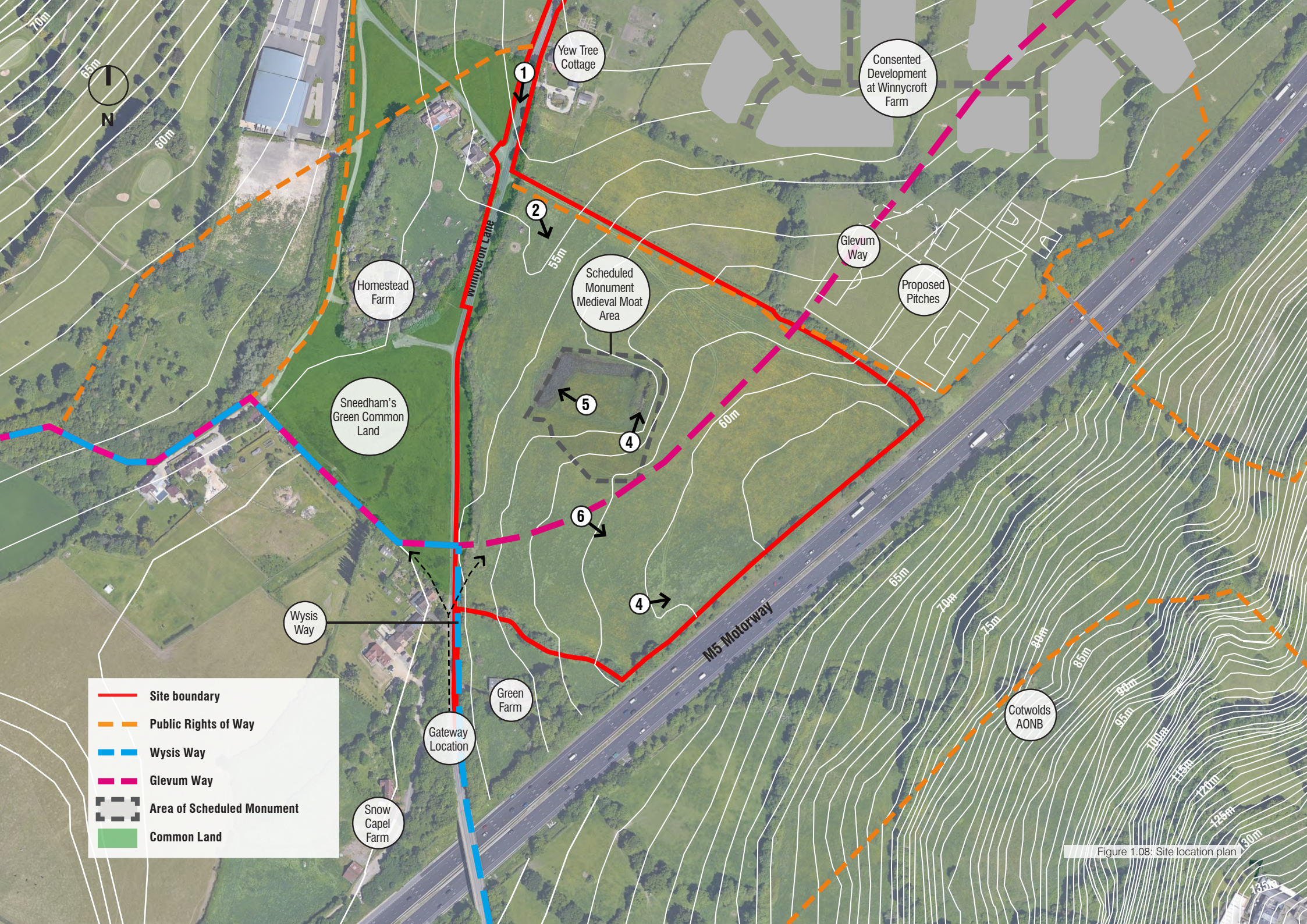


Figure 1.08: Site location plan



# 1.0 | Overview

## 1.3 | Vision

### A Placemaking Approach

The primary design aim is to strike the right balance between delivering quality housing and the desirability of conserving the moated site at Sneedham's Green, having regard to the Scheduled Monument (SM) itself and its setting.

This Design and Access Statement will describe the proposed development framework, and how it intends to deliver a high-quality development for a variety of new homes, which is designed to sit considerately within its immediate context and create a positive relationship with the SM.

The following three design objectives of the proposal set out the rationale behind the design decisions that inform the development proposal:

#### 1. Heritage Conservation via Placemaking

The scheme provides a respectful treatment to the SM, both in terms of the physical conservation of the nationally important archaeological remains it contains, and in terms of the creation of the 'Manor Green', a central landscape space intended to retain a respectful setting, as well as provide public accessibility to, and engagement with, this heritage asset. The openness of the masterplan towards Sneedham's Green will provide opportunity to facilitate views towards the wider historical setting. Well placed interpretation boards on walking routes will also highlight this link between Sneedham's Green and the Scheduled Monument.

#### 2. Defining an Edge to the City

The site will form a natural expansion of the city's urban fringe and define a new settlement edge with native landscaping to the boundaries and stitched into the existing urban context.

#### 3. Facilitate Local Connections

A significant part of the placemaking approach is to integrate green infrastructure linking to a network of landscape spaces. Pedestrian routes will link across this network to the key destination 'Manor Green', a central area and the existing green infrastructure and to local facilities within walking distance of the site.

Achieving these objectives will require a masterplan strategy engaging design scales and inter-disciplinary skills from the analytical to the strategic through to detail design. This document records the evaluation process and early assessment of the scheduled monument setting and the sites physical attributes that has informed the proposed scale and form of development.







Figure 1.09: Concept sketch of Manor Green



## 2.0 | Assessment

### 2.1 | Planning Policy and Design Guidance

#### Background

The adopted local plan in Gloucester is the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011-31 (the 'JCS'). The JCS establishes strategic policies to be used in decision making by the three authorities, and is supplemented by plans adopted by each of the three local planning authorities.

The adopted plan covering the Gloucester City administrative area is the 1983 Gloucester City Plan. This plan is now significantly out of date and two policies remain 'saved' from the plan. Albeit the Second Stage Deposit City of Gloucester Local Plan (2002) has been used in the determination of planning applications for some time. Notwithstanding this, there is a policy vacuum at local level within the City.

The JCS and the Gloucester City Plan are read together and collectively form the Development Plan, against which planning applications submitted to Gloucester City Council are considered.

Gloucester City Council are in the process of adopting an up to date plan covering the Gloucester City administrative area, the Gloucester City Plan 2011-31 (the 'Emerging Plan'). This Emerging Plan sets out the vision, key issues and strategic objectives for the City over the plan period.

The Emerging Plan has undergone submission consultation (Regulation 19) and has undergone examination by the Planning Inspectorate, resulting in a series of recommended 'main modifications' by the examiner. The plan is therefore at an advanced stage and is a material consideration in planning decisions. However, Bromford have engaged proactively during the examination process and significant

objections remain to it. The objections which remain limit, significantly, the weight which can be afforded to it currently in a decision making context.

#### Planning Policies

The application will be considered against the Local Plan and National Planning Policy Framework (NPPF) and their policy provisions, alongside relevant material considerations.

A Planning Statement has been prepared which sets out in detail how the proposals have been prepared in accordance with these policies.

As identified within the Planning Statement, the provision of 190 homes at Snow Capel represents a suitable and sustainable location for development in accordance with the requirements of the Development Plan. The proposal offers additional benefit in addressing the longstanding and significant under provision of affordable housing within the Gloucester City administrative area as well as increasing wider housing supply within Gloucester City.

In addition, the proposal will have no direct impact upon the Scheduled Monument within the site, and any limited impact that the development would have on the setting of the monument is outweighed by the significant benefit of preserving and enhancing this heritage asset.

Furthermore, the proposal avoids any adverse impact to the setting of the Cotswolds Area of Outstanding Natural Beauty and conserves its setting, whilst also protecting the wider landscape character of the area.

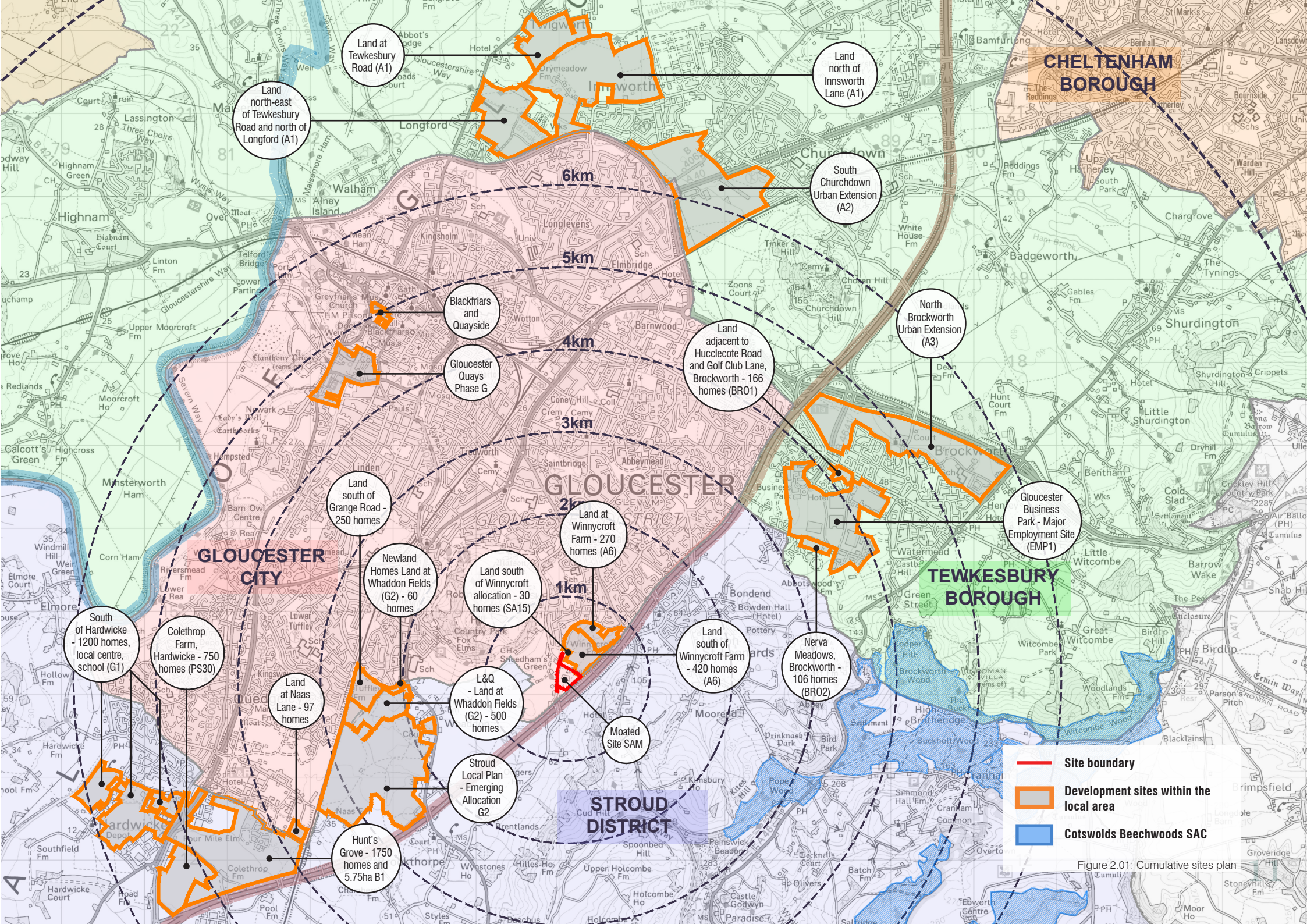
The proposal therefore complies with the relevant policies of the Development Plan, the Emerging Plan, and national policy.

#### Environmental Impact Assessment and Environmental Statement

An Environmental Impact Assessment (EIA) has been undertaken in support of the full planning application. An Environmental Statement (ES) has been prepared by a team of specialists in support of the determination of the planning application.

The scope of the ES includes such aspects as ecology and biodiversity, socio-economic and heritage matters.





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BOROUGH**

**TEWKESBURY  
BOROUGH**

**GLOUCESTER  
CITY**

**GLOUCESTER**

**STROUD  
DISTRICT**

- Site boundary
- Development sites within the local area
- Cotswolds Beechwoods SAC

Figure 2.01: Cumulative sites plan



## 2.0 | Assessment

### 2.1 | Planning Policy and Design Guidance

Within the emerging City Plan, in its current draft section E is concerned with the historic environment. Of relevance to the current application are Policies E1 and E2 as well as Design Policy G12.

#### **Policy E1: Historic environment development management**

*The City Council will support development that conserves the significance of designated and non-designated heritage assets including archaeological remains and locally listed buildings.*

*Great weight will be given to the conservation of the City's heritage assets. New development affecting a designated or non-designated heritage asset or its setting, including alterations and additions, will be expected to make a positive contribution to its character, appearance and significance.*

#### **Policy E2: Recording and advancing understanding of heritage assets**

*Where development will result in the loss (wholly or in part) of a heritage asset, the City Council will require developers to record and advance understanding of the significance of that asset prior to or during development.*

*The appropriate form of mitigation employed will be dependent on the nature of the impact but may include:*

- *Historic building recording;*
- *Archaeological watching brief;*
- *Archaeological evaluation;*
- *Archaeological excavation; and*
- *Preservation in situ by design.'*

#### **Policy G12: Design standards**

*Design is of a high quality that takes every opportunity to drive up the standard of development in an area.*

*It is simply not acceptable to reproduce poor or low quality design to be 'in keeping with the local area'. This outlook goes against the intention of national and local design policy and guidance. It is also integral to the ambitions of the City Council to ensure that all new development achieves a high standard of integrated design, which reflects the local context and takes advantage of any opportunities to improve the character and quality of an area.*

#### **Historic England's Guide: The Setting of Heritage Assets**

Historic England design guide has also been influential in the design approach adopted, and the extract below sets out design principles to incorporate the wider setting of the Scheduled Monument, Moat Site at Sneedham's Green.

#### **Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)**

*'Step 4: Explore ways to maximise enhancement and avoid or minimise harm:*

*Maximum advantage can be secured if any effects on the significance of a heritage asset arising from development likely to affect its setting are considered from the project's inception. Early assessment of setting may provide a basis for agreeing the scope and form of development, reducing the potential for disagreement and challenge later in the process.*

*38 Enhancement (see NPPF, paragraph 137 may be achieved by actions including:*

- *removing or re-modelling an intrusive building or feature,*
- *replacement of a detrimental feature by a new and more harmonious one,*
- *restoring or revealing a lost historic feature or view,*
- *introducing a wholly new feature that adds to the public appreciation of the asset,*
- *introducing new views (including glimpses or better framed views) that add to the public experience of the asset, or*
- *improving public access to, or interpretation of, the asset including its setting.'*

#### **National Design Guide, Planning practice guidance for beautiful, enduring and successful places, January 2021**

The Government has published the recent National Design Guide which addresses the question of how we recognise well-designed places, by outlining and illustrating priorities for well-designed places in the form of ten characteristics.

The ten characteristics are derived from sound design principles, which have been influenced from a catalogue of informative design guides, such as the Design Compendium, Manual for Streets and Building with Nature.

The Characteristics are;

- *Context – enhances the surroundings.*
- *Identity – attractive and distinctive.*
- *Built form – a coherent pattern of development.*

- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

The application of these cross-cutting themes for good design set out in the National Planning Policy Framework, all contribute to the delivery of a successful place and demonstrated in this proposal.

### Living with Beauty, Promoting Health, Well-being, and Sustainable Growth, January 2020

This report sets out a new development and planning framework, should address the following principles:

- Ask for Beauty
- Refuse Ugliness
- Promote Stewardship

The integrated team of a landscape architect, heritage expert, engineers, and architects have collaborated throughout the design process to ensure the scheme reached a quality benchmark on all matters relevant to placemaking. This included strategies to promote sustainable development and achieve a healthy life.

The proposal sets out how built and natural environment come together to provide a scheme that integrates into its immediate setting and is locally inspired. The landscape led approach has created a green infrastructure and public spaces that enhance the setting of the place and providing opportunity to provide biodiversity net gains.

### Design Considerations

The masterplan design approach has both integrated the 'landscape-led' approach advocated in the six design objectives set out in the Historic England's design guide 'The Setting of Heritage Assets', and demonstrated in the Chapter 4.0 'Design'.

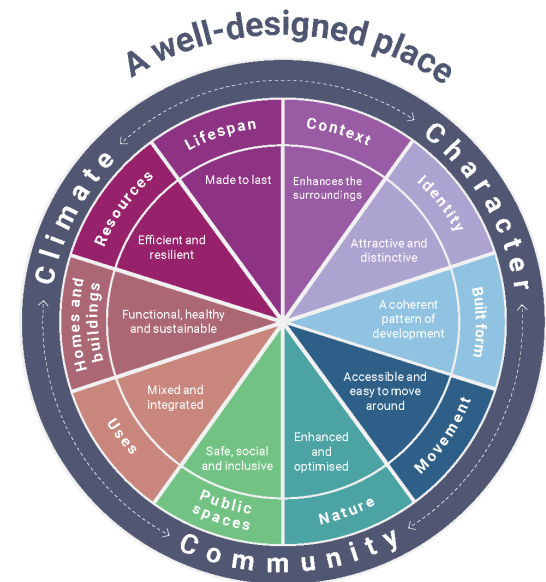


Figure 2.03: The ten characteristics of well-designed places from National Design Guide p.8 (ref: National\_design\_guide).



Figure 2.02: The cover for Historic England's The Setting of Heritage Assets design guidance document.

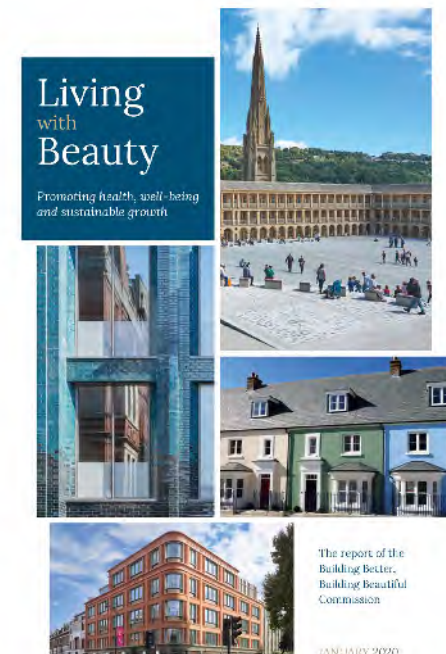


Figure 2.04: The cover for BBBBC's Living with Beauty report (ref: Living\_with\_beauty\_BBBBC\_report).



## 2.0 | Assessment







### 2.2 | Local Facilities & Connections

#### Overview

A wide variety of facilities can be found within 2km of the site including doctor's surgeries, dentists, supermarkets, recreation facilities, as well as primary and secondary schools.

The Matson Local Centre on Matson Avenue contains the nearest concentration of amenities including convenience stores, a pharmacy, laundrette and cafés. The Redwell Centre and Matson Rugby Football Club are also located in this area. A 10 minute bus service (Stagecoach Route 1) operates on Matson Avenue providing a connection to Gloucester city centre.

Two Public Rights of Way (PRoW) cross the site which provide connections to a wider network of footpaths and recreational routes including the 55 mile Wysis Way which connects Monmouth to the village of Kemble. These PRoWs will require diversion and incorporation into the proposal's pedestrian movement structure.

-  **Site Boundary**
-  **Main Roads**
-  **M5 Motorway**
-  **Public Rights of Way**
-  **Byways**
-  **Bus Routes and Stops**



#### Schools

1. Calton Primary School
2. Robinswood Primary Academy
3. Moat Primary School
4. Heron Primary School
5. Abbeymead Primary School
6. Upton St. Leonards Primary School
7. Willow Primary Academy
8. Ribston High School
9. Finlay Community School
10. Gloucester Academy
11. Coopers Edge School
12. St Peters High School College
13. Wyndstone School



#### Sports and Recreation

14. Gloucester Golf Centre
15. Matson Rugby Football Club
16. Gloucester Dry Ski Slope
17. Gloucester Rifle Range
18. St. Leonards Cricket Club
19. Bedland Paintball
20. Brooklam Motorcross Track



#### Places of Worship

1. St. Barnabas Church
2. Trinity Baptist Church
3. Upton St. Leonards Parish Church
4. St. Margaret Whaddon Parish Church
5. Matson Church
6. Abbey Church
7. St Augustine of Canterbury Church
8. St. Katherines Church



#### Public House

9. Three Oaks Inn
10. The Fox and Elm
11. The Club at Tuffley Park
12. The Ridge and Furrow
13. The Turmet Hoer
14. The Kings Head



#### Petrol Stations

15. Gloucester Services M5
16. Ecotricity Charging Station
17. Esso EG Tuffley
18. Shell



#### Hotels

19. Gloucester Robinswood
20. Mercure Bowden Hall
21. Hatton Court
22. The Hawthornes



#### Doctor's Surgeries

21. Matson Lane Surgery
22. Glevum Way Surgery
23. Wheatway Surgery
24. Saintbridge Surgery



#### Dentists

25. Cotteswold House
26. BUPA Dental
27. Abbeymead Dental



#### Supermarkets

28. Morrisons
29. Co-op
30. Tesco



#### Nurseries

31. Best Friends
32. Chipmunks
33. Shooting Stars



#### Community Centres

34. The Phoenix Centre
35. The Redwell Centre



#### Park

36. Robinswood Hill



Figure 2.05: Matson Local Centre



Figure 2.06: Matson Rugby Football Club



Figure 2.07: The Redwell Centre



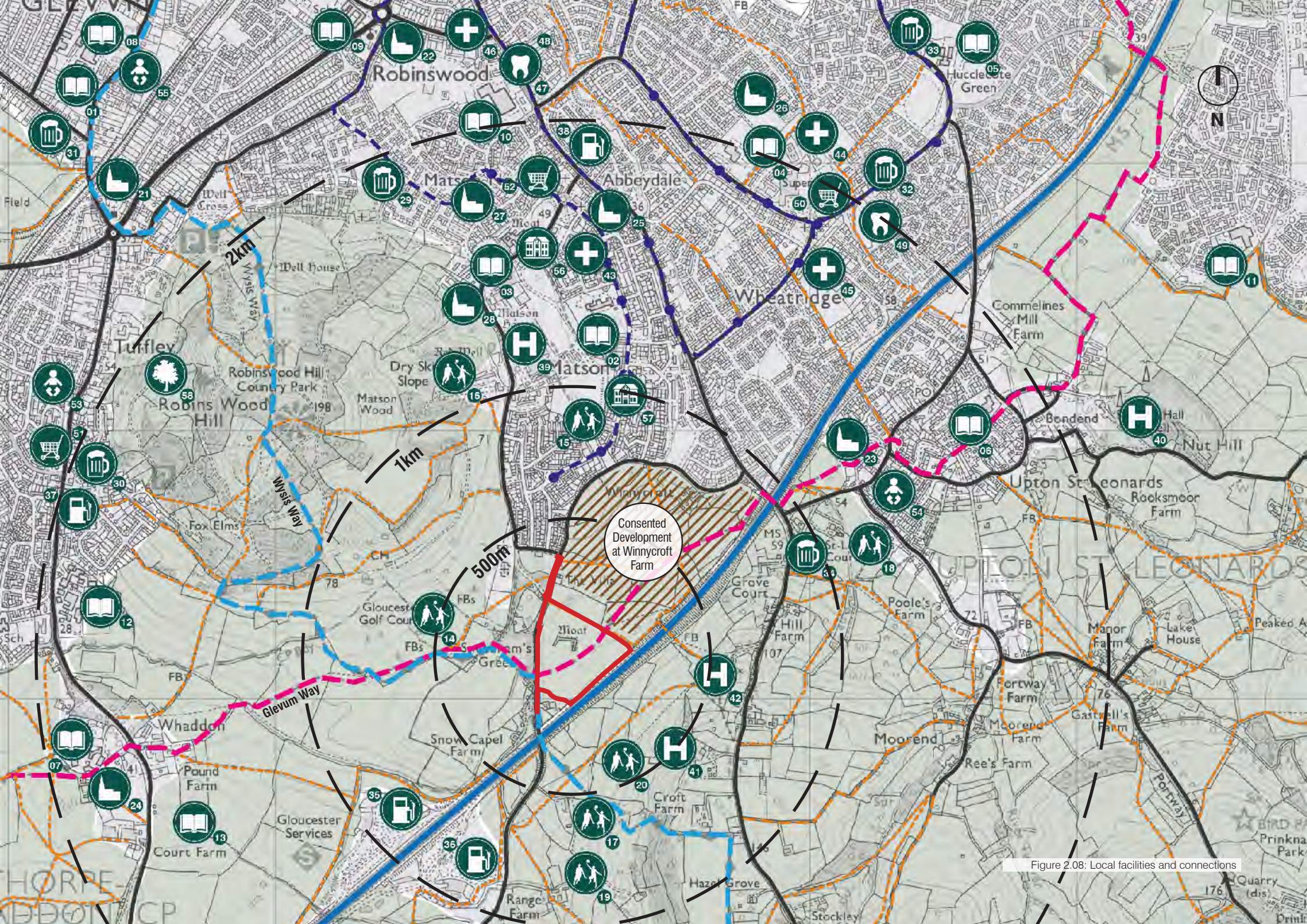


Figure 2.08: Local facilities and connections



## 2.0 | Assessment

## 2.3 | Heritage and Archaeology

①



Figure 2.09: View southeast across moat

②



Figure 2.10: View southeast across Sneedham's Green

③



Figure 2.11: Looking north across the Medieval moat

### Heritage Assessment

The development framework has been progressed in light of baseline work completed by EDP in terms of the SM's heritage significance, and the contribution made to that by its current setting, clearly recognising the extent to which that has changed and evolved over time.

