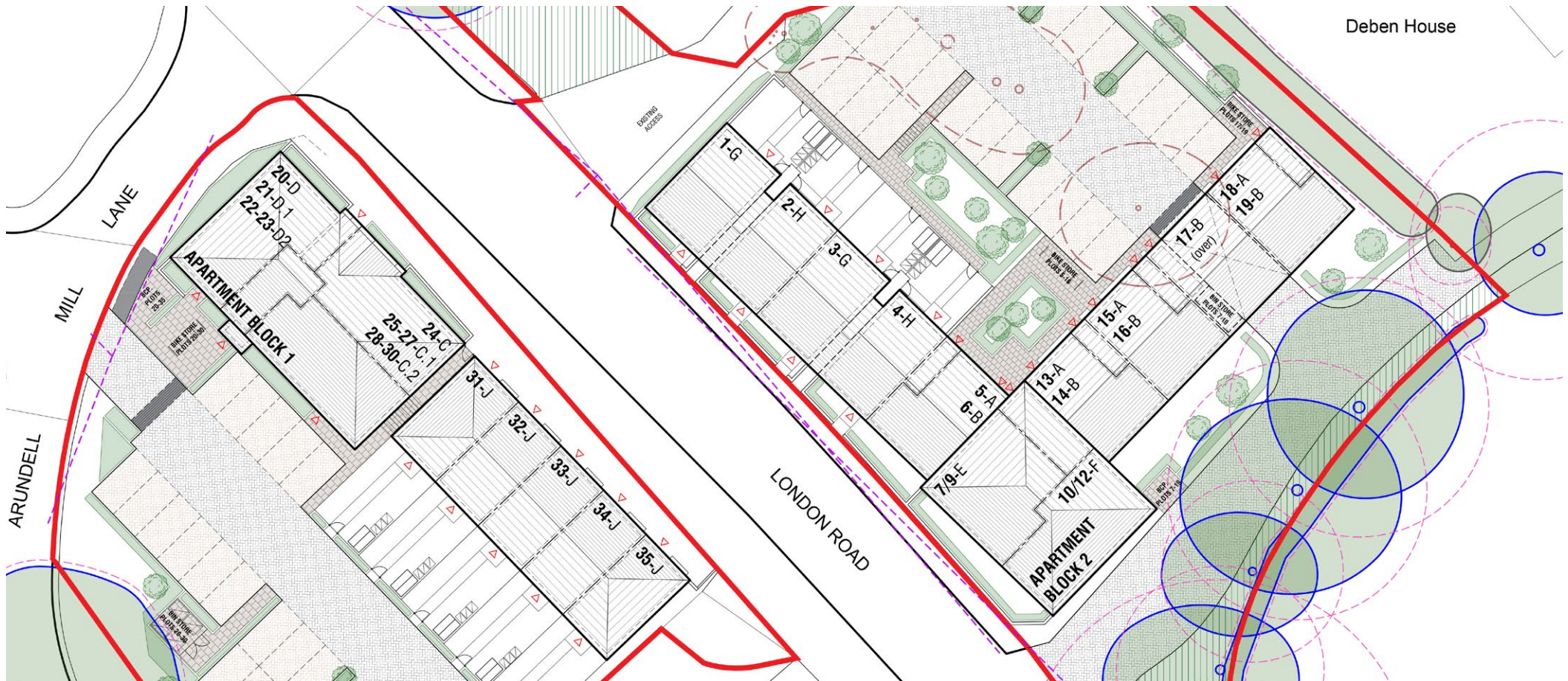


## DESIGN AND ACCESS STATEMENT:

Demolition of existing car dealership and redevelopment of the site for residential uses  
(Use Class C3), plus access, parking, landscaping and associated infrastructure.

