

## CHAPTER 4: PROPOSAL



The masterplan responds to the key characteristics of Yatton, as well as the site's unique setting, creating a more harmonious settlement edge at this location. This attractive development respects the sensitive features of the site through their protection and enhancement, allowing all residents and visitors improved access to nature, communal spaces and routes.



## 4.01 ILLUSTRATIVE MASTERPLAN

The illustrative masterplan [see **Figure 22**] presents in two dimensions the principles for the character and structure of the development and shows one way in which development could be delivered on the site. The illustrative masterplan sets out the general principles and character for each part of the development to inform future detailed design. This chapter also includes a series of parameter plans that are intended to fix the land use, density, scale, height and access for the development and future Reserved Matters applications will be assessed against these parameters.

### Masterplan Structure

- The masterplan defines a network of connected green spaces, which will provide for a range of functions. This GI structure uses the existing network of rhynes to create a structure for the development and lending it a strong sense of place;
- The multi-functional GI corridors will include space for play, recreation and amenity, wildlife corridors and sustainable urban drainage as well as pedestrian and cycle routes;
- Large areas of public open space have been incorporated into the masterplan to provide opportunities for exercise and to provide important habitat for wildlife and bat movement;
- A community allotment and an extensive linear orchard has been incorporated into the masterplan to offer local growing opportunities for residents and an 'edible' landscape for foraging;
- Built form has been orientated to present a sensitive and informal edge to the settlement to the west;
- The curving spine road connects the main development blocks and character area parcels. In time, the spine road will extend to the south to provide connectivity to the future development on the adjacent parcels to the south across Biddle Street;
- Space for a range of compatible uses is presented within the land to the south of Shiners Elms; and
- Overall, the masterplan structure is clear and legible with movement routes and green corridors defining a more organic structure of development parcels which have been shaped by small-scale open field patterns.



Figure 22: Illustrative Masterplan



## 4.02 LAND USE

A summary of the extent of the proposed uses are set out below and in **Figure 24**.