This baseline work has underpinned the identification and assessment of potential impacts, but it is quite clear that the asset's existing setting has been denuded of value and richness through the construction of the M5 motorway in the 1950's. The construction activity disturbed ~90% of the ground surface of the site, and concealed elements of the SM's earthworks and potential archaeological remains beneath accumulations of dumped spoil.

Analysis of OS historical mapping dating back to 1885, clearly illustrates the extent to which the setting of the moated enclosure has been changed by the construction of the adjacent motorway even since the late 19th century.

The relationship of the moat with the Common at Sneedham's Green and the field boundary and public routes are characteristic features of the monument's setting, which has suffered through the loss of historic field boundaries. The same is true of the asset's physical form and fabric, specifically reflected in the infilling of the enclosure's southern arm.

### Design Considerations

In response, the design proposes to form a memory of the moat's southern arm and to replant the historical field boundary. This intervention will provide a landscape element to inform the spatial structure of the housing enclosure and to stitch into to the wider field pattern, as well as combining with other measures (such as the provision of interpretation boards) to provide increased public engagement with and enjoyment of this nationally important monument.

### Historical OS Mapping 1844-1888

- Site boundary
- Area of Scheduled Monument
- Common Land
- View from site towards Sneedham's Green



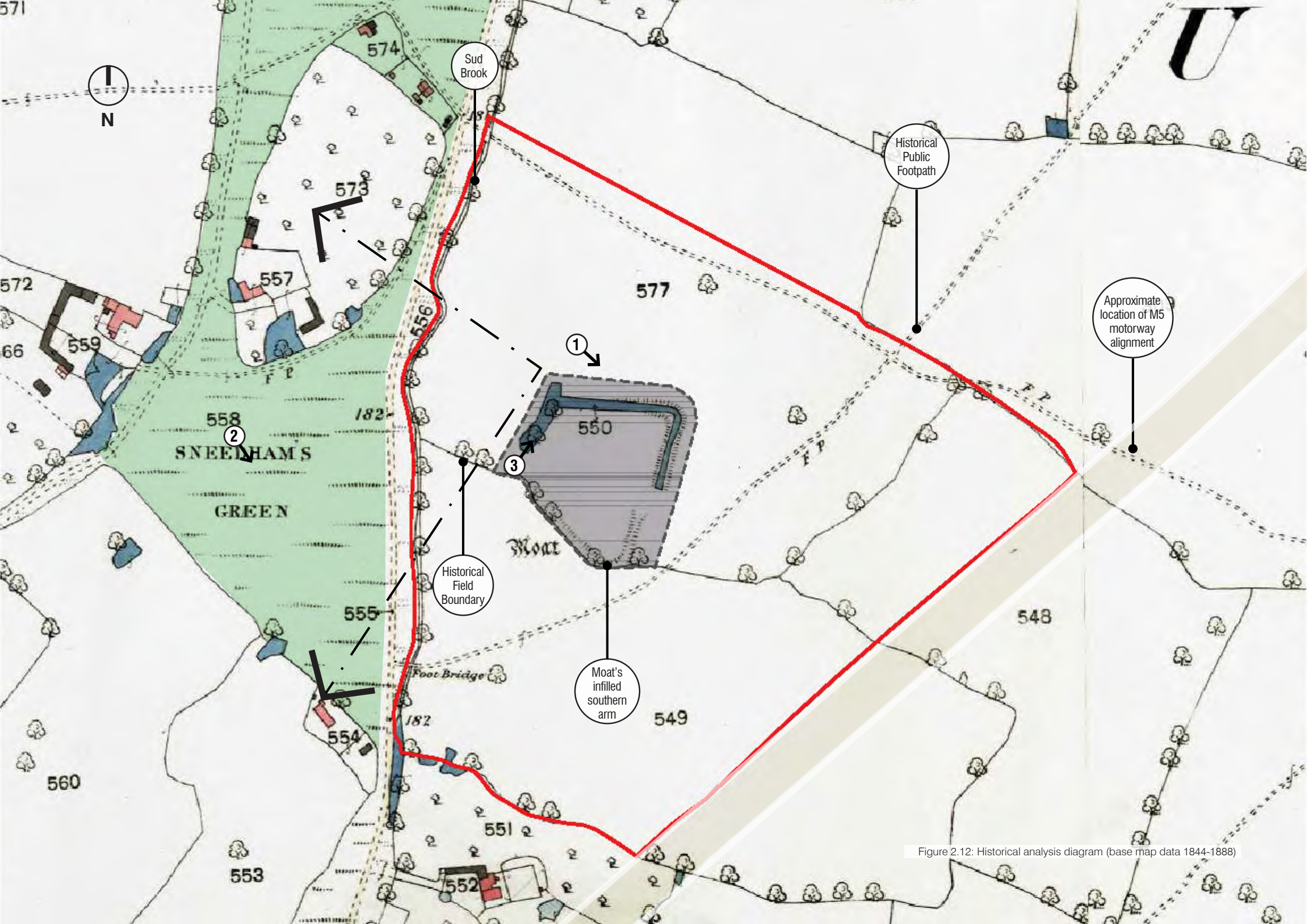


Figure 2.12: Historical analysis diagram (base map data 1844-1888)



## 2.0 | Assessment

### 2.4 | The Moated Site and Sneedham's Green

#### History of the Moated Site

The SM located within the Site, referred to as 'the Moated Site at Sneedham's Green' is thought to have been occupied by a manor house, from the 12th and 13th centuries with documentary evidence suggesting that it was the residence of Norman nobles, the 'De Sneedhams'. The Sneedham's gave their name to the manor of Sneedham and the adjacent area of common land, Sneedham's Green, which may have at the time have formed part of the grounds of the manor.

The remains of the Moated site at Sneedham's Green are located within a fenced enclosure roughly at the centre of the Site. The monument in the present day is experienced as a linear pond surrounded by open pasture, containing reeds, scrub vegetation, and trees at its eastern end.

Sneedham's Green is shown on the Tithe Map of Upton St Leonard's Parish dating from 1840 with several farms and other dwellings set around it and on 'island' of land at its centre, comprising the small manorial hamlet of Sneedham's Green. The Green appears to have formed at the confluence of four local routes between villages and was probably used for grazing animals being driven along these routes, forming a central feature with the small settlement.

Due to the visual screening of hedgerows which bound the site, the monument is not readily experienced from the wider landscape that contributes to its historical significance. As such much of the visual relationship between Sneedham's Green and the moated site has been lost. Additionally as noted on the previous page the wider landscape setting has been compromised by the loss of historic hedgerows and the construction of the M5 Motorway.

#### Design Considerations

The proposal will seek to re-establish the historic link between Sneedham's Green and the moated site by framing viewpoints through the hedgerow which forms the Site's western boundary.

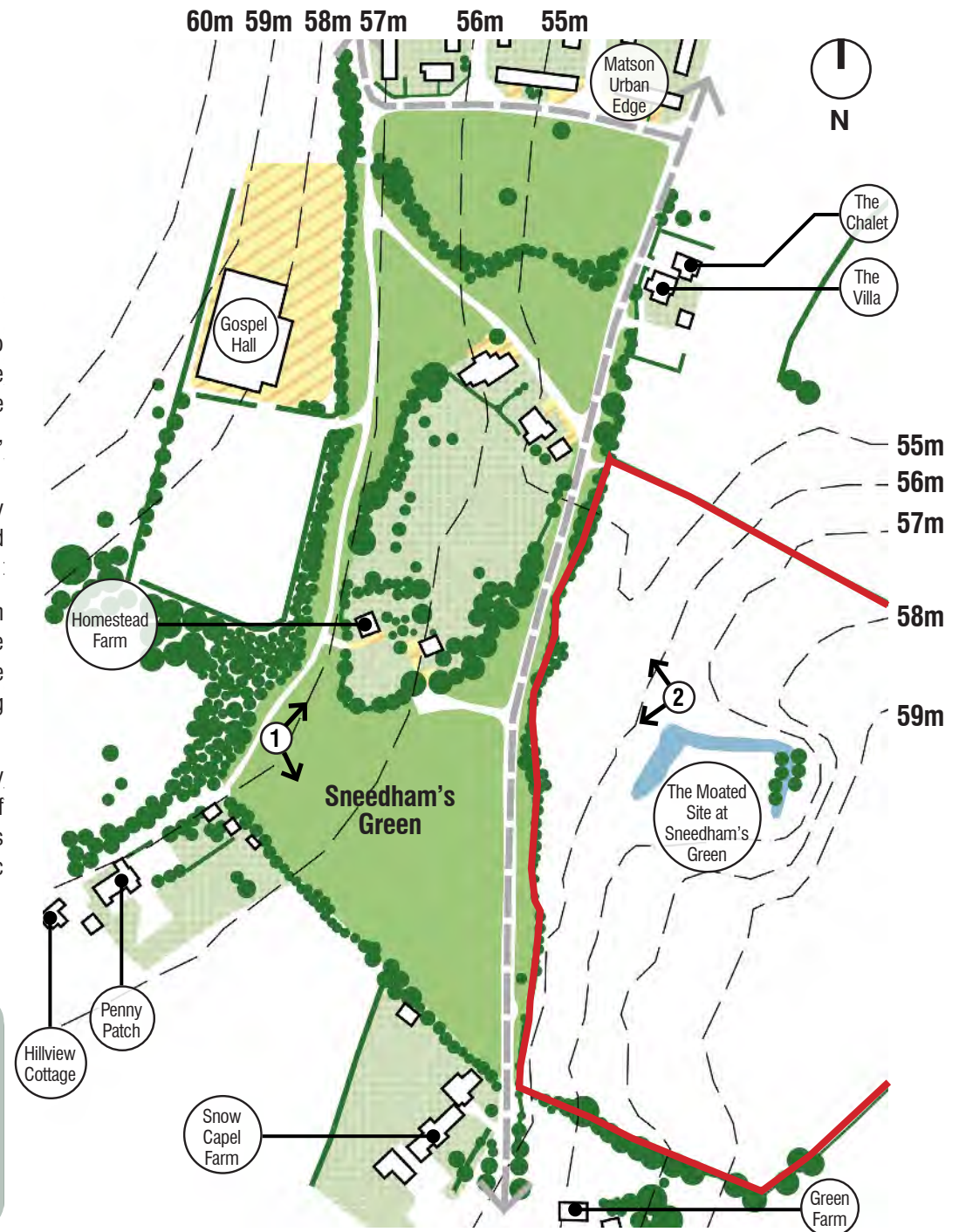


Figure 2.13: Sneedham's Green study



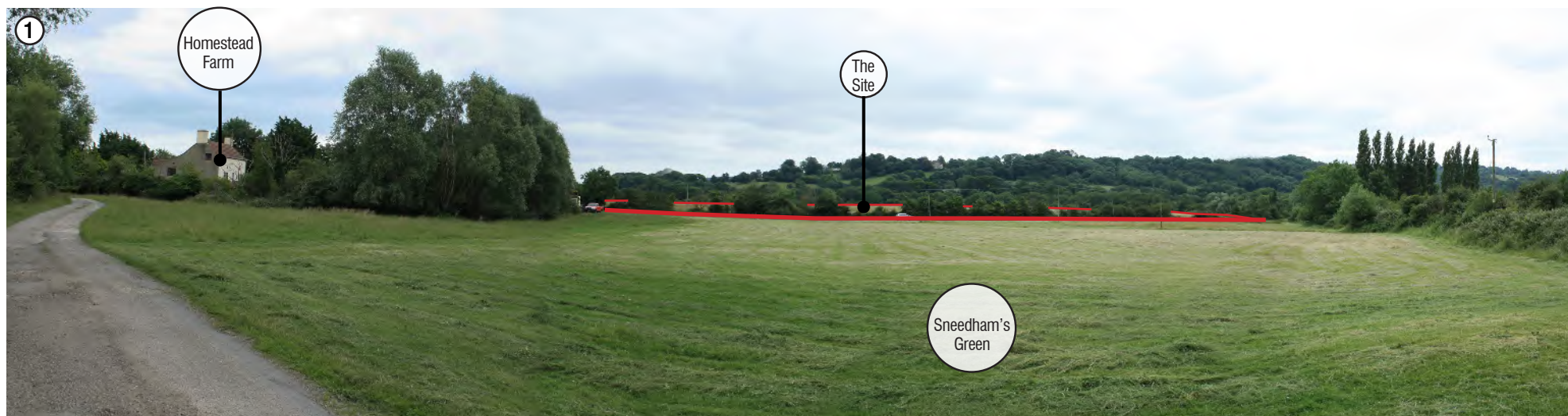


Figure 2.14: Looking eastwards across Sneedham's Green towards the site

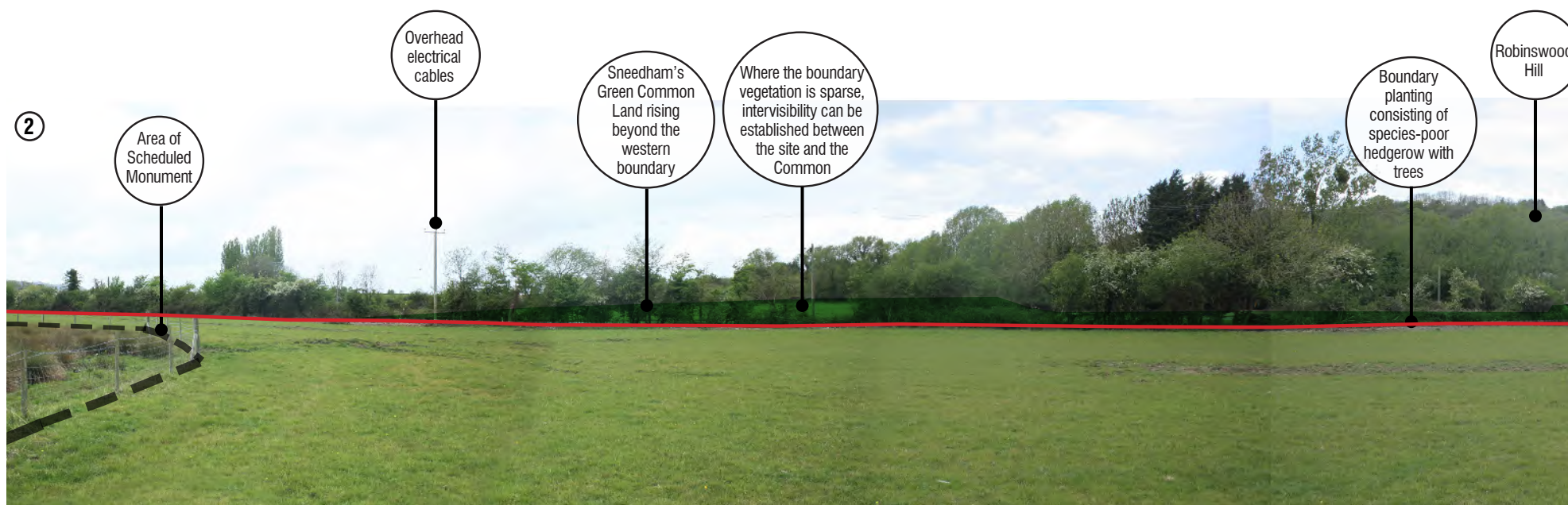


Figure 2.15: Looking westwards from the moat towards Sneedham's Green



## 2.0 | Assessment

## 2.5 | Local Context

### Historical Growth

Throughout much of its history the area of Matson was predominantly rural comprising of scattered farmsteads and agricultural land. Winnycroft Farm, Larkham Farm (now Hallmark Health Club), Matson House, Robin's Farm and Grove Farm were the largest of these rural clusters.

The area changed significantly with the construction of the 1950's council estate to the north changing the overall character of the locality from rural to settlement edge. The construction of the M5 Motorway further urbanised the area and altered the landscape.

The development of the allocated site at Winnycroft Farm will further urbanise the area and bring the settlement edge directly adjacent to the Site.

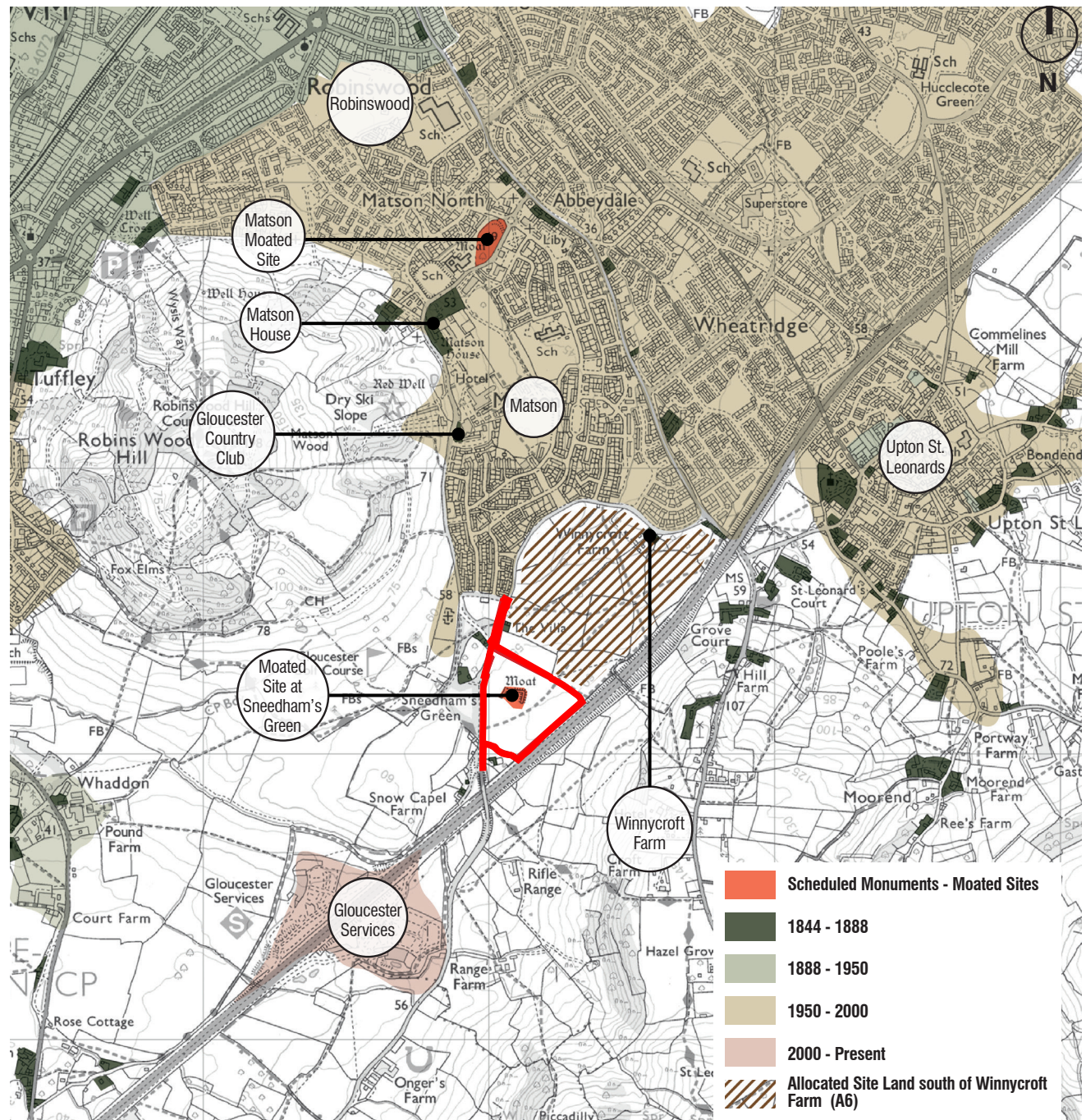


Figure 2.16: Historical morphology diagram



## Sneedham's Green Today

Sneedham's Green is a large open area of common land presently used as pasture. Around the green are a few dwellings and farmsteads including Green Farm, Homestead Farm and Yew Tree Cottage.

The settlement at Sneedham's Green does not contain any medieval dwellings, indeed its northern edge is defined by modern development but, on account of its status as common land the Green has retained its historic form and its openness.

Winnycroft Lane passes through the Green with no division or screening between the roadway and the common. However, The Green is not easily experienced from the remains of the moat and vice versa, with views for the most part screened by the western boundary hedgerow and the fall of the landform.

## Matson

The local urban area of Matson is largely defined by the council estate which was constructed in the 1950's. The character of this estate is typical of the era and features a mixture of semi detached and terraced housing as well as 3-4 storey blocks of flats.

There is a recent suburban scale infill housing project at Marlstone Close pictured in fig 2.22 which reflects scale and massing of similar projects in the Gloucester area.

### Design Considerations

Create a place with local identity by incorporating the distinctiveness of a historical Gloucestershire village scale and character.



Figure 2.17: Green Farm, beyond the southern boundary



Figure 2.18: The Villa and The Chalet, north of the site



Figure 2.19: Dwellings within Sneedham's Green



Figure 2.20: Flats and terraces in Matson



Figure 2.21: Semi-detached dwellings in Matson



Figure 2.22: Recent C21 housing in Matson



## 2.0 | Assessment

## 2.6 | Local Distinctiveness

### Matson Moated Site

There is another moated site approximately 1.6km north of the site within the urban area of Matson. Like the moat at Sneedham's Green this feature is a Scheduled Monument.

This monument is formed of a moated enclosure set on low-lying ground. The northern and western parts remain visible as earthworks, enclosing a central island measuring 100-70m. The southern and eastern arms have been infilled although when this occurred is uncertain. The moat area is enclosed on three sides by steel mesh fencing and is inaccessible to the general public.

The present day context is now urbanised with the margins of Norbury Avenue and Matson Lane enclosing the moat to the north and east, the grounds of a school abutting the moat to the south and the rear aspect of adjacent dwellings backing onto the moat to the west.

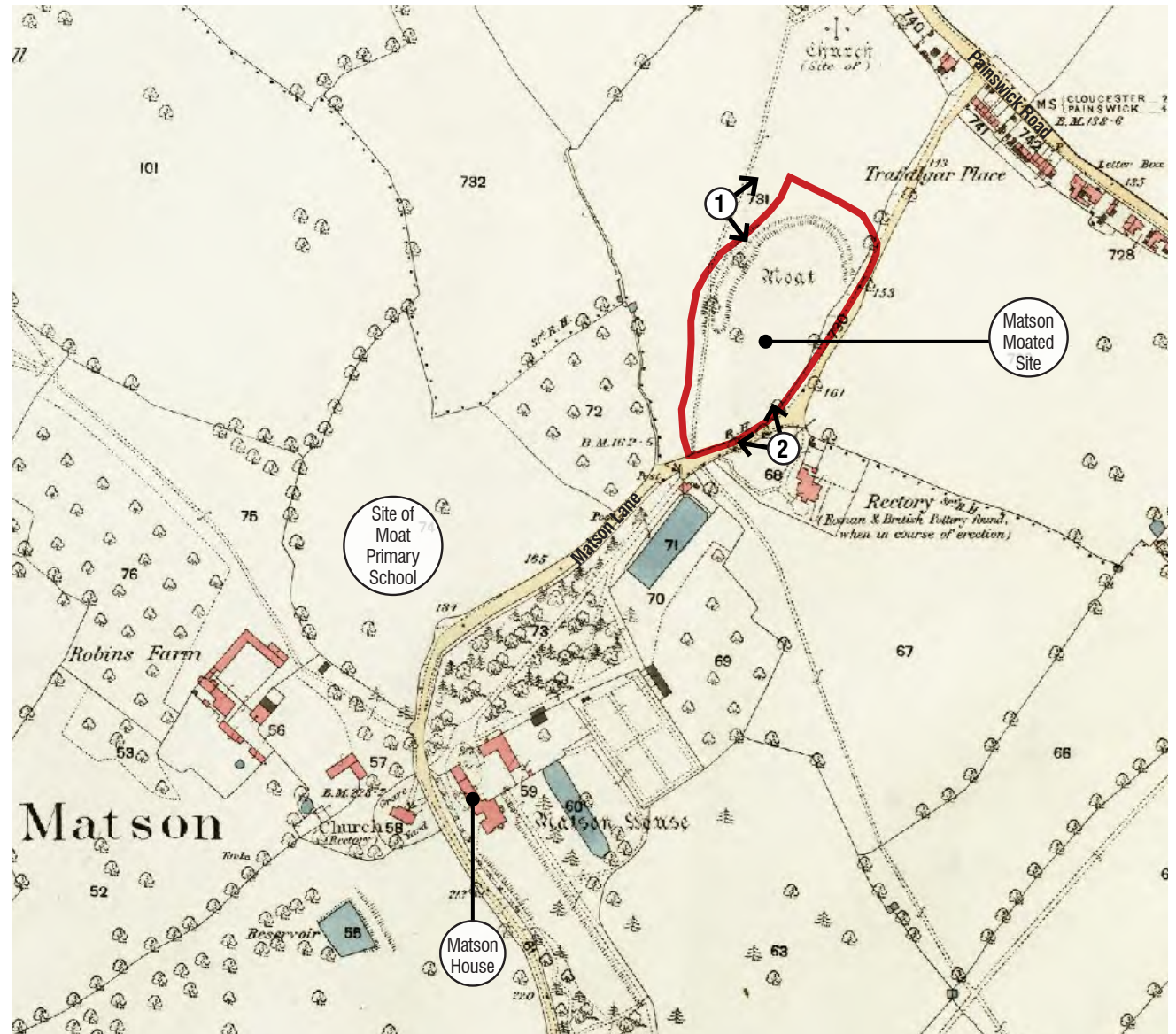


Figure 2.23: Historical mapping of the Matson Moated Site (1844-1888)



### Lessons Learnt

- The Matson Moated Site is maintained as an enclosed inaccessible mown field. In contrast, the proposal for the site at Snow Capel will integrate the moat feature into a carefully planned park setting and use the characteristics of a Gloucestershire village to set an attractive, safe, and successful public realm and place to live.
- In reference to Historic England's design guide the scheme will aim to improve public access to, or interpretation of, the asset including its setting.