Former Ford Stroud Motors, London Road, Stroud, GL5 2AX



### DESIGN AND ACCESS STATEMENT

UMAA REF: 01266  
ISSUE DATE: April 2024  
REVISION: P01  
STAGE: FULL PLANNING

**umaa**  
architecture

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SURROUNDING CONTEXT

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SITE LOCATION PLAN

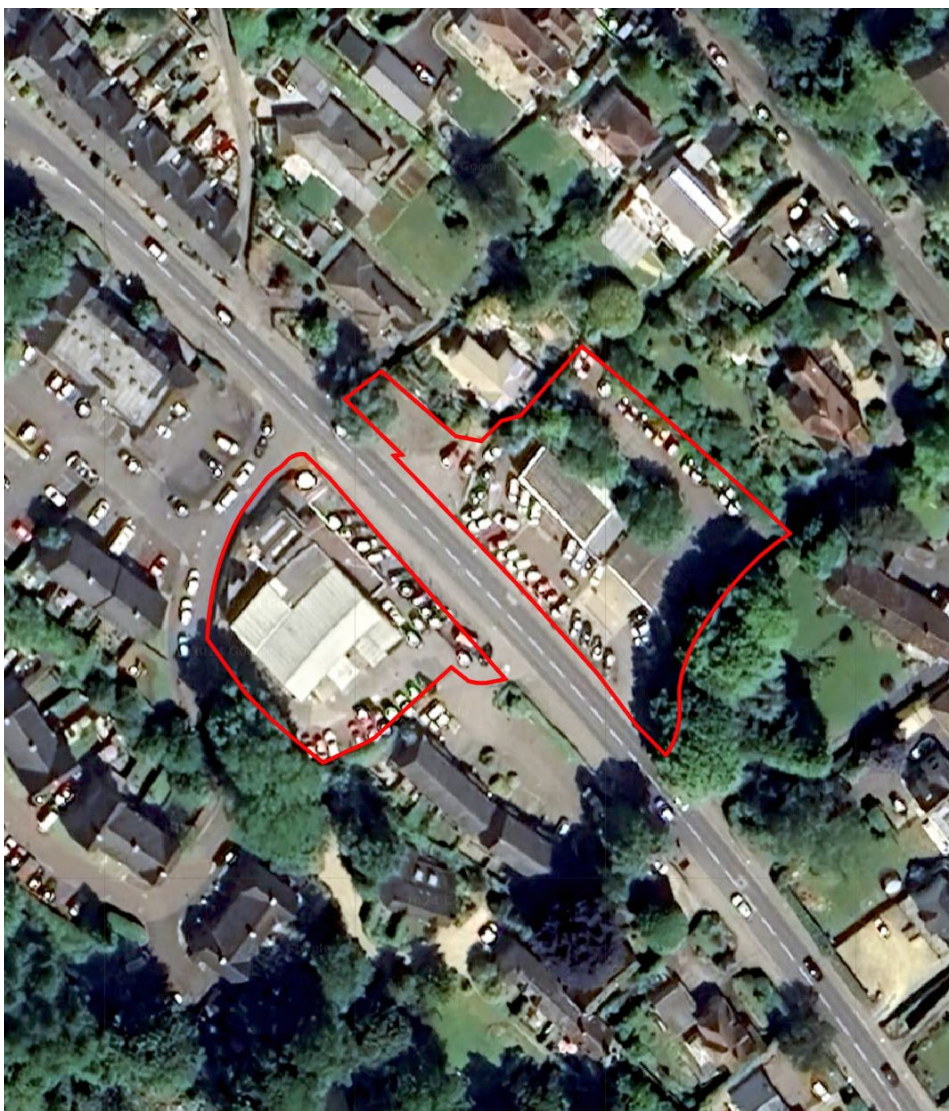
# 1. Introduction

This Design and Access Statement (DAS) has been prepared by UMAA Architecture Limited on behalf of the applicants, Altus Homes Ltd, in support of a full planning application for demolition of the existing car dealership at the Former Ford Stroud Motors, London Road, Stroud, GL5 2AX and redevelopment of the site for residential uses (Use Class C3) comprising 35 dwellings plus access, parking, landscaping and associated infrastructure.

This application seeks to redevelop this vacant brownfield site for a residential use including a mixture of apartments, maisonettes and houses informed by local housing needs, and designed in a style which respects and compliments the historic character of the area.

This document explains the design process, including site appraisal, client aspirations and key design drivers.

This document should be read in conjunction with the drawings and consultant reports submitted as part of this application.



SITE AERIAL PHOTOGRAPH (IMAGE SOURCE: GOOGLE MAPS)

## 2. The Site

The former Ford Stroud Motors site comprises two parcels of land to either side of London Road, totalling approximately 0.45 Ha of land. The site was most recently used as a car dealership but has been vacant since Summer 2023 when the garage was closed due to lack of business in this location.

London Road runs Southeast-Northwest between the two parcels of land. The parcel to the Northern side of London Road was used as a car sales centre and is occupied by a modern flat-roofed building. The parcel to the Southern side of London Road is occupied by a former MOT and servicing centre building with a white rendered facade.

The Southern parcel of land is bounded to the West and South by Arundell Mill Lane, a residential cul-de-sac which leads to the historic Arundell Mill Cottages and the River Frome further to the South.

The site is located to the Southeast of Stroud Town Centre, in an area of primarily residential use, with occasional commercial sites dotted along London Road. Existing residential buildings in the vicinity are built in traditional styles and materials and comprise a mix of detached, semi-detached and terraced houses and some apartment blocks.

SITE PHOTOGRAPHS PRIOR TO GARAGE CLOSURE (IMAGE SOURCE: GOOGLE STREETVIEW, OCTOBER 2020)



NORTHERN PARCEL, LOOKING EAST FROM LONDON ROAD

SITE PHOTOGRAPHS FOLLOWING CLOSURE (IMAGE SOURCE: GOOGLE STREETVIEW, SEPTEMBER 2023)



NORTHERN PARCEL, LOOKING EAST FROM LONDON ROAD



SOUTHERN PARCEL, LOOKING SOUTH FROM LONDON ROAD



SOUTHERN PARCEL, LOOKING SOUTH FROM LONDON ROAD













## SITE OPPORTUNITIES AND CONSTRAINTS

### Opportunities and Constraints Plan

The site benefits from a number of positive features including good existing access, existing tree screening to neighbours, and opportunities to improve existing views into the site and to form new active frontage facing outwards.