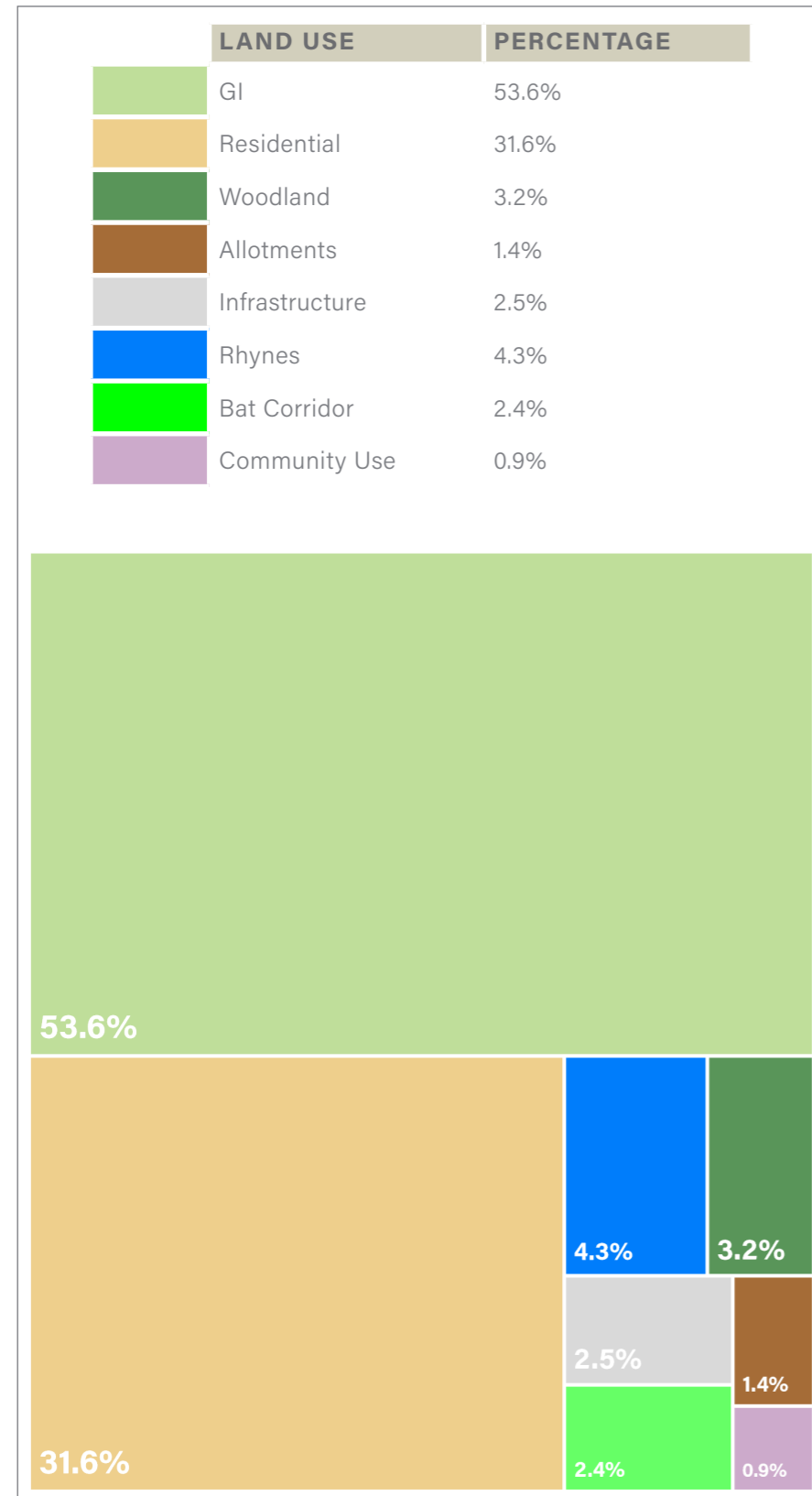


Figure 23: Land Use as Percentage of Site Area

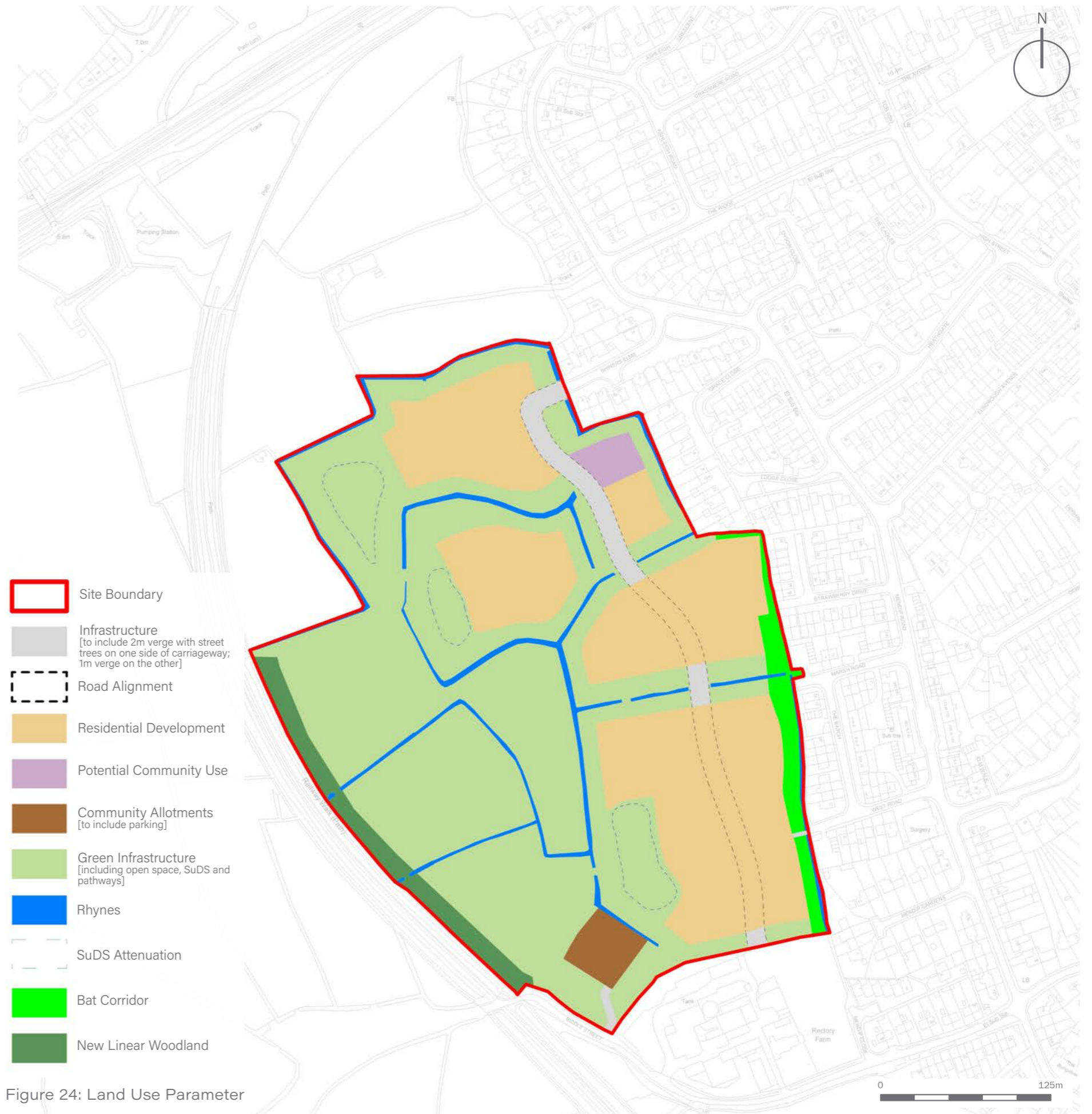


Figure 24: Land Use Parameter

### 4.03 HEIGHT AND SCALE

The site will consist of predominantly 2 storey dwellings; however, 2.5 and 3 storey dwellings are appropriate in order to vary the roofscape and to enable the creation of a legible development, well-defined nodal spaces and key routes that have a strong sense of enclosure. At key locations, this additional height can also aid wayfinding with the additional mass positively contributing to the street, defining corners and terminating important vistas. This approach is broadly consistent with development within the wider setting of Yatton.

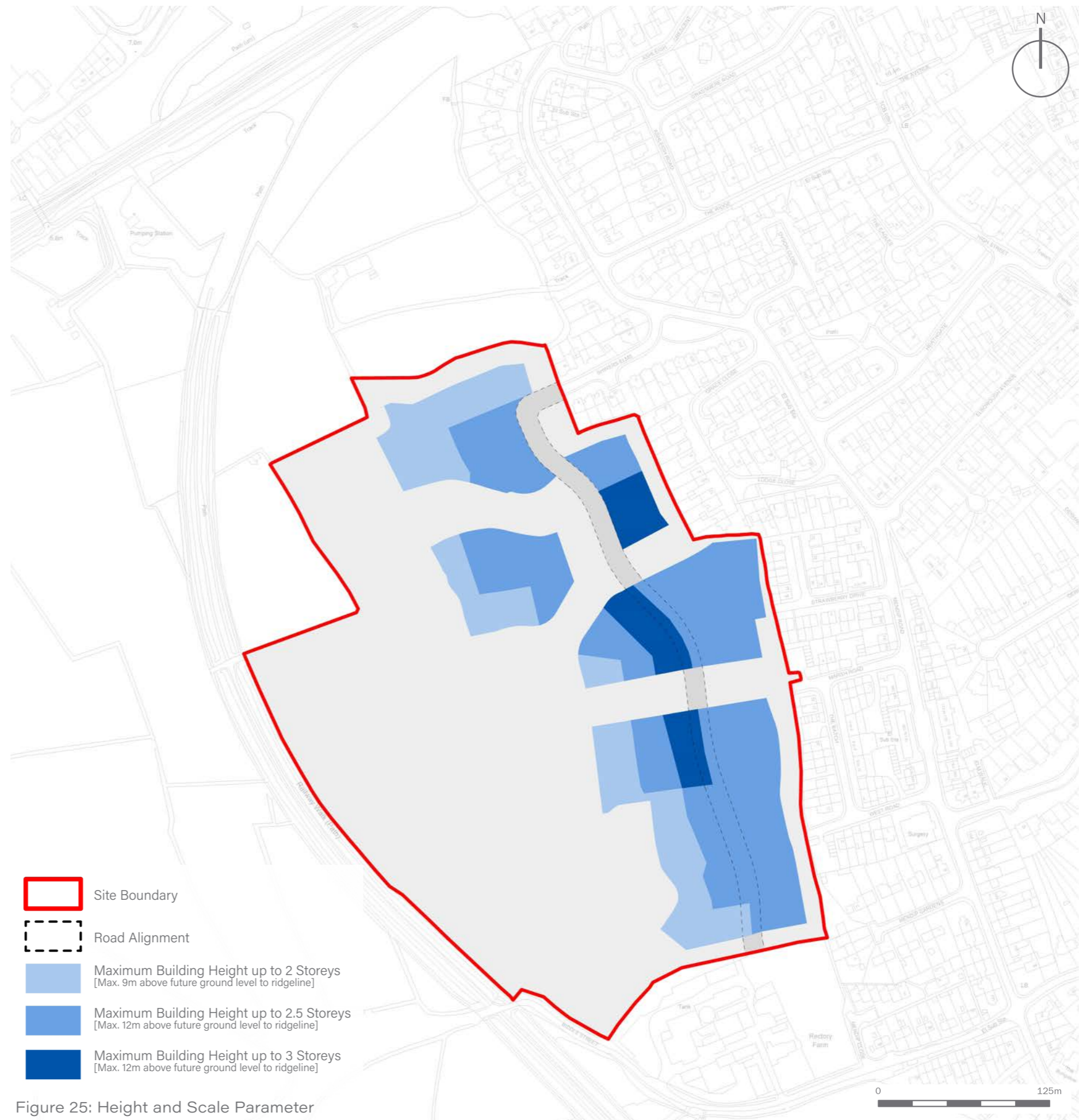


Figure 25: Height and Scale Parameter



## 4.04 DENSITY

The development will provide up to circa 190 new dwellings, with densities varying across the site to create a legible design and to seamlessly integrate with the wider settlement of Yatton.

Higher and medium density homes will be clustered along the main access road in order to establish a sense of arrival and provide enclosure at key nodal points and to enclose the public realm along movement corridors and landscaped spaces.

The remainder of the site will consist of lower density development, and is focussed at the development perimeter to the west to create a gentler, softer transitional area to the surrounding countryside or landscape buffer where appropriate. This careful, responsive approach to the development of the site will reinforce its wider attractive qualities in delivering new high quality homes in a sustainable location.