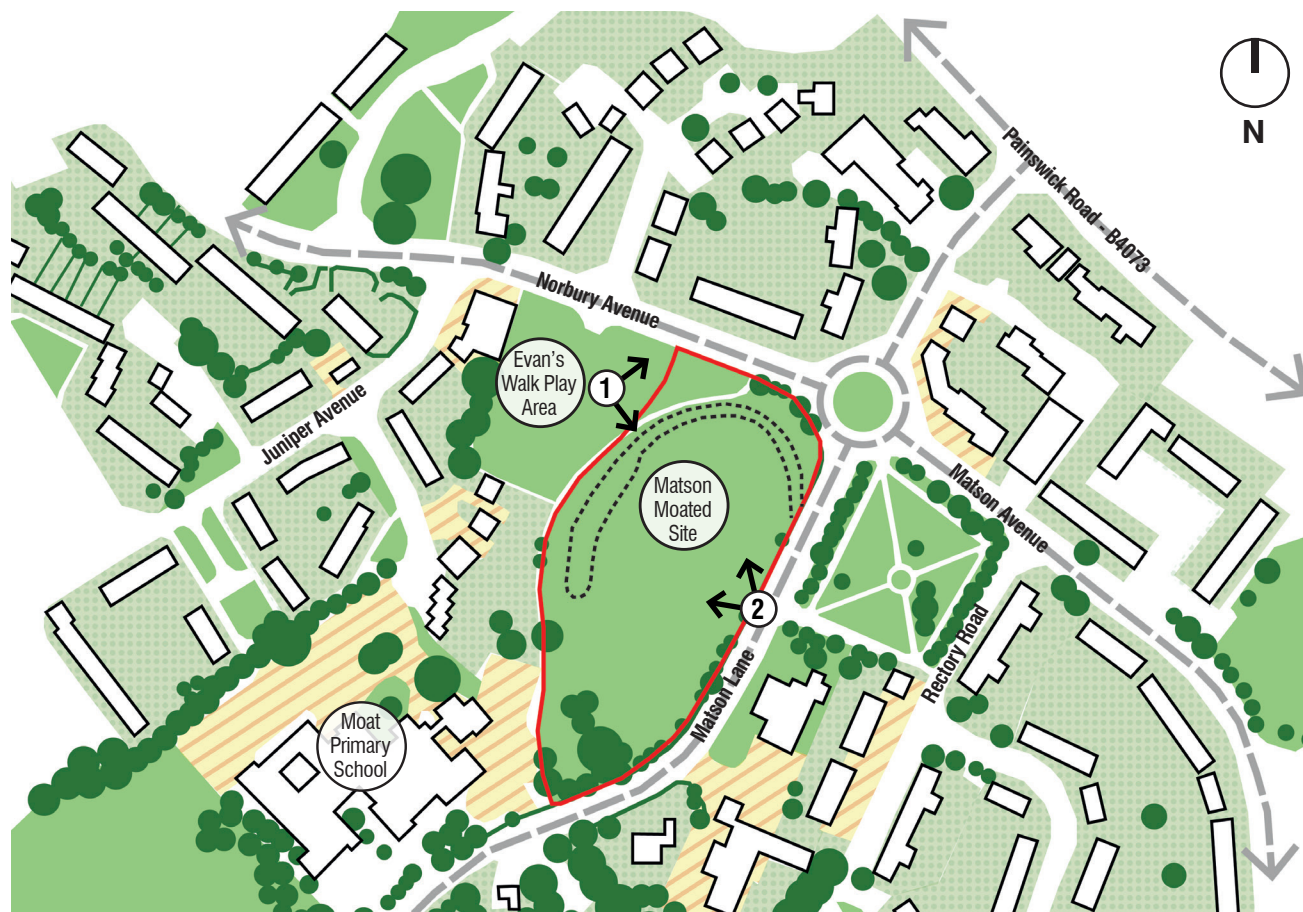


Figure 2.24: Study of the urban context at the Matson Moated Site



Figure 2.25: Four storey blocks adjacent to the Matson Moated site



Figure 2.26: View across the Matson Moated Site (note a perimeter fence prohibits direct access)



## 2.0 | Assessment

### 2.6 | Local Distinctiveness

#### Frampton on Severn

Given that the site's immediate context is of varied C.20 character, observations from the initial site assessment have primarily drawn upon the settlement of Frampton on Severn as a good example of a typical Gloucestershire village structured around a key green public realm.

Frampton on Severn is a uniquely arranged village approximately 7 miles from the site, a short distance from the southern edge of Gloucester. The distinctive feature of this village is its large village green which overall is approximately 22 acres in size.

Fronting onto the green is a mixture of house types from different eras including timber framed cottages, Georgian manor houses, combinations of long frontage dwellings and gable ends, as well as more modern 20th century in-fill housing. Housing within the village has a simple but varied materials palette including brick painted render, local stone, clay tile and slate. Older cottages feature distinctive timber framing.

Frampton on Severn is a useful precedent as it shows successful and characterful compositions of housing facing onto a large area of open space.

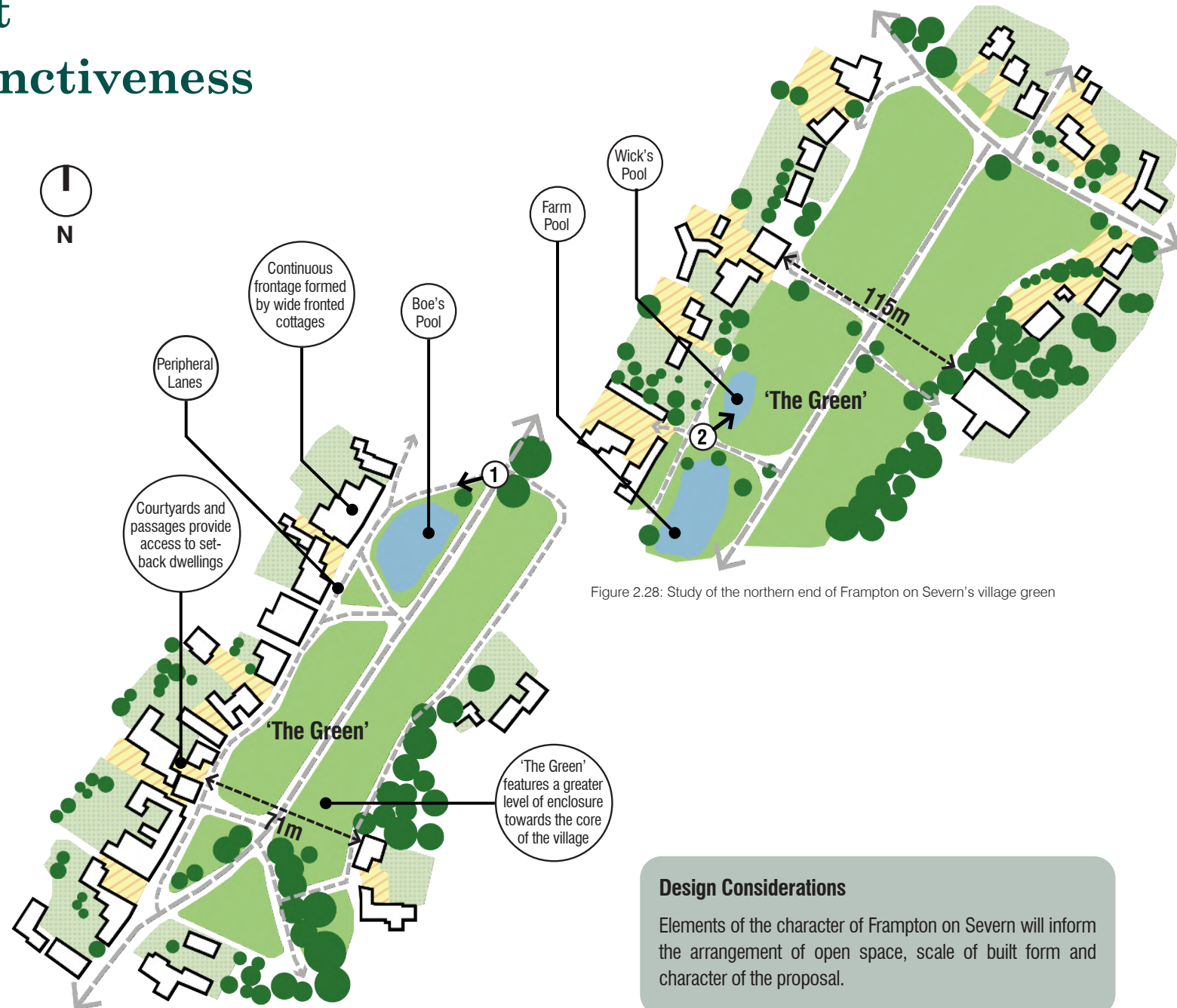


Figure 2.28: Study of the northern end of Frampton on Severn's village green

Figure 2.27: Study of the southern end of Frampton on Severn's village green

#### Design Considerations

Elements of the character of Frampton on Severn will inform the arrangement of open space, scale of built form and character of the proposal.



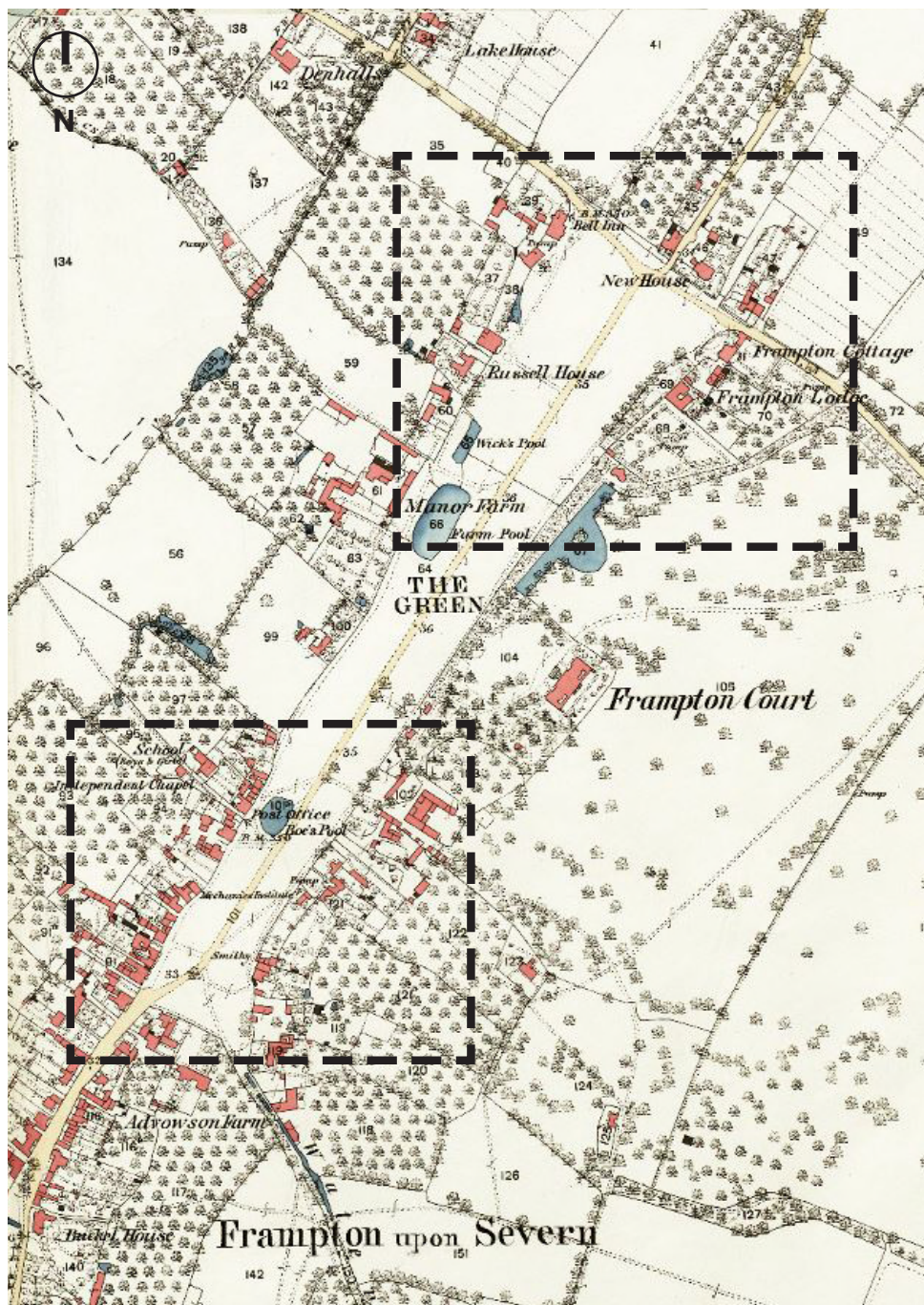


Figure 2.29: Historic map of Frampton on Severn (1844-1888)



Figure 2.30: View westward across Boe's Pool

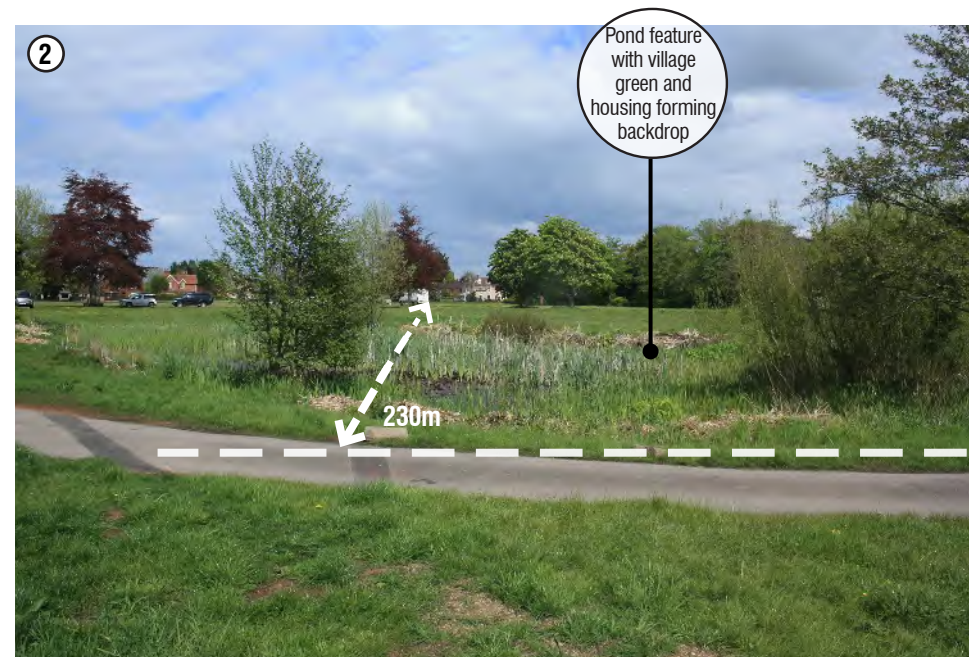


Figure 2.31: View across Wick's Pool towards housing on the north side of 'The Green'



## 2.0 | Assessment

### 2.6 | Local Distinctiveness

With the aim of reinforcing local distinctiveness and respecting local context in the design process, the architectural character of the local area has been considered to assess what aspects may influence the scale, form, appearance and materials of the scheme.

There are several historical farmsteads dotted within the landscape and generally feature a principal farmhouse, adjoined by ancillary outbuildings to form an enclosed courtyard.

#### Winnycroft Farm

Winnycroft Farm consists of a principal GII listed two-storey C18 farmhouse with a sequence of ancillary outbuildings. The farmhouse is constructed from red brick with a projecting plinth and corbelled eaves. The gable addresses the roadside with the primary frontage opening onto an internal court.

#### Snow Capel Farm

Snow Capel Farm is a smaller farmstead featuring a main 1.5 storey farmhouse and L-shaped grouping of outbuildings. The building has been adapted through the C20 and the origin of the original building was formed by 3 bay wide frontage cottage dwelling fronting onto the lane.

#### Settlements

Further beyond the farmsteads are nearby settlements of Brookthorpe and Upton St. Leonards. The character and pattern of the C17 settlements are referenced due to their proximity to the study Site to provide an insight to the local distinctiveness of the area.

#### Upton St. Leonards

The junction of Rance Pitch and the High Street pictured in fig. 2.36 shows older parts of the village buildings. The materiality shows a mix of local stone, brick and timber applied to different building forms. The different typology, building heights and footprints create a varied roofscape. The terrace grouping is formed of different style cottages providing a diverse character.

A prominent detached corner house marks the entrance to High Street and is forward of the terrace building line. Upton St. Leonards High Street is formed of short terraces of historic dwellings which feature a varied roof-line and a mixture of short and wide frontage units.

#### Brookthorpe

The origins of small linear Gloucestershire village dispersed along the route of the A4173. Brookthorpe Court is a Grade II \* Listed 16th Century former Manor House which forms a principle grouping of buildings as pictured in fig 2.35 in 1844-1888 OS plan.

The principal Court building was built as a large country house with supporting ancillary barns forming an enclosure around a landscape area and court. The local materials are random rubble limestone and stone slate steeply pitched roof. The manor house main elevations have 2 principal gables providing prominent architectural feature.



Figure 2.32: Winnycroft Farm from Winnycroft Lane

- Farmstead courtyard enclosure formed of a farmhouse and u-shaped arrangement of ancillary buildings.
- Principal materials consist of red brick, timber weather boarding and plain clay tile roofing.



Figure 2.33: Snow Capel Farm

- 1.5 storey structure with lowered eaves with and a repeated dormer feature
- Materiality of the main farmhouse is formed of rendered walling and plain clay tile roofing. Ancillary buildings feature red brick walling and pan-tile roofing.



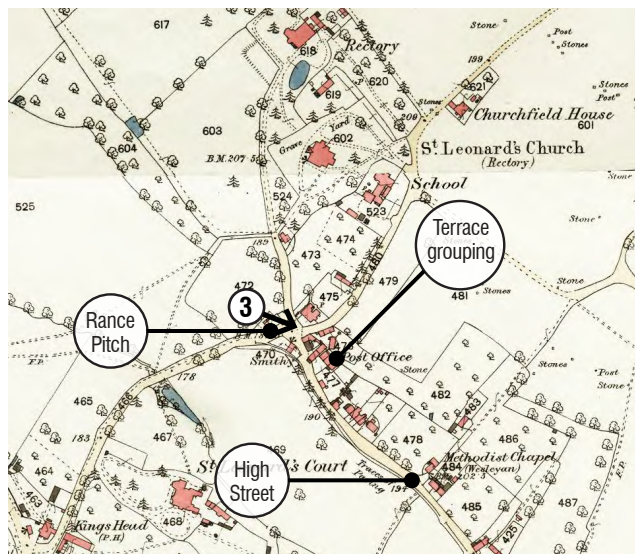


Figure 2.34: Historical map of Upton St. Leonards (1844-1888)

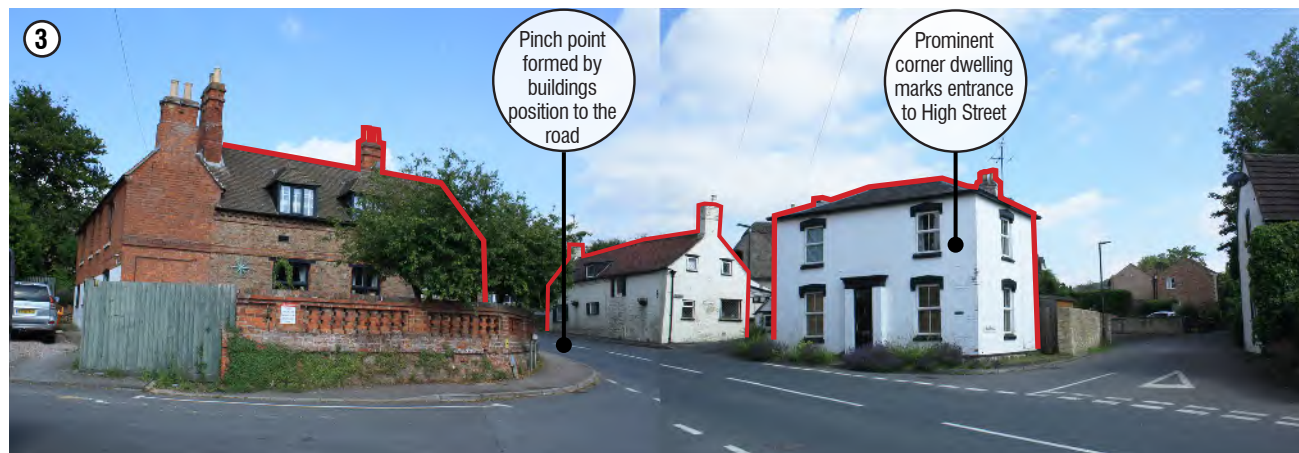


Figure 2.36: Upton St. Leonards Rance Pitch and High Street junction

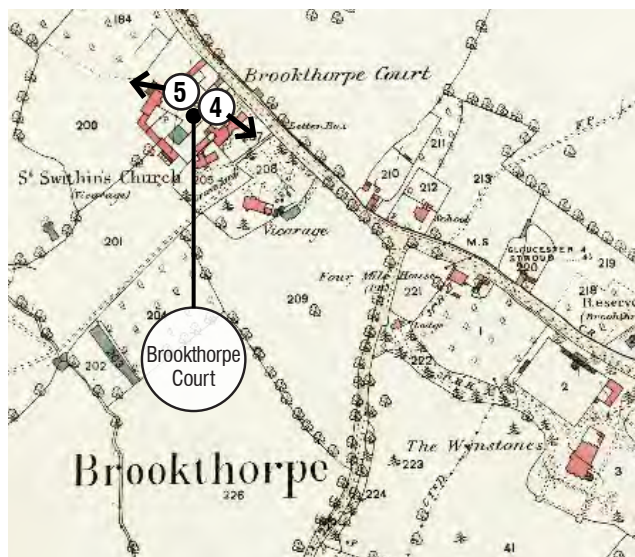


Figure 2.35: Historical map of Brookthorpe (1844-1888)



Figure 2.37: Brookthorpe Court principal building



Figure 2.38: Brookthorpe Court ancillary building

- Brookthorpe Court features a central courtyard enclosed by a principal manor house and a series of ancillary buildings. The ancillary buildings have been converted to use as dwellings with areas of the former farmstead courtyard providing access, parking and front garden areas.