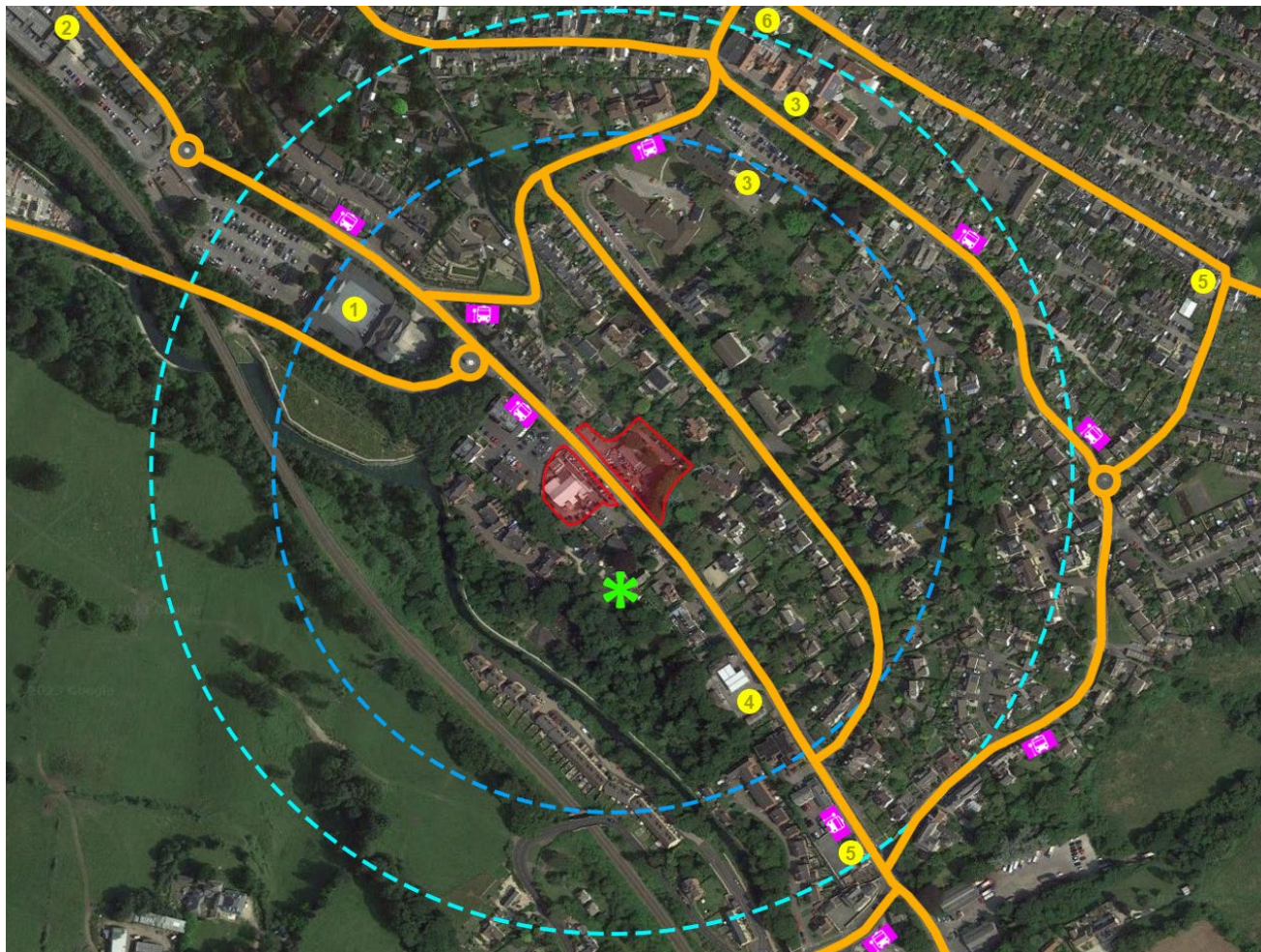
There are also a number of constraints which must be carefully addressed including a steep fall in levels from North to South, a drainage easement running across the rear of the Southern parcel of land, and the need to design around existing root protection areas to retained trees.

#### KEY

-  SITE BOUNDARY
-  RESIDENTIAL USE
-  COMMERCIAL USE
-  PLAY AREA
-  MAJOR EXISTING TREES / PLANTED AREAS
-  EXISTING DRAINAGE / EASEMENT (NO BUILD)
-  EXISTING ACCESS POINT
-  KEY VIEW TOWARDS SITE
-  KEY VIEW OUT OF SITE
-  DIRECTION OF EXISTING FALL (APPROX.)
-  MAIN ROAD
-  BUS STOP



## LOCAL AREA CONTEXT










SITE AERIAL PHOTOGRAPH, SOURCE: GOOGLE EARTH

### Local Transport Links and Amenities

The site is in a sustainable location within close walking distance of local shops, amenities and public transport links.

Within the local area there are also large areas of green space which are open to the public and accessible within around 10 minutes' walk of the site.

#### KEY

-  Application site
-  Main road network
-  Local bus stops
-  Approx. 3 min walking distance
-  Approx. 5 min walking distance
-  Arundell Mill Cottages (Grade II Listed)
-  Local Amenities (as numbered)
  - [1] Local Shops
  - [2] Local Dentist
  - [3] Local Hospital
  - [4] Local Petrol Station
  - [5] Local Pub/Bar
  - [6] Local Church

# 3. Consultation and Design Development

## Pre-application Consultation

An initial sketch scheme for the site was produced and submitted for initial pre-application consultation in Autumn 2023, with detailed comments received on 21st November 2023.

The pre-application feedback identified a number of areas to be addressed, some relating to policy and others to design.

This statement focusses on the comments relating to the design and massing of the building and how these have informed the development of the scheme.

For more specific assessment in relation to heritage, visual impact and policy related considerations please refer to the respective statements accompanying this application.

## Pre-application Scheme Proposals

The pre-application scheme represented a fairly early stage of design, which has subsequently undergone development in a number of areas as detailed overleaf.

The pre-application submission was based on the following level of development and sketch plan as shown to the right:

- 40 dwellings proposed.
- Mix of apartments, houses and maisonettes.
- Apartment blocks proposed to be 4 storeys in height (from street level at London Road).
- 55 car parking spaces proposed (split between the two parcels).



PRE-APPLICATION STAGE SITE LAYOUT



### Planning Officer Feedback

The written feedback received in November 2023 highlighted a number of key issues which would require careful consideration in developing the design to a full submission.