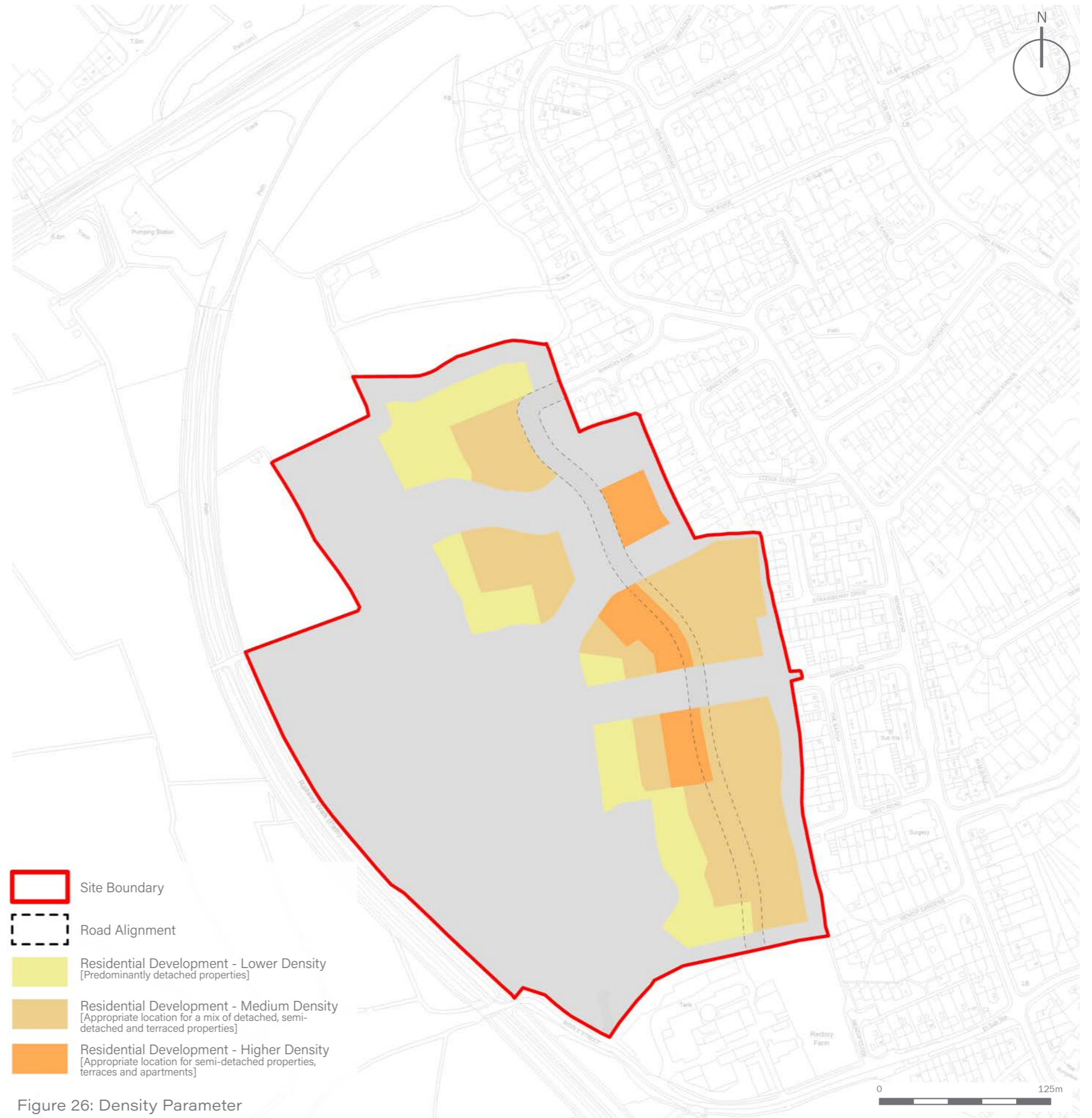


Figure 26: Density Parameter



## 4.05 ACCESS AND MOVEMENT

The street structure created within the Masterplan has been designed as a permeable network of routes and spaces providing for the needs of all street users, with road speed within the site set to be 20mph. The following summarises the access and movement proposals:

- Access for all modes of transport to be via the western end of Shiners Elms leading to the recently approved residential development immediately to the south of the site;
- The spine road will be designed with a 6m wide overall carriageway, with 2m pedestrian footways provided along both sides along the main access road;
- The secondary streets will connect all other development parcels and connect to private drives on the periphery of the development;
- A secondary street connects the development to the community allotments proposed at the south-western corner of the site;
- Within the site a network of pedestrian pathways and links will be provided to allow movement through the community park and open spaces at the western side of the site; and
- Bicycle and pedestrian links will be provided to the Strawberry Line multi-use path at two places along the western boundary. In addition, potential bicycle and pedestrian links could be provided at West Road and Marsh Road to facilitate car-free movement and connections to the High Street and rail station.

