



MONARCH GREEN

Land at Foxlydiate Lane, Webbheath



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INTRODUCTION

This Design and Access Statement (DAS) Addendum document has been prepared by Barton Willmore on behalf of the Applicants, with input from GVA, Phil Jones Associates, Wardell Armstrong and Barton Willmore Landscape.

This document will be submitted as part of an updated Hybrid Planning Application package, which contains detailed information for access and highways and surface water drainage. Full details of these proposals will be provided within the updated application package and thus, all information contained within this DAS Addendum must be cross referenced to detailed and supporting technical information.



PURPOSE OF THE ADDENDUM DOCUMENT

This Addendum document will fully replace Chapter 2 of the DAS; Outline Planning Application Proposals and some elements of other chapters. This is due to the following changes being made to the masterplan:

A revised (reduced) development quantum and a reduced site area. A comprehensive masterplanning approach will continue to be implemented; a transparent hatch is shown over the area of the masterplan that is now omitted from the red line boundary.

Location, size and design of attenuation areas, in accordance with detailed drainage drawings submitted as part of this Hybrid Planning Application.

Location, size and design of primary and secondary movement routes, in accordance with detailed highways drawings submitted as part of this Hybrid Planning Application.

Revisions to the local centre design and layout, in accordance with detailed highways drawings submitted as part of this Hybrid Planning Application. A separate Indicative Local Centre Design Guide will be submitted as part of this updated application and will provide key design principles, with accompanying illustrative plans that can be used as a framework for future detailed design work.

Tree and hedgerows proposed for retention and removal; as presented on the updated Green Infrastructure Parameter Plan. This should be read in conjunction with the tree survey and accompanying arbocultural report.

A number of supporting design strategy plans and illustrative information are presented in a separate chapter and have been updated to reflect the changes outlined above. These plans are illustrative and do not form part of the approval. However, they will form guiding principles for detailed development proposals and the LPA may wish to approve them, in agreement with the Applicants.



Chapter 2:

OUTLINE PLANNING APPLICATION PROPOSALS

2.1. SUMMARY AND STATUS OF THE PROPOSALS

The parameter plans and associated wording in this chapter are to be ‘fixed’ as part of the outline planning permission and they provide a framework for future, more detailed designs. This approach is illustrated on the masterplan cascade diagram, presented opposite.

2.1.1. In order to provide as much helpful design information as possible at each appropriate stage a phased, cascade of plans is proposed. This allows for flexibility and adaptability so that the design of each phase can respond to issues important at a particular time or in a particular location on the site, but held within a consistent parameter approach. Importantly, the cascade sets a framework to provide for future design fixes at an appropriate time, as referred to in this chapter.

2.1.2. In addition to this detailed information for access, surface water drainage and landscape (as per the description of development) will be provided as part of the planning application. These proposals sit outside of the approval structure identified above. Full details of these proposals will be provided within the application package and thus, all information contained in this DAS must be cross referenced to these additional detailed plans.

DESIGN INFORMATION SUBMITTED AS PART OF THIS OUTLINE ELEMENT OF THE HYBRID APPLICATION

2.1.3. The following elements form part of this application;

Parameter Plans

2.1.4. The parameter plans are fixed and for which planning permission is sought. They will provide information for;

- » Land Use
- » Access and Movement
- » Building Heights
- » Green Infrastructure: Planting Retention and Removal

Supporting Design Strategies

2.1.5. The parameter plans will be supported by a set of design strategies. These supporting design strategy plans do not form part of the outline approval; they are illustrative and should be read in conjunction with the parameter plans. The LPA may wish to request that some of these plans become approved as part of the outline permission, in agreement with the applicants.

2.1.6. Strategy plans retained in chapters 7-9 of the March 2016 DAS are:

- » Foot, Bus and Bike
- » Legibility Framework
- » Play Strategy

2.1.7. Revised strategy plans presented in the February 2018 DAS Addendum are:

- » Density
- » Residential Phasing
- » Street Hierarchy

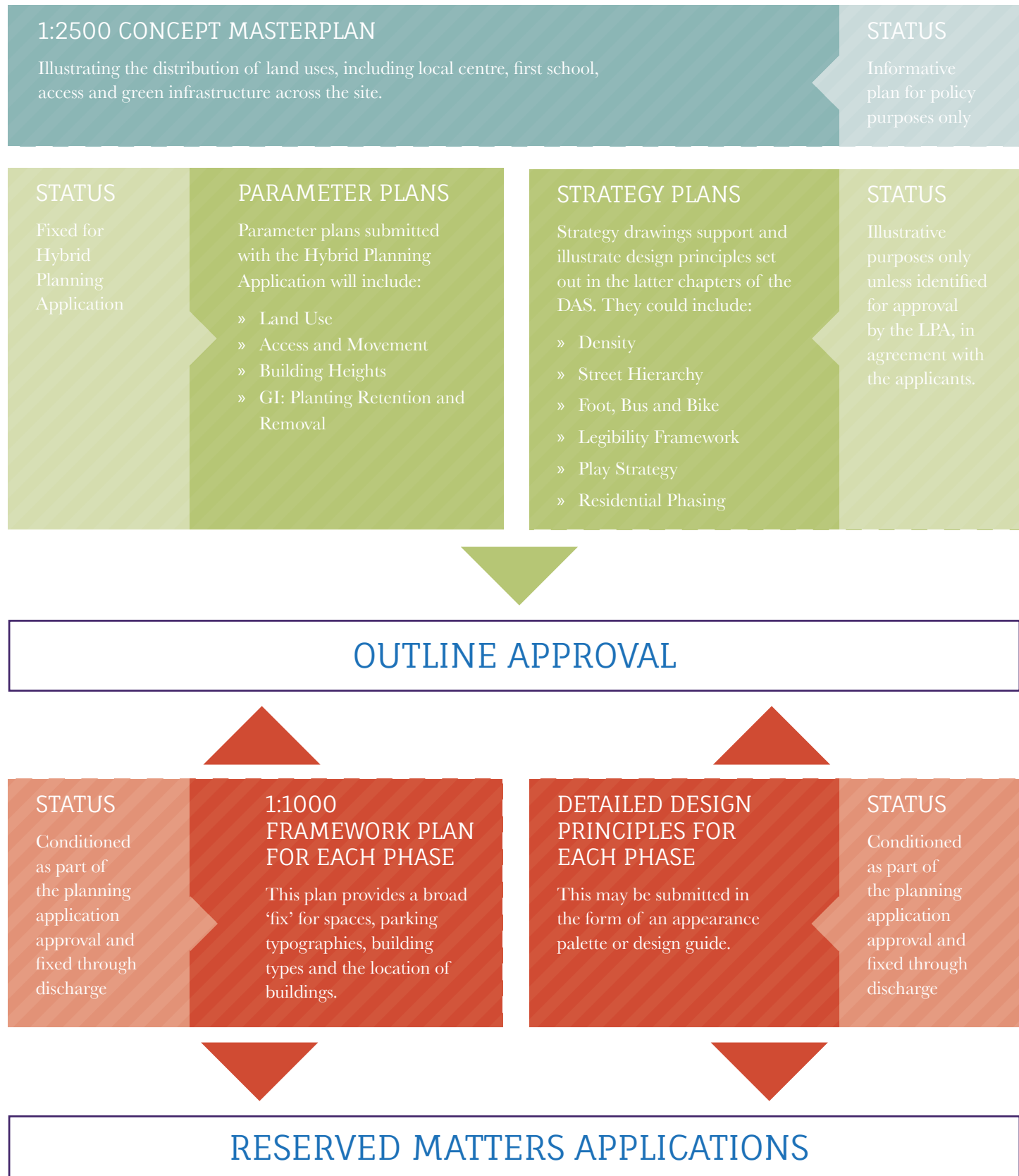
2.1.8. These revised plans supersede those presented in the March 2016 DAS. No changes are proposed to the other strategy plans.

DESIGN MATERIAL TO BE SUBMITTED POST APPROVAL OF THE OUTLINE ELEMENT OF THE HYBRID PERMISSION IN ACCORDANCE WITH THE CONDITIONS

2.1.9. The following material will be prepared subsequent to the submission and approval of the outline planning permission. It will build on the approved parameters and subsequent principles included in the illustrative design chapters of the DAS to show how a high quality place can be created that delivers the key vision objectives and design principles.

- » **Framework Plans.** They will consist of a 1:1000 illustrative plan showing indicative locations for plots and buildings and will be prepared for each phase of development. These plans will cover approximately 500 dwellings and will illustrate how the design principles in the DAS will be applied at a more detailed level.
- » **A design guide or appearance palette.** This short document will set out information on the proposed appearance of the area covered by the 1:1000 Framework Plan. It will provide principles for architecture, materials, landscaping and parking and references the principles presented within the DAS.
- » All of the above will be required (by condition) to be submitted prior to the submission of reserved matters applications.

MASTERPLAN CASCADE





2.2. LAND USE

The Land Use Parameter Plan presented here defines the extent of the proposed land uses.

RESIDENTIAL

2.2.1. The proposals provide for 69.22ha of residential development (excluding land for the local centre and education uses) and will deliver up to 2,560 dwellings in a range of types and tenures.

2.2.2. The development proposes a phased approach, this will be set out in Chapter 3 of the DAS Addendum document.

LOCAL CENTRE

2.2.3. A mixed use local centre of 0.46ha will be provided. It will include retail, health, community and residential uses.