These factors have informed the detailed proposals accompanying this application. The key design-related issues and our responses are summarised below:

### Site Layout

Pre-application comments identify the site as a prominent location in a transitional area of relatively low density residential development.

Concerns are raised about the proximity of tall buildings to the road, which is considered to be exacerbated by the inclusion of frontage tree planting.

Parking courts are considered to be acceptable, although frontage parking may also be accepted subject to suitable design to integrate with the streetscene.

- The submitted scheme has been based on a further analysis of the surrounding context. The general placement of the buildings does not differ greatly from that proposed at pre-application stage and is based on a continuation of the existing building lines to the Northwest on London Road in order to integrate the proposals into the existing streetscene and provide a meaningful transition from the denser development (further Northwest) to the looser development (further Southeast) using corner turners and stepped rooflines.
- Car parking has been retained within courtyard areas

to the rear of the site. This helps in addressing the existing site levels and limits the impact to London Road by utilising the existing access on the Northern parcel and enabling new access to the Southern parcel to be taken from Arundell Mill Lane. The courtyard layout also ensures that frontages are not dominated by vehicle parking.

- Frontage treatments have been changed, with frontage tree planting omitted in order to reduce the vertical emphasis and replaced with low level walls with hedge planting behind, forming a continuation of the existing form of enclosure found to existing neighbouring properties.
- It should also be noted that the proposed height of the buildings has been reduced (this is explained further in the following section).

### Density and Massing

Pre-application comments noted that there is no specific height limit set into policy but that a four-storey design would be considered inappropriate for the character of this setting and overly dense for the site.

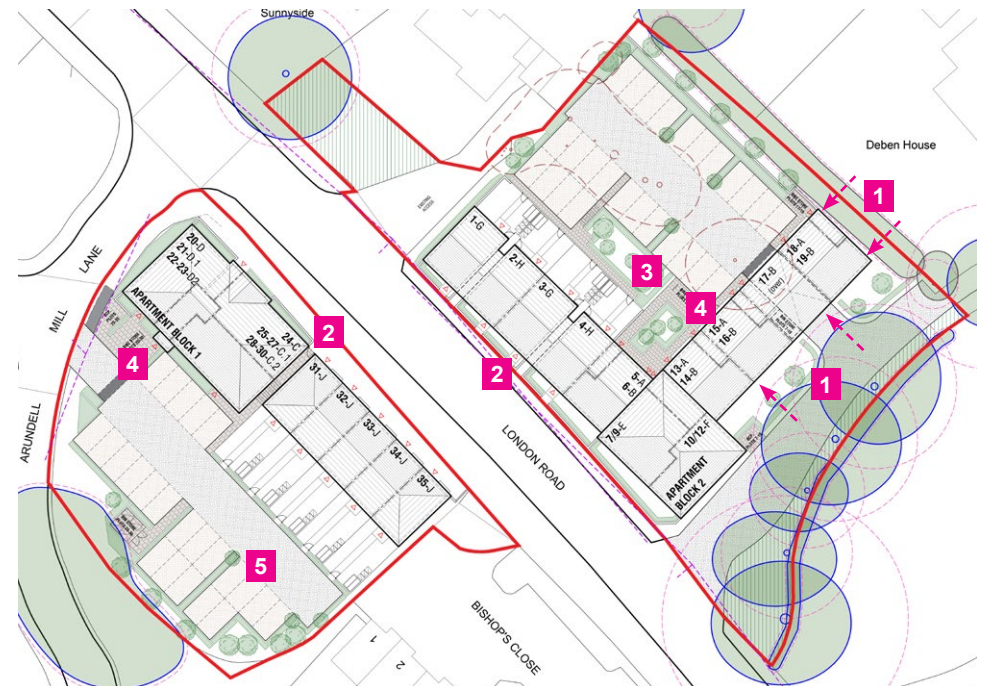
Comments were also raised in relation to the potential impact on specific views - this is assessed within the accompanying LVIA (Landscape Visual Impact Assessment).

- Critique in regard to the height and density of the scheme have been considered and taken on board. As previously noted, the initial pre-application consultation was carried out at an early stage and through further development and resolution of the design and requirements in relation to site constraints we were able to arrive at a reduced development density.

- Accordingly, the proposed height has been reduced to a maximum of 3-storeys when viewed from London Road (discounting the lower ground floor which will be entirely below the street level) with a mix of 2- and 3-storey blocks to each parcel to suit the context.
- On the Southern parcel, the 3-storey apartments are positioned to the Northwestern end, to compliment the 3-storey apartments on the neighbouring site. To the Southeast a step down to 2-storey houses with a hipped roof provides a softer transition to the lower level neighbours in this direction.
- On the Northern Parcel, the 3-storey block has been positioned to the Southeastern corner of the L-shaped block in order to form a taller dual-aspect corner feature. We consider that this part of the site can accommodate a taller structure due to the existing tall trees on the boundary, the greater sense of openness (facing the existing private drive) and the presence of existing properties built further up the steep bank to the rear of the site and providing a backdrop to the Northern parcel.
- The density of the scheme has been reduced from 42 dwellings per acre originally to 36 dwellings per acre at submission, through the removal of one storey.
- This reduction in density has enabled the amount of car parking to be reduced proportionally and additional landscaping and amenity space to be provided.
- All units have been designed to meet or exceed the minimum nationally described space standard (NDSS) and we believe that this level of density can reasonably be supported on the site. It should be noted that in developing this site there are a number of technical constraints that must be successfully addressed (including steep site levels, existing retained trees and a drainage easement) in order to offer a viable scheme that makes efficient use of the available land.