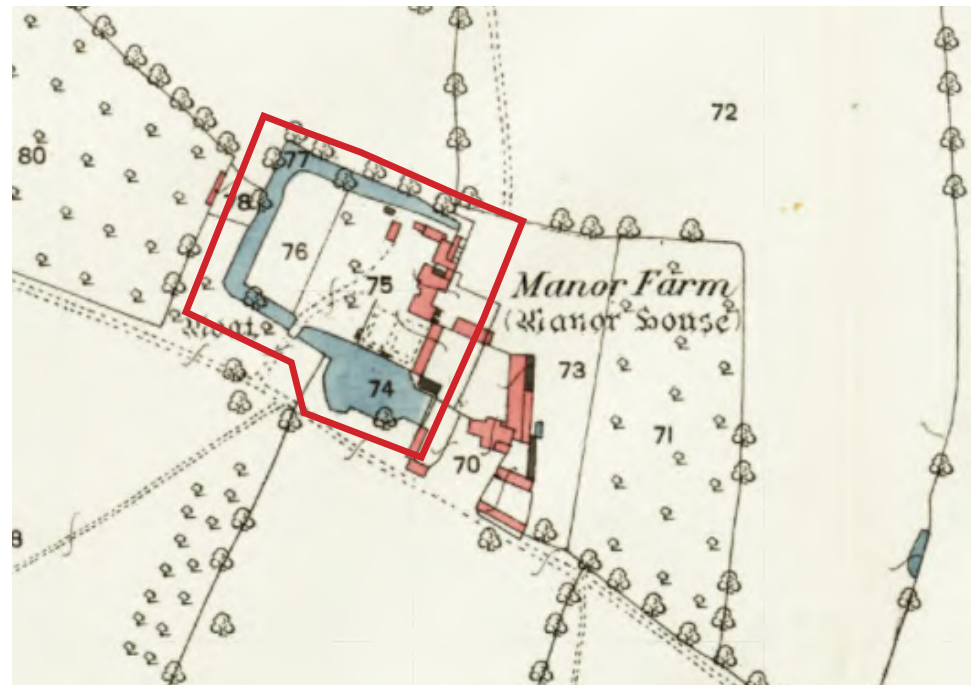
## 2.0 | Assessment

### 2.6 | Local Distinctiveness

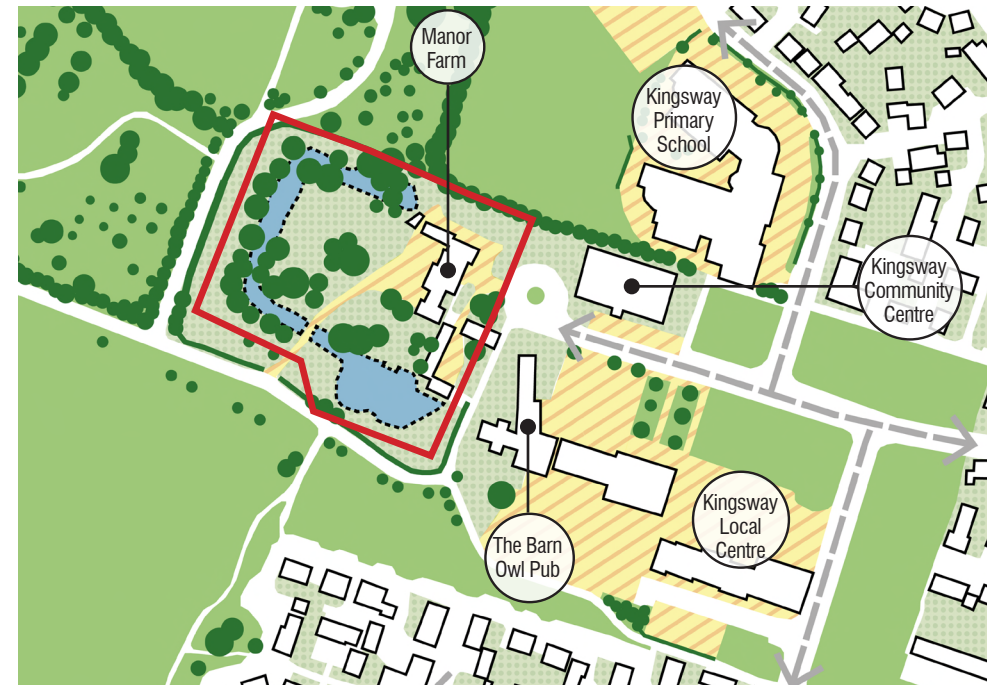
#### Moated Site at Manor Farm

Located within Kingsway, Gloucester, approximately 3.6km west of the site this moated site known as the Moated Site at Manor Farm is also a Scheduled Monument. Unlike the Moated Site at Sneedham's Green and the Moated Site at Matson this SM is within the private grounds of a Manor House. The house itself is GII Listed and originally dates from late C15, with additions of a C16 north wing and C19 south wing.

The moated site at Manor Farm survives in a relatively undisturbed condition. It comprises a rectangular four-armed moat, three arms of which remain visible, enclosing an island orientated north west-south east. The modern development of Kingsway has introduced residential frontage south of the Scheduled Monument area, additionally a segregated pedestrian and cycleway runs alongside the southern edge of the SM. The local centre of Kingsway which includes a small scale retail park and car parking areas has been constructed east of the SM area adjacent to the historic ancillary buildings of Manor Farm.



Manor Farm itself has been converted into a mixture of private residences and business premises, The Barn Owl, a public house and restaurant is located within the eastern outbuildings whilst Manor Farm Dog Grooming operates within an enclosed courtyard. The land surrounding Manor Farm now forms a mixture of Public Open Space, the grounds of Kingsway Primary School, Kingsway Community Centre, the local centre and to the south developed residential land.





## 2.7 | Precedent - Hadnall

### Overview

Although this development at Hadnall, is in Shropshire, it is a useful precedent to cite as the development involved the construction of residential dwellings and the restoration of a historic moat which is designated as a Scheduled Monument.

### Lessons Learnt

- The landscape framework for the site provides both a set back from development and opportunity to protect the setting of the heritage asset.
- An offset has been formed between the frontages of new dwellings and the edge of the Scheduled Monument area. The moat remains continue to be appreciable within grassed open space from where the monument can be experienced. The setting of the monument is sensitively transformed with a domestic scale of architecture forming an active backdrop.
- The restoration involved clearing the overgrown site, cleaning the moat out, planting new hedging, reseeding the site of the old Manor House and ensuring the site will continue to be maintained to a high standard.

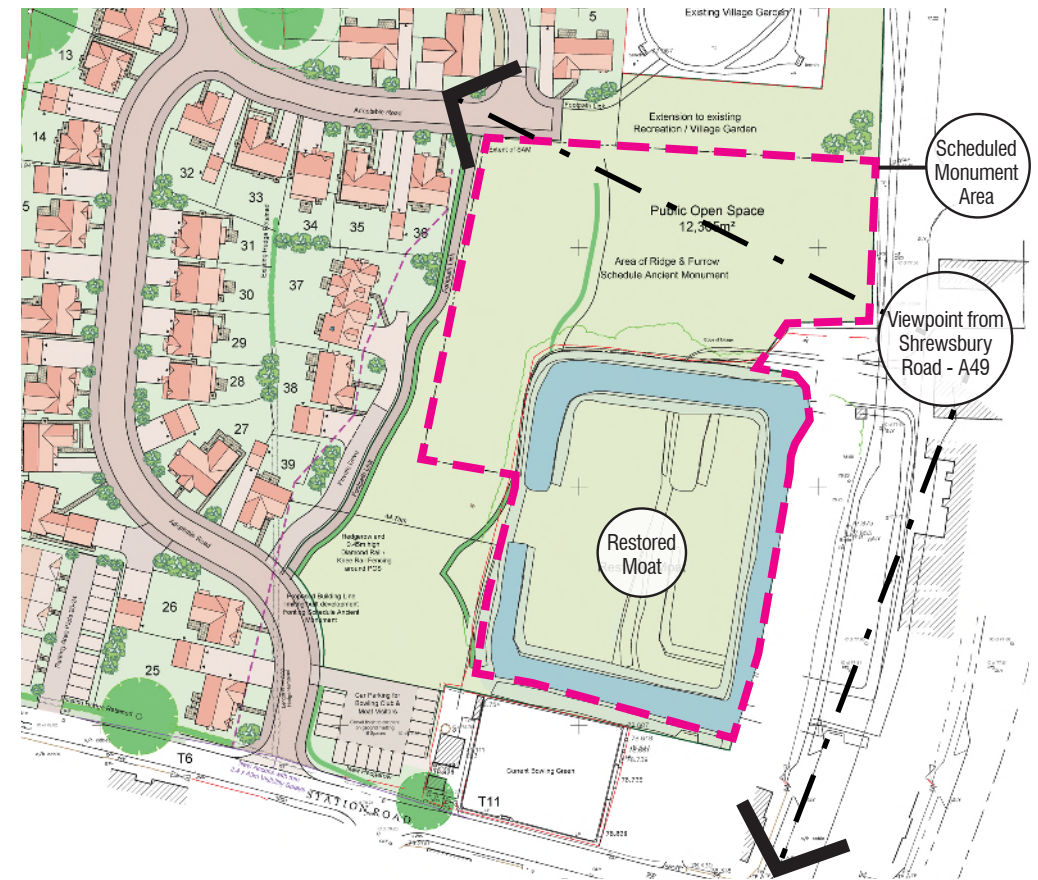


Figure 2.41: View from Shrewsbury Road showing historic moat at Hadnall in the foreground with recent development behind (taken from Google Streetview)



## 2.0 | Assessment

### 2.8 | Physical Audit

#### Site Boundaries (Northern)

The site's northern boundary is made-up of a hedgerow and trees. At the boundary's western end the hedgerow is species poor and relatively newly planted. At the eastern end the hedgerow is species rich and contains unmanaged mature trees. Beyond this boundary is the site 'Land south of Winnycroft Farm' which has been allocated for residential development and the provision of new public open spaces.

#### Site Boundaries (Eastern)

The eastern boundary is formed of a combination of species rich hedgerow with trees and scattered scrub. Beyond this boundary is the M5 Motorway which has a traffic noise impact upon the site. The Cotswolds AONB is east of the motorway corridor.

#### Site Boundaries (Southern)

A defunct species-poor hedgerow with trees forms the southern boundary. Beyond this boundary is the property of Green Farm.

#### Site Boundaries (Western)

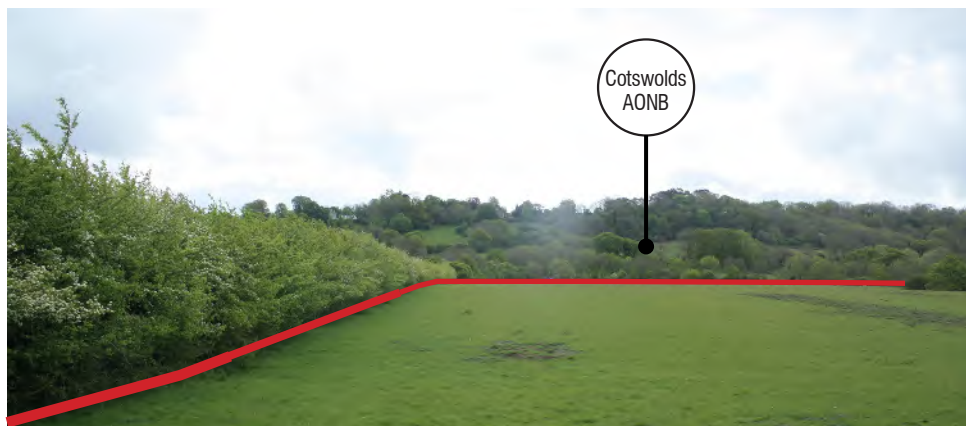
This boundary consists of a largely intact species poor hedgerow with trees. A local watercourse, Sud Brook runs within this hedgerow flowing northwards.

In places there are gaps in this hedgerow allowing glimpses through to Sneedham's Green to the west. Further to the west is the Robinswood Hill Nature Reserve.

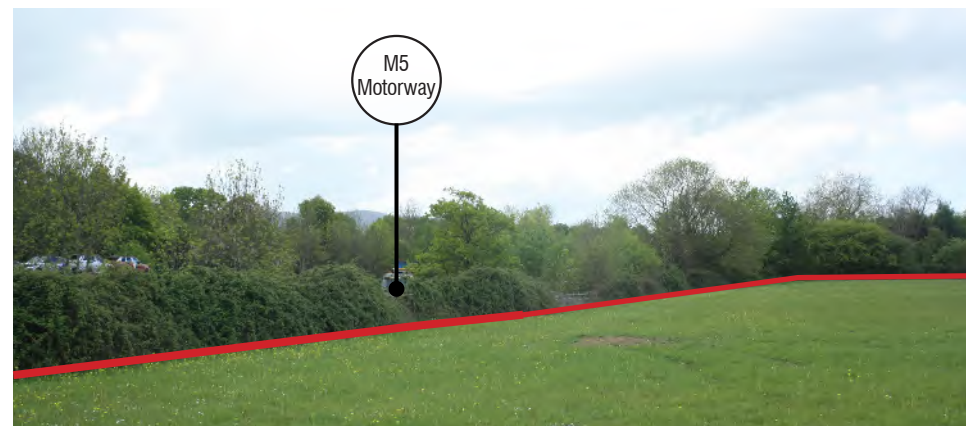


Figure 2.42: Site boundary diagram

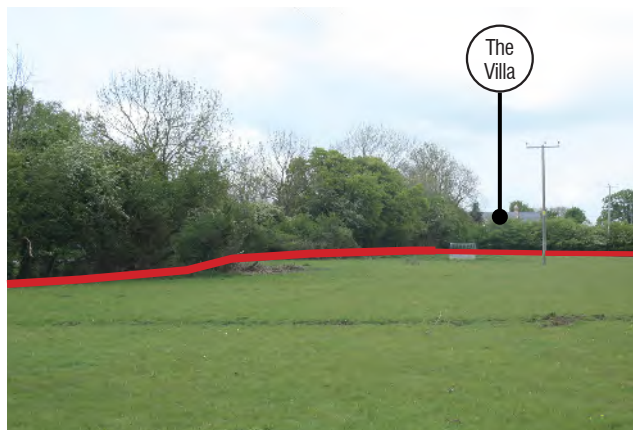




① Figure 2.43: View eastwards along the northern boundary



② Figure 2.44: View southwards along the eastern boundary



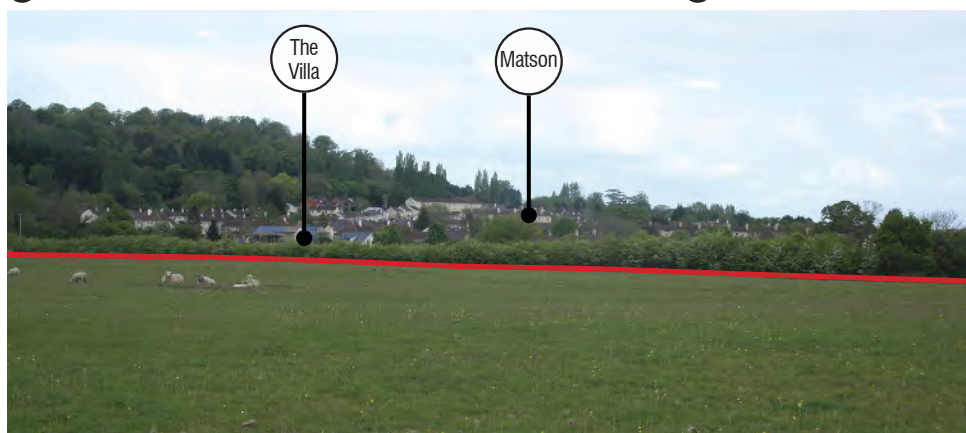
③ Figure 2.45: View northwards along the western boundary



④ Figure 2.46: Close-up of the western boundary



⑤ Figure 2.47: View eastwards along the northern boundary



⑥ Figure 2.48: View northwards towards the northern boundary and the urban edge of Matson



⑦ Figure 2.49: View westward towards the site boundary and Robinswood Hill



## 2.0 | Assessment

### 2.8 | Physical Audit

#### Topography

The Site has a gentle slope from west to east, rising from approximately 55m AOD along Winnycroft Lane to 60-61m AOD alongside the M5. The Proposed Development will not require any major regrading of the existing land form in order to facilitate the proposed residential development.

Within the wider landscape the site resides within a valley area known as the Vale of Berkeley. Beyond the eastern boundary and the M5 the land rises from 60m to ~140m AOD over a distance of 540m.

To the west is Robinswood Hill which rises to 198m AOD and provides prominent viewpoints of the surrounding area.

#### Flood Risk and Drainage

The Site is situated within Flood Zone 1, these areas carry the lowest risk of flooding with a <0.1% chance of flooding in any year.

#### Utilities

Overhead electrical cables run roughly adjacent to the site's western boundary before crossing into Sneedham's Green.

#### Design Considerations

Topography and flooding present a very minor constraint to development. A strategy will need to be considered to deal with surface water run-off from the development and explained in the design chapter of this document.

The electrical cables can be undergrounded removing them as a constraint.

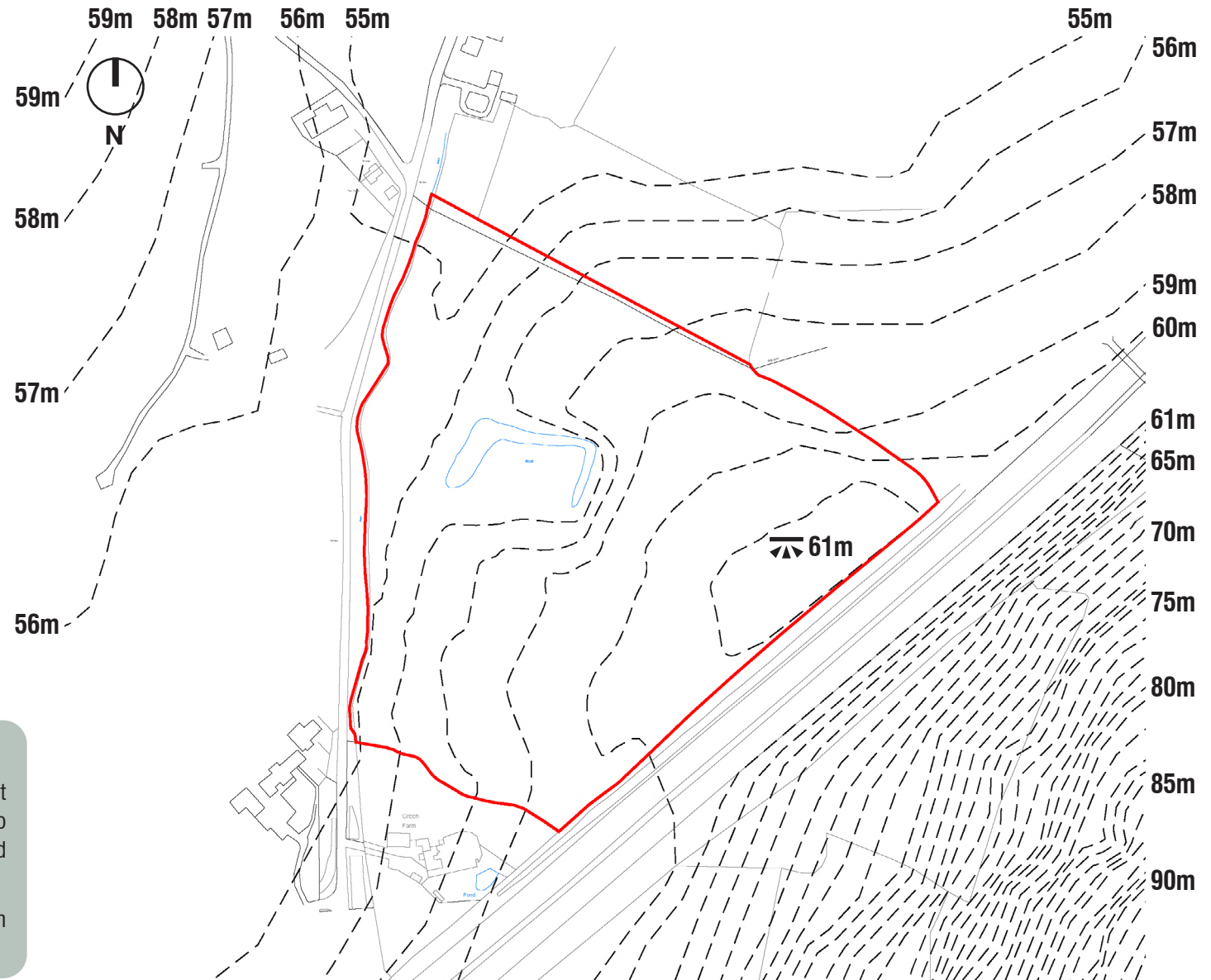
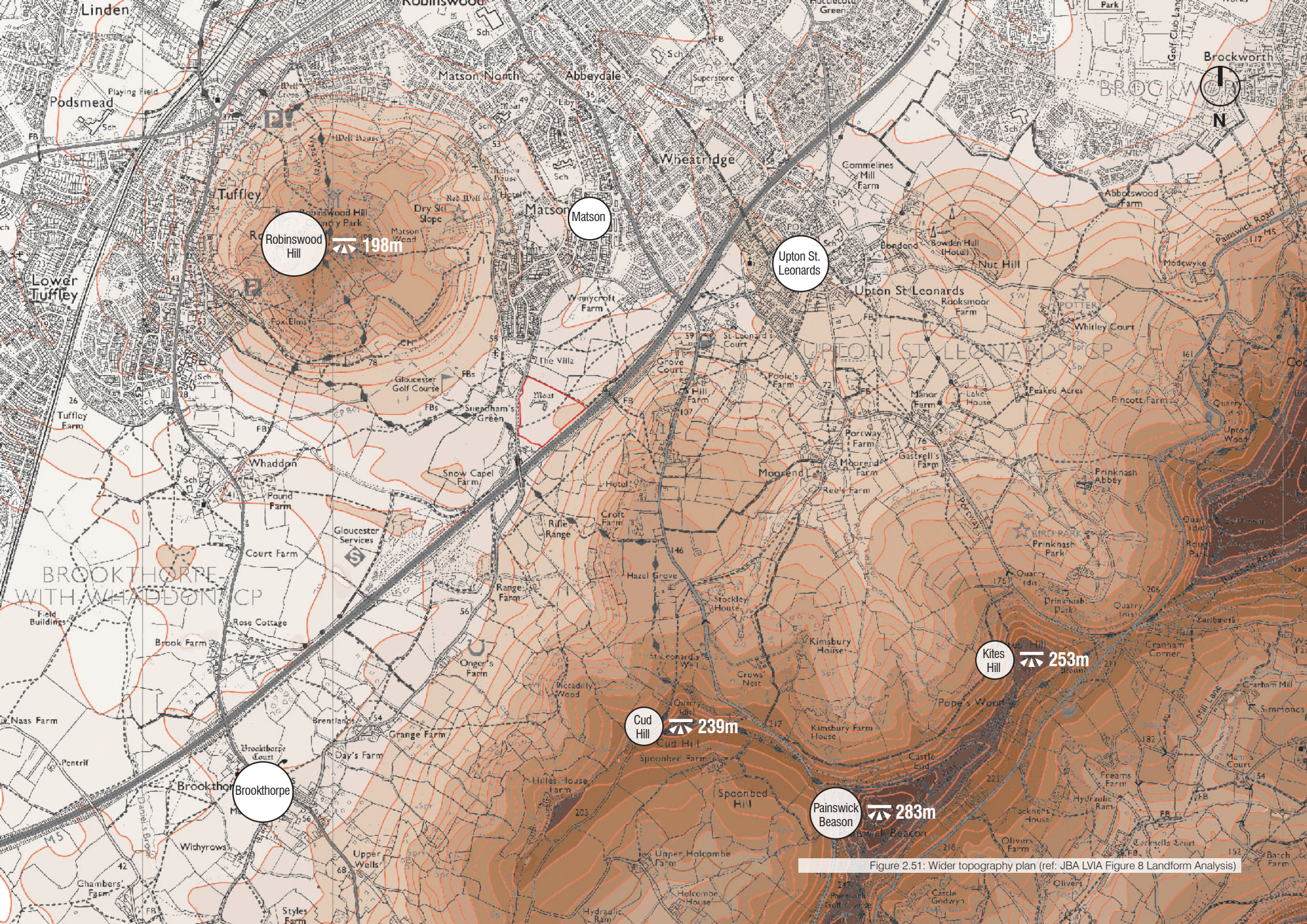


Figure 2.50: Site topography diagram





Robinswood Hill  
198m

Upton St. Leonards

Matson

Brookthorpe

Kites Hill  
253m

Cud Hill  
239m

Painwick Beacon  
283m

Figure 2.51: Wider topography plan (ref: JBA LVIA Figure 8 Landform Analysis)



## 2.0 | Assessment

### 2.8 | Physical Audit

#### Ecology

Ecology surveys and a baseline ecology assessment have been completed by EDP (ref: EDP3746\_03a). The conclusions of this report are summarised below.

The Site consists of a single, poor semi-improved grassland field currently subject to grazing. Its boundaries to the north east, south and west are delineated by native hedgerows, with scattered scrub forming the south eastern and southern boundaries. A large, freshwater moat is located within the centre of the field, with scattered scrub present along its banks.

#### Bats

Manual transect and automated bat activity surveys of land north of the Site during June and July 2014, recorded moderate levels of bat activity across the site, dominated by relatively common and widespread species of local importance. Relatively high levels of activity, in particular, were recorded along the north eastern edge of the Study Area.

#### Badgers

A badger survey undertaken during the Extended Phase 1 survey identified an active, outlier badger sett on the north eastern boundary, within a native species-rich hedgerow.

- Site Boundary
- Dense Continuous Scrub
- SI Poor Semi-improved Grassland
- Standing Water
- Running Water
- + + + Intact Species-rich Hedgerow with Trees
- - - Defunct Species-poor Hedgerow with Trees
- x Scattered Scrub
- Active Outlier Badger Sett
- ★ Tree with Bat Roost Potential



Figure 2.52: Phase 1 Habitat survey (ref: Landscape baseline assessment \_EDP3746\_02a)



## Great Crested Newts

An Extended Phase 1 Survey completed on 1st February 2017 confirmed the presence of a Great Crested Newt population within the moat. It is proposed that the Great Crested Newts will be translocated to an off-site habitat.

## Reptiles

Scrub and hedgerow boundaries provide suitable habitat for the dispersal of this species, whilst brash piles across the site provide suitable refugia. The heavily grazed species-poor, semi-improved grassland field is, however, considered sub-optimal as a foraging resource.