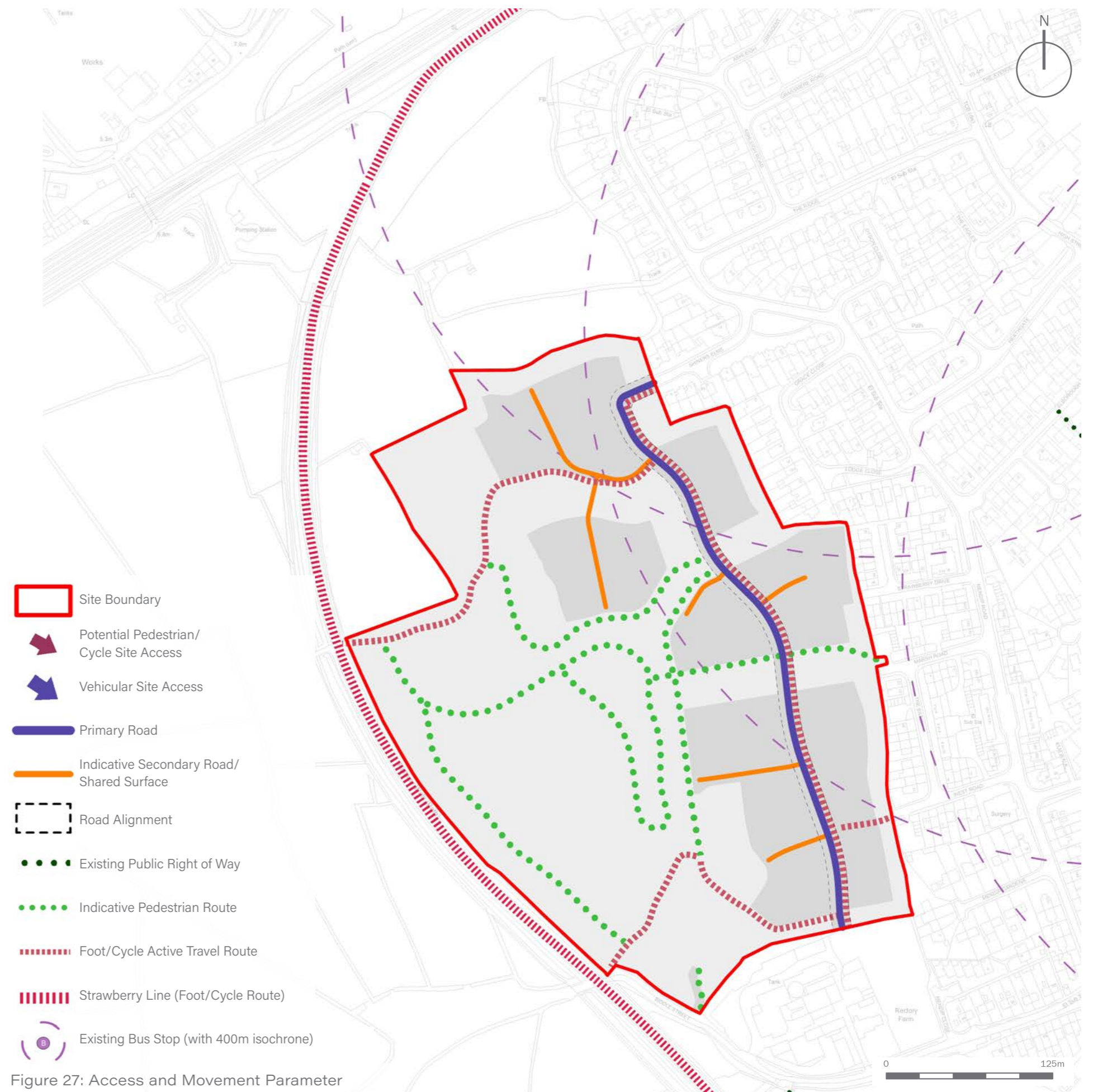


Figure 27: Access and Movement Parameter



## 4.06 STREET HIERARCHY

The principles for the street hierarchy have been prepared in accordance with the Manual for Streets and with the over-arching objective to create 'places' that will help to build and strengthen the new community as well as meeting the needs of all users. The streets connect to create a legible and permeable network with a character and distinctive streetscape, contributing to a sense of place. A Reserved Matters Application will be expected to reflect the general pattern of secondary and tertiary routes as indicated in **Figure 28**, but these may be subject to some variation in alignment as the detailed design stage progresses.

Across the site, the function and role of the three main tiers is set out below:

### Primary Routes

The main spine road provides access through the development from Shiners Elms to connect to the adjacent residential development to the south, which in turn will connect to Chescombe Road. This primary route will be designed with formal tree planting and a pedestrian footway on one side and a combined pedestrian/cycle route on the other side of the street. This route will have a complementary formal character.

### Secondary Routes

These routes provide access for vehicles into the residential areas of the site.

Within the second tier, two street types are proposed:

- Secondary Roads; and
- Shared Surface Streets.

### Tertiary Streets

Tertiary level streets provide local access to the end of development parcels typically around the periphery of the site and areas adjacent to the GI corridors.

Within the third tier, one street type is proposed:

- Private Drives.

The following pages explain the specific use and characteristics of the individual street types in relation to their function. Each street type will show a typical 3D cross section and include information on dimensions, design speed, calming features, material and landscaping. The maximum overall design speed across the site is 20mph, and all streets, shared spaces and lighting features are to be designed to adoptable standards.

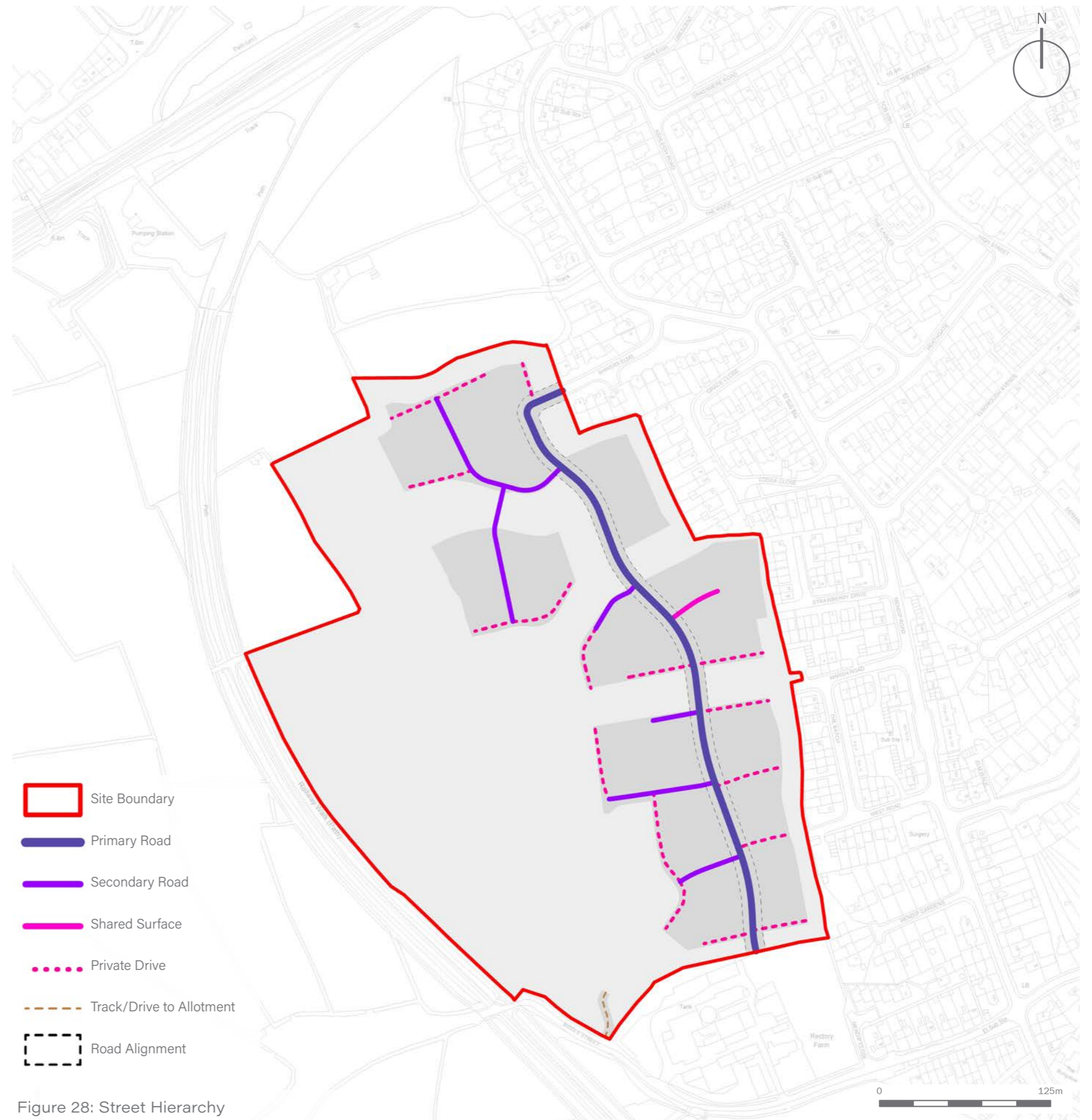
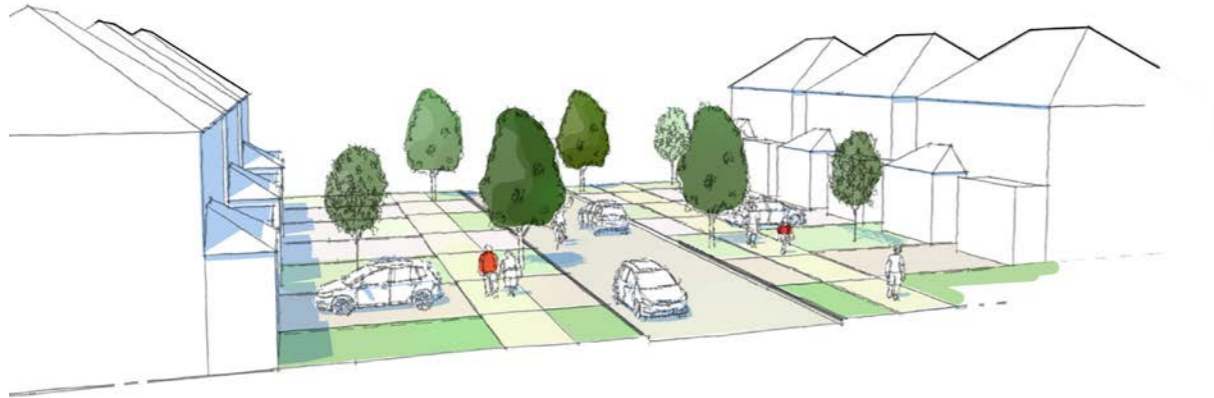