Pre-application layout



Submission layout noting principle changes:

- [1] Plots stepped back clear of RPA's as surveyed.
- [2] Plot frontage treatments changed to reflect existing context.
- [3] Additional landscaping areas added.
- [4] Cycle storage areas incorporated into scheme.
- [5] Car parking amended in line with current standards and broken up with planting strips.

## Detailing and Appearance

Pre-application comments note that little visual interest was shown to the proposed facades and that the design should be carefully considered in regards to its context.

It should be noted that the consultation was carried out at an early stage of design and that elevational designs were not included, so only limited information was available at that stage, hence the response does not include any detailed comments in regards to specific elements of the appearance.

It should also be noted that the heritage comments highlight potential impact to the historic buildings in the vicinity and that the Southern site in particular requires careful treatment in relation to surrounding views.

- Following the pre-application feedback the elevational design of the building was considered in conjunction with the heritage consultant and wider design team.
- Despite numerous pockets of modern development, the area clearly retains a number of historical buildings including the Grade II listed Arundell Mill Cottages to the Southeast of the site and a row of Victorian terraces on the Northern side of London Road.
- It should be noted that the Grade II listed Cottages are accessed via Arundell Mill Lane, but are some distance away from the site and separated by significant tree screening along its leafy approach as referred to in the heritage comments. In this way, the proposed development does not have a direct relationship with the cottages, but could be considered to form part of the wider setting and as such requires a sensitive treatment.
- It is also noted that although many of the modern

buildings in the area follow a 'traditional' design, this is not always successful and does not necessarily set a desirable precedent for new development; as such any proposals for the site should follow a coherent form and design that is sensitive to the historic nature of the area.

- Furthermore, the design should be consistent with the form and function of the proposed buildings.
- The traditional form of the Arundell Mill House and Cottages sets one possible precedent for development, by embracing simple functional forms with a historic industrial character.
- The site is also situated at point where the more uniform terraced blocks found to the North give way to looser development to the South.
- Based on the proposed density, the scheme has more in common with the denser development to the North and thus we sought to design the site in a way which would mark the end of the more urbanised area by mirroring these terraced residential forms and using changes in height to define the corners of the site to form a gateway feature at each entry point.

Following consideration of this context, a traditional 'mill' style of architecture was chosen as a best fit for the site; this is both a functional building form that links to the history of the area and also a form of construction that works well in conjunction with the proposed types of dwellings and the general development layout.

Following from this decision, the specific design principles included:

- The use of long terraced forms with consistent roof lines linking several properties together in small groups.

- Use of taller corner blocks positioned by the main access to each site in order to define the entrance and prevent the roofline becoming too uniform.
- A strong and regular rhythm of windows to create a functional and coherent facade and ensure all rooms benefit from well-proportioned windows and a good outlook.
- Use of traditional brick detailing in a functional style with sparing use of stone to add contrast.

## Planning Policy

### National Policy

Central Government planning policy for England is set out in the National Planning Policy Framework (2023). The development of these proposals has been informed by the objectives set out in the NPPF.

The proposals seek to make effective use of an existing brownfield site in order to provide high quality new build housing that will meet specific local needs and that will establish a sustainable use for the site in future, all in line with the three interdependent principles of sustainable development described in paragraph 8 of the NPPF:

***'a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;***

***b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and***

***c) an environmental objective – to protect and***

***enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.'***

As described in this statement and the accompanying reports, care has been taken to engage with the local authority and to take on board critique of the initial proposals, including reduction to the scale of development in order to avoid negative impact to the setting, while still maintaining an efficient and viable quantum and form of development.

Throughout the design process, a balance has been sought between the requirements under Section 16 of the NPPF (Conserving and enhancing the historic environment) and the objectives set out in paragraph 128 which encourages efficient and appropriate use of land.

The development of the scheme has been further informed by the objectives set out in Section 12 of the NPPF (Achieving well-designed and beautiful places) and by the ten characteristics of well-designed places described in the National Design Guide (2021) including;

- the careful assessment of and response to the existing context and setting,
- the form of the proposed housing types (which are informed by local needs and provide a wide mix of layout configurations and unit sizes),
- the choice of building materials and details to reflect the local characteristics, and;
- the consideration of servicing and amenity including use

of sustainable drainage, retention and enhancement of landscaping and ecology features and the use of split level design to create an accessible layout on a steeply sloping site.

### Local Plan Policies

As is described more fully in the planning statement accompanying this application, the current statutory local development plan is the Stroud District Local Plan (2015), however some limited weight may also be given to the policies of the emerging Stroud District Council Local Plan (draft 2021).

Accordingly, the proposals have been developed in line with the relevant policies of the current local plan including (but not limited to):

- CP4 (Place making),
- CP8 (New housing development),
- CP14 (High quality sustainable development),
- ES8 (Trees and hedgerows and woodlands),
- ES10 (Valuing historic environment and assets), and;
- ES12 (Better design of places).

In particular, the layout, form and scale have been carefully considered in line with the three key principles set out in Policy CP4, resulting in a design which responds to its steeply sloping site by using split levels and terracing to increase permeability and accessibility while reducing the apparent massing and height visible from the road. The site layout has been designed to make use of the existing access on the Northern parcel and to enable a new access on the Southern parcel to be formed from Arundell Mill Lane (avoiding impact to London Road), with all car parking concealed within the rear part of each parcel of

land.