2.2.4. Maximum floorspace amounts for the mixed use centre are set out in the table below;

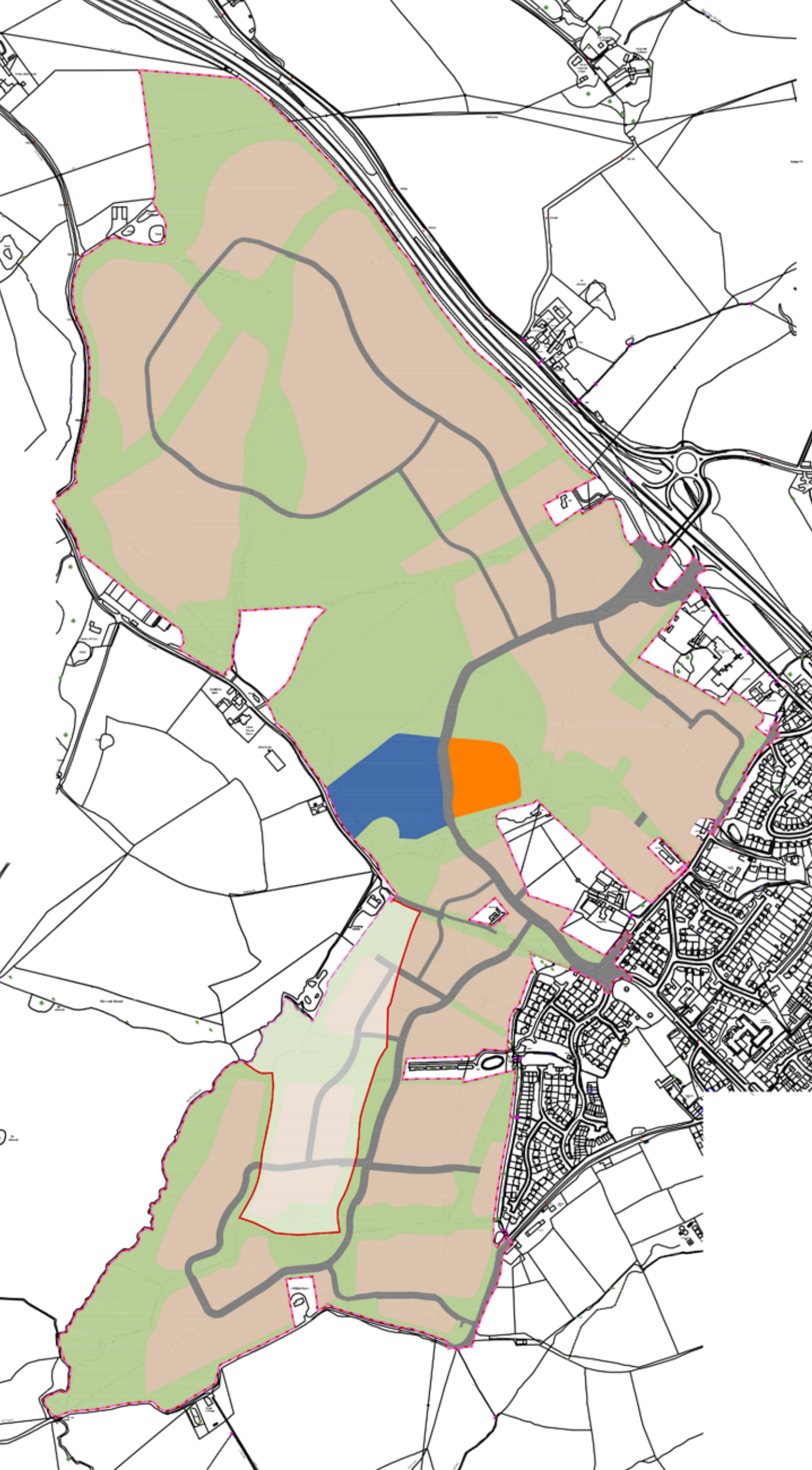
Use	Maximum Floorspace (m ²)
Retail (Uses A1, A2, A3)	900
Health and Community (Use D1)	900

EDUCATION

2.2.5. The development will provide a three form entry (3FE) first school which is located on a site of up to 2.8ha.

PUBLIC OPEN SPACE

2.2.6. 49.29ha of public open space will be provided to include informal and formal open space, existing and proposed structural planting, drainage and play. Sustainable Urban Drainage Systems (SUDS) will be provided within areas of public open space.



- Site Boundary
- Residential
- Education and community (D1), with associated provision of infrastructure uses
- Mixed Use (to include residential, A1, A2, A3, D1 and infrastructure)
- Infrastructure (to include associated off-site highways works)
- Public Open Space (to include existing structural planting, new structural planting, drainage, infrastructure and outdoor leisure facilities)
- Area of Assessment

Land Use Parameter plan

2.3. ACCESS AND MOVEMENT

The Access and Movement Parameter Plan presented here identifies locations for vehicular access points in addition to strategic vehicle connections and existing footpath routes.

VEHICULAR ACCESS POINTS

2.3.1. Vehicular access to the proposed development will be taken from the following points;

- » Birchfield Road
- » Foxlydiate Lane
- » Cur Lane
- » The south western Barnhouse Farm site boundary.

2.3.2. The primary access will be taken from Birchfield Road, where it meets A448 Bromsgrove Highway. The grade separated junction will be modified to accommodate a new signal controlled junction.

2.3.3. An emergency and pedestrian/cycle only access point will be taken from Pumphouse Lane.

2.3.4. The current alignment of Cur Lane from the Pumphouse Lane roundabout will be closed and replaced by a new road that will connect through the site to Birchfield Road. Cur Lane north of the Severn Trent pumping stations, will be reconnected into the new road via one of the estate roads.

PRIMARY AND SECONDARY VEHICULAR MOVEMENT ROUTES

2.3.5. The Primary vehicular route through the site will be between Cur Lane and Birchfield Road. This will both provide access to the whole development, but also provide an alternative route for existing residents from

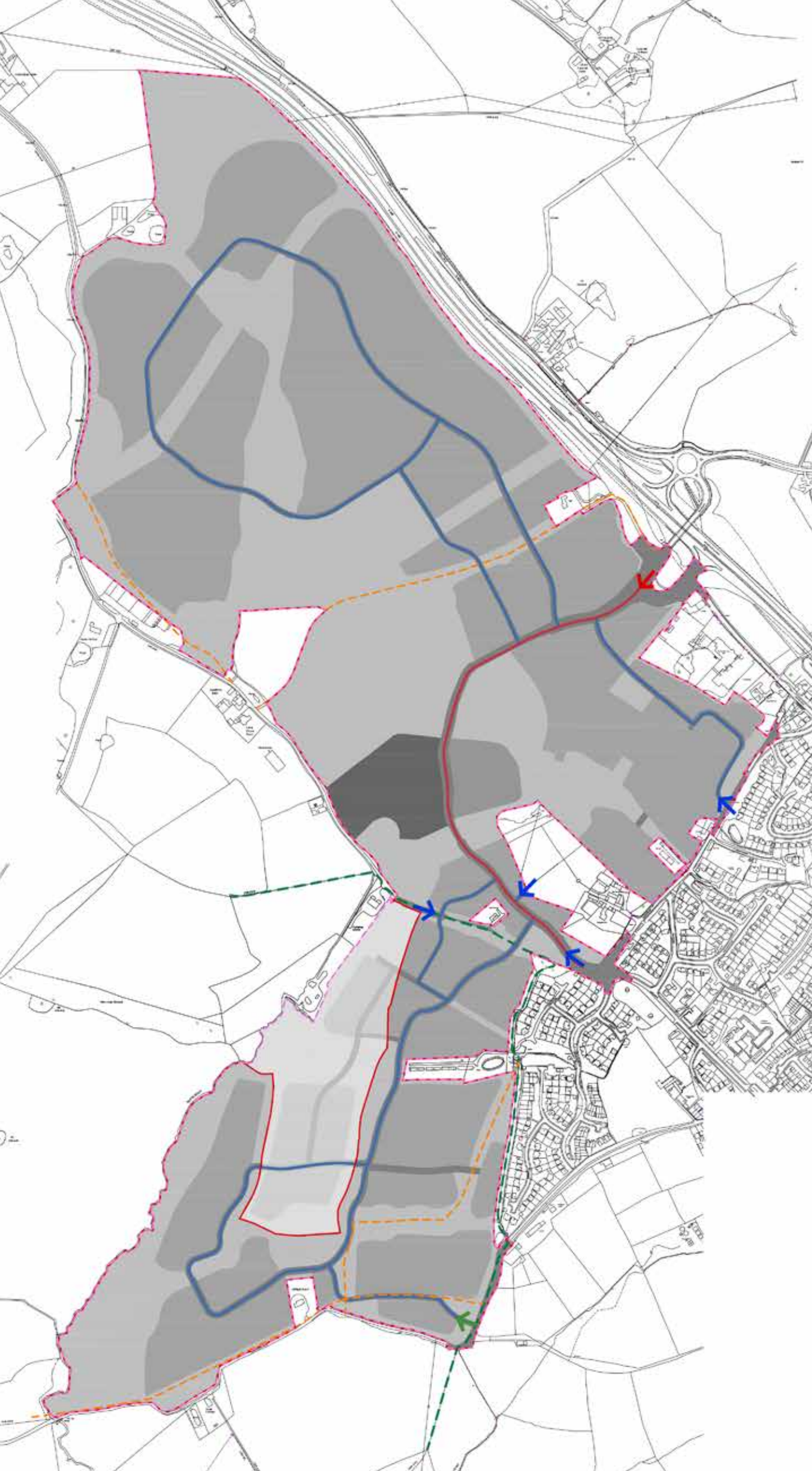
Webheath to the A448. A small number of properties may take direct access from this road, however this will be designed as a boulevard with landscaped areas including street trees, walk and cycle routes and some on-street car parking.

2.3.6. The Secondary vehicular routes through the site will be accessed off the primary route and provide a route to the various residential parcels of the new development. They will take direct access to properties. Pavements will be provided on either side, with some shared cycle routes and landscaping including street trees.

PEDESTRIAN AND CYCLE MOVEMENT

2.3.7. Existing pedestrian and cycle access points to the site will be retained, along with the route of the bridleway and the existing Public Right of Way (PRoW).

2.3.8. Pedestrian and cycle access to the development will be available from Pumphouse Lane, Cur Lane, Foxlydiate Lane, the south western Barnhouse Farm site boundary and Birchfield Road. Pedestrians and cyclists will be provided with a network of permeable and direct routes, that connect the site with neighbouring communities and Redditch Town Centre. The National Cycle Network (Sustrans Route 5) passes through Webheath and there is an opportunity to create a high quality route through the development, including some off road segregated cycle paths. Further details of the proposed access and movement strategy are provided within section 7.2 of the March 2016 DAS.



- Site Boundary
- Primary Access Point
- Secondary Access Point
- Emergency & Pedestrian / Cycle only access
- Primary Vehicular Route (along the alignment of +/- 20m)
- Secondary Vehicular Route (along the alignment of +/- 20m)
- PROW
- Other paths (Monarch's Way)
- Area of Assessment



2.4. SCALE

The range of building heights illustrated on the Parameter Plan presented opposite have been established in response to a combination of factors including site and local context assessment, topography, proposed densities and best practice urban design principles.