## Arboriculture

An arboricultural survey was carried out by EDP for the Site. The majority of the trees in and around the Site are of Categories B and C, however two Category A trees (T34, T35) have been identified to the south-east just beyond the site boundary.

Specific trees within certain distances from the proposed accesses and dead elms, as specified in the tree schedule reference: Tree work Environmental Practice Document: 220511-1.2 SCG, AIA A, will be considered for removal.

### Design Considerations

- New buffer planting could be used to provide additional screening particularly on the northern, eastern and western boundaries. An eastern boundary bund could both mitigate the M5 noise impact and also be integrated as an ecological wildlife corridor.
- Development areas will remain clear of the two Category A trees, care should be taken to ensure the proposed acoustic bund does not disturb the root protection areas of these trees.
- Consideration will need to be made for identified protected species either via an on-site design solution or off-site contribution.

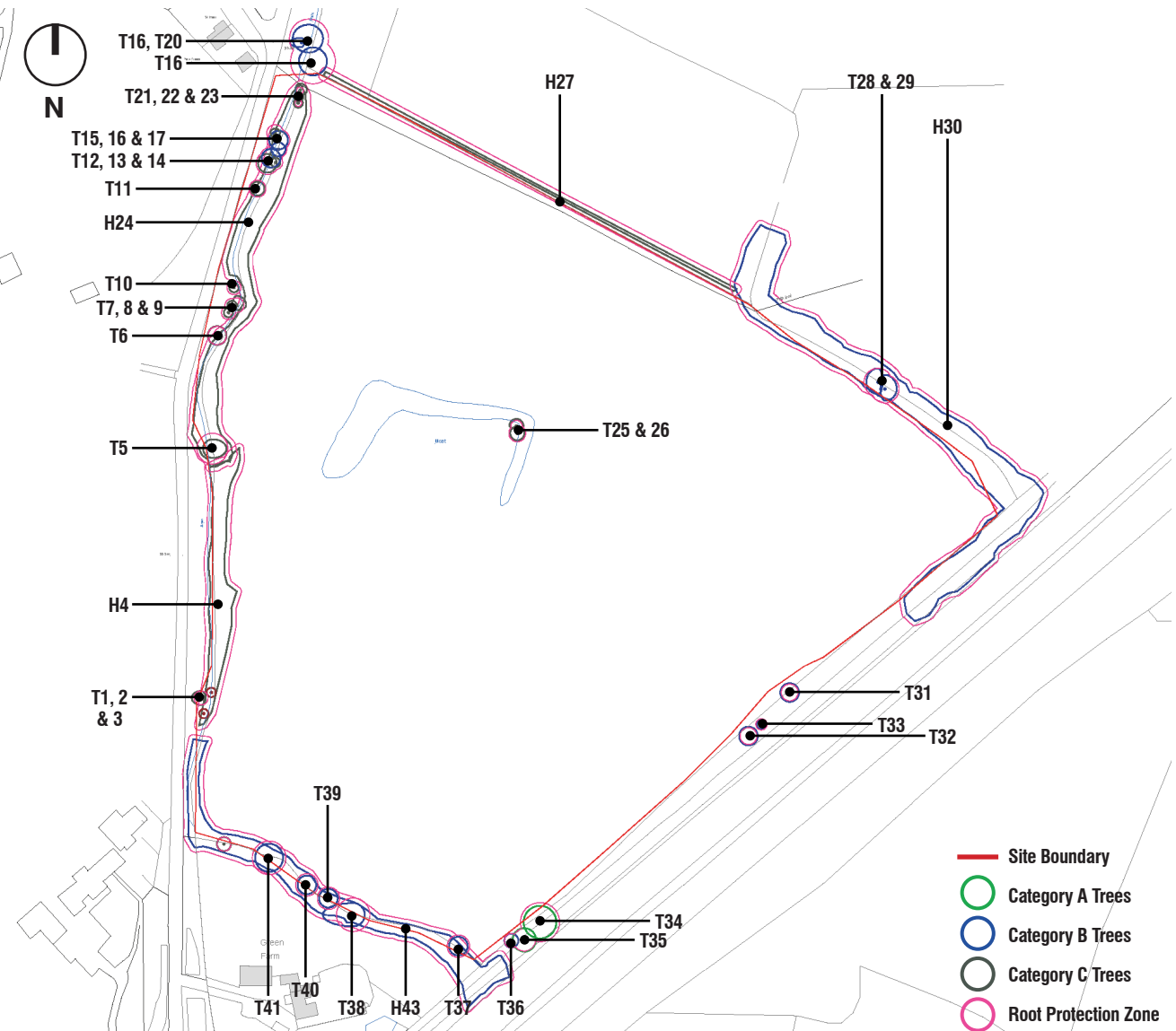


Figure 2.53: Arboriculture survey



## 2.0 | Assessment

### 2.8 | Physical Audit

#### Hydrology

Anecdotal evidence suggests that the historic moat is presently waterlogged at all times of the year, creating an area of ecological importance and helping to preserve any archaeological remains which may exist within the moat.

Historic England have expressed concerns that development of the site may disrupt the mechanism which supplies water to the moat. A Water Environment Baseline for the moat concluded that the most likely water supply mechanism to the moat is a combination of direct rainfall, surface runoff, and shallow groundwater seepage/interflow. The Water Environment Assessment did not identify conclusive evidence that the moat is fed by a spring, and its constituent water is demonstrably partly comprised of run-off from the surrounding fields.

#### Design Considerations

- Development of the site and the construction of any drainage infrastructure should ensure that the moat continues to remain waterlogged post-development.
- The proposed drainage system should ensure there is no increase in pollutants entering the water environment of the moat.

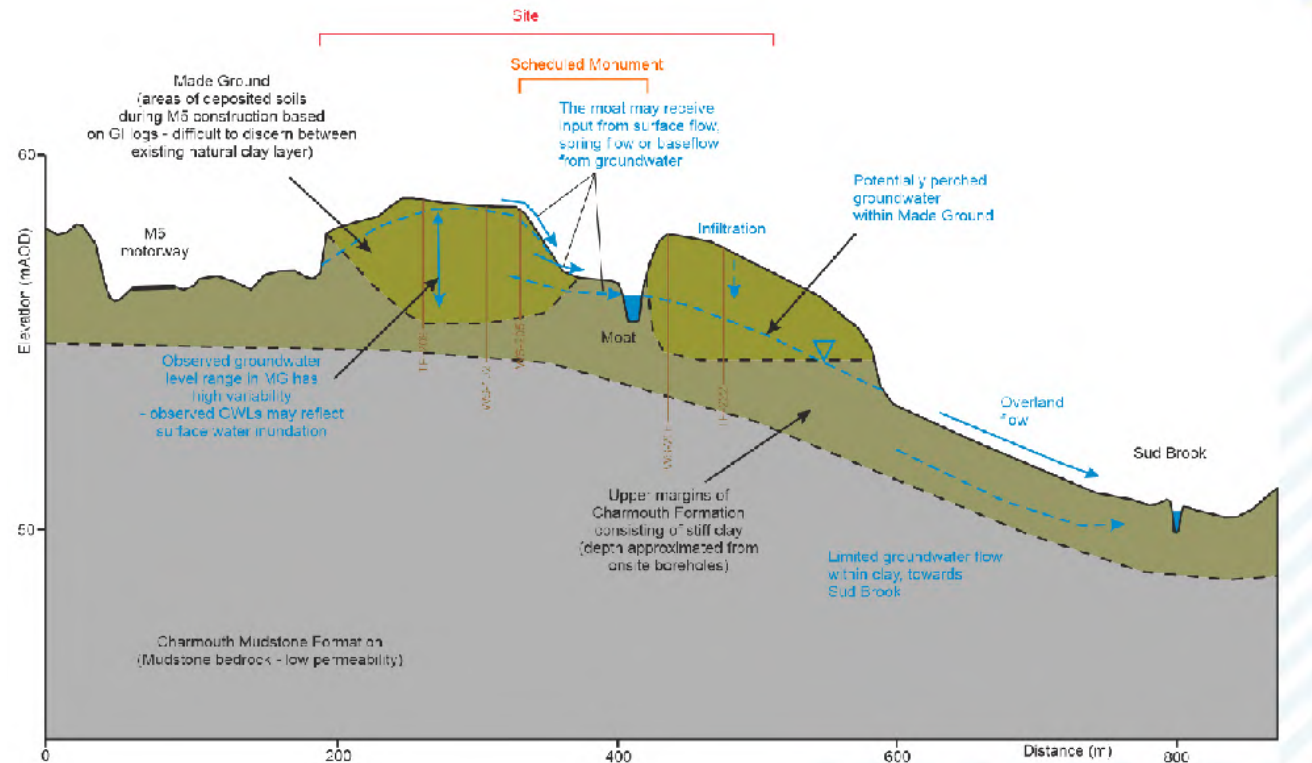


Figure 2.54: Hydrogeological conceptual model



Acoustics

24 Acoustics have been commissioned to carry out an acoustic survey and generate a Noise Impact Assessment to determine the level of noise generated by the M5 Motorway and the potential impact this might have on any proposed development.

The Noise Impact Assessment calculated that a satisfactory internal environment in all habitable rooms, in regards to noise, can be achieved via the specification of appropriate glazing and ventilation.

On the above basis, the report concludes that the noise levels created by traffic on the M5 can be sufficiently mitigated to enable adequate acoustic conditions post-development.

Design Considerations

- An earthwork bund or acoustic fence will be required to provide an adequate level of mitigation against noise generated by the M5.
- Acoustically rated window systems will be required to achieve the minimum sound reduction performance for dwellings closest to the eastern boundary
- Material will be needed to construct this bund necessitating a cut-and-fill strategy for the site.



Location 1: Measurement Results		
Day 07:00- 23:00 hours Average dB LAeq 16 hour	Night 23:00- 07:00 hours	
	Average dB LAeq 8 hour	Typical dB LAmax f
74	70	81

Table 3: Measurement Results, Location 1 (Eastern Boundary)

Location 2: Measurement Results		
Day 07:00- 23:00 hours Average dB LAeq 16 hour	Night 23:00- 07:00 hours	
	Average dB LAeq 8 hour	Typical dB LAmax f
60	53	76

Table 4: Measurement Results, Location 2 (Western Boundary)

Figure 2.55: Acoustic measurement locations and results



## 2.0 | Assessment

### 2.8 | Physical Audit

#### Landscape and Visual Impact Assessment

A Landscape and Visual Impact Assessment (LVIA) has been carried out by James Blake Associates (ref: JBA 21/169 - Doc 1) to review the potential impact that development of the site may have on the landscape of the area.

#### Landscape Character Areas

Four distinct Landscape Character Areas (LCA) exist within the local area. The site resides within the SC6A Vale of Berkeley with Urban Gloucester to the north SV14A Robins Wood Hill to the west and the Cotswolds AONB to the east.

The Vale of Berkeley is described as comprising of a large scale, gently undulating landscape with extensive almost flat areas lying between the undulations. Views towards the Cotswold escarpment and other landscape features such as Robinswood Hill give a sense of enclosure to areas of the vale.

The vale is primarily formed of rural features such as arable cultivation and pasture which are disrupted by settlement features such as the M5 corridor. Settlement forms a strong influence on the overall character of the Vale of Berkeley with views towards built form, such as the conurbation of Gloucester, commonly occurring in the wider landscape.

#### Key Views

The LVIA analyses the potential impact development at the site may have on viewpoints around the site and local area including from prominent overlooks such as Robinswood Hill, Painswick Beacon as well as from walking routes within the AONB such as the Wysis Way and Cotswolds Way.

It was determined that development would have the greatest impact on views from Winnycroft Lane, Robinswood Hill and Sneedham's Green. This impact is considered to be moderate adverse on views from Winnycroft Lane and Sneedham's Green falling to minor adverse 15 years

post-construction. From Robinswood Hill the impact is considered to be major adverse falling to moderate adverse after 15 years.

The report also found that development would have no impact on any viewpoints from the AONB.

#### Conclusions

The report concludes that whilst any development will give rise to change in the landscape of the area, and be visible from certain key viewpoints, this can be mitigated by creating a sensitively considered and designed layout. Areas of retained open space and enhancement of existing vegetation, along with new internal development planting will help to visually integrate the scheme into the surrounding landscape.

The Site is well contained within the wider landscape and visual effects are localised. To conclude, in landscape terms there are no overriding landscape or visual effects that should prevent the development of the Site as proposed.



Figure 2.56: View towards the site from Sneedham's Green



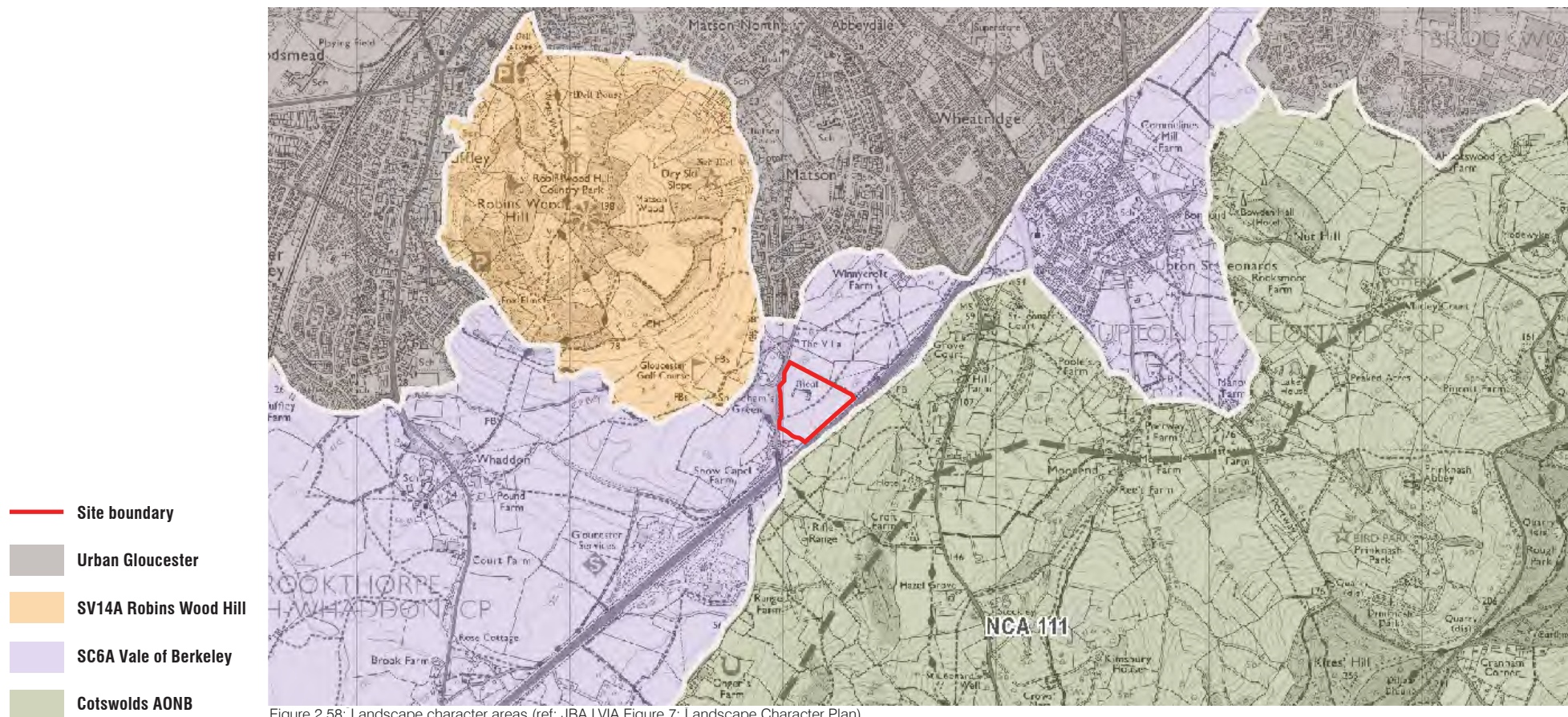


Figure 2.58: Landscape character areas (ref: JBA LVIA Figure 7: Landscape Character Plan)

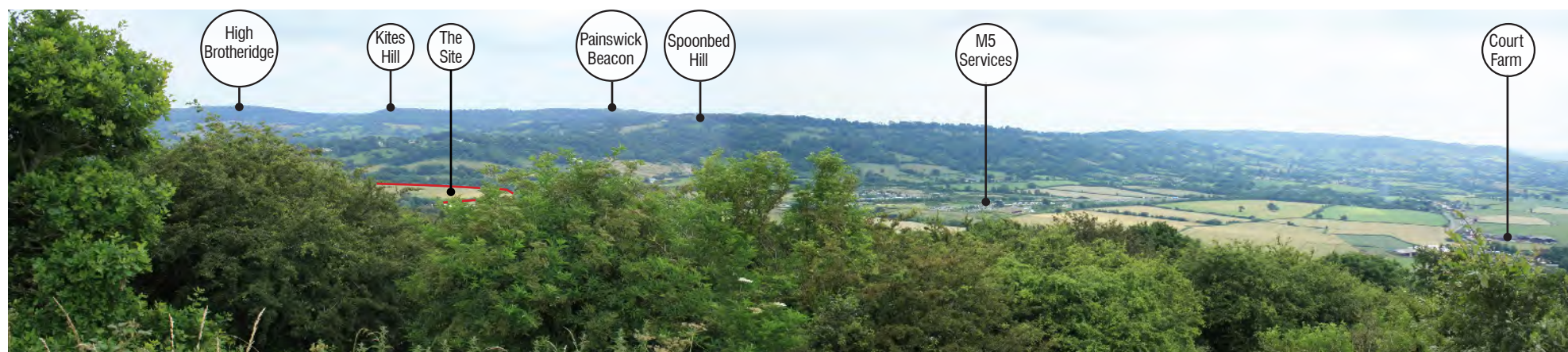


Figure 2.57: View south-east from the Wysis Way ridgeline near the summit of Robinswood Hill



## 2.0 | Assessment

## 2.9 | Constraints and Opportunities

The Site has been assessed by the team of specialist consultants to gather information about possible technical constraints. The framework masterplan seeks to respond to these constraints and create a resilient development framework to guide subsequent planning of the site.

### Heritage

- A landscape framework formed to create an open space from which the asset will be experienced.
- The boundary of the Scheduled Monument is within this proposed green space, with no development impeding upon the periphery.
- The western aspect of the Moat is left as grassland and meadow to provide openness towards Sneedham's Green common land to the west.
- Inter-visibility will be improved between the Moat and the Common through careful consideration of framing views, via thinning of existing gaps within the western boundary edge.
- Reinstall the historical hedgerow forming the southern enclosure of the Moat.
- The PRow will be realigned 'outside of the SM boundary' whilst providing public access and a new appreciation of the heritage asset.
- Water levels within the moat will be retained through the provision of a considered drainage strategy.
- Existing powerlines can be grounded removing their negative visual impact upon the immediate moat setting.

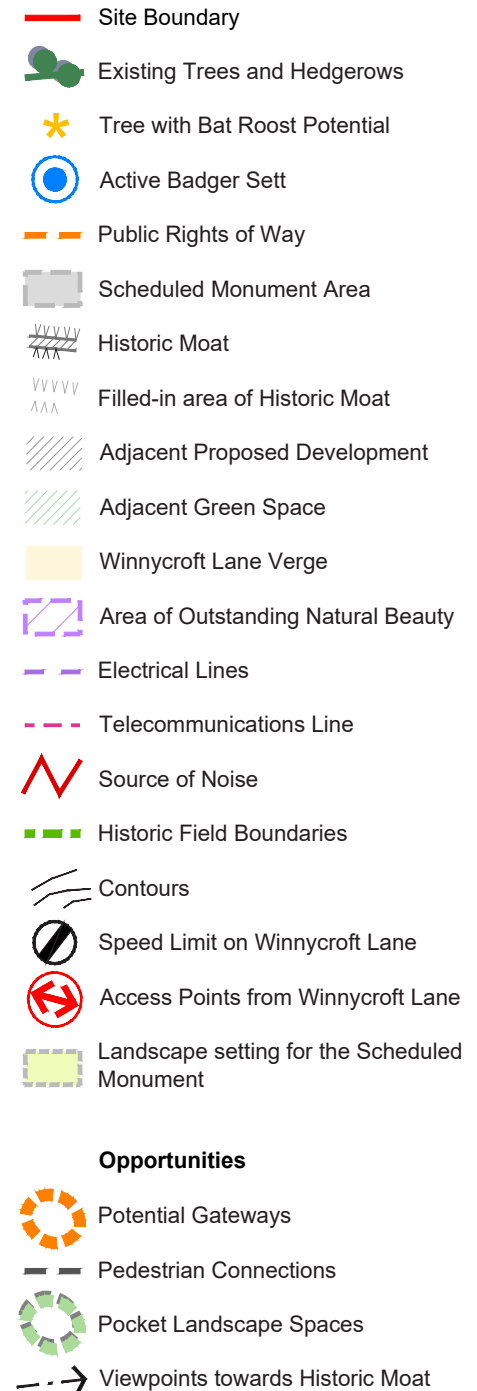
### Green and Blue Infrastructure

- Opportunity to provide ecological enhancements within the site and deliver a biodiversity net gain.
- Buffer planting will reinforce existing vegetation within the boundaries of the site.

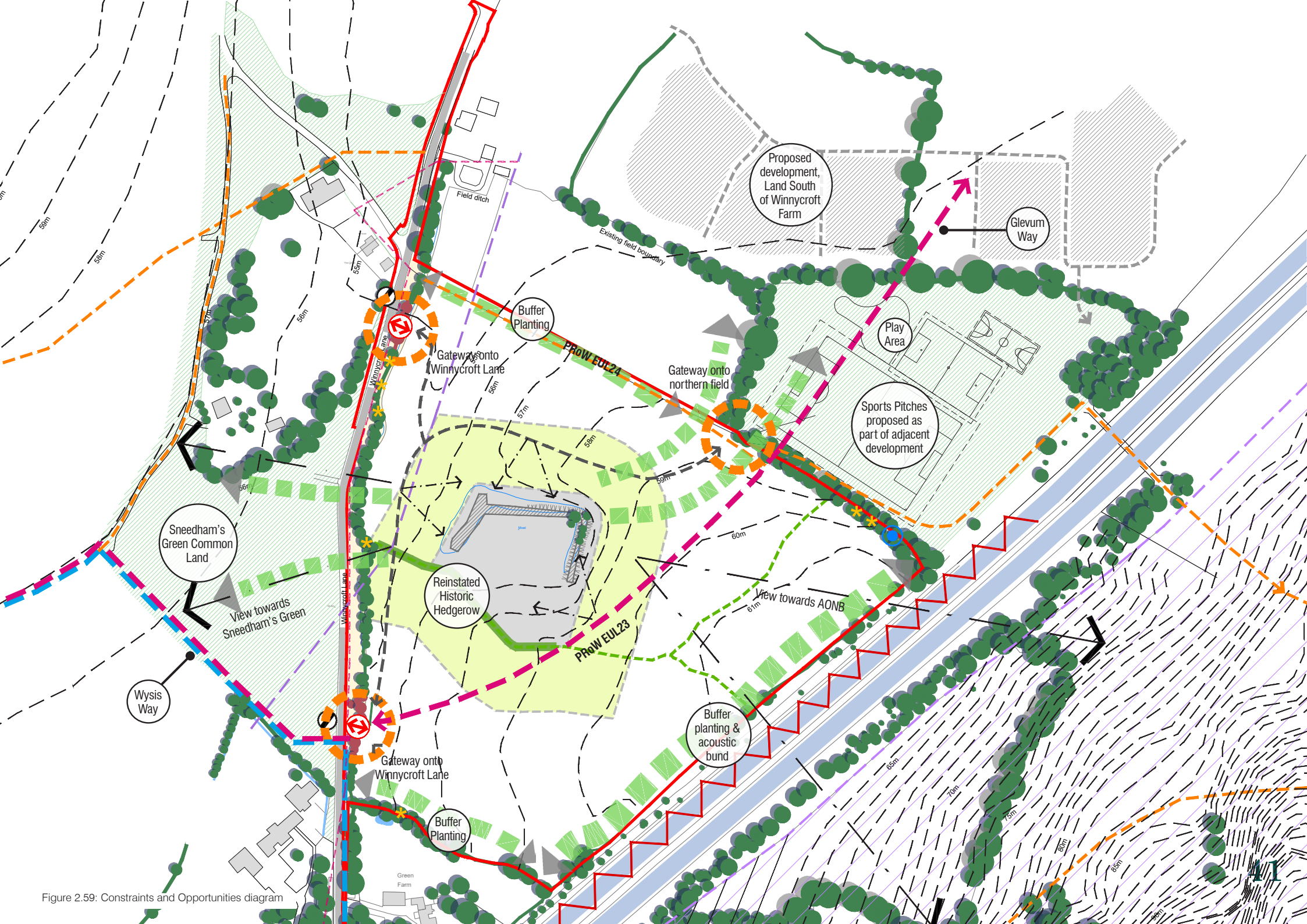
- Maintain ecological enhancement along the western boundary whilst improving inter-visibility between the site and the common.
- Enhance the brook that runs along the site's western boundary.
- Retain species rich habitats such as trees and intact species rich hedgerow boundaries.
- Incorporate generous green buffers around veteran trees on the site boundary, as well as buffers to trees with high ecological or visual amenity value.
- Enhance hedgerow boundaries where gaps occur. Native species planting palates will be utilised to maximise biodiversity value of the site and local green infrastructure network.