Externally, the appearance of the proposed buildings responds to the heritage of the area by utilising a functional industrial inspired design that both reflects the area's history in line with policies CP4 and ES10 and also provides the flexibility needed to form spacious and high quality modern homes that accord to the nationally described space standard and provide a mix of unit types tailored to local needs in line with Policy CP8.

In line with policy ES12, the site has been designed to aid and encourage use of the amenity spaces, provide secure and well-observed car parking and cycle storage areas and minimise impact to the existing road network by incorporating the existing Northern access point into the new layout and enabling the new Southern access to be formed from Arundell Mill Lane.

Care has been taken to include existing high quality trees and hedgerows in the scheme and to do so in a way that retains them within managed ownership in order to ensure their future maintenance and retention, all in line with the objectives set out in policy ES8.

The development re-uses previously developed land in a sustainable location with good transport links, in line with the objectives of Policy CP14. The site has been further designed to address its specific context in a sustainable manner including the use of sustainable drainage systems, formation of active frontages to increase natural surveillance and social cohesion and efficient use of the land including split level design to enable steeper parts of the site to be developed effectively while still retaining good accessibility throughout.

# 4. Design Statement

## Use

### Existing Use

The most recent use of the site was as a car dealership, comprising a car sales showroom with ancillary servicing building and forecourt display area. This use of the site falls within use class Sui Generis.

This business was closed in Summer 2023 (due to the location no longer being commercially viable for this use) and has been vacant since that time.

### Proposed Use

This application seeks a change of use to residential (use class C3) comprising 35 new dwellings plus associated accesses and parking, private gardens and shared amenity space.

### Site Suitability

The surrounding area around London Road is predominantly residential in nature, with occasional commercial sites. The site is located in close proximity to the Town Centre and to existing amenities and public transport links.

Due to the presence of this existing infrastructure, we consider that a residential use is appropriate for this location and will compliment the site context and surrounding uses. In addition, this application is informed by local housing policy and will contribute to identified local needs.

## Amount

Total site area (red line): 0.45 Ha

Total proposed dwellings: 35

of which:

1-bed maisonettes: 9  
 2-bed apartments: 17  
 3-bed houses: 9

A simplified schedule of accommodation is shown to the right. A more detailed schedule is included on the accompanying site layout plan.

### Design Standards

All units have been designed in accordance with the Nationally Described Space Standard (NDSS) technical requirements and meet or exceed the minimum floor areas set out in the guidance document.

Car and cycle parking spaces are provided in line with the relevant local policy requirements. For details of parking provision and how this has been calculated, please see the 'Access' section of this statement.

Ref / Type	Area (m2)	Area (ft2)	Total No.
<b>1-Beds</b>			
A. 1-Bed GF Apartment	46.8	504	4
B. 1-Bed FF Apartment	58.9	634	5
<b>2-Beds</b>			
C. 2-Bed Apartment	62.0	667	1
C1. 2-Bed Apartment	61.8	681	3
C2. 2-Bed Apartment	63.3	63.3	3
D. 2-Bed Apartment	67.5	727	1
D1. 2-Bed Apartment	61.7	664	1
D2. 2-Bed Apartment	69.4	747	2
E. 2-Bed Apartment	61.8	665	3
F. 2-Bed Apartment	61.8	665	3
<b>3-Beds</b>			
G. 3-Bed House	84.5	910	2
H. 3-Bed House	85.5	920	2
J. 3-Bed House	91.7	987	5
<b>TOTAL DWELLINGS</b>			<b>35</b>

## Layout

The proposed layout has been carefully designed with regards to the specific site opportunities and constraints, and to the surrounding context and views towards and around the site.

The primary frontage to each development parcel faces towards London Road and follows the existing building line. All parking is provided within rear courtyards which benefit from good natural surveillance from the new dwellings.

The apartments and maisonettes are designed with a dual frontage, providing convenient access to the courtyard and providing principal windows to all key outward facing elevations to maximise the amount of active frontage.

Due to the steep existing changes in level, the buildings on the Southern parcel will utilise a split level design following similar principles to the existing garage building, whilst on the Northern parcel the parking court and landscaped areas will be banked and terraced to address the change in level and reduce the requirement for retaining structures.

Shared amenity space, including planted areas, cycle parking and fenced bin storage is provided within each courtyard for all apartments and maisonettes, while all houses are provided with private garden space.

Additional landscaped areas are provided around the edges of each site, including the retention and enhancement of existing tree planting and ecology areas.



PROPOSED SITE LAYOUT

## Scale and Massing

The design of the proposed buildings reflects the mix of different dwelling types proposed on the site:

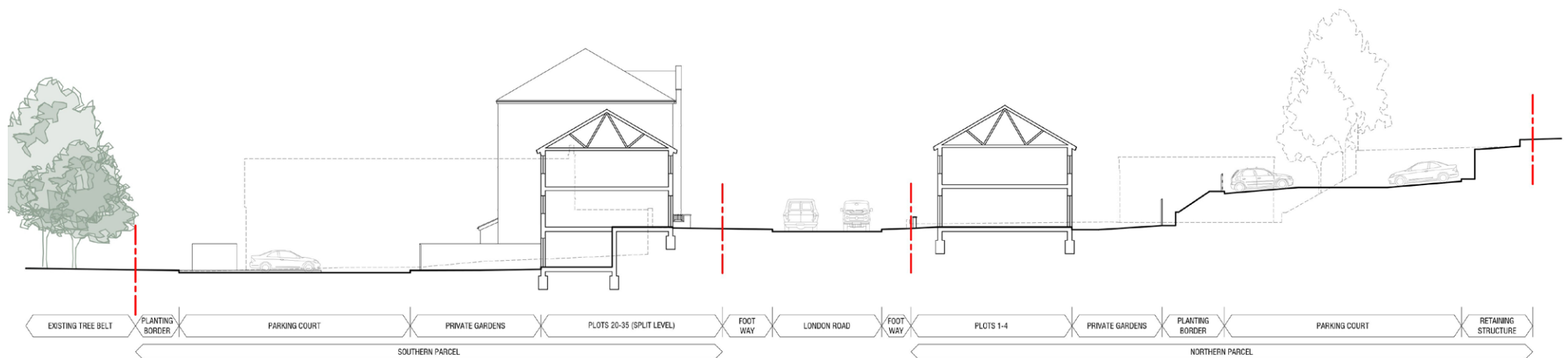
- the houses and maisonettes are arranged into terraced blocks of two storeys (when viewed from London Road), with consistent rooflines and regular placement of windows.
- the taller apartment buildings are used to introduce steps in the roofline and facade, providing a more prominent corner feature for each site. The additional height is softened through the use of hipped roofs.