2.4.1. The heights shown are maximum building heights that will be assessed as part of the Environmental Statement. It is intended that variation will happen within these maximum building heights.

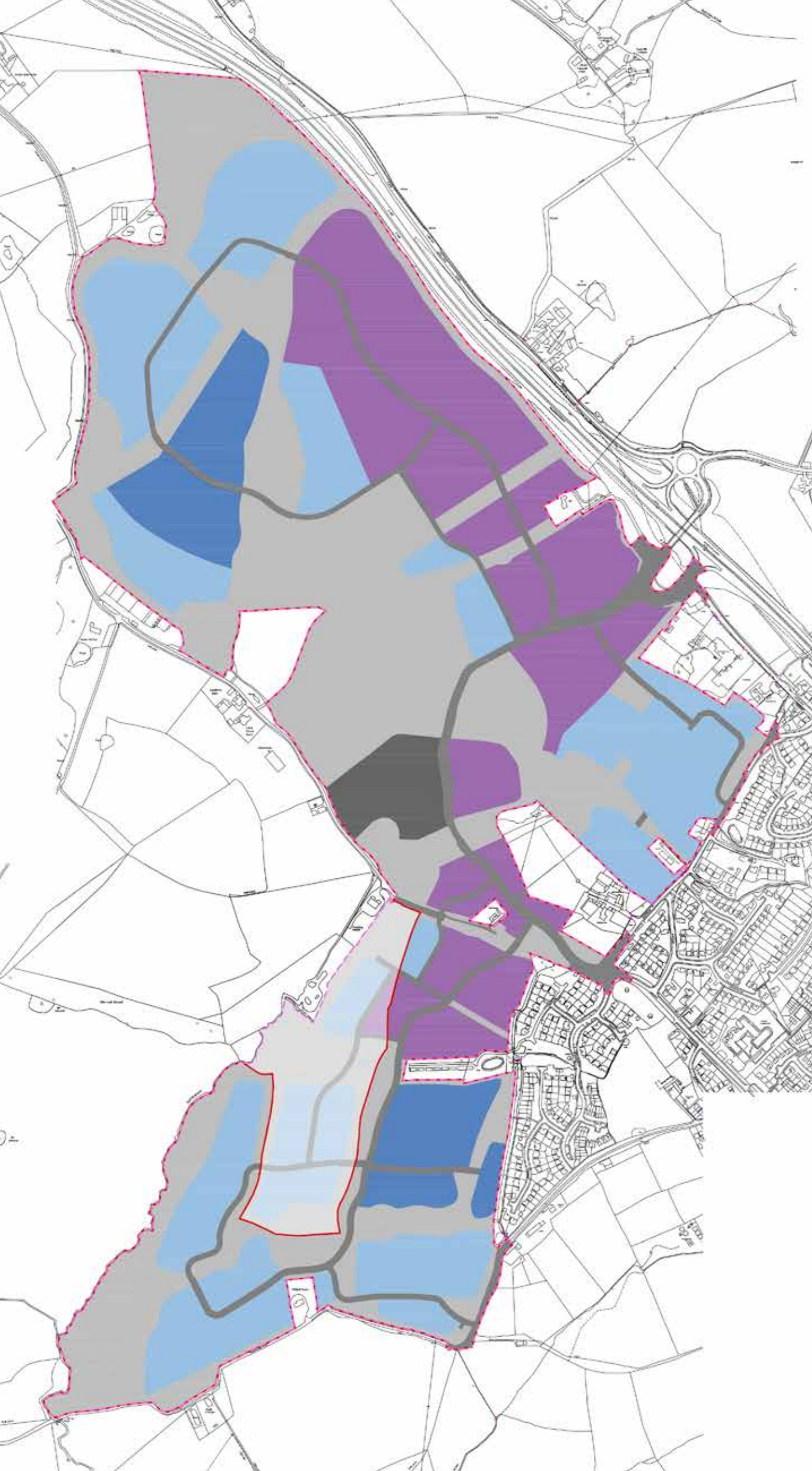
2.4.2. Storey heights will vary between 2 and 3 storeys, with the majority of development consisting of 2 and 2.5 storeys. Variations in building scale throughout the development will aid legibility and the creation of a distinct identity for the proposals.

2.4.3. Areas of 2 storey development will be located in the following areas;

- » The most northern area and south / south-western edge of the site, responding to the topography and helping to provide a sensitive transition between open space and the proposed built form.

- » The central parkland frontage, respecting the setting of Lane House Farm.
- » Adjoining Foxlydiate Lane to respect the amenity and privacy of existing dwellings that front on to the site boundary.

2.4.4. Building heights of up to 2.5 and 3 storeys will be used where it would be beneficial to emphasise certain locations such as the local centre, the primary movement route, a key building or public open space, aiding legibility and a sense of enclosure.



- Site Boundary
- Up to 2 Storeys
approximately 9m ridge height
- Up to 2.5 Storeys
approximately 11m ridge height
- Up to 3 Storeys
approximately 12m ridge height
- Area of Assessment

Key buildings to be upto 3 storeys where indicated within legibility plan



2.5. GREEN INFRASTRUCTURE: PLANTING RETENTION AND REMOVAL

The Green Infrastructure Parameter Plan, presented opposite shows areas of existing tree and hedgerow planting that will be retained and areas that are proposed for removal.

2.5.1. The masterplan has retained a significant amount of existing tree and hedgerow planting located within the site and used this to shape areas of development. This existing planting will be retained, enhanced and improved. New planting located within streets and areas of public open space will bring further benefit to the site.

2.5.2. Further details of proposed landscape, play and drainage strategies are provided within section 7 of the March 2016 DAS.



- Site Boundary
- Trees/hedgerows to be retained
- Trees/hedgerows to be removed
- Public Open Space
(to include existing structural
planting, new structural planting,
drainage and outdoor leisure
facilities)
- Area of Assessment

This plan should be read in conjunction with
the arbo report and cross referenced with
detailed drainage and highways drawings



Chapter 3:
SUPPORTING ILLUSTRATIVE
INFORMATION

3.1. LAND USE MASTERPLAN

The Land Use Masterplan is illustrative in nature and shows how the development proposals could be realised.

Description of development

3.1.1. Hybrid application comprising:

1. Outline Application (with all matters reserved with the exception of vehicular points of access and principle routes within the site) for the demolition of existing buildings and the erection of:
 - » Up to 2,560 dwellings (Class C3);
 - » Local centre including retail floorspace up to 900 sq metres (Classes A1, A2, A3);
 - » Health and community facilities of up to 900 sq metres. (Class D1);
 - » A 3FE first school (Class D1) (up to 2.8Ha site area) including associated playing area and parking and all associated enabling and ancillary works.

2. Detailed application for the creation of a means of access off Birchfield Road, Cur Lane, Foxlydiat Lane and emergency only access from Pumphouse Lane. The creation of a primary access road, including associated cut and fill works and other associated earthworks, landscaping, lighting, drainage and utilities, crossings and surface water attenuation/drainage measures.



-  Site Boundary
-  Vehicular Access
-  Emergency & Pedestrian / Cycle only access
-  Residential land (inc. estate roads)
-  3 form entry Primary School
-  Community Building
-  Mixed Use
-  Primary infrastructure (inc. roads adjoined by open space on both sides)
-  Public Open Space (inc. retained/proposed structural planting and drainage)
-  Area for formal play
-  Attenuation basins
-  Existing retained trees and hedgerows
-  Area of additional tree planting
-  Water Borehole and Source Protection Zone
-  Local High Pressure Gas Main
-  ESSO Pipeline with associated easement
-  Water Mains with associated easement
-  Public Rights of Way
-  Bridleway
-  Monarch's Way
-  Proposed ditch diversion
-  5m contours
-  Planning application 17_00469_OUT
-  Development area that will be bought forward at a future time
-  Area of Assessment

3.2. DENSITY STRATEGY

A variety of densities are proposed across the development; this will also help to aid the creation of distinct character areas. These densities accord with site context, building heights and proposed land uses. A series of density ranges are proposed to ensure that a significant variation in density can occur within development parcels, as appropriate.

3.1.2. Overall, development will predominantly range from 25 - 40 dph (dwellings per hectare).

3.1.3. Lower densities (25 – 30dph) are located in the most northern and southern areas of the site where the aspiration is to create a more informal and rural edge character. Density levels in these areas also respond to important site features, including topography and existing green infrastructure. However, these proposed density levels will still ensure good levels of enclosure and natural surveillance are created along movement routes and significant areas of open space.

3.1.4. Medium densities (30 – 40dph) are located in the following areas;

- » In the northern area of the site to aid the creation of a suburban character and parkland frontage.
- » Central areas of the site to reflect existing development located in Webheath.
- » Southern areas of the site where the structure of development is permeated by a network of green corridors.

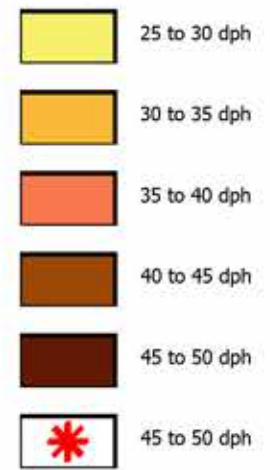
3.1.5. A variation between 30 – 40dph ensures that densities can vary in accordance with open space, site edges, adjoining existing development and the primary movement route.

3.1.6. Areas of higher density development (40 – 50dph) are predominantly located within the central and northern areas of the site. This responds to the location of local centre, primary movement route (including key entrance points to the development) and focal areas of public open space. Areas of higher density development aim to aid the creation of a formal character and aid legibility.

3.1.7. The star motif shown on the plan refers to the proposed density (45 – 50dph) that achieves approximately 20 residential dwellings within the mixed use centre.



Density:





3.3. PHASING

A proposed Phasing Strategy has been prepared and which demonstrates that the delivery of development would proceed from multiple access points. This will enable different sales outlets from housebuilders to proceed across different parts of the site concurrently to ensure that the development is completed by 2030.

3.3.1. The phasing plan and table, presented opposite, shows the proposed phasing approach for the site, and lists indicative residential density figures and the units achieved within each phase.

3.3.2. Initially, development would proceed from Phase 1, creating the main site access from A448 with additional phases coming on stream relatively quickly. The key community facilities including the local centre, first school and central areas of open space would all fall within Phase 1.