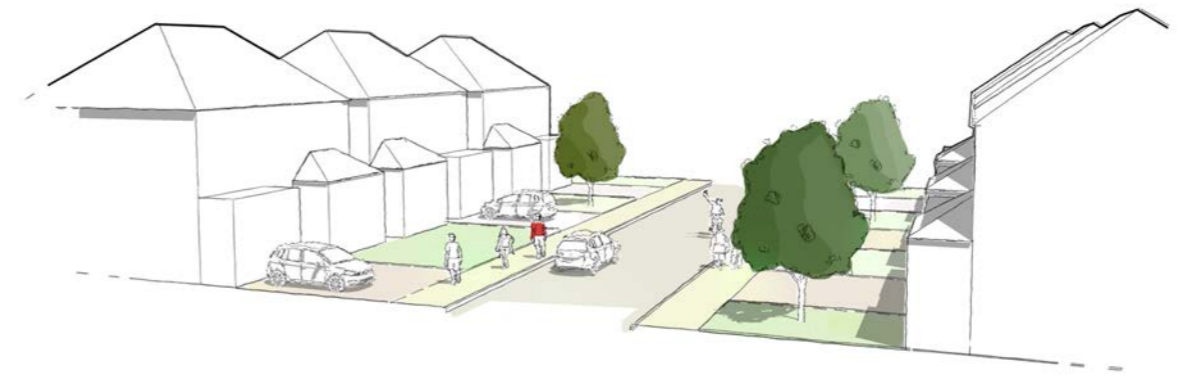
Figure 28: Street Hierarchy





### PRIMARY ACCESS ROAD

Character and Role	The primary access road provides the main access through the site to the development parcels with a more formal character, a consistent building line and on plot tree planting.
Movement Function	The primary access road connects Shiners Elms to the development parcels and is designed for a low speed environment with traffic calming features (e.g. raised tables) at junctions.
Street Profile	The primary access road will have a 6m wide carriageway, with 2m verge with street trees on one side and a 1m verge on the other, and a 2m footway on one side and a 3m active travel route on the other.
Built Form	The built form and architecture will have a stronger frontage and fairly uniform setback. Properties will be 2 storey with a limited number of 2.5 storey buildings at key nodal locations.
Landscape/ Public Realm	The primary access road will have an asphalt carriageway, verges and footpaths. Changes of surfacing can be used at key junctions and spaces, as well as interfaces with pedestrian routes. Hedgerow to front gardens will ensure consistency. Where back garden interface with the street, these will be detailed with secure boundary walls.
Parking	On-plot mainly, limited visitor parking on-street and occasional parking courts.



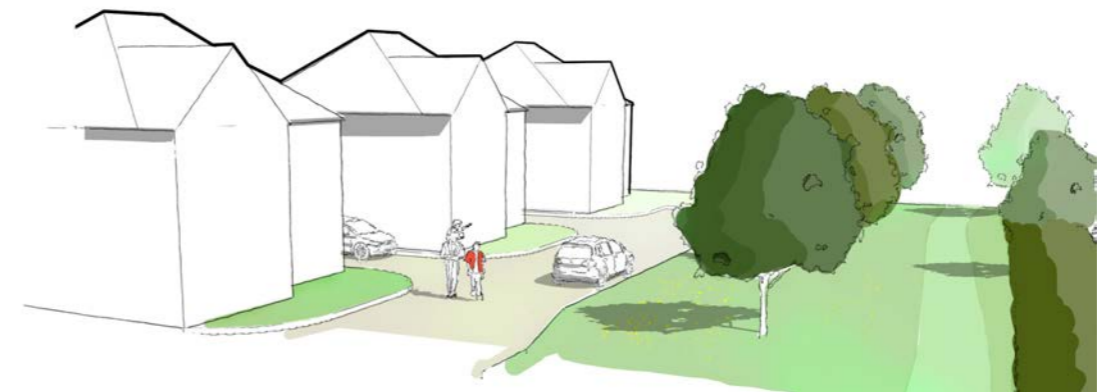
### SECONDARY ROAD

Character and Role	The secondary streets provide the access routes from the primary road to the development parcels with a more informal character achieved by a more varied building line.
Movement Function	Secondary streets provide links between the primary road and the less active parts of the development and are designed to be low speed environments.
Street Profile	The secondary streets will have a 5.5m carriageway, with a 2m footway on each side.
Built Form	Secondary streets can accommodate a more informal and varied building line in order to contribute to a diverse street scene. Generally 2 storey, with 2.5 storeys where appropriate.
Landscape/ Public Realm	Carriageway, footpaths and any on-street parking bays primarily in rolled asphalt. Changes of surfacing will be used at key junctions and interfaces with pedestrian routes. Low clipped hedgerow planting to front gardens. Where back garden walls interface with the street, these will be detailed with brick walls.
Parking	Predominantly on-plot parking, frontage parking and limited visitor parking on-street. The maximum number of parking spaces for frontage parking is limited to six spaces in a row.



### SHARED SURFACE ROAD

Character and Role	Shared surfaces give access to dwellings towards the perimeter of the site, helping to provide an inclusive and permeable environment with a varied and informal character.
Movement Function	Low vehicular speeds will enable a mix of pedestrians and vehicles whilst giving priority to pedestrian movement and safety.
Street Profile	The shared surface will have a 6.5m overall carriageway (including a 1m service strip) and a 2m footway on one side.
Built Form	Shared surfaces create a coherent building line acting as a positive interface to the surrounding landscape and development parcels.
Landscape/ Public Realm	Shared surfaces can have a variety of finishes including asphalt and block pavers, depending on their location within the site and character area. Where possible, occasional tree planting is incorporated within the street layout adding to the garden neighbourhood character of the development and providing an opportunity for traffic calming.
Parking	On-plot and on-street, in designated bays.



### PRIVATE DRIVE

Character and Role	Private drives will be located towards the periphery of the site and green corridors, creating a softer and informal interface with the existing landscape. They typically form short extensions of the shared surface streets. Private drives will not form part of the adopted highway but will be maintained under private ownership.
Movement Function	There will be no vehicular through movement and no requirement to provide for a turning refuse vehicle.
Street Profile	Varies, but typically 4.4m.
Built Form	The looser structure of the private drive will allow greater flexibility and variation in terms of building line, architectural style and building typologies.
Landscape/ Public Realm	Block pavers or asphalt. More generous front gardens with informal on-plot tree planting and landscaping.
Parking	On-plot; Informal visitor parking in parallel spaces to drive where appropriate.



# CHAPTER 5: PLACEMAKING - URBAN DESIGN PRINCIPLES

**The key elements of the masterplan provide legibility and interest at different scales within the street hierarchy and built form, reinforcing the character areas within the development and making the new development easy to navigate and creating a strong sense of place. The design will result in a high quality and distinctive place in a sustainable location that is consistent with North Somerset's DM32 Placemaking Policy and Residential Design Guide's key design principles.**

The placemaking strategy for the site has resulted in the masterplan shown in **Figure 29** and is the result of applying a range of urban design principles to the design.

## Movement Structure and Routes

There is an opportunity for the proposed development to improve the existing structure and movement pattern from Yatton to the Strawberry Line and PRow to the west across the site. A series of attractive GI corridors that follow the rhyme network through the site offer an opportunity for improve pedestrian and cycle access. With new connections to the existing development at Shiners Elms, West Road, and Marsh Road, a comprehensive network of routes can be provided to allow car-free and sustainable travel to the rail station, village shops and wider countryside.