### Connections

- A primary vehicle access point can be provided from Winnycroft Lane in the north western corner of the site.
- An emergency access can be served from the south-western corner of the site. Access here can also form an attractive arrival space for users of the PRow and a link to the Wysis Way.
- The PRow diagonally crossing the site can be diverted around Manor Green.
- The northern PRow will be realigned around the Scheduled Monument and Manor Green facilitating public experience of the asset from this route.
- Internal pedestrian pathways will facilitate connectivity to the redirected PRow, through to the adjacent development to the north, Land South of Winnycroft Farm, and towards the local facilities at Matson.









# 3.0 | Evaluation

## 3.1 | Design Criteria

Assessment of the site and its context, along with responses to officer dialogue and consultation has been used to guide and inform the proposals for development of the site.

The table to the right records the evaluation of the constraints and opportunities to establish a set of specific design choices which have played a part in structuring the proposal. This was the start of the design process in considering how the development may be put together.

	MASTERPLAN DESIGN CONSTRAINTS	RESULTANT DESIGN CHOICE
1.	At the heart of the site lies a historic moat which is listed as a scheduled monument.	The proposed development will seek to create a sympathetic context with the area surrounding the moat formed of Public Open Space. There will be a landscape setting between the façades of dwellings and the boundary of the monument area.
2.	The site is visible from land to the west including Sneedham’s Green and Robinswood Hill.	In order to reduce the visual impact of proposed dwellings on views from the surrounding landscape additional boundary planting is proposed. When matured this vegetation will reduce the visual impact to minor adverse from Robinswood Hill.
3.	The M5 Motorway presents a significant visual and acoustic constraint with vehicle noise presently heard across the site.	A 3m high acoustic bund and fence will be provided along the Site’s western boundary helping to mitigate against the impact of vehicle noise. The bund will also provide a visual screen between the development and the motorway reducing its visual impact. Acoustically rating glazing will also be provided to dwellings nearest the western boundary.
4.	Historic England have expressed concerns that the proposal may alter the hydrology of the site and cause the moat to dry out.	The proposed drainage strategy will work to ensure the moat remains waterlogged all year round in order to help preserve any archaeological remains which may reside within the moat.
5.	The site has a historic relationship with Sneedham’s Green to the west.	This relationship will be re-established by creating a greater level of intervisibility between the sites moated area and Sneedham’s Green common. This will be achieved by maintaining existing gaps and planting proposed trees either side of the view corridor.
6.	Two Public Rights of Way PROW EUL23 and EUL24 cross the site.	These routes will be redirected within the development’s proposed footpath network.
7.	There is currently no footway access between the site and services within Matson.	A pedestrian route will be provided along the western edge of Winnycroft Lane linking to the existing footpath at the junction of Sneedham’s Road. Further, pedestrian access will be facilitated to the Public Right of Way (EUL23) along the northern boundary.
8.	Existing low-voltage power lines cross the site near to the western boundary.	These electricity cables will be grounded removing them as a constraint to development.
9.	Great Crested Newts have been confirmed to inhabit the moat.	The Great Crested Newt population will be translocated to an off-site habitat.
10.	The site will need an adequate drainage strategy to avoid the impact of surface water run-off on adjacent land areas.	The use of Sustainable Drainage features whilst best practice elsewhere was ruled out for this site due to the potential impact attenuation basins or swales might have on the hydrology of the moated site. Subterranean cellular storage will instead be used to hold water and mitigate the impact of surface water flows caused by the development of the site.

Figure 3.01: Masterplan design choices table



## 3.2 | Masterplan Concept

The primary aims of the masterplan concept are as follows:

- ① Creation of new public open space setting for the Moated Site at Sneedham's Green which will preserve the heritage asset and create an area from which people will be able to appreciate the scheduled monument.
- ② Introduce framed views from the moat towards Sneedham's Green.
- ③ Provide heritage interpretation boards to explain the historical relationship between the heritage assets.
- ④ Provision of vehicle access from Winnycroft Lane towards the north of the site. Additional pedestrian and emergency access will be provided at the current southern access gate.
- ⑤ Provide a pedestrian link to the existing PROW route running northwards through the Winnycroft Farm development providing a safe route through to Matson local facilities.
- ⑥ Retention and enhancement of existing tree habitats and integration of new boundary planting.
- ⑦ Formation of a logical system of movement through the site with clear routes for vehicles and pedestrians.
- ⑧ Creation of an acoustic bund and landscape buffer along the Site's south-eastern boundary to mitigate noise from the M5 Motorway.
- ⑨ Provide a quality housing enclosure around the proposed 'Manor Green' park.



Figure 3.02: Masterplan concept



# 3.0 | Evaluation

## 3.2 | Consultation Timeline

The project team have actively engaged with Gloucester City Council officers, Historic England and local stakeholders over the project duration to try and gain consensus on the design approach of the proposal.

SITE PROMOTION FOR JCS	The site was promoted for inclusion within the Joint Core Strategy (JCS; coordinated by Gloucester City Council in tandem with Tewkesbury Borough Council and Cheltenham Borough Council and adopted on 11 December 2017).	
	The monument was highlighted by the Council's evidence base for the JCS as warranting and needing improved management but omitted the site from the wider Winnycroft allocation.	
SEPTEMBER - NOVEMBER 2017	CONSULTATION BETWEEN HISTORIC ENGLAND AND EDP	
2020 - 2021	Advice was sought by EDP from Historic England (HE) at pre-application stage to determine the potential impact that development of the site may have on the scheduled monument, Moated Site at Sneedham's Green.	
	Feedback from Melanie Barge of HE stated that the proposal shown at pre-app stage would 'cause harm of significance' to the monument by removing the connection between the moat and its historic rural landscape and setting.	
FEBRUARY 2020 - PRESENT	Counter-argument was made by EDP that the relationship between the moated site and its rural landscape had already been compromised by the construction of the M5 Motorway and the encroachment of urban development in the form of Matson and the more recent Winnycroft allocation to the north.	
	Andrew Crutchley added that the council's own evidence base prepared for the JCS concluded that "Development should seek to create a positive relationship with the scheduled moated site at Sneedham's Green, such that it becomes a borrowed landscape – in order to reduce the risk of it becoming side-lined and neglected as a result of the development's proximity. Consideration should be given to the provision of an interpretation panel on footpath network".	
SITE PROMOTION THROUGH GLOUCESTER CITY PLAN	Mr Crutchley also argued that, 'whilst development on this site has the potential to cause harm to the scheduled monument through change within its setting, it also has potential to bring forward significant benefits in terms of the delivery of much needed new housing, but also in terms of the moat's long-term conservation and management'.	
	Black Box Planning (BBP) has engaged in and promoted the site through the Gloucester City Plan preparation and examination through the following stages:	
		<ul style="list-style-type: none"><li>• Pre-Submission Gloucester City Plan (Regulation 19) - February 2020</li><li>• Gloucester City Plan Examination – May 2021 to present</li></ul>



JUNE 2020

PRE-APP SUBMITTED TO GLOUCESTER CITY PLANNING

SEPTEMBER 2020

MEETING WITH ANDREW ARMSTRONG, GLOUCESTER CITY ARCHAEOLOGIST

A meeting was held with Andrew Armstrong, the Gloucester City Archaeologist. At this meeting it was requested that any application would have to be accompanied by a Water Environment Assessment in accordance with Historic England's guidance Preserving Archaeological Remains Appendix 3 – Water Environment Assessment Techniques (2016). An archaeological evaluation of the site was also requested as well as evidence to demonstrate that the site no longer contains any archaeological earthworks. A limited evaluation was carried out in December 2020 which tested the site's disturbance as well as the thickness of made ground.

Later correspondence with Andrew Armstrong and Melanie Barge after the submission of the evaluation report resulted in a further request for 'profiles across the site using geo-technical and evaluation results which show us the depth of over burden across the site and at least infers/predict the depth of overburden with the scheduled area'.

MARCH 2022

FINALISATION OF DESIGN

Further evidence base was collated to inform the masterplan response to the site including drainage, and ecological assessments.

In response to HE's request to investigate the source of water within the moat, further hydrological modelling was carried out to ascertain the source. The evidence informed a drainage strategy to retain run-off water into the moat and improve the water quality.

Further ecological surveys and landscape visual impact studies informed an integrated approach to the design of the POS and connected GI corridors to provide multifunctional functions. The result provided a generous landscape setting to the moat whilst also providing ecological enhancement including a biodiversity net gain.

APRIL 2022

27 April 2022

Public Exhibition held at the Redwell Centre, Matson, Gloucester

Members of the public had chance to view the design proposals of the scheme via a series of exhibition boards with consultant team members and client representatives from Bromford.

The key concerns raised related to the traffic impact of the scheme upon the local road network. Pegasus Transport engineer was on hand to answer technical questions relating to congestion, traffic calming, concerns over car parking and pedestrian safety. Further detail is set out in the Statement of Involvement.



## 3.0 | Evaluation

## 3.4 | Design Evolution

### June 2020

The first masterplan concept was generated to form a large area of open space around the moated site.

Access was established from Winnycroft Lane, with two points of vehicular entry. Pedestrian links to Matson were to be provided via the proposed development of Land at Winnycroft Farm.

This proposal also sought to create a stronger connection between the moat and Sneedham's Green with emphasis on views into the site from the common.



### April 2021 - 210 Unit Scheme

Further assessment of setting and the historical mapping informed an idea to reinstate the historical hedgerow that formed the southern arm of the moat. The spatial structure of the development also changed informed by the local character studies, entailing key groupings of buildings around nodal spaces such as the arrival points into the site from Winnycroft Lane, the central parkland, and at the crossing points of pedestrian and vehicle routes.

The scheme was further developed with a view to providing 210 dwellings on the site. This however required a greater area of land to be developed north of the moat area bringing the build-line closer to the monument. Because of the increased impact this would have on the moat site the design and client team agreed to scale-back the scheme to 190 dwellings.





## May 2021

in response to additional highways evidence provided by Pegasus transport, a single point of access from Winnycroft Lane was favoured, located at the northern end of the site with a primary road serving vehicle movements to the development.

This change in the vehicle movement, provided opportunity to pull back development south of the moat to help reinforce a visual relationship between the Site and Sneedham's Green.



Figure 3.05: 210 Unit Scheme ref: 3250-O3S-SnowCapelFarm\_0030-Proposed Site Plan rev P9

## March 2022

A refined attenuation strategy for the scheme and established the use of underground holding tanks given the context of the moat.

The housing plot arrangements were developed to accommodate parking standards and improved car manoeuvring, whilst ensuring a non-vehicular route was maintained around the edge of the central green.

A mews style parking arrangement was removed in favour of rear served parking spaces serving the housings fronting onto Manor Green. Shared surfacing in the lanes was also refined at this design stage.



Figure 3.06: Proposed site plan ref: 3250-O3S-ZZ-XX-GA-A-0030-ProposedSitePlan-S0-P16



## 4.0 | Design

### 4.1 | Overview

The Masterplan shows how the vision and design principles, shaped by the site analysis, have been applied to the site.

The development framework includes provision of 190 new dwellings with associated vehicular and pedestrian access as well as provision for new landscape uses. The heart of the scheme is arranged around 'Manor Green' containing the SM, reclaimed hedgerow, new planting and recreational areas.

The eastern edge of the site is set aside as a green corridor which provides a 3m acoustic bund with fence and wildlife open space, along with new boundary planting. The motorway has a negative impact upon the current moat setting, due to the noise that dominates the setting of the SM. The proposed development would transform this experience through layers of noise mitigation from the motorway edge, starting with an acoustic bund and carefully configured built form. This approach will aid in providing additional planting to blend the proposed roof scape from elevated views from the East and the Cotswolds AONB.

#### Spatial Structure

The 'Manor Green' forms a green heart to the scheme, providing both amenity and public access to the SM. The PRow's on site are realigned to provide improved pathways that loop to proposed footpaths around the moat enclosure.

The development is structured into a loose grid to maximise permeability for pedestrians and cyclists. Linkages through to the recently approved urban development to the north and along Winnycroft Lane will provide connectivity with the network of routes and green spaces. Existing Local facilities are closely situated within walking distance of this site and it is possible to improve the pedestrian routes to reach these. Connections to local bus stops will also be

facilitated to provide alternative means of transport from the site to wider City destinations.

The entry into the housing area is marked by a gateway entrance space and view to a green street that threads a series of nodal spaces in the movement network. These points are defined in the structure via a series of squares and key building clusters.

#### Heritage

Whilst development on this site has the potential to cause harm to the scheduled monument through change within its setting, it also has promise to bring forward benefits in terms of a quality housing scheme, and also in terms of the moat's long-term conservation and management. The following considerations to provide public benefits are listed below;

- As recorded in Chapter 2.3 analysis of historical mapping revealed a historical hedge which formed the southern enclosure of the designated monument boundary. The restoring of this hedge is considered to aid the legibility of the former setting of the moat lost through the C20 farming of the site.
- The careful framing of views from the moat towards Sneedham's Green, further explained in the Landscape Chapter 4.4, will also further enhance the public's understanding of the historical setting of the moat.
- The heritage interpretation board is also located at the convergence of the PRow's crossing the site and at an elevated position on the north eastern corner of the moat setting. From this vantage point, a view through to Sneedham's Green is best appreciated. To mark this point, a nodal area is created in the landscape scheme around the moat, refer to Chapter 4.4.

- The realignment of the PRow has also been carefully considered in terms of the best vantage points of the moat, further improving public access. The wayfinding markers (finger posts) introduced at pedestrian gateway points into the site also improve to create awareness of the feature from passers walking along the Glevum Way.
- In addition to the pedestrian and potential cycle movement strategy around the moat, it was considered a key aim to remove car movements around the periphery of Manor Green, Hence the rear parking solutions identified in Chapter 4.3 Access and Movement.

#### Affordable and Social Housing

50% of the proposed dwellings will be affordable or social housing delivering a scheme which is double Gloucester City Council's Policy A2 minimum requirement of 25%. Pages 47-48 provide a more detailed breakdown of the types of affordable accommodation provided.





Figure 4.01: 19-026 400A Concept Masterplan



# 4.0 | Design

## 4.2 | Quantum and Scale

As presented the development will provide up to 190 new homes. The division of land-uses is scheduled below, including the total Net Developable Area and POS quantum.

An accommodation schedule detailing the house types, the number of bedrooms within each dwelling, and the overall floor area of each house is also provided on the opposite page.

### Development Density

The overall density of the scheme is 39 dwellings per hectare spread over ~4.76ha of net developable area.



	Application Boundary	8.51ha
	NDA	4.76ha
	Strategic Landscaping	1.10ha
	Amenity Open Space	1.47ha
	Enclosed Moat Area	0.44ha
	Highways and Infrastructure	0.21ha
	Off Site Works	



Figure 4.02: Land budget





- Site boundary
- 1 Bedroom Flat
- 2 Bedroom Flat
- 2 Bedroom House
- 3 Bedroom House
- 4 Bedroom House

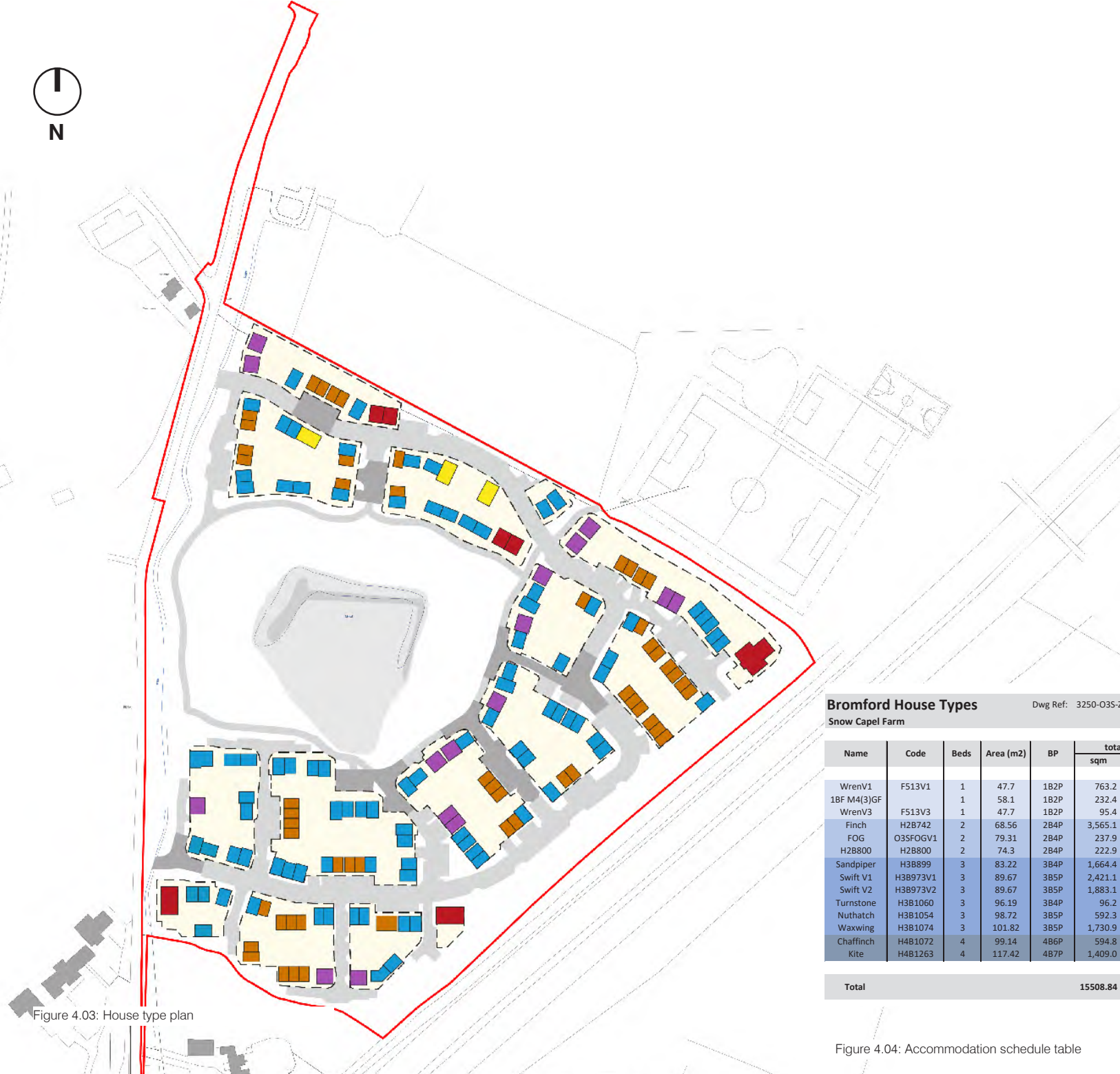


Figure 4.03: House type plan

Bromford House Types					Dwg Ref: 3250-03S-ZZ-XX-GA-A-0030-ProposedSitePlan-S0-P18			12/05/2022	
Snow Capel Farm									
Name	Code	Beds	Area (m2)	BP	total Area		Plotted Units		Mix Breakdown
					sqm	sqft			
WrenV1	F513V1	1	47.7	1B2P	763.2	8,215	16		
1BF M4(3)GF		1	58.1	1B2P	232.4	2,502	4		22
WrenV3	F513V3	1	47.7	1B2P	95.4	1,027	2		
Finch	H2B742	2	68.56	2B4P	3,565.1	38,375	52		
FOG	O3SFOGV1	2	79.31	2B4P	237.9	2,561	3		58
H2B800	H2B800	2	74.3	2B4P	222.9	2,399	3		
Sandpiper	H3B899	3	83.22	3B4P	1,664.4	17,916	20		
Swift V1	H3B973V1	3	89.67	3B5P	2,421.1	26,061	27		
Swift V2	H3B973V2	3	89.67	3B5P	1,883.1	20,269	21		
Turnstone	H3B1060	3	96.19	3B4P	96.2	1,035	1		92
Nuthatch	H3B1054	3	98.72	3B5P	592.3	6,376	6		
Waxwing	H3B1074	3	101.82	3B5P	1,730.9	18,632	17		
Chaffinch	H4B1072	4	99.14	4B6P	594.8	6,403	6		
Kite	H4B1263	4	117.42	4B7P	1,409.0	15,167	12		18
Total					15508.84	166,937	190	190	

Figure 4.04: Accommodation schedule table



## 4.0 | Design

### 4.2 | Quantum and Scale

#### Affordable and Social Housing

It is proposed that 95 (50%) of the proposed 190 new homes, will be classed as affordable or social housing. Of this 95, 41 will be categorised as Additional Rent, 29 as Shared Ownership and 25 as Social Rent.

The plan on the opposite page (figure 4.08) shows the locations of the various housing tenures within the masterplan structure. The table below (figure 4.06) provides a breakdown of accommodation size and tenure type.

#### Building Heights

The majority of dwellings will be 2 storey in height with 17 x 2.5 storey dwellings. The enclosure around the moat is limited to 2 storeys to reduce the elevation height fronting onto the Manor Green

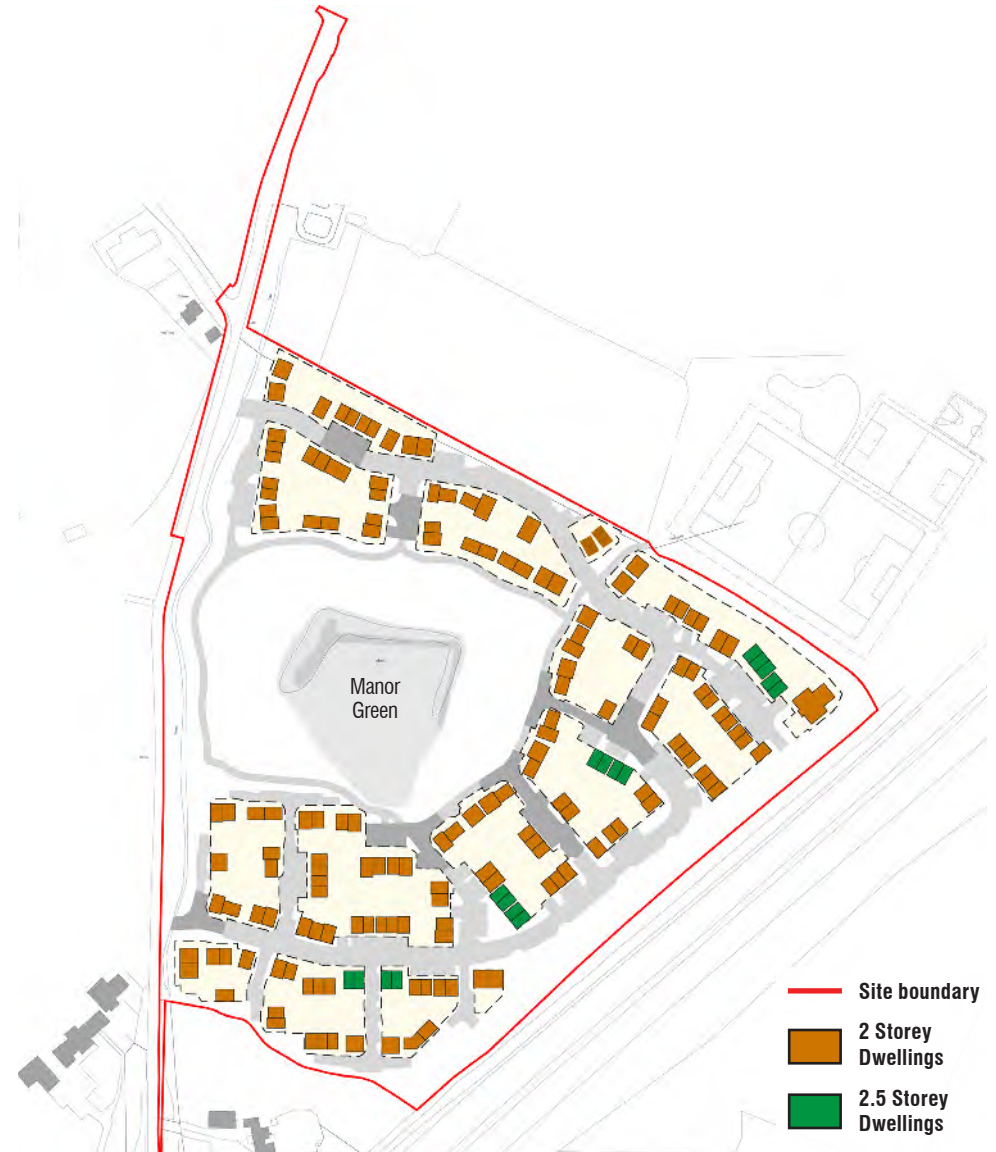


Figure 4.06: Building heights plan



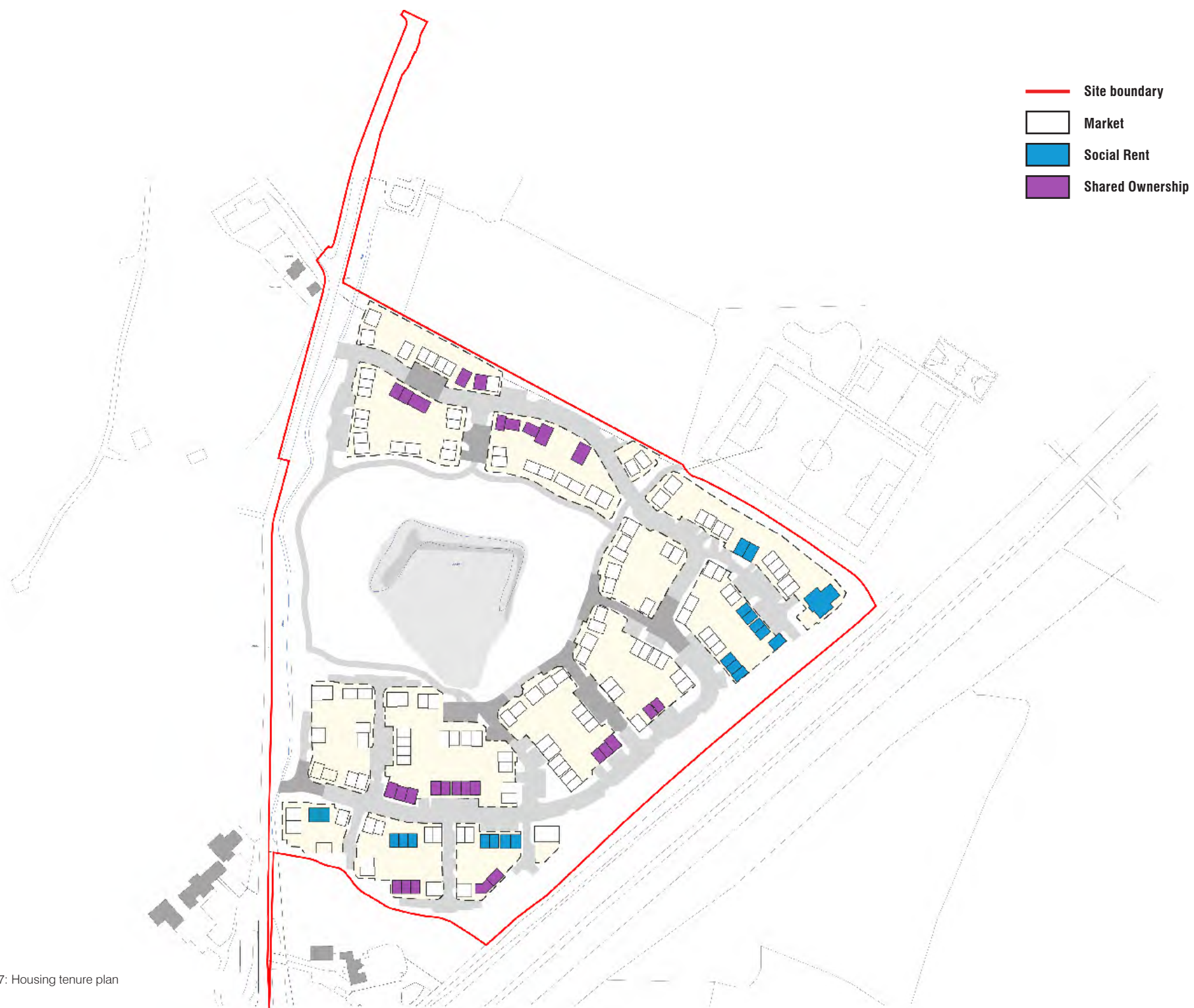


Figure 4.07: Housing tenure plan



## 4.0 | Design

### 4.3 | Access & Movement

#### Site Access Junction

It is proposed that primary vehicular access to the site will be provided via a new priority junction from Winnycroft Lane, around 40 metres south of the existing northern field access. An emergency access is proposed around 175 metres further south. Visibility splays can be provided in accordance with recorded 85th percentile speeds, within the adopted highway and common land.