3.3.3. The level of housing within each phase is set out in the table below;

3.3.4. On this basis, a delivery trajectory has been developed and which would support the delivery of private completions across the

plan period. Delivery would peak at around 150 private sales per year which would be achieved from 4 sales outlets operating simultaneously with around 3 to 4 sales per month each. Affordable housing would be delivered concurrently on a phase by phase basis in partnership with affordable housing providers.

3.3.5. The build trajectory is set out below:

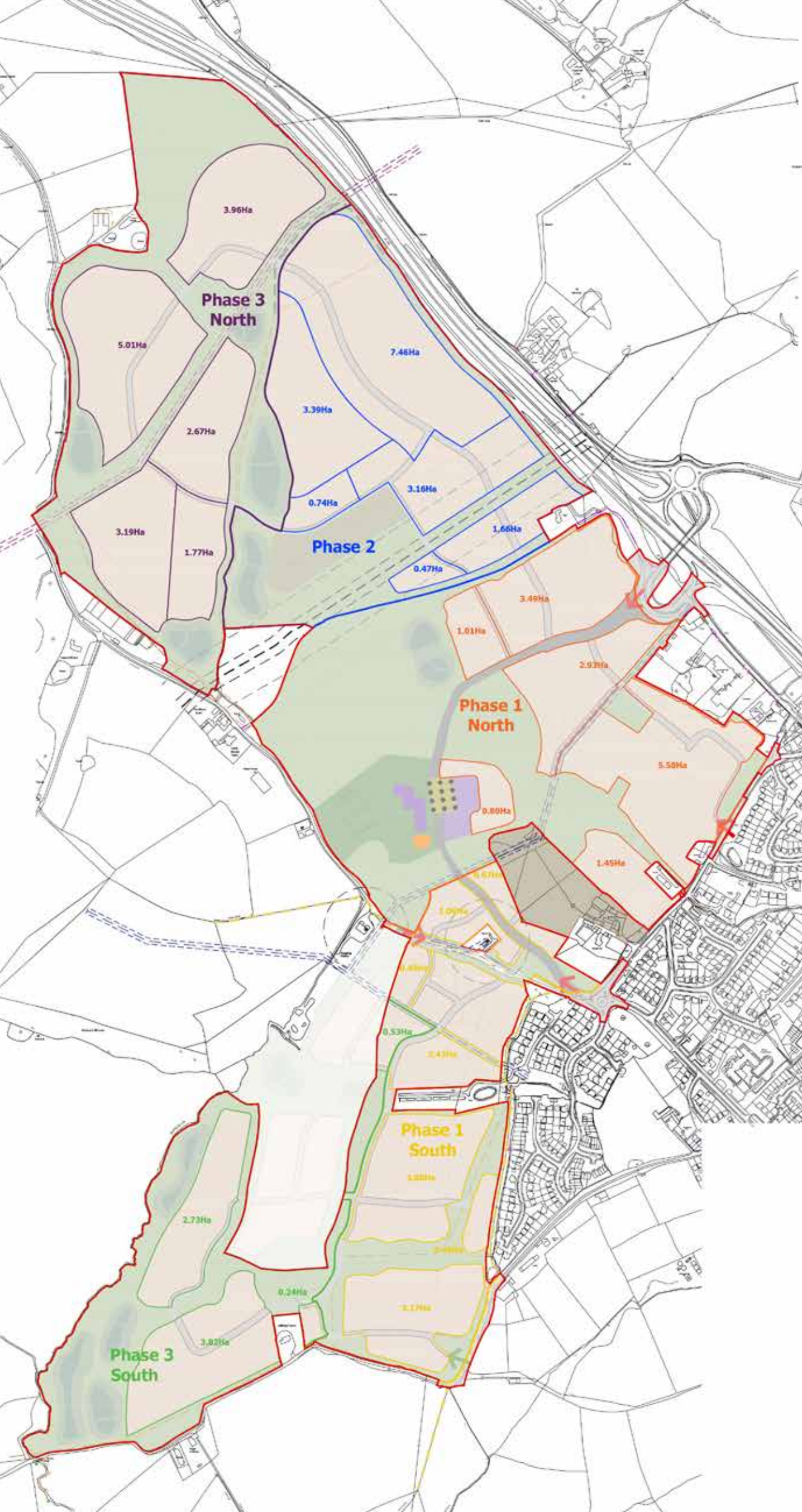
3.3.6. Whilst delivery rates would be initially relatively modest, this would increase rapidly as more phases of development become available.

3.3.7. Further details in respect of phasing and the delivery of key infrastructure and s106 planning gain is set out in the Planning Statement by GVA.

Land at Foxlydiate Lane, Sales Trajectory during the period 2016-2030

Date (April- March)	Year	Private Completions	Affordable Completions
2016 - 2017	1	0	0
2017 - 2018	2	50	33
2018 - 2019	3	100	69
2019 - 2020	4	130	79
2020 - 2021	5	140	89
2021 - 2022	6	150	102
2022 - 2023	7	150	102
2023 - 2024	8	150	102
2024 - 2025	9	150	102
2025 - 2026	10	150	102
2026 - 2027	11	150	102
2027 - 2028	12	120	79
2028 - 2029	13	120	79
2029 - 2030	14	120	79
2015 - 2030		1680	1120

Source: GVA



Phase 1 North - 35.60Ha (Development land - 15.26Ha)		
3.49Ha	39Dph	136
1.01Ha	32Dph	32
2.93Ha	39Dph	114
0.80Ha	50Dph	40
5.58Ha	38Dph	212
1.45Ha	38Dph	55
Total units		589

Phase 1 South - 18.40Ha (Development land - 13.13Ha)		
0.67Ha	45Dph	30
1.09Ha	45Dph	49
0.49Ha	35Dph	17
3.42Ha	42Dph	144
3.80Ha	35dph	133
0.49Ha	35Dph	17
3.17Ha	32Dph	101
Total units		491
Sum total PH1		1080 units

Phase 2 - 24.56Ha (Development land - 16.88Ha)		
7.46Ha	49Dph	366
3.16Ha	36Dph	114
3.39Ha	43Dph	146
0.74Ha	32Dph	24
0.47Ha	30Dph	14
1.66Ha	35Dph	58
Total units		722

Phase 3 North - 31.13Ha (Development land - 16.60Ha)		
3.96Ha	27Dph	107
5.01Ha	30Dph	150
2.67Ha	45Dph	120
3.19Ha	30Dph	96
1.77Ha	35Dph	62
Total units		535

Phase 3 South - 16.09Ha (Development land - 7.32Ha)		
0.53Ha	37Dph	20
2.73Ha	27Dph	74
3.82Ha	27Dph	103
0.24Ha	27Dph	6
Total units		203
Sum total PH3		738 units
Total on site units inc. 20 in mixed use area		2,560

3.4. STREET HIERARCHY AND CAR PARKING

A distinctive hierarchy of street types is proposed for the development based on the principles of Manual for Streets. Each street will provide an attractive place to live alongside, or to pass through and enjoy.

3.4.1. For clarity, the following changes have been made to this section:

- » The street hierarchy plan has been updated to ensure consistency with the Access and Movement Parameter Plan presented in section 2.
- » The local centre plaza has been removed as a street type. Please refer to the Indicative Local Centre Design Guide for design principles relating to this area of the masterplan.
- » Street sections and plans for the boulevard and avenue have been updated in accordance with the detailed highways layout designs.
- » The width of streets, green streets and community streets have been raised, and an element of flexibility provided to reflect the variable width of the Avenue.
- » No changes are proposed to car parking arrangements; please refer to the March 2016 DAS for this information.

3.4.2. The categories of street will each have a different character and role within the scheme, the function of each is set out on the street hierarchy plan, presented opposite.

3.4.3. The development will incorporate the following street types;

- » Boulevard
- » Avenue
- » Street
- » Green Street
- » Community Street
- » Private Drive

3.4.4. The principles function of streets is explained and set out below. Each of these principles will be used across the site to shape the design of the scheme.

Place

3.4.5. This defines the character and role of the street and elements that will make it distinctive and/or characteristic. The sense of place will be informed by a number of factors, including the buildings defining the space, the degree of enclosure, street trees, surface materials and function.

Movement

3.4.6. These principles explain the movement and function of the street in terms of flows and the priority given to different modes of travel. A key objective of the movement strategy is to prioritise pedestrian and cycle movement wherever possible.

Access

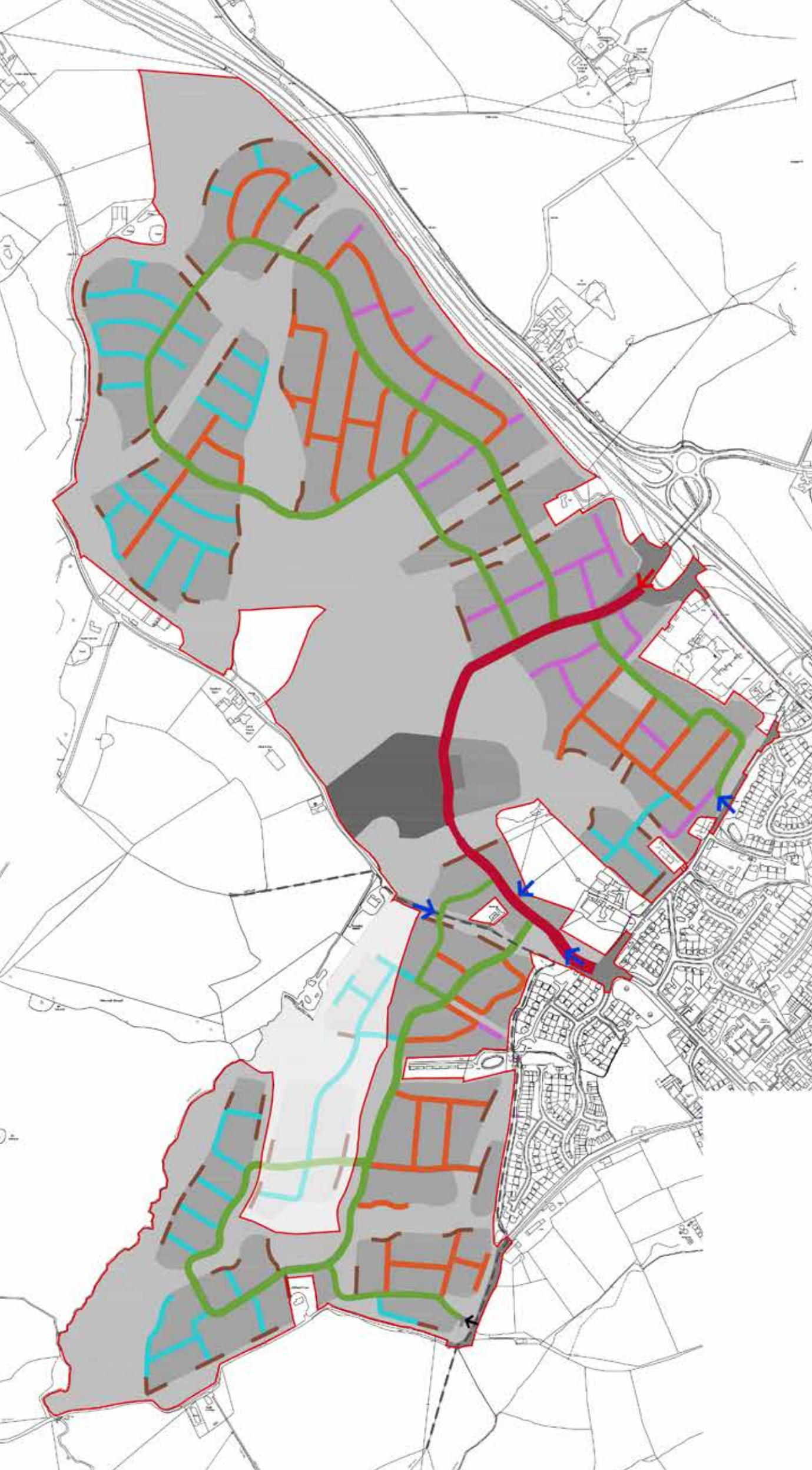
3.4.7. This describes how users will access buildings from the street. Where possible, the objective is to provide building frontages that are directly accessible on foot, with vehicle parking close to the main entrance of the property.