The site presents a number of constraints, most notably the steep change in levels and compact arrangement of each parcel. In order to address these constraints effectively and to form a strong streetscape to each parcel of land, development blocks are formed along the street frontage of each site, following the existing building line.

This strategy allows active frontage to be formed to both parcels with private entrances at street level, whilst the rear part of each parcel can be terraced and banked in order to mitigate the steep change in levels. This strategy avoids placing buildings

on the highest level parts of the site and retains a scale that is proportionate to its surroundings.

The use of split level properties on the Southern parcel enables additional floorspace to be provided to the rear of the site on a lower ground floor, which has the further advantage of being able to provide direct access for residents at both the street level and the lower level to the rear of the site. Similarly, the Northern parcel is terraced in order to retain access to each side of the buildings and keep the visible height from London Road at a maximum of 3 storeys.



INDICATIVE SITE SECTION SHOWING EFFECT OF SPLIT LEVEL DESIGN AND TERRACING



## Appearance

The area surrounding the site is of mixed character with a number of historic buildings including Arundell Mill Cottages, a number of Victorian terraced properties and the former Garage/MOT building itself which is functional in nature but includes some simple Art-deco style detailing to its facade.

Additionally there are a number of more recently built properties presenting a modern interpretation of historic building styles in brick, render and stone.

The majority of buildings in the immediate vicinity are of brick construction with a smaller number in stone. The proposed design seeks to reflect the historic character of the area, with brick being selected as the principal material in order to provide robust traditional detailing that will age well and require little maintenance.

All buildings will utilise a consistent palette of materials that

reflect the local character of the area. All building detailing follows a traditional style with simple clean detailing and use of decorative brickwork to pick out window openings and break up the facade.

A small amount of stonework will be used in order to provide contrast to window cills and to window heads in principle locations. However the majority of the detailing will be in matching brickwork, inspired by the functional detailing found on traditional mill buildings and reflecting the historic character of Arundell Mill and its surroundings.

The massing and proportions of the new development have been designed with the neighbouring dwellings in mind, with ridge and eaves height set to be similar to the neighbouring buildings so as not to overpower or prejudice the streetscape.

The proposed streetscapes accompanying this application show the principle streetscenes addressing London Road.



Example Brick type 1.  
Red/orange multi.  
Indicative - product tbc.



Example Brick type 2.  
Red/brown multi.  
Indicative - product tbc.



Roof Tile type 1.  
Concrete plain tile, slate grey.  
Indicative - product tbc.



ILLUSTRATIVE STREETSCAPE TO NORTHERN PARCEL

### **Landscaping**

Due to the existing use as a vehicle garage and car showroom, the majority of each parcel currently comprises a mix of tarmac and concrete hardstandings, with some limited areas of soft landscaping and tree planting found to the rear and edges of the site.

There are some notable trees along the Eastern edge of the Northern parcel and on the neighbouring verge to the South of the Southern parcel which are all of good quality and amenity value.

An arboricultural survey and impact assessment accompanies this application and identifies a number of good quality trees which are all to be protected and retained, as well as several category 'u' trees which are unsuitable for retention and thus will be removed.

Root protection areas to retained trees have been considered during the design process and all buildings have been offset by a suitable distance to ensure that no building works will encroach into the root protection zone.

Some limited resurfacing works will be carried out within existing root protection zones, all of which will be carried out using hand dig methods and with suitable root support installed.

The proposed landscaping will comprise a mix of hard and soft surfaces, with new trees and ecology planting across the site to create a pleasant setting for future residents and to achieve the required uplift in biodiversity.

### **Protected Trees**

The accompanying application drawings indicate the existing trees that are to be retained.

It should be noted that as of the time of writing, the group of trees along the Eastern boundary of the Northern parcel is subject to a tree preservation order which may be made permanent in future.

As has been identified, these trees are of good quality and amenity value and are proposed to be retained and protected.

All of the protected trees are situated on an existing verge which will be retained under the control of a management company in order to safeguard the ongoing care and maintenance of these trees and to prevent future removal.

# 5. Access Statement

## General Principles

This development has been designed around the 5 key principles set out in 'The principles of Inclusive Design' (CABE 2006):

- Inclusive design places people at the heart of the design process
- Inclusive design acknowledges diversity and difference
- Inclusive design offers choice where a single design solution cannot accommodate all users
- Inclusive design provides for flexibility in use
- Inclusive design provides buildings and environments that are convenient and enjoyable to use for everyone.

Throughout the design process, the aim is to provide a development that is inclusive, responsive, flexible, convenient, accommodating, welcoming and realistic.