#### Pedestrian Connections

Pedestrian access to Matson is proposed via a pedestrian crossing across Winnycroft Lane adjacent to the proposed vehicular access junction. An off-site footpath is also proposed on the western verge of Winnycroft Lane up to the junction of Sneedhams Road providing a safe connection to the existing footpath on the north side of the junction. Refer to Pegasus Transport drawings for further footpath design detail.

There is also provision of a footway connection to the northern boundary of the site linking to PRoW EUL23 and the Barratt Homes development to the north.

The existing north-western and south-western access gates will be adapted to provide pedestrian access from Winnycroft Lane. These gateways also serve as entry points for the two Public Rights of Way which traverse the site and as such the PRoW's will be retained at these points.

#### Site Highway Network

The new development road network from the Winnycroft Lane access will be designed to minimise vehicle speeds, with side roads from this to give priority for pedestrians and cyclists.

#### Public Transport

The nearest bus stops are located on Matson Avenue with Stagecoach route 1 providing a service to Gloucester City Centre from these stops. Improvements to footpaths and pedestrian connections to the north of the site should improve the accessibility to these stops allowing them to be reached in ~9 minutes from the site on foot.

#### Car Parking

The proposal features 1 parking space for one bedroom dwellings, two spaces for two bedroom dwellings, and 2-3 spaces for three and four bedroom dwellings. Overall there are 377 allocated parking spaces and 32 visitor spaces providing a total of 409 spaces.

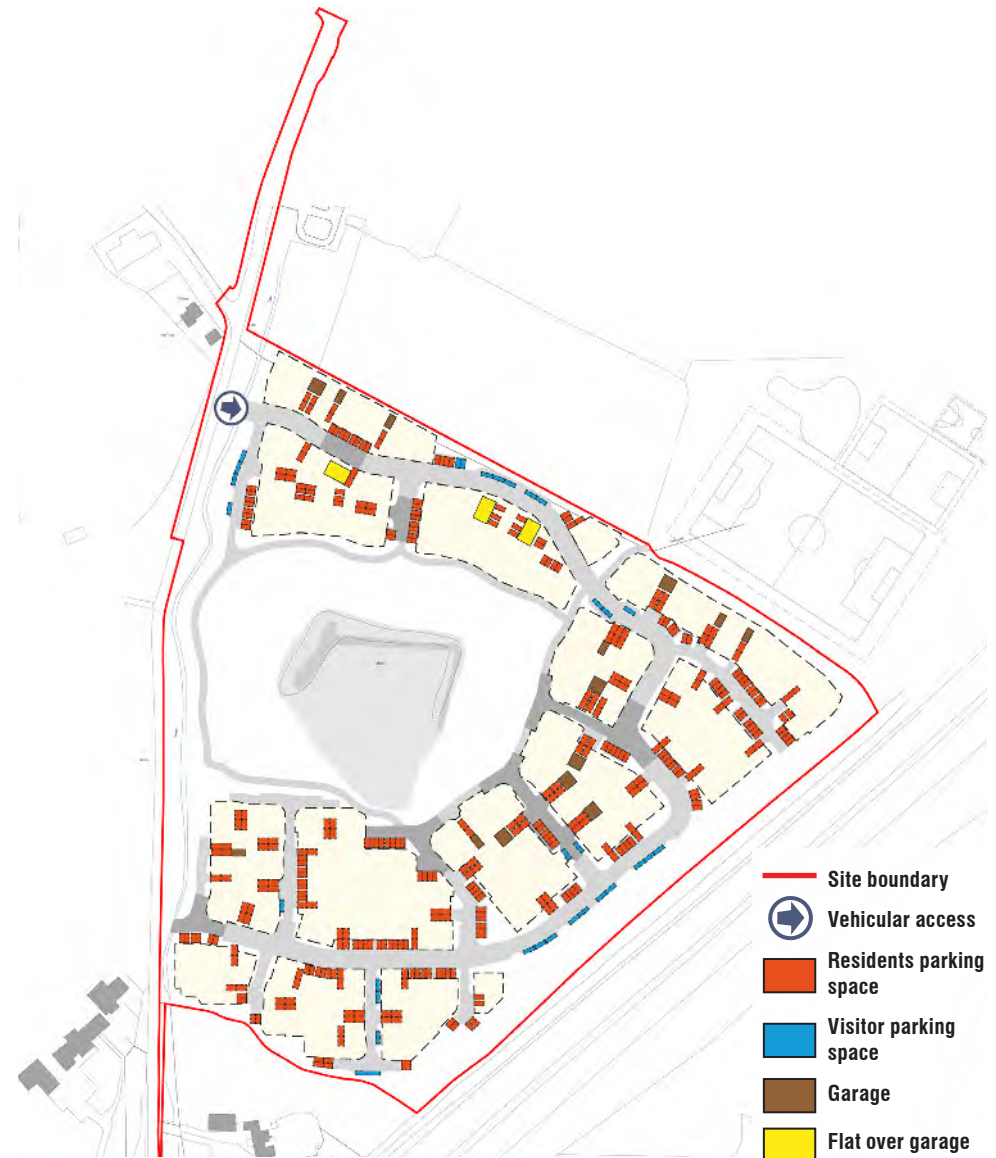


Figure 4.08: Car parking strategy



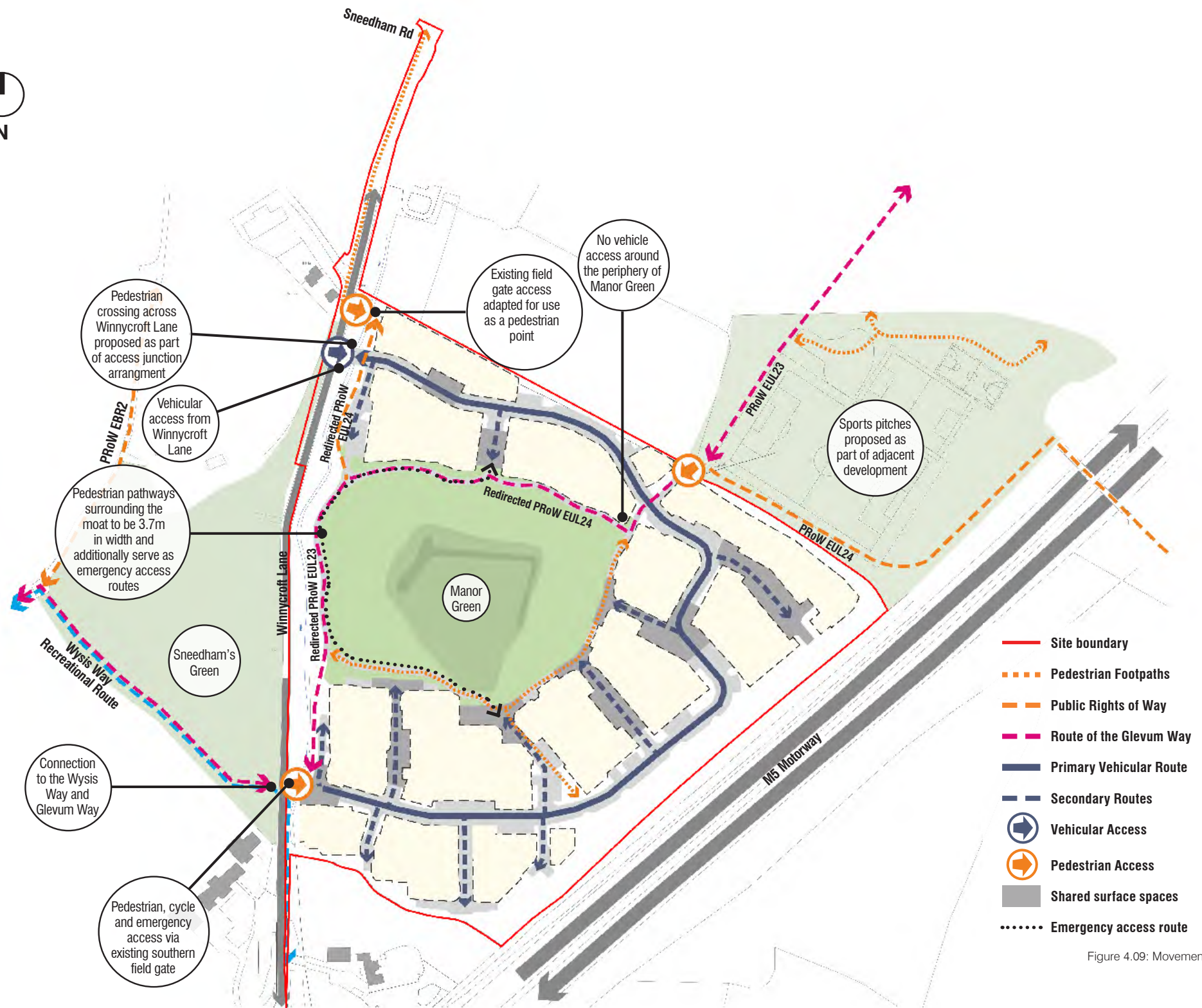


Figure 4.09: Movement diagram



## 4.0 | Design

### 4.4 | Landscape

#### Landscape Vision

The landscape strategy plan sets out the level of strategic spatial arrangement envisaged for the Site in order to provide a high quality landscape setting and strong green infrastructure framework to the proposed buildings. The landscape objectives of the Proposed Development include:

- Two new arrival and departure points Winnycroft Lane on its western edge.
- Development of strategic green infrastructure to create a framework for development.
- Enhancement of Public Rights of Way, pedestrian and cycle routes through the Site.
- Enhancement of ecological corridors and boundaries throughout the Site
- Screen and buffer the M5 to the south east of the Site.
- To develop and enhance the Site boundaries as nature conservation habitats for a range of locally occurring species.
- To develop and enhance the Site boundaries as nature conservation habitats for a range of locally occurring species.

#### Residential Areas

The residential development will incorporate areas of subtly different characters to define and create a sense of place. As a result planting will be designed to respond to the individual character areas. Semi native and ornamental hedges and ornamental shrub beds should be used in more formal areas to define the street and soften the built form. In other areas planting has the potential to be more rural in character with strategic planting used to soften the development edge and open spaces. Native species will be

used adjacent to open spaces and along the Site boundaries to create an appropriate transition to the surrounding area. Appropriate street trees will be used within the residential areas to soften built form and frame local views.

A bund and buffer planting will help to reduce the noise from the M5 within residential areas and provide additional screening.

#### Central Moat and Green Space

The central open space will be imaginatively and sensitively designed to maintain an immediate landscaped setting of the moat which as a designated Scheduled Monument will be protected and enhanced through subtle planting of native trees to give character, break up built form, whilst not impinging on the wider setting of the moat. A network of footpaths, cycle paths, opportunities for informal recreational play alongside provision of wildlife habitat will contribute to healthy lifestyles and quality of life.

#### Biodiversity Enhancement and Green Links

All strategic planting will incorporate species that are native and locally appropriate to the area; plant stock will be of local provenance where possible. Existing and historic field boundaries will be enhanced to reinforce and expand ecological corridors throughout the Site and to the wider Site setting where possible. These corridors will create habitat and foraging opportunities for local fauna and connect Site features.

Green links throughout the development connect areas of public space and link the development to the wider landscape such as the registered Common Land, Sneedham's Green.

#### Green Infrastructure

Existing boundary hedgerows and trees will be retained (with buffers to development), reinforced and brought into regular, long-term management. This will protect visual amenity and landscape character as well as continuing to offer commuting and foraging opportunities for wildlife.

Several incidental open spaces are proposed within the development. Groups of native tree planting within the open spaces will contribute to the local amenity and biodiversity, as well as providing a green framework for the buildings in local views.

Multifunctionality is central to the green infrastructure concept and approach. It refers to the potential for green infrastructure to have a range of functions, to deliver a broad range of ecosystem services.

The Public Open Space as part of the Green Infrastructure indicated on the proposals will be 'multifunctional', enabling the land to perform a range of functions, such as the provision for healthy recreation whilst also providing ecological enhancement including a biodiversity net gain, and visual amenity improvement resulting in mental and physical health benefits for the users. Hedgerows and planting will also help to alleviate noise pollution from the M5.





HERITAGE INTERPRETATION BOARD



Figure 4.10: Landscape masterplan  
(ref: JBA 21-169 MASTERPLAN)

## Soft Landscape

	Existing Vegetation
	Proposed Ornamental Shrub Planting
	Proposed Ground Cover Planting
	Proposed Ornamental Hedge Planting
	Proposed Native Buffer Planting
	Proposed Native Hedge Planting
	Amenity Grass to Public Open Space Areas
	Back Garden Grass
	Plot Frontage Grass
	Mown Path
	Wildflower Meadow Grassland
	Proposed Planted Acoustic Bund
	Area of Retained Vegetation

## Hard Landscape

	Tarmac Paths
	Proposed Road and Parking Space Tarmac Surfacing
	Proposed Block Paving to Shared Surfaces and Private Drives
	Timber Post and Split Rail Fencing
	Slab Paving
	3m High Acoustic Fence

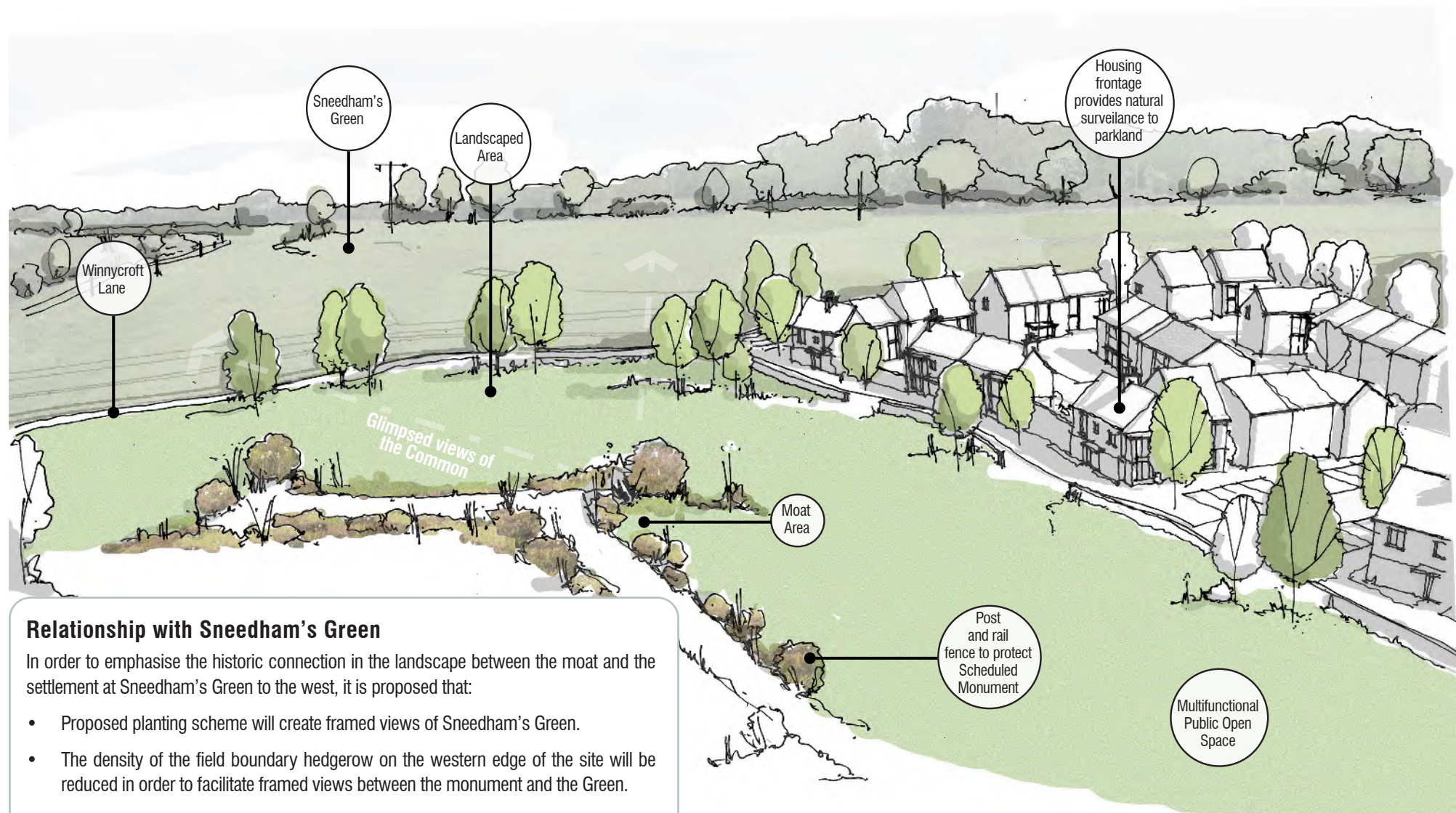
## Streetscape Items

	Picnic Table
	Heritage Interpretation Board
	Finger Post
	Naturalistic Play Items



## 4.0 | Design

### 4.4 | Landscape



#### Relationship with Sneedham's Green

In order to emphasise the historic connection in the landscape between the moat and the settlement at Sneedham's Green to the west, it is proposed that:

- Proposed planting scheme will create framed views of Sneedham's Green.
- The density of the field boundary hedgerow on the western edge of the site will be reduced in order to facilitate framed views between the monument and the Green.
- Interpretation boards are strategically located on walking routes, highlighting this historical relationship between Sneedham's Green and the moat.

Figure 4.11: Illustration showing proposed relationship between the proposal, the SM and Sneedham's Green



## 4.5 | Ecology

The Site provides generous areas of open green space along with tree and hedgerow planting which will connect the residents to nature and reduce recreational impacts upon nearby designated sites including the Cotswold Beechwood Special Area of Conservation (SAC) and Robinswood Hill Country Park Local Nature Reserve (LNR) and Local Wildlife Site (LWS).

### Habitat and Biodiversity Enhancements

Habitats within the Site are to be enhanced and created to provide net gains for biodiversity. The pond within the centre of the Site is to be retained and buffered from development. The grassland surrounding the pond will be enhanced into a wildflower meadow to increase its benefits for biodiversity.

The boundary habitats are to be retained and buffered from development with any gaps planted with native species. The enhancements to the boundary habitats will provide nesting opportunities for birds and foraging and commuting routes for bats. The Site will be enhanced further for bird and bat species by the inclusion of bird and bat boxes that are integrated within buildings on the Site.

Fruit bearing trees and shrubs are to be planted to increase the foraging resources for bird species. The creation of a bund with scrub planting to the east of the Site and the inclusion of hibernaculum near to the pond will create suitable habitat for amphibians and reptiles.

The measures outlined will ensure that the Site provides net gains to biodiversity.

### Tree Palette



Figure 4.12: Native Focal Trees such as *Acer campestre*, *Betula pendula* and *Carpinus betulus*



Figure 4.13: Street Trees such as *Acer campestre* "Streetwise" and *Carpinus betulus* "Frans Fontaine"



Figure 4.14: Ornamental Trees such as *Pyrus calleryana* "Chanticleer" and *Prunus* "Amanogawa"

### Proposed Landscape Elements



Figure 4.15: Public Open Space Areas



Figure 4.16: Wildflower grassland



Figure 4.17: Mown paths



Figure 4.18: Native hedgerows



Figure 4.19: Species-rich grassland



Figure 4.20: Wildflower Grassland within Public Open Space



Figure 4.21: Buffer planting



## 4.0 | Design

### 4.6 | Drainage

#### Water Management

The design proposal considers the need to provide attenuation features in order to prevent the development of the site from contributing to surface water flooding downstream and within the surrounding area.

Best practice would involve the use of sustainable drainage features (SuDS) normally in the form of basins, however due to the unique hydrology of the site this was ruled out. Typical SuDS features may interfere with the currently inundated moat which remains consisted flooded throughout the year. If the moat was to dry out, archaeological remains within the moat may become disturbed or damaged.

To avoid this potential outcome and provide an attenuation solution for the scheme two underground attenuation tanks have been provided within Public Open Space areas. These tanks will function in a similar manner to a system involving SuDS features but will crucially not interfere with the hydrology of the moat.

#### Drainage Strategy

**Catchment A:** 3.55ha area to discharge into moat. Approximately 55% will be impermeable and serviced by the proposed drainage system. A flow control chamber will restrict discharge flows to 12.1l/s.

**Catchment B:** 2.73ha area to discharge into Sud Brook. Approximately 55% will be impermeable and serviced by the proposed drainage system.



Figure 4.22: Preliminary Drainage Strategy (ref: 3880-200 - Preliminary Drainage Strategy)



## 4.7 | Acoustics

### Acoustics

The development proposal will provide a 3m acoustic bund and acoustically rated glazing to ensure the decibel levels within habitable rooms are limited to satisfactory levels. The acoustics assessment of the scheme also estimated that external noise levels in the majority of private gardens within the developed site are predicted to be at or below 55 dB LAeq, 16 hour with raised levels to the southern and eastern boundaries.