Parking

3.4.8. This principle explains how parking for both visitors and residents is conveniently accommodated within the street scene and easily accessible from dwellings.

Utilities

3.4.9. This explains the location of utilities within each street type.



- Boulevard
- Avenue
- Street
- Green Street
- Community Street
- Private Drives
- Primary Access Point
- Secondary Access Point
- Emergency & Pedestrian / Cycle only access

Street Hierarchy plan

BOULEVARD

Place

3.4.10. The boulevard will be distinctive and attractive route through the site that links Birchfield Road with Cur Lane. Its design will reflect the importance of it functioning as the primary movement route for the development for all modes of transport. The route will incorporate verges and/or tree planting on both sides of the street, as appropriate.

Movement

3.4.11. The boulevard will accommodate the highest flow of vehicles within the site. Its route through the development has been influenced by the topography and the establishment of connections to key facilities and the network of secondary and tertiary streets.

3.4.12. The design of the Boulevard will aim to prioritise pedestrian and cycle movement, with the provision of a 5 metre off road shared pedestrian and cycle route and vehicular speeds restricted to 20mph wherever possible.

3.4.13. The carriageway of the boulevard will be split when it passes through the local centre. Details of this will be presented in the Indicative Local Centre Design Guide.

Access

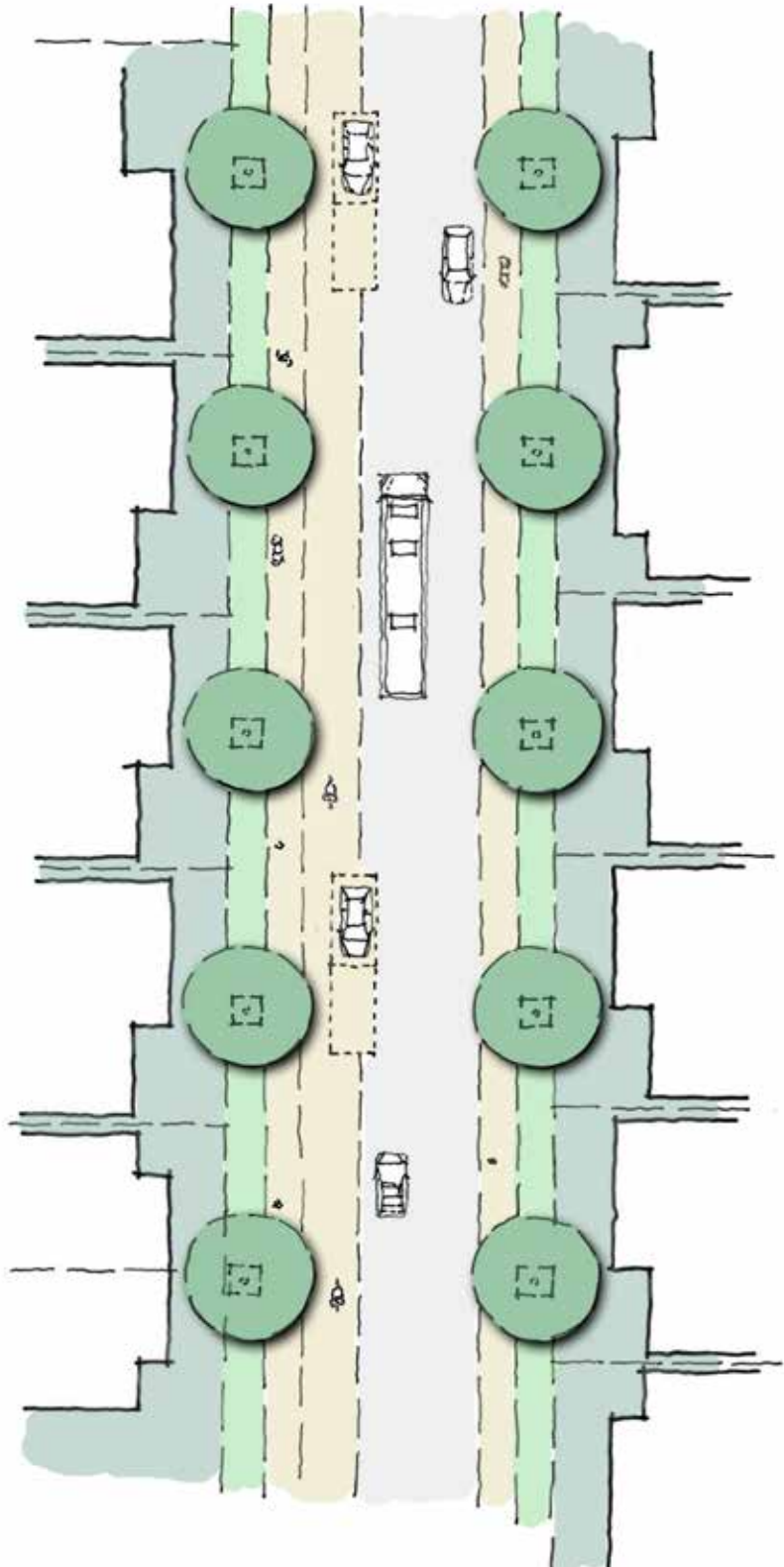
3.4.14. Direct access to dwellings will not be provided along the boulevard for vehicles.

Parking

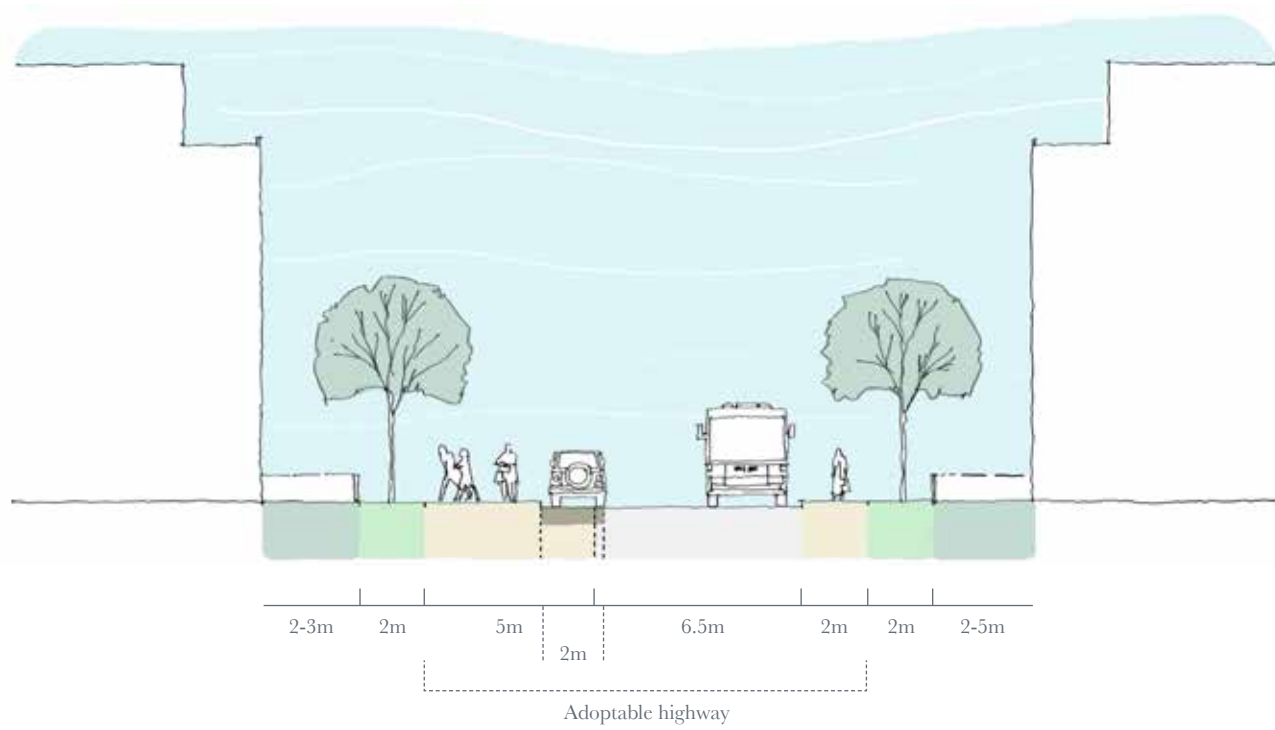
3.4.15. On plot parking will be provided for dwellings that is accessed via the secondary and tertiary network. Visitor parking will be provided at intervals along the street, as per Council policy.