It is important that these movement routes are direct, have a clear character and identity and are set within a clear hierarchy. They must also be safe for use, well over-looked and attractively landscaped with tree planting provided along key routes to assist in creating a legible structure.

## Gateways

The entrance at the Shiners Elms access provides a gateway to the development, and this key space will be identified by architecturally enhanced buildings marking the entrance and providing a sense of arrival.

A welcoming gateway space can be created by combining hard and soft landscaping, and feature properties defining a strong building-line to enclose the space.

## Frontages and Building Lines

Main frontage will be encouraged along the main spine road and around the key nodes/spaces around the site. These enclosed spaces

will aid wayfinding by providing focal areas in the development, linked by legible connections. Main frontages will also encourage a sense of safety.

The use of a relatively constant building line and similar building forms punctuated at key nodal locations with focal buildings terminating vistas will create a cohesive street scene and consistent character to the new development. This will be more varied around the green edges of the development, appropriate to the more semi-rural character.

## Nodes

Legibility is enhanced by defining key nodes. This can be achieved by creating public spaces and or landmarks at the intersection of key movement routes. The green spaces and corridors are intended to be key nodes of activity. The façades of buildings framing these spaces should have a distinctive treatment to enhance these prominent public realm spaces.

## Landmarks

Within the development there is an opportunity to introduce a selective number of landmarks. These could be created by key buildings, public art or landscape, with the objective of reinforcing place-making and identity and aiding legibility.

The character areas should incorporate a number of focal buildings, prominent views/vistas and nodes, aiding the creation of legible and distinctive street scenes.

Focal buildings and key frontages should be located in accordance with prominent views and vistas and at key junctions to enhance legibility as well as distinctive character and a 'sense of place.' This could be distinguished through the use of contrasting facade materials, projection forward of the established building line, the use of a contrasting walling and/or roofing material, an increase in height above surrounding buildings, and, a distinctive roofline.

Where focal buildings are grouped to create a key space, they should adopt a similar and coordinated approach using at least one of the methods set out above.

## Views and Vistas

The legibility of the development will be enhanced through incorporating views and vistas both within, and beyond, the site. On the western edge of the development, views to the community park and countryside beyond will reinforce the character of the lower density areas with a 'rural character.' In other areas, views along the GI corridors will reinforce the sense of place of a development in the Somerset Levels. Views along the spine road and secondary streets will reinforce the more formal character in these locations.

Development should be focussed to the east of the site against the existing settlement edge of Yatton to maximise the open feel of the community park and offer views back across the development to Cadbury Hill and Yatton.

## Community Spaces

The development should incorporate a variety of spaces and places where residents can interact, meet or rest in order to strengthen social cohesion and well-being.

A range of different types of spaces and places, with different types of furniture and settings provided to meet the needs of people of different ages and movement abilities.

Community orchards and allotments should be provided to promote local food production and healthy lifestyles in the community. Movement routes and community public open space should provide exercise stations for recreation but also benches to allow space for rest and relaxation and to enable residents to connect with nature.



Key to **Figure 29** opposite

1. Development set back from the western boundary to provide a significant offset from the Strawberry Line and wider countryside, and to provide public open space and habitat.
2. Minimise impact to existing residences by orientating back gardens to the existing settlement edge and providing additional landscape buffering where appropriate to retain privacy. Space also provides an enhanced corridor for commuting and foraging bats.
3. Multi-functional GI on site includes a bat corridor, woodland buffer, Sustainable Drainage Systems (SuDS) and retained rhyne network incorporated into the development to lend character and a strong sense of place, enhancements of the rhyne and hedgerows will improve their function and habitat value.
4. A simple traditional approach to building form to sensitively reflect existing character within Yatton, with a mix of formally and informally sited buildings. Larger detached homes at a reduced density to the west where overlooking the public open space providing a transition to the open countryside. Higher density residential is focussed along the main spine road to define public realm.
5. A hierarchy of street types have been proposed comprising a principal street with secondary shared surfaces and private drives accessed from the principal street. These pedestrian friendly streets will prioritise non-vehicular movement and slower vehicle speeds with gently meandering alignments.
6. Principally 2-storey dwellings reflect the predominant height of buildings in the local area with limited 2.5/3 storey located at key locations, predominantly along the main spine road.
7. Multi-functional public open space provides a community park space with retained trees and rhyne, with a woodland buffer provided to the Strawberry Line that maximises the opportunities for exercise and physical activity. A 'run-wild' trail provides exercise stations throughout the community park, which also includes an informal linear community orchard/edible landscape that promotes healthy living and well-being. Pedestrian paths provide informal routes through these open space areas and connect to the Strawberry Line and surrounding right-of-way network.
8. Community allotment provided with parking to the benefit of existing and future residents.
9. Pedestrian and bicycle connections link with the existing bicycle routes and PRow network surround the site. These provide convenient access and safe active travel routes to the nearby rail station, amenities and schools resulting in an interconnected public realm.
10. Connectivity with surrounding developments provided to recently approved residential development to the south.



Figure 29: Indicative Site Layout



## 5.01 QUALITY OF PLACE AND DESIGN

Clear placemaking principles are integral to the design, and at the heart aims to create a vibrant new neighbourhood that successfully integrates and enhances surrounding built form context to make a more successful and accessible place in this part of Yatton. The design has been informed by the following placemaking objectives:

- Respect and relate to the settlement character and appearance of the most appropriate exemplars in Yatton, and to the particular characteristics and features of the site's context;
- Provide a significant landscape and ecology buffer along the western boundary of the site, to provide a more appropriate settlement edge and respecting the existing settlement form. Opportunities to view the Church of St Mary tower from within the site would be created on footpath links to the Strawberry Line. Filtered views are currently available from the Strawberry Line in winter;
- Work with the landscape setting which comprises organic small-scale open fields; maintaining this open field setting intersected by a network of rhyes and hedgerows, with this network retained and improved, both reinforcing the local character of the landscape and enhancing biodiversity;
- Provide better opportunities to access direct from the settlement edge into the public rights of way network including the Strawberry Line;
- Promote a high-quality sustainable design solution, creating a 'place' which is both safe and attractive and which positively contributes towards quality of life, health and social well-being for all the community;
- Proposed planting within the landscape buffer to soften views towards the built edge of the settlement, including a new linear, mixed, native woodland belt along the western boundary which would also support the bat population; and
- Conserve, restore or enhance the site's existing environmental assets and use them as part of the framework for the creation of new GI and public open space, which respects the existing landscape features and character, promotes biodiversity and enhances public access and recreation.