It is recognised that the design of the Built Environment is of great importance and that well-designed and inclusive places can have a positive impact on quality of life of both residents and visitors.

With these aims in mind, the development has been designed to ensure ease of access and use for all members of the community.

## Lighting

Street lighting and/or low level lighting will be provided throughout as appropriate to provide clear and safe access for pedestrians up to the private front doors of dwellings.

## Creating a Safe and Inclusive Environment

The site layout and arrangement of spaces have been designed around the principles of safety, accessibility and inclusivity with the aim to provide ease of access throughout. The design makes use of split level properties and terraced areas in order to mitigate the steeply sloping existing levels.

## Street Hierarchy and Structure

Using a clear hierarchy of streets not only aids accessibility but also helps to define areas of varied character, improving navigation and familiarity for residents and visitors.

Access to the Northern parcel will be via the existing entry from London Road. A new access will be formed for the Southern parcel from Arundell Mill Lane. All drives within the site will remain private and are designed as a shared surface / courtyard style environment, with no new streets or adoptable roads being formed.

Each parcel is arranged around a parking court, overlooked by dual frontage buildings with access on either side in order to provide good permeability and convenient access to parking and amenity spaces. The outer edges of each parcel provide landscaped space and defensible planting.

Treating the site in this way maximises active frontages and natural surveillance, and prevents the frontages from being dominated by vehicle parking or hardstandings while providing convenient and secure parking for residents to the rear of each site.

## Boundary Treatments and Maintenance

As well as providing security and enclosure, boundary treatments will be used to reinforce the ownership of space and provide well-defined public and private spaces.

Private back garden spaces will be fenced for privacy, while front garden spaces will be enclosed with low height walls and railings in order to clearly define private space and create a sense of separation from the public footway.

In areas where guarding is required to the top of retaining walls or steps in level, railings or treated timber post and rail fencing will be provided in order to retain an open aspect whilst safely guarding against falls.

Planting to all frontages and visibility areas will be maintained at a low height; with species of reduced height and spread chosen for these locations to minimise maintenance.

## Car and Cycle Parking

All parking provision has been designed in line with the minimum requirements set out in the Manual for Gloucestershire Streets (2021 Addendum), with some additional provision made for visitors.

## Cycle Parking

1No. cycle parking space has been provided for each unit by means of garden sheds to all houses and bike hoops within the amenity area for all apartments / maisonettes.

Car Parking - Northern Parcel			
Unit type and requirement	Total no. of units	Min. spaces required	Number provided
1-Bed @ 1 per unit	9	9	9
2-Bed @ 1 per unit	6	6	6
3-Bed @ 2 per unit	4	8	8
Additional visitor provision	-	-	3
<b>Total</b>			<b>26</b>

Car Parking - Southern Parcel			
Unit type and requirement	Total no. of units	Min. spaces required	Number provided
2-Bed @ 1 per unit	11	11	11
3-Bed @ 2 per unit	5	10	10
Additional visitor provision	-	-	2
<b>Total</b>			<b>23</b>

### Natural surveillance

The scheme has been carefully designed around best practice with regards to natural surveillance of the public realm, with all buildings arranged to provide primary windows and active frontage to face London Road. To the rear of each site, the apartment blocks and maisonettes have been designed to provide a secondary frontage addressing the parking court areas in order to provide ease of access and natural surveillance of car and cycle parking spaces.

Where properties address a corner situation a dual aspect design is used, with additional windows and features provided to the side elevation.

All private parking within the site is overlooked and all private garden areas are fenced.

### Access to the building

As noted in the previous section, access is provided both from London Road (in order to form active frontage to the street) and from the rear parking courtyards (for convenient access to the parking areas). Due to the steep changes in level on the site, all units are designed as 'visitable' dwellings (M4(1) standard) with level access provided wherever possible and stepped accesses used only where unavoidable due to the existing site levels.

### Access within the buildings

All houses and maisonettes will have their own private entrance, accessed from the street and/or from the parking court. The houses on the Southern parcel of land are designed as split level plots with a lower ground floor level in order to address the existing changes in level effectively.

All apartments will have a shared communal stairwell in full compliance with Approved Documents Part B and Part M of the Building Regulations.

### Refuse collection and access

All houses are provided with bin storage areas within the fenced back garden area. The houses on the Northern parcel are provided with 'ginnel' style accesses to enable bins to be brought out to the street for collection.

The maisonettes and apartments on the Northern parcel are provided with a covered bin store area built into the undercroft, with a collection point being provided close to the site entrance.

The apartments on the Southern site are provided with a fenced bin storage area to the rear of the parking court and a bin collection area close to the entrance off Arundel Mill Lane.

All houses on the Southern site will have bin storage within their fenced garden area, however due to the steep slope on the site, these properties will also take their bins to the bin collection point off Arundel Mill Lane, which provides a more convenient location for residents to access.

## 6. Conclusion

This application proposes the redevelopment of the former Ford Stroud Motors site to provide a high quality residential development creating a total of 35 new dwellings with a varied mix of unit types that includes a mix of family homes, 2-bedroom flats and smaller starter units ideal for first time buyers.

The proposal will be well suited to its location in an area of predominantly residential character, with vehicle accesses located to provide safe visibility and minimise any impact to the existing road network.

The development has been carefully designed to respect and enhance its context, utilising a simple and functional built form that reflects the historical character of the area, enlivened with brick and stone detailing and steps in the facade and roofline.

The proposed scheme presents a coherent vision for the future use of the site delivered through a layout that is carefully tailored to its context and will make a positive contribution to the area.

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