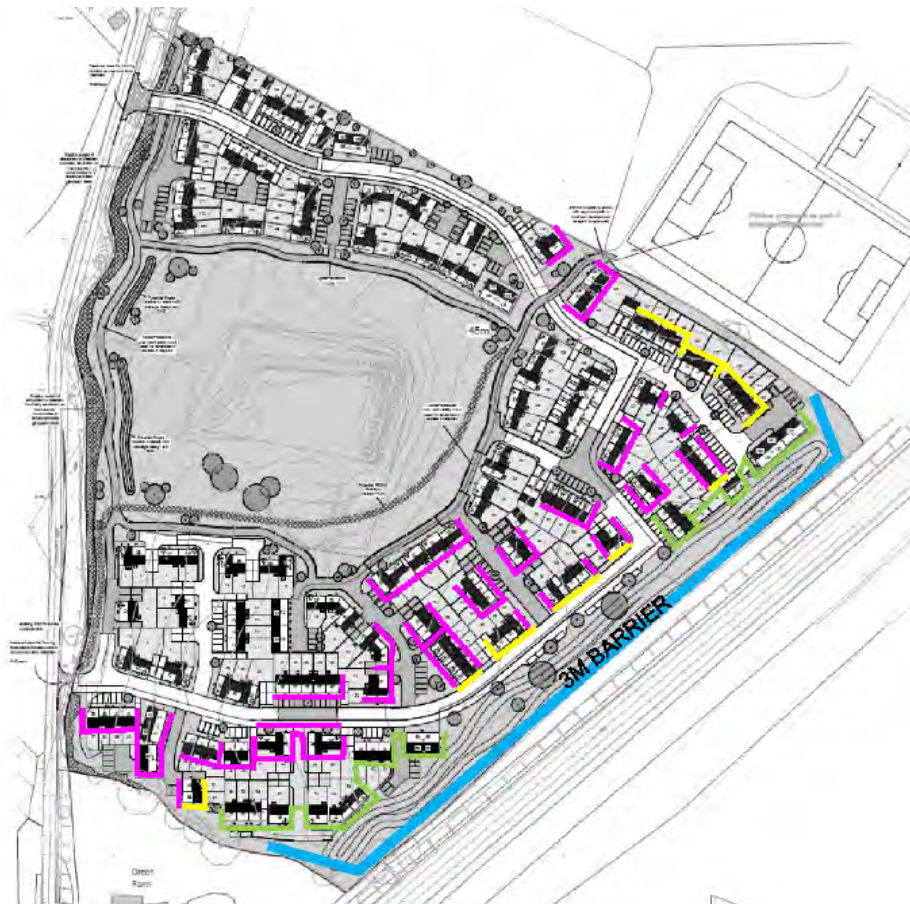


Figure 4.23: Acoustic glazing locations (ref: R9061-1 Rev 1 Land at Snow Capel - Noise Assessment)

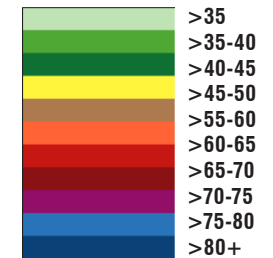


Figure 4.24: Daytime noise contours (ref: R9061-1 Rev 1 Land at Snow Capel - Noise Assessment)



## 4.0 | Design

### 4.8 | Appearance

#### Development Character Strategy

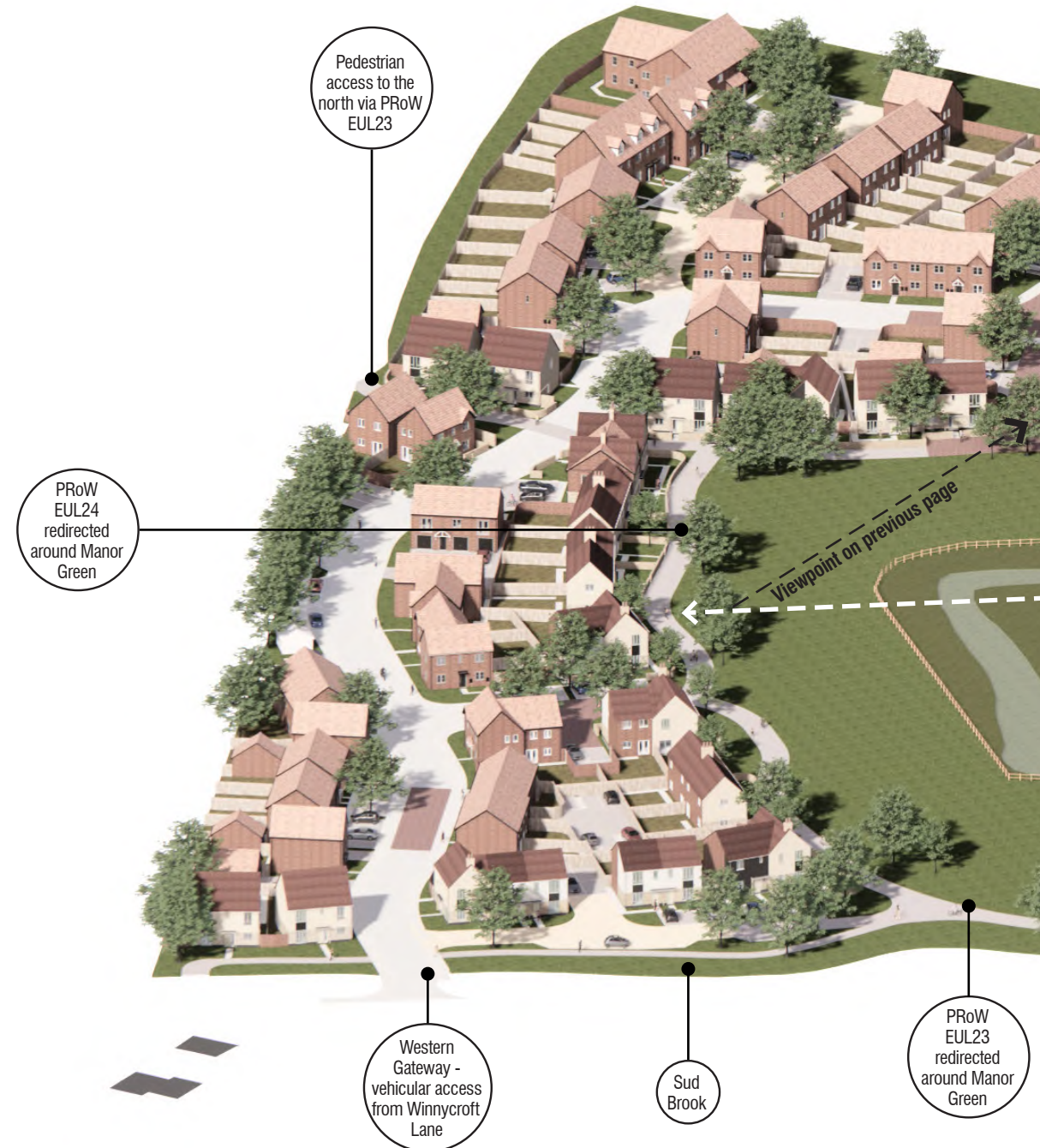
The character of the scheme will be derived from a village scale and propose a contemporary take on traditional forms and characteristics found within rural Gloucestershire settlements, with emphasis on achieving simplicity with considered detailing. Direct copying of historical features will be avoided to prevent a pastiche. A limited palette of style and materials will maintain a simple character and consistency.

The diagram on the right highlights the key features of the layout and how the scheme seeks to create a positive relationship to the Scheduled Monument.

#### Character Principles

Overall, the proposal will draw references from traditional village building form, massing and groupings. It is proposed that the scheme uses a natural material palette of earthy tones to assist in creating a development which complements the landscape.

These colours, combined with traditional and characterful built forms will integrate the scheme to sit comfortably within its setting.





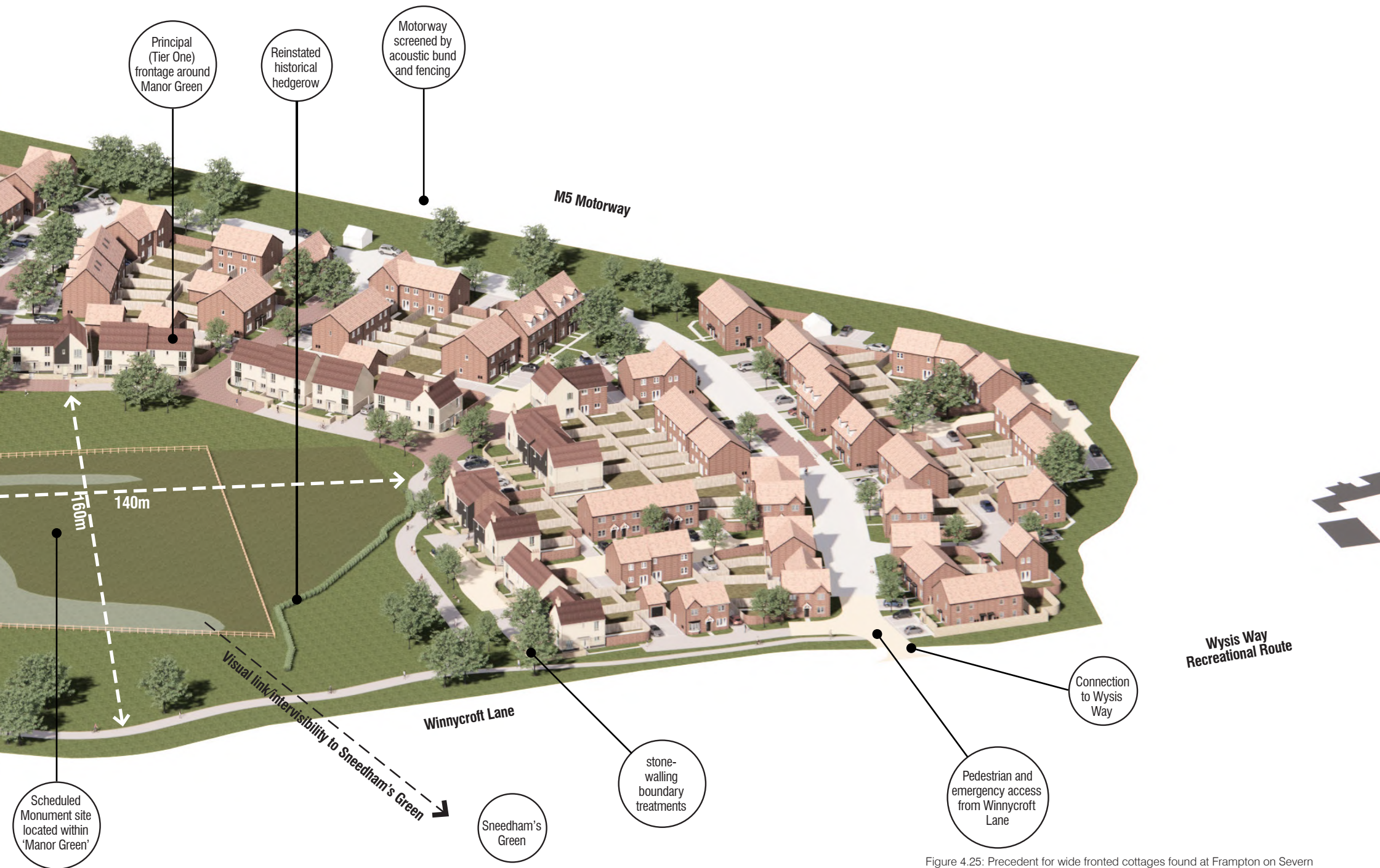


Figure 4.25: Precedent for wide fronted cottages found at Frampton on Severn



## 4.0 | Design

### 4.8 | Appearance

#### Development Precedents

Analysis of Local Distinctiveness recorded in Chapter 2.6 has informed the design appearance of the scheme. Fig 4.26 and 4.27 show a pair of precedent and context photos as character influences.

In reference to Policy G12: Gloucester Draft City Plan: Design standards, the local character assessment has meaningfully informed the architectural character of the proposal. Reference is made to the local vernacular; however the direct copying of architectural features is avoided. Instead, the design approach has been to reinterpret the local distinctiveness into a contemporary idiom to provide a high-quality scheme of its time.

#### Built Form

- Predominantly 2 storey detached, cottage pairs and grouping of three to four dwellings fronting the Green.
- Combination of symmetrical and asymmetrical facade compositions.
- Use of both wide and narrow fronted units, consequently creating a varied roofscape
- Occasional gable fronted dwellings pronounce key locations.
- A varied palette of materials creating a diverse and rich streetscape.

#### Plot Boundaries

- Low stone or brick walling with short front gardens in fig 4.27 and considered an appropriate treatment of gardens edging the Manor Green.

#### Materiality

- Primarily red-brick with a variation of hue and tone.
- White painted brick.
- Clay tile roofing.

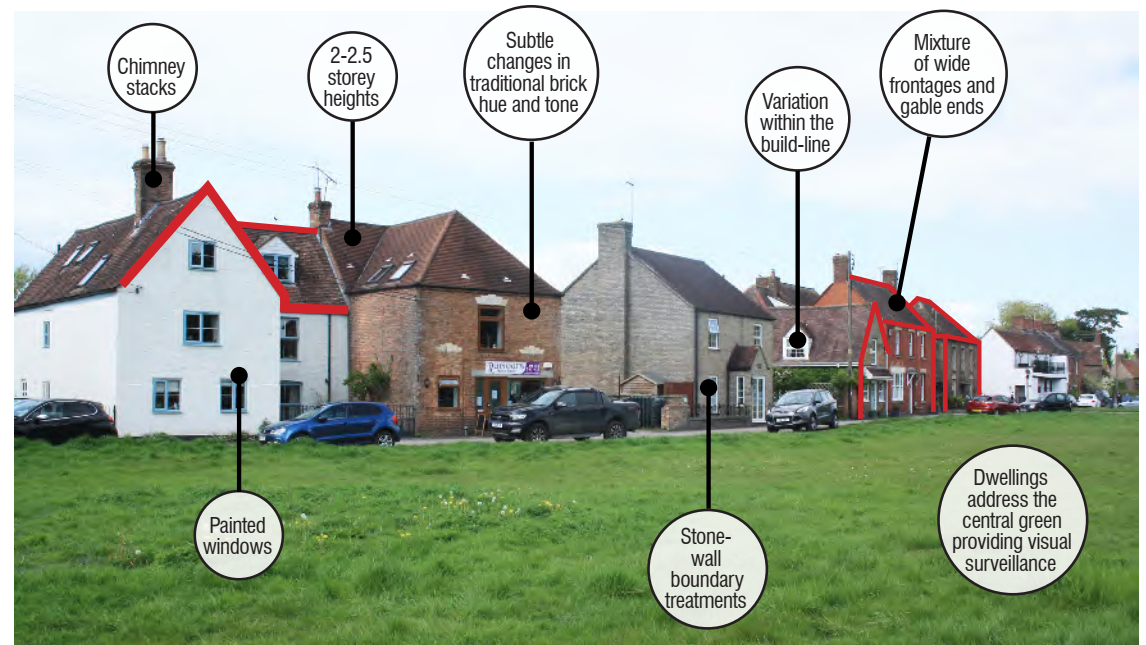


Figure 4.26: Precedent for architectural and layout composition found at Frampton on Severn



Figure 4.27: Precedent for wide fronted cottages found at Frampton on Severn



## Frontage Definition

The development parcels are structured to create frontages which define and enclose the Manor Green, key cluster areas and nodal spaces. Whilst all routes and spaces are overlooked, it is the frontages which are key to the scheme. These give the spaces their character, enclosure and give security from surveillance and overlooking.

The proposal will have a series of housing tiers, each tier will create a subtle alteration in the appearance of the housing in different areas of the masterplan.

### Tier One: The Manor Green

The enclosure of housing around the moat and the western gateway will be considered as key frontage, with an application of a high specification of materials to provide a subtle and appropriate setting to the moated site. These dwellings will also feature an interpretation of local village architectural characteristics translated into a contemporary approach.

### Tier Two: Hinterland

Comprising of the areas beyond the 'Manor Green' these dwellings serve to provide the base-line aesthetic and colour palette for the rest of the development, yet part of the same family.



Figure 4.28: Urban Structure and frontages diagram



## 4.0 | Design

### 4.8 | Appearance

#### Proposed Materiality

The materiality of the two housing tiers is listed below:

**Tier One** consists of:

External walls:

- Rough dressed imitation stone buff finish
- Weather boarding – HardiPlank Mid Night Black or similar.
- Buff render.
- UPVC facias and soffit RAL 7011Black or colour to be approved UPVC Windows RAL 7016 or colour to be approved.
- GRP front door, colour to be approved.

Chimney:

- Buff brick and red clay plots

Roof:

- Red Clay or Concrete Tiles from Russell Highland Slate Grey or Forticrete Slate Grey
- Russell Highland Cottage Red or Mixed Russet Forticrete Sunrise Blend Gemini

**Tier Two** consists of:

External walls - Brick:

- Brunswick Antique Red - red
- Brunswick Farmhouse Mix - red
- Brunswick Autumn – buff
- UPVC facias and soffit RAL 7016 or colour to be approved UPVC Windows RAL 7016 or colour to be approved
- GRP front door, colour to be approved.

Roof:

- Russell Highland Slate Grey or Forticrete Slate Grey
- Russell Highland Cottage Red or Mixed Russet Forticrete Sunrise Blend Gemini

#### Proposed Plot Boundaries

1. Low stone-walling (1m in height) to front gardens of Tier 1 housing.
2. Ornamental hedging, where space permits, to front gardens of Tier 2 housing.
3. Screening walls to be provided where rear and side boundaries meet public spaces - highways and POS (brick to match plot).
4. Close boarded fencing to divide rear private garden spaces.

(See drawing 3250-03S-ZZ-XX-GA-A-0210-SiteProposedBoundaryTreatmentStrategy-S0-P01 for further details)

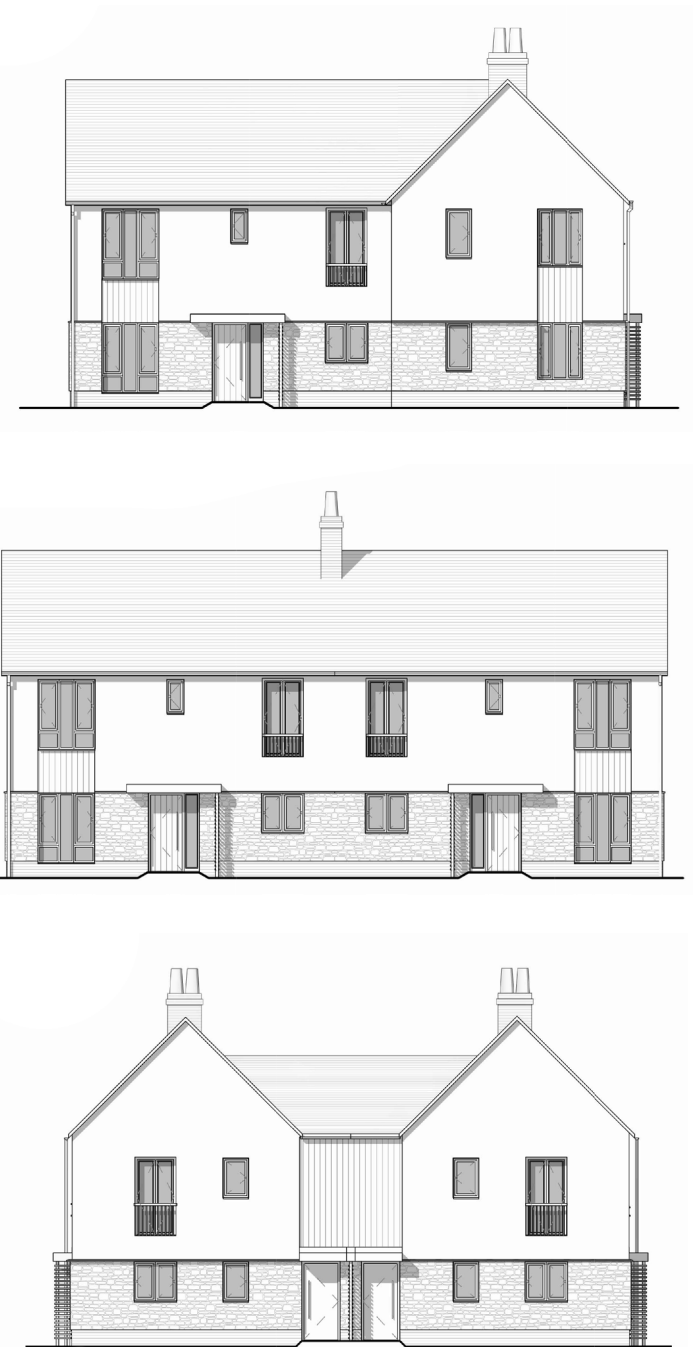


Figure 4.29: Examples of Tier One 'paired dwellings'





Figure 4.30: Boundary treatments diagram (ref: 3250-O3S-ZZ-XX-GA-A-0210-SiteProposedBoundaryTreatmentStrategy-S0-P01)



## 4.0 | Design

### 4.8 | Appearance

#### Bringing it Together

The scheme has been produced via collaboration between engineers, planners, landscape architects, architects and ecologists. The success of this scheme will require the continual integrated design approach through the detailed delivery of the scheme.

The integrated design principles aim to create a memorable landscaped environment and a characterful scheme with a recognisable local identity.

- ①. Rear parking served dwellings to create a pedestrian priority environment
- ②. Tree planting located at lane junctions
- ③. Meadow planting
- ④. Stone walling boundary treatment to Tier One housing
- ⑤. Wide frontage cottages
- ⑥. Manor Green frontage (Tier One)
- ⑦. Paired dwellings with gable pronouncing entrance to lane
- ⑧. Scheduled Monument Medieval Moat Area
- ⑨. Contemporary application of local material palette
- ⑩. Chimney feature to prominent Tier One house types







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Figure 4.31: Perspective of Manor Green



## 4.0 | Design

### 4.8 | Appearance

- ① Scheduled Monument Medieval Moat Area
- ② PRow EUL24 redirected around Manor Green with vantage points towards the moat



- ③ Cars purposefully removed from Manor Green via rear parking solutions
- ④ Low stone walling
- ⑤ Proposed Tier 1 housing frontage overlooking Manor Green







- ⑥ Tier 2 housing street scene
- ⑦ Integration of car-parking within streetscape



- ⑧ Visual links towards the Manor Green
- ⑨ Shared surfacing at nodal points within street hierarchy



## 4.0 | Design

## 4.9 | Sustainability

### Key Aspects

Emphasis is placed on addressing the scheme's sustainability regarding:

- Social - to engender an inclusive, healthy, facilitated and motivated new community;
- Economic - to support the sustainability of the local community;
- Environmental - to protect the environment and its resources;
- Community Safety - a safer place will be a place residents will value for the future.

The proposal aims to make a positive contribution by:

- Providing a sustainable setting for the scheduled monument;
- Making the most efficient use of land;
- Placing the proposed development in an accessible location;
- Providing a layout that gives the opportunity to create a valued built and natural environment;
- Protecting and enhancing natural habitats and local surroundings through the development process; and
- Accommodating a viable water management strategy.

### Social Sustainability

The site is within walking and cycling distance of facilities in Matson which includes a number of amenities including schools, recreation, healthcare and a range of shopping outlets. Cycle storage has been provided to all dwellings within the development.

Room for the provision of affordable and family housing both to buy and to rent as well as social housing and shared ownership tenures. Provision of a range of home sizes and tenures allows a broad social mix to develop to strengthen local communities.

### Inclusivity

The public realm can be designed to ensure that it is compliant with highway guidance, including provision of dropped kerbs and tactile paving as required. Signs will be clearly displayed, legible and kept to a minimum to avoid creation of obstructions.

### Environmental Sustainability

It is proposed that all dwellings on this site will be designed and constructed to achieve the building sustainability benchmarks which are now set and enforced through the Building Regulations (the level to be achieved will be determined by the date by which Building Regulations applications are submitted).

### Ecological Sensitivity

The proposal seeks to be environmentally responsive by protecting and enhancing natural habitats throughout the development process. Habitats are respected with careful placing of open space to afford protection.

### Material Management

Materials can be sourced to ensure that embodied energy is minimised - materials from accredited local manufacturers and suppliers will be sourced where possible. A construction waste management scheme can also be considered at a more detailed stage.

### Landscape

Use of Green Infrastructure will lessen potential urban heat island effects, with vegetated surfaces which reduce thermal storage associated with large expanses of paved surfaces. Tree planting gives summer shade and buffers against wind exposure.

### Community Safety & Security

A range of current guidance and planning policy has been considered in order to 'design out crime' within the development.

"Safer Places: The Planning System and Crime Prevention" is an ODPM document which gives guidance for new development.

The document establishes that there are 7 attributes that are particularly relevant to crime prevention. These are general guides to promoting careful thinking about crime prevention and community safety and creating quality for the locality.

The seven attributes of a sustainable community which are relevant to crime prevention are:

- Access and Movement
- Structure
- Surveillance
- Ownership
- Physical Protection
- Activity
- Management and Maintenance

All of these points have been considered as part of the proposed design. Aspects which are integral to the scheme include:

- Ensuring that dwellings overlook open spaces, with clear demarcation of public and private areas;
- Communal areas designed to allow for informal surveillance from nearby dwellings;
- Provision of robust boundaries in vulnerable areas (side and rear boundaries);
- Careful consideration of the orientation of dwellings;
- Promoting informal surveillance through articulation of side elevations with windows;
- Green infrastructure designed to respond to the need for passive surveillance and to reinforce security;
- Street lighting designed and coordinated carefully and to be compliant with adoptable standards.







*“When thinking about cities, towns or neighbourhoods, start with Life! Then think about spaces, then about the built form that creates such spaces. Then think about movement. Doing it the other way around never works.”*

Jan Gehl, *Life Between Buildings*, 1987