Figure 30: Artist's Impression of Site Looking South-east

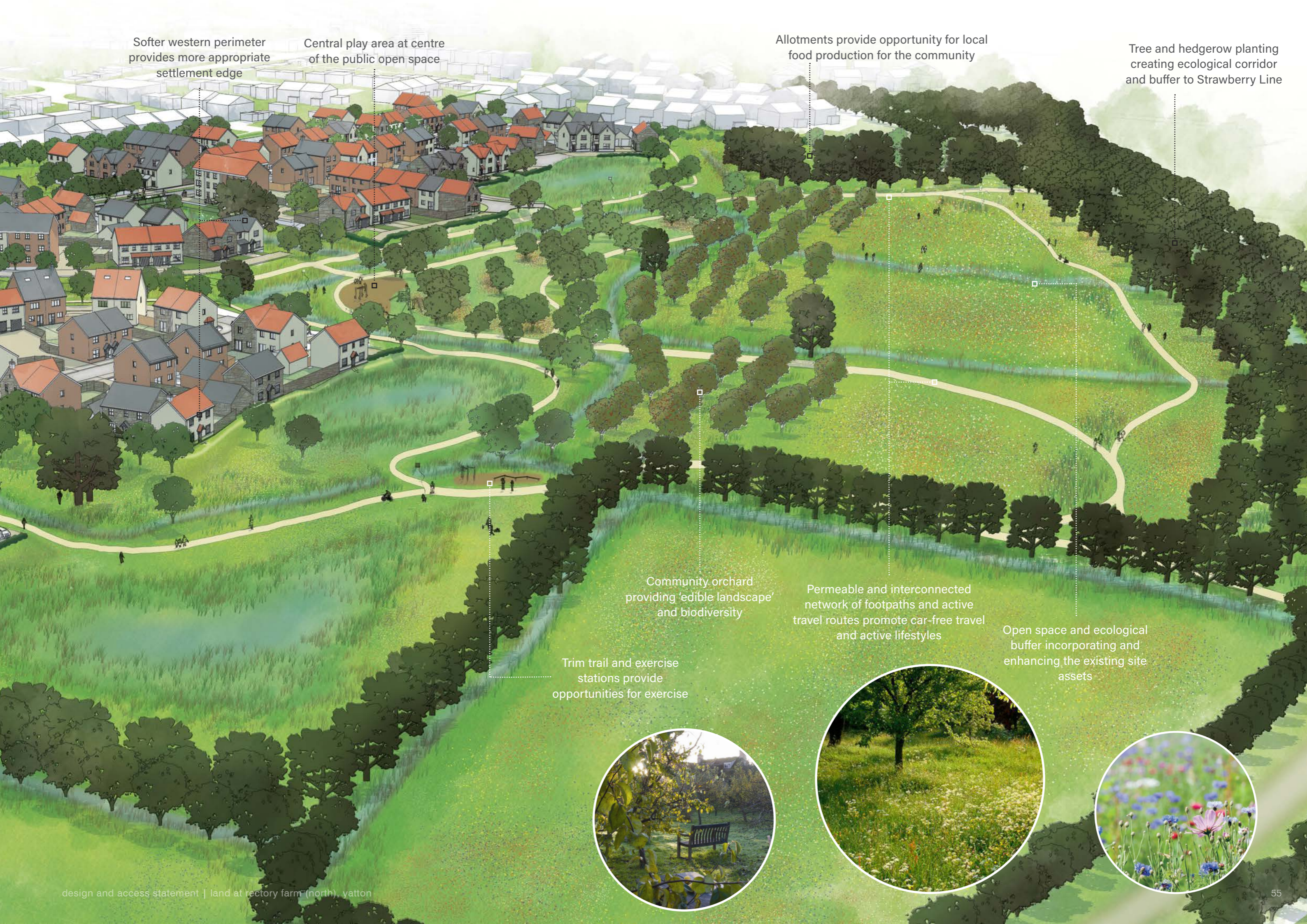


Softer western perimeter provides more appropriate settlement edge

Central play area at centre of the public open space

Allotments provide opportunity for local food production for the community

Tree and hedgerow planting creating ecological corridor and buffer to Strawberry Line



Community orchard providing 'edible landscape' and biodiversity

Permeable and interconnected network of footpaths and active travel routes promote car-free travel and active lifestyles

Open space and ecological buffer incorporating and enhancing the existing site assets

Trim trail and exercise stations provide opportunities for exercise





## 5.03 LANDSCAPE STRATEGY

Key elements of the landscape strategy include:

1. The landscape buffer, along the western boundary of the site, takes account of the existing settlement edge, created by new development to the south, ensuring that the built element of the proposed development respects existing settlement form;
2. The landscape setting of Yatton comprises small-scale open fields; the landscape buffer responds to this maintaining this open field setting intersected by a network of rhyes and hedgerows;
3. The settlement edge is currently visible to the west, with recent development particularly visible and limited opportunities to access direct from the settlement edge into the PRoW network (including the Strawberry Line). The proposed development has been designed to enhance the permeability of the settlement edge and provide new links through to the Strawberry Line and connected PRoW, whilst proposed planting within the landscape buffer would soften and eventually screen views towards the built edge of the settlement;
4. The existing rhyne network would be retained and improved, both reinforcing the local character of the landscape and enhancing biodiversity;
5. A new linear, mixed, native woodland belt has been proposed along the western boundary which would both filter views of proposed built form and support the bat population; and
6. Opportunities to view the Church of St Mary spire from within the site would be created on footpath links to the Strawberry Line. Filtered views are currently available from the Strawberry Line in winter.



Figure 32: Artist's Impression Looking South-East from Strawberry Line



Figure 31: Artist's Impression Looking North from Strawberry Line





-  SITE BOUNDARY
-  THE STRAWBERRY LINE
-  EXISTING VEGETATION
-  EXISTING RHYNES RETAINED AND ENHANCED
-  HISTORIC PATTERN OF NATIVE HEDGEROWS REINSTATED
-  PROPOSED NATIVE WOODLAND
-  PROPOSED NATIVE SCRUB
-  PROPOSED NATIVE TREES
-  PROPOSED ORCHARDS
-  PROPOSED NEUTRAL GRASSLAND
-  PROPOSED SWATHES OF SPECIES RICH GRASSLAND
-  PROPOSED AMENITY GRASSLAND
-  PROPOSED ALLOTMENTS
-  PROPOSED LEAP
-  PROPOSED LAPS
-  PROPOSED TRIM TRAILS
-  PROPOSED ATTENUATION BASIN
-  PROPOSED BAT CORRIDOR



Figure 33: Illustrative Landscape Masterplan

design and access statement | land at rectory farm (north), yatton

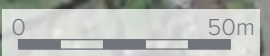






Figure 34: Artist's Impression of Green Edge Looking North





A large area of ecologically valuable habitats including neutral grassland with scattered scrub, broadleaved woodland, planted attenuation basins and traditional orchards will be provided in the on-site ecological mitigation habitats/public open space. This will substantially increase the biodiversity value of the site

3.2ha of bat compensation land to be enhanced for use by foraging greater horseshoe bats. The off-site compensation land is located within 20m of the western site boundary

Boundary hedgerows will be retained and enhanced. A wide buffer will be provided for management and to preserve commuting routes for bats

Substantial buffers are provided to all retained ditches/rhynes to preserve their ecological function

The proposals provide a wide buffer between the development and the Strawberry Line Local Nature Reserve and Biddle Street SSSI

New hedgerows and a large number of native trees will be planted to enhance the site for a range of species

Figure 35: Ecology Strategy



## 5.02 RELEVANT URBAN AND BUILT FORM

The context analysis summarised in the previous sections shows the local area encompasses a mix of architectural eras and styles, with render and stone being common elements in the older parts of Yatton, but with brick being predominant in newer developments. Brickwork however does feature in the Victorian buildings along the high street and around the rail station employing characteristics and details typical of that era. Design cues can be taken from these vernacular references to create a place with an identity and character of its own, whilst creating a legible development that responds appropriately to its setting. Subtle variations in building form, scale, and density together with minor variations in the choices of materials between the three sub-character areas combine to provide a cohesive development proposal.

A summary of the main approaches to architectural character delivered in the proposals are summarised in the following pages, with references to existing context and precedents provided throughout. There are numerous character areas and architectural styles which make up Yatton. That is not to say there is no overall local character but given the piecemeal expansion locally distinctive qualities are varied and associated with the more historic building typologies and areas during the first phases of Yatton settlement growth.