Utilities

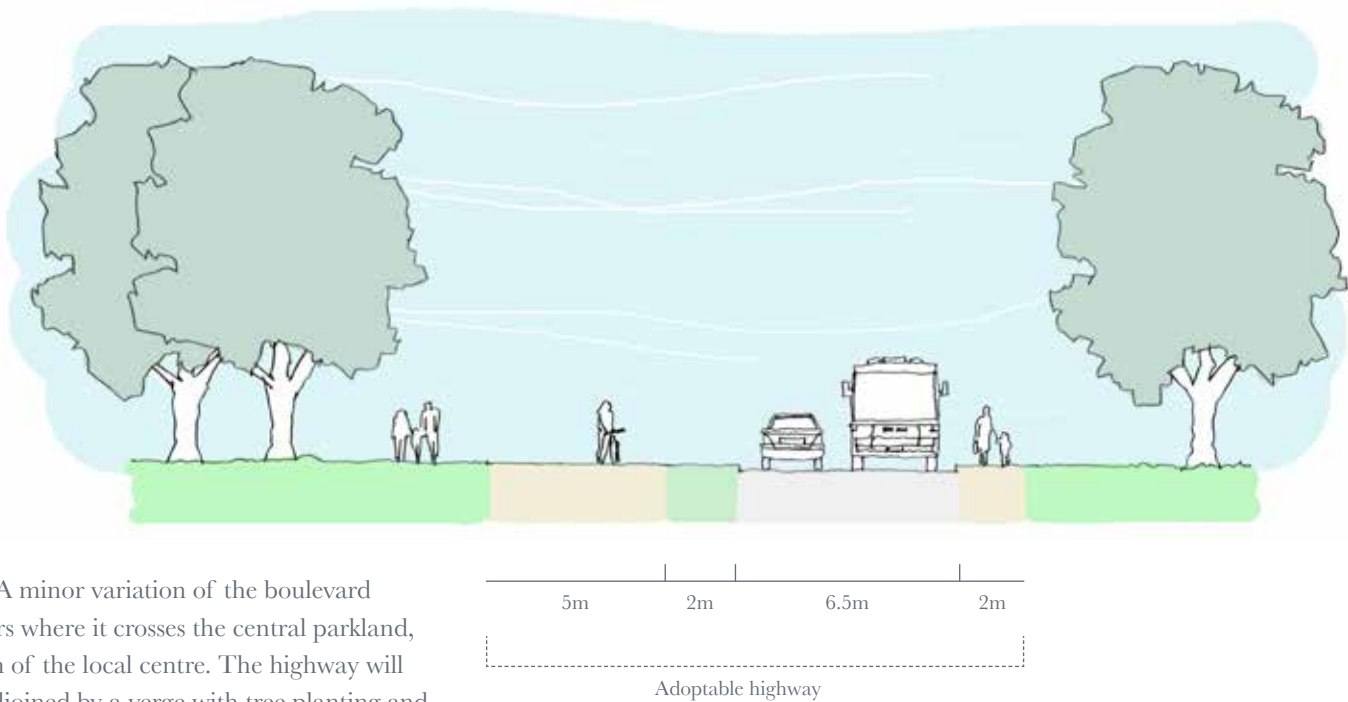
3.4.16. Servicing will be accommodated beneath the highway and footway; it will be located to avoid conflict with tree planting.



Boulevard



Parkland Boulevard



3.4.17. A minor variation of the boulevard occurs where it crosses the central parkland, north of the local centre. The highway will be adjoined by a verge with tree planting and shared pedestrian/cycle route on one side, and a 2m pedestrian route on the other.

AVENUES

Place

3.4.18. Avenues will have a formal and green character, incorporating tree planting and verges on one or both sides of the street. There will be some variations in character along avenues depending on their location within the development.

3.4.19. Avenues will also vary in width according to location within the development. If sections of the Avenue accommodate a bus route then the larger road width (6.1m) will be proposed in these areas. The design and character of the Avenue may vary where it is adjoined by open space on one or both sides; in this instance tree planting and one pedestrian route adjoining the carriageway could be accommodated within open space.

Movement

3.4.20. Avenues aid the creation of movement 'loops' within the site, facilitating easy and direct movement around the site for vehicles, pedestrians and cyclists.

Access

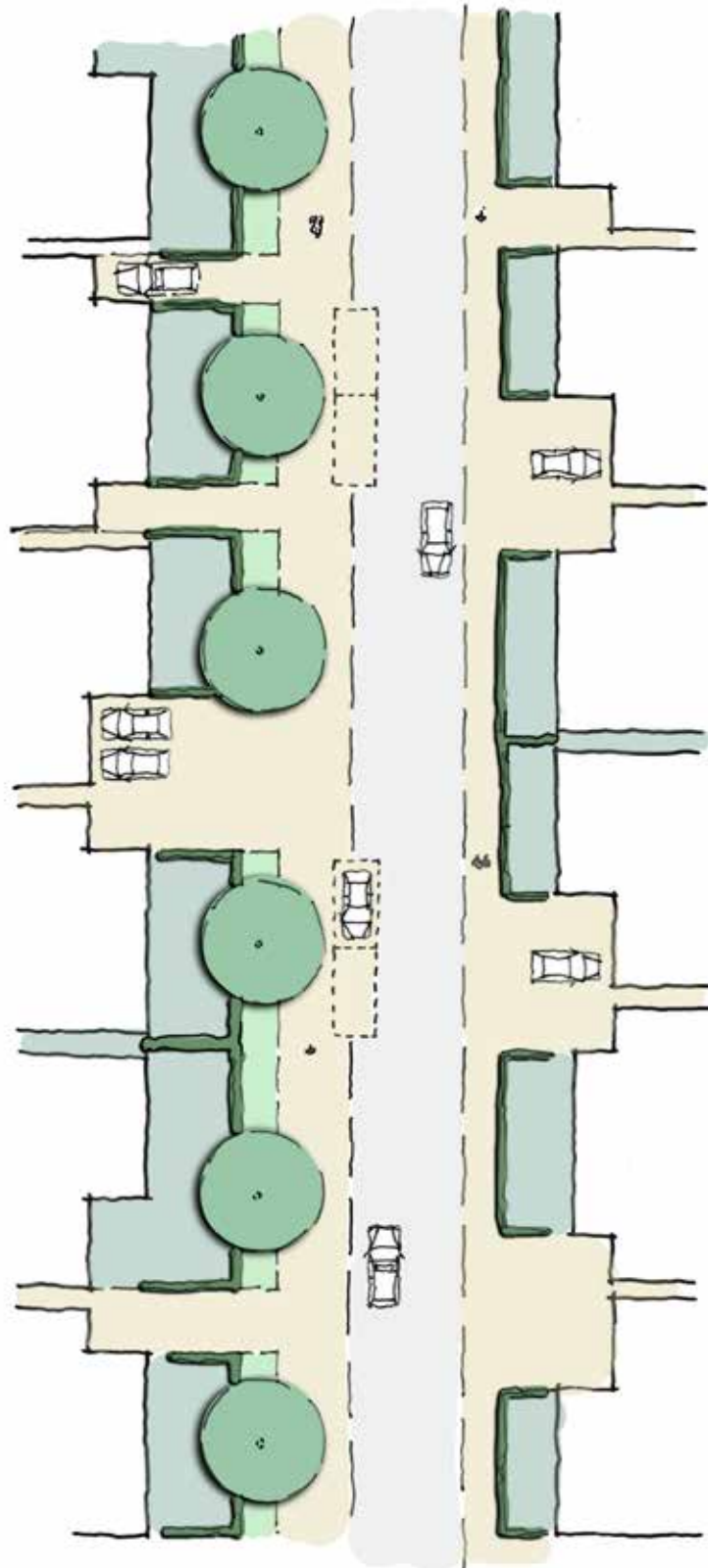
3.4.21. Avenues will provide direct frontage access to dwellings.

Parking

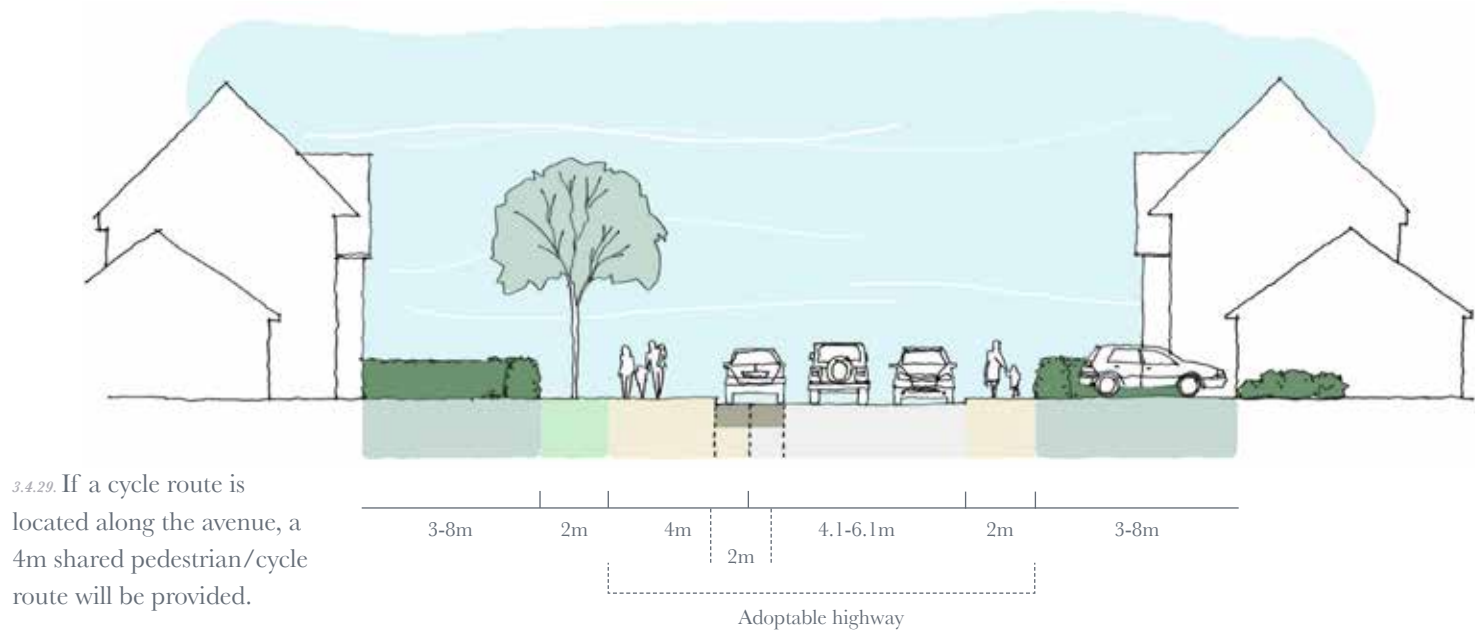
3.4.22. On plot parking will be provided for dwellings. Visitor parking will be accommodated at intervals in the street, in accordance with LPA policy. In these locations the shared pedestrian footpath and cycleway will narrow to 2m, ensuring that parked vehicles will not obstruct car and bus movement.