However, the most relevant contextual precedents based on the analysis to apply to this site are: Yatton Village and Horsecastle and High Street. There are some examples identified as South of High Street which are also relevant.

The historic development found around the conservation area set around St. Mary's Church and the southern end of the High Street. The conservation area's special interest in the form of historic buildings and the village's layout, with its character and appearance defined by the streetscapes on High Street and on its adjacent lanes, as well as the area around the church, which contains many mature trees, green open spaces and stone boundary walls.

The development site is not visible from High Street and any approach to the conservation area from any of the side streets off High Street, and the church which is well enclosed by modern housing in the wider village. As noted in the Heritage Assessment, when considering these factors, the site itself makes no contribution to the special interest of the conservation area and neither does it have a particularly strong historic association with it.

Nonetheless, there are good examples in these historic areas compared to more modern developments to use building typologies, approach to scale, form and materials to help build positive characteristics of Yatton in this location.

Therefore, organic and piecemeal development of Yatton also contributes to its varied character. The key elements which contribute to this character may be summarised as:

- Building scale, rhythm and density (grain);
- Boundary definition/type and set-back;
- Landscape treatment;
- Street composition and public realm (proportion and arrangement of highway/footways/verges); and
- Architectural style and materiality.

### Vernacular Forms



### MATERIALS AND DETAILING

There is a predominance of red/brown profiled tiled roofing to properties, and numerous examples of grey slate/tile.

A varied roofline, combining roof pitches running parallel with the street, along with gables forming strong punctuation in the streetscene. Other architectural features such as gables, occasional chimneys, dormers and bay windows all used to create modelling and visual interest.

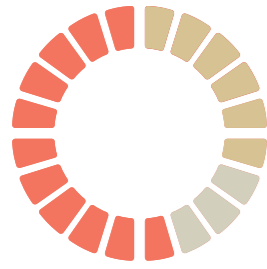
A mix of white or light-coloured render and stonework also on building elevations. Red brickwork used in some elevational treatment and used in detailing around entrances and windows. Where render and stone employed on elevations, further variety to window heads and sills with dressed stone lintels to compliment suppressed brick arch heads.

Use of stonework to boundary walls fronting the public realm. Black railings and hedge/shrub planting to front curtilage treatment also defines the street scenes. Variation in colours to doors, windows, fascia and barge boards.









Material Mix:  
 ● Red Brick (55%)  
 ● Render (30%)  
 ● Recon Stone (15%)

Mix reflective of materials facing onto the public realm.

**SUMMARY OF APPROACH TO CHARACTER**

The proposed development has a scale and character that responds to the relevant Yatton context.

Provide an appropriate use of materials referencing the local vernacular, and a variety of roof finishes to help assimilate the development within the wider landscape setting.

The palette of materials includes predominately brickwork and render with complementary use of recon stone.

A mix of terracotta/brown and grey roof finishes have been employed as found in the area with the variety of colours used to avoid a monolithic roofscape.

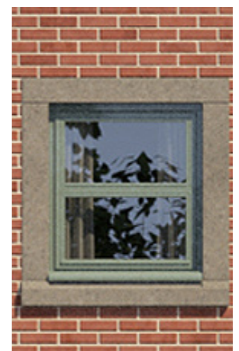
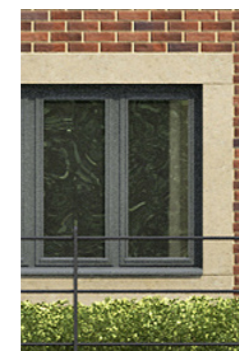
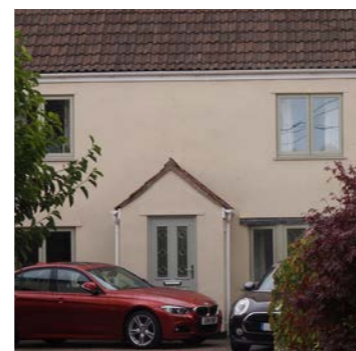
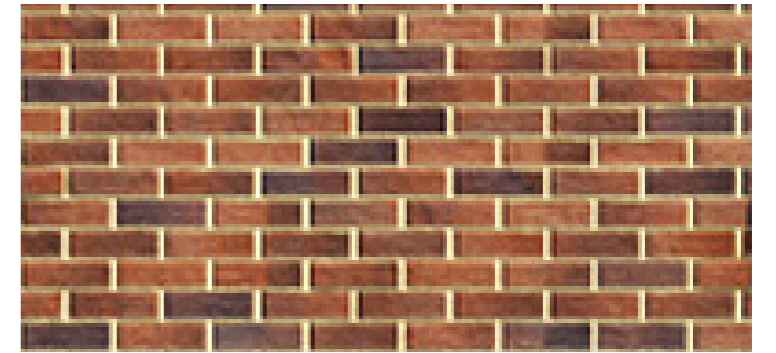
Alternative window frame and door colours, such as grey, sage green and white to be used to provide variety and interest.

Simple but appropriate detailing around windows. Use of suppressed brick arch window head details also appropriate.

Recon stone walling to key plots at entrance gateway, and a combination of recon stone and brick to the front and side of garden boundary walls facing the public realm to match adjoining house elevation, which help define a high-quality streetscape.

Variety in the fascia, barge-board and soffit colour finishes.

Use of recon stone window surrounds, door canopies, and chimneys incorporated into the design where appropriate at key plots.





## 5.04 CHARACTER AND QUALITY

Whilst the overall objective is to create a place with a strong identity and character of its own, in order to create a legible development that responds appropriately to its setting, a series of three sub-character areas have been identified:

- **Northern Gateway;**
- **Eastern Core; and**
- **Green Edge.**

Within each sub-character area there will be subtle material and detailing elements which unite the whole neighbourhood. These provide the framework for developing and reinforcing character at the next (more detailed) tier of design.



Figure 36: Character Areas



## 5.05 NORTHERN GATEWAY

At the gateway to the development, the simple arrangement of buildings provides a pleasant frontage facing the incoming road from Shiners Elms to terminate the view as you approach the development. A small green space to the left of the gateway space echoes older parts of Yatton and just further south the proposed community building is located giving direct access to all residents who may need to use it. Key dwellings and boundary walls creating an appropriate sense of enclosure to a high quality public realm.

Render, recon stone and some brickwork used to provide variety to the streetscene with predominate use of terracotta coloured pantile roofs. Varied roof forms provide interest and enclose the space along with street trees set in verges.

Minimal front gardens help to increase enclosure of gateway location.

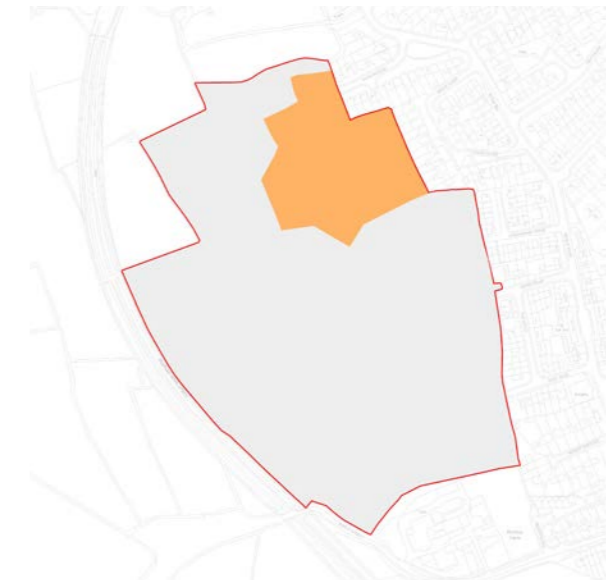