Utilities

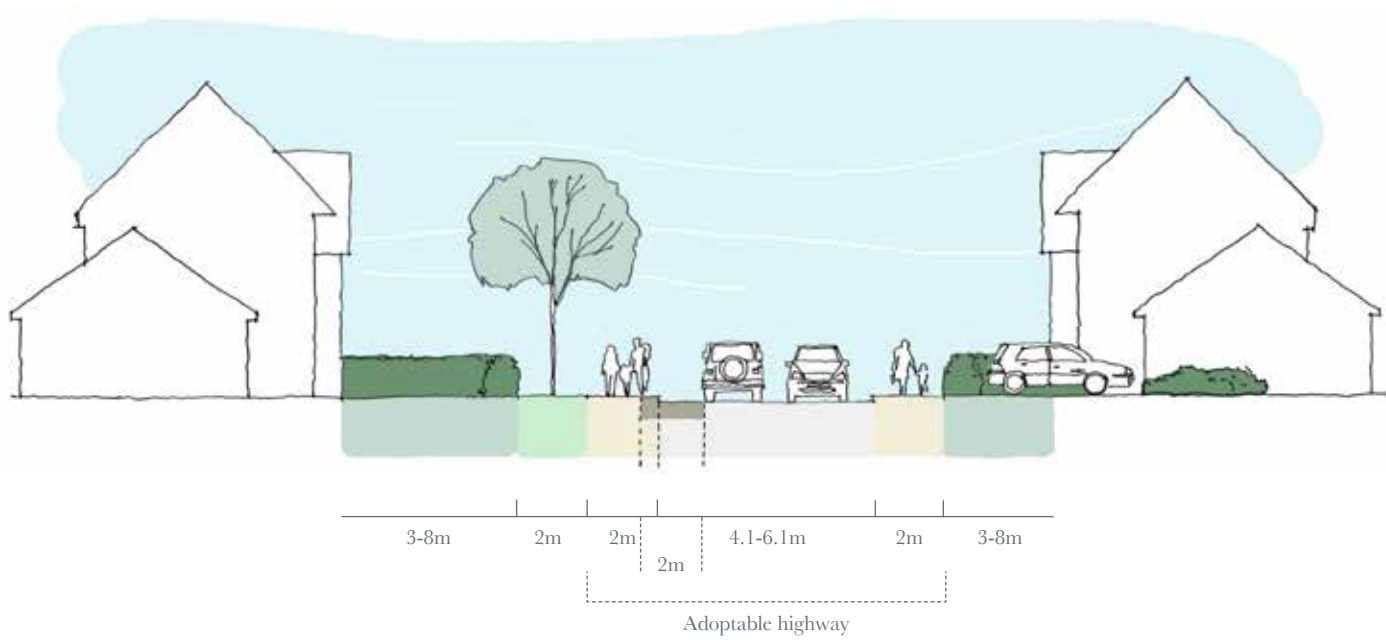
3.4.23. Servicing will be accommodated beneath the highway and footway. It will be located to avoid conflict with tree planting.



Avenue with Cycle route



Avenue without Cycle route



STREET AND GREEN STREET

Place

3.4.24. Streets will have a less formal character than the avenue and form part of the tertiary movement network. A variation of this street type; Green Streets, could be used in lower density areas of development that have a more rural and informal character.

Movement

3.4.25. These routes will be designed to encourage low traffic speeds, with pedestrian footways provided either side of the highway. Both street types maintain a sufficient width to ensure safe passage for cycle movement.

Access

3.4.26. Direct frontage access to dwellings will be provided along the length of this typology.

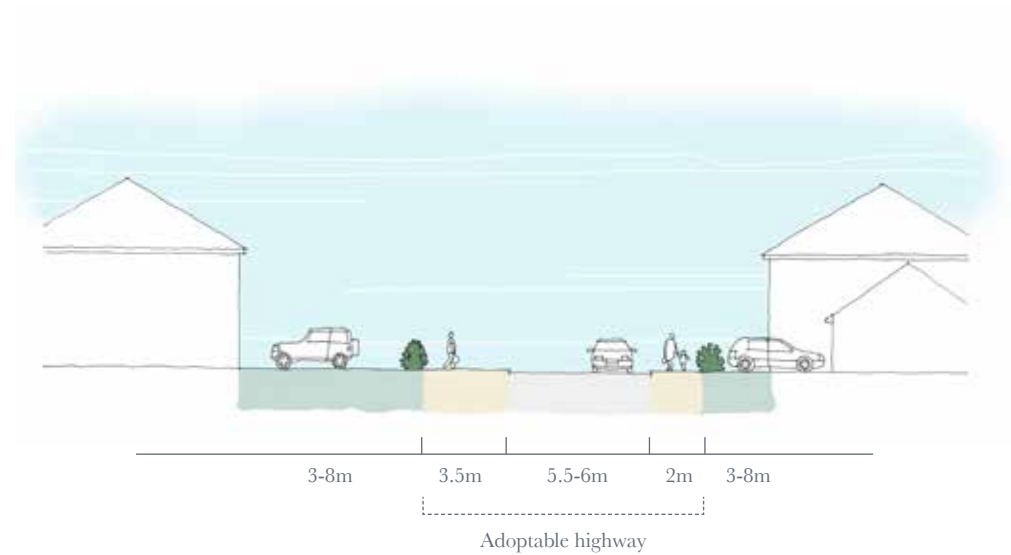
Parking

3.4.27. Car parking will be provided on plot with visitor parking provided on street, as necessary.

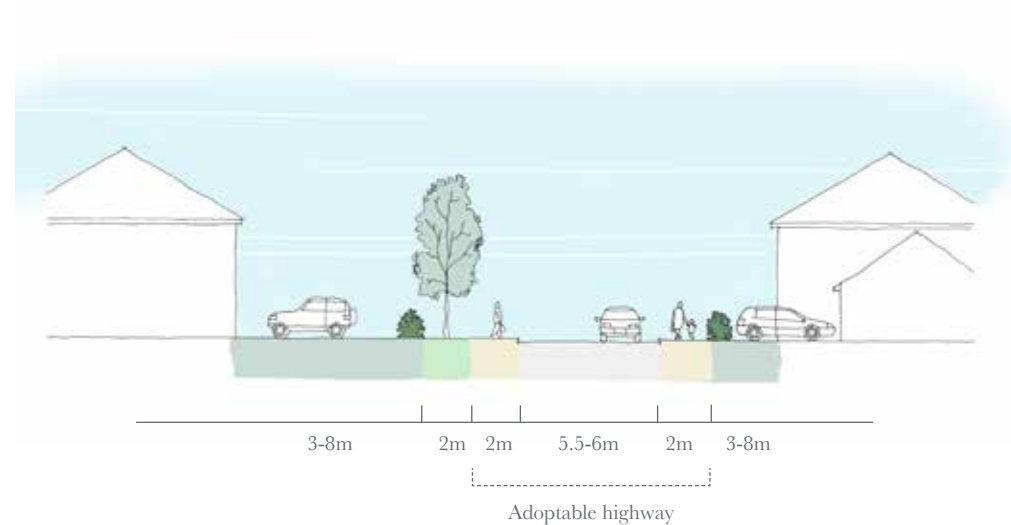
Utilities

3.4.28. Servicing will be accommodated beneath the highway and footway.

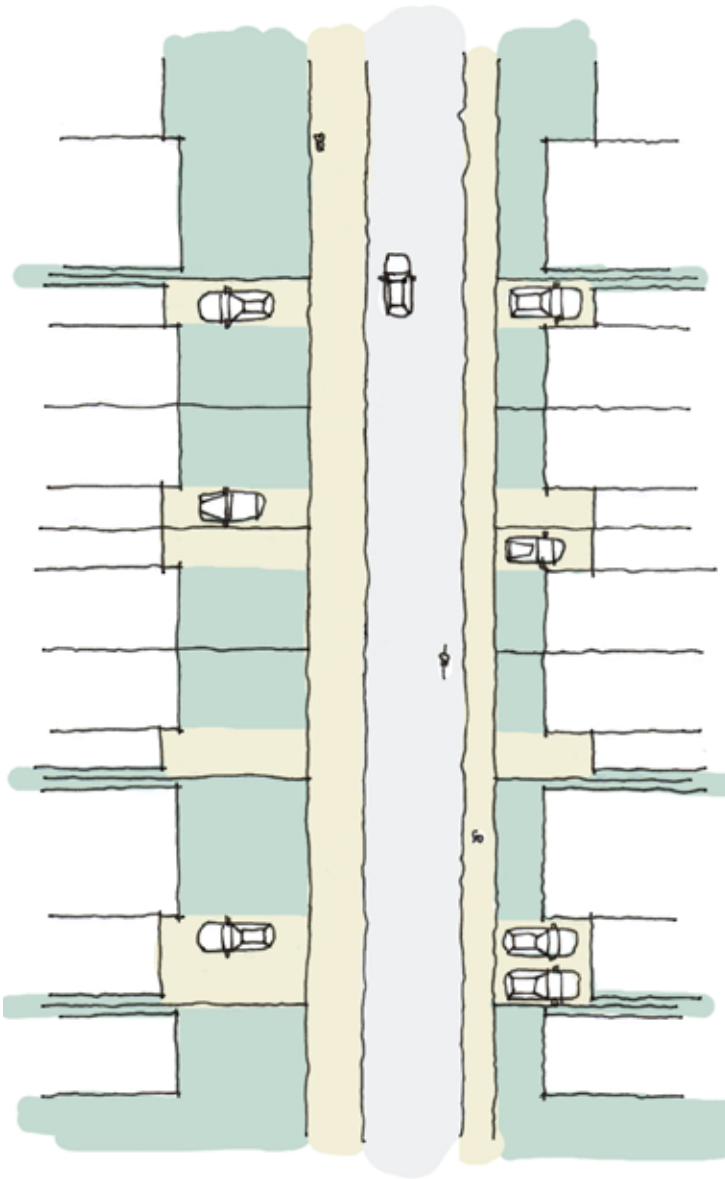
Street section



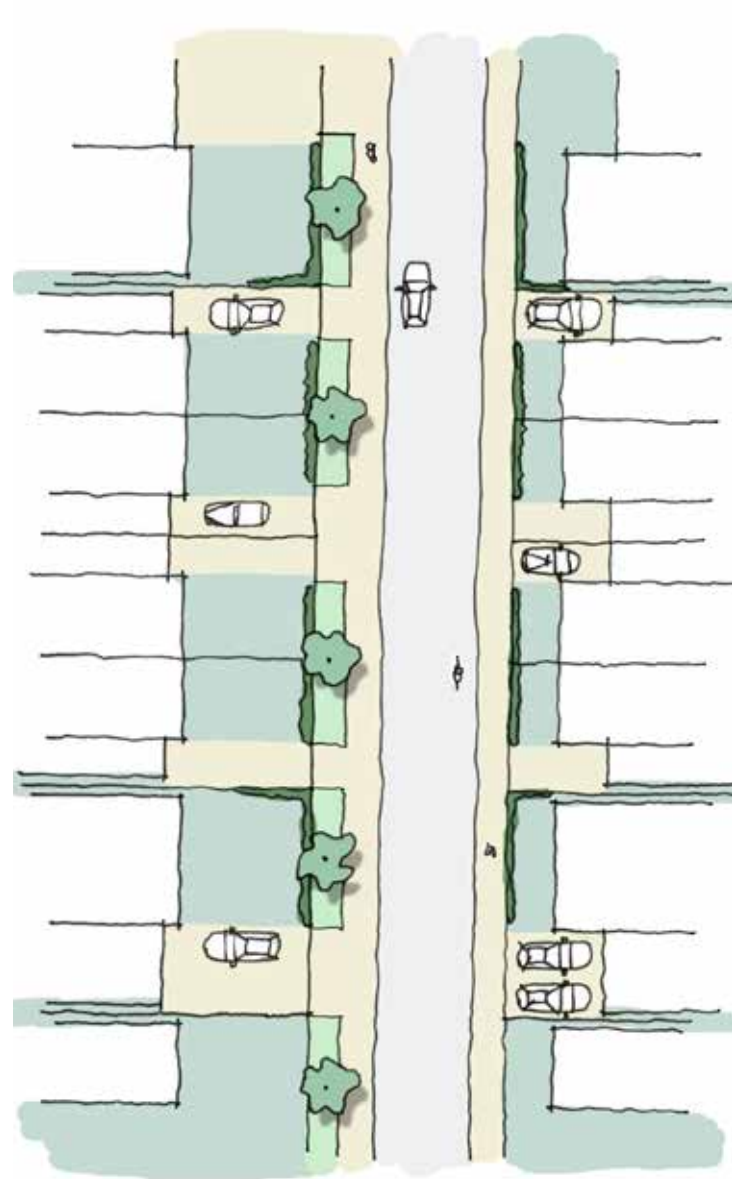
Green Street section



Street plan



Green Street plan



COMMUNITY STREET

Place

3.4.30. These shared surface streets are intended to be important community places within the development. They are designed as places for people to walk, cycle and interact with neighbours. Their design seeks to encourage very low vehicle speeds with ‘ownership’ of the spaces belonging to the pedestrian and the use of deflections where appropriate.

Movement

3.4.31. This street type will accommodate low traffic flows to allow for a safe interaction of transport modes, encouraged by the use of a shared surface treatment and a pedestrian/cycle priority.

Access

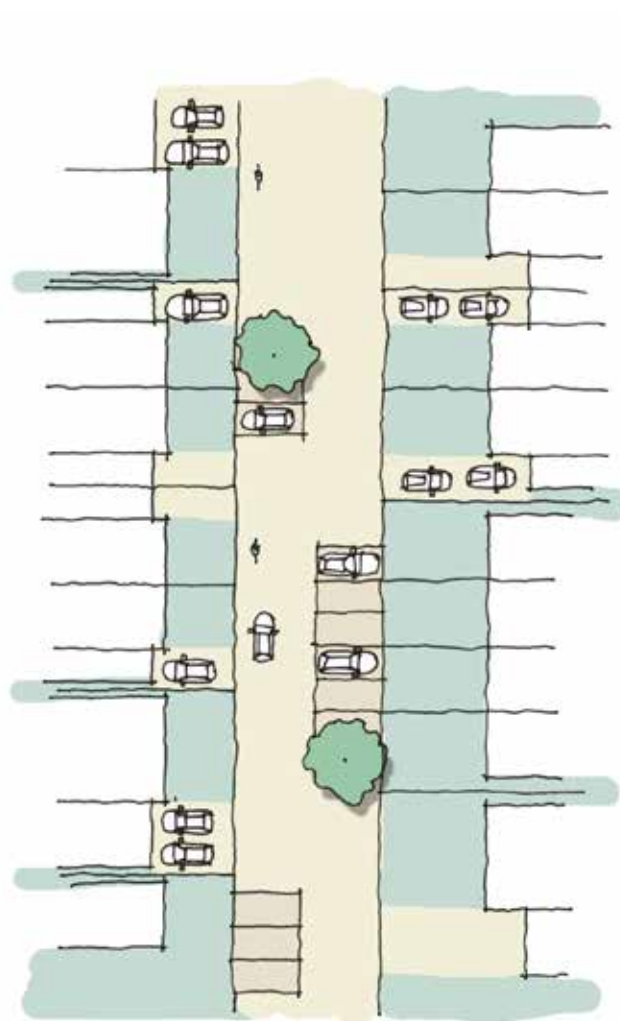
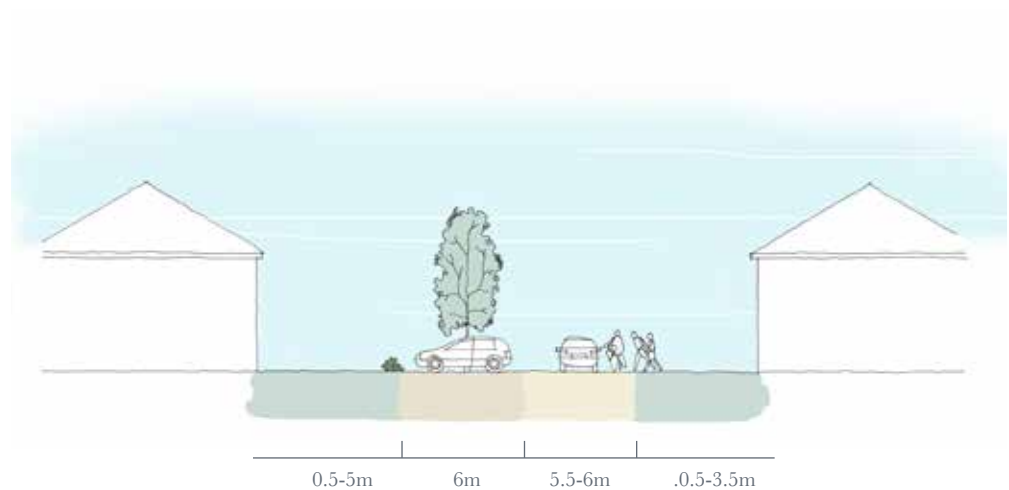
3.4.32. Community streets will provide direct access to dwellings.

Parking

3.4.33. Parking for residents and visitors is accommodated within the design of the street; it will not act as an impediment to pedestrian and cycle movement. Parking will be integrated with tree planting to ensure the creation of an attractive street scene.

Utilities

3.4.34. Servicing will be located to avoid conflict with tree planting; drainage is to pipe and gully.



PRIVATE DRIVE

Place

3.4.35. Private drives are informal, often located alongside open space. The low levels of traffic allow the carriageway to be a shared space between pedestrians, cyclists and vehicles.

Movement

3.4.36. These street types will have low traffic levels and have pedestrian/cycle priority.

Access

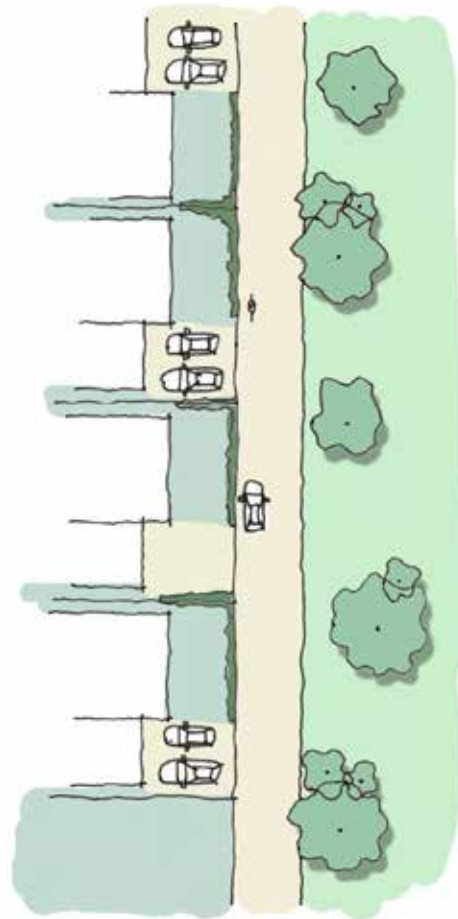
3.4.37. Private drives will provide direct access to dwellings.

Parking

3.4.38. Each dwelling will have sufficient on-plot parking. Visitor parking will be provided informally within the street, where necessary.

Utilities

3.4.39. A 0.5m strip for services and drainage will be provided.





Chapter 4: CONCLUSION

This DAS Addendum document will be submitted as part of the updated Hybrid Planning Application package for Monarch Green. It has explained revisions to the masterplan and the rationale that underpins them. The parameter plans and accompanying illustrative information contained in this document supersede these original plans set out in the March 2016 DAS. As part of these revisions a separate Indicative Local Centre Design Guide has been produced to provide key principles and illustrative plans that can be used as a framework for future detailed design work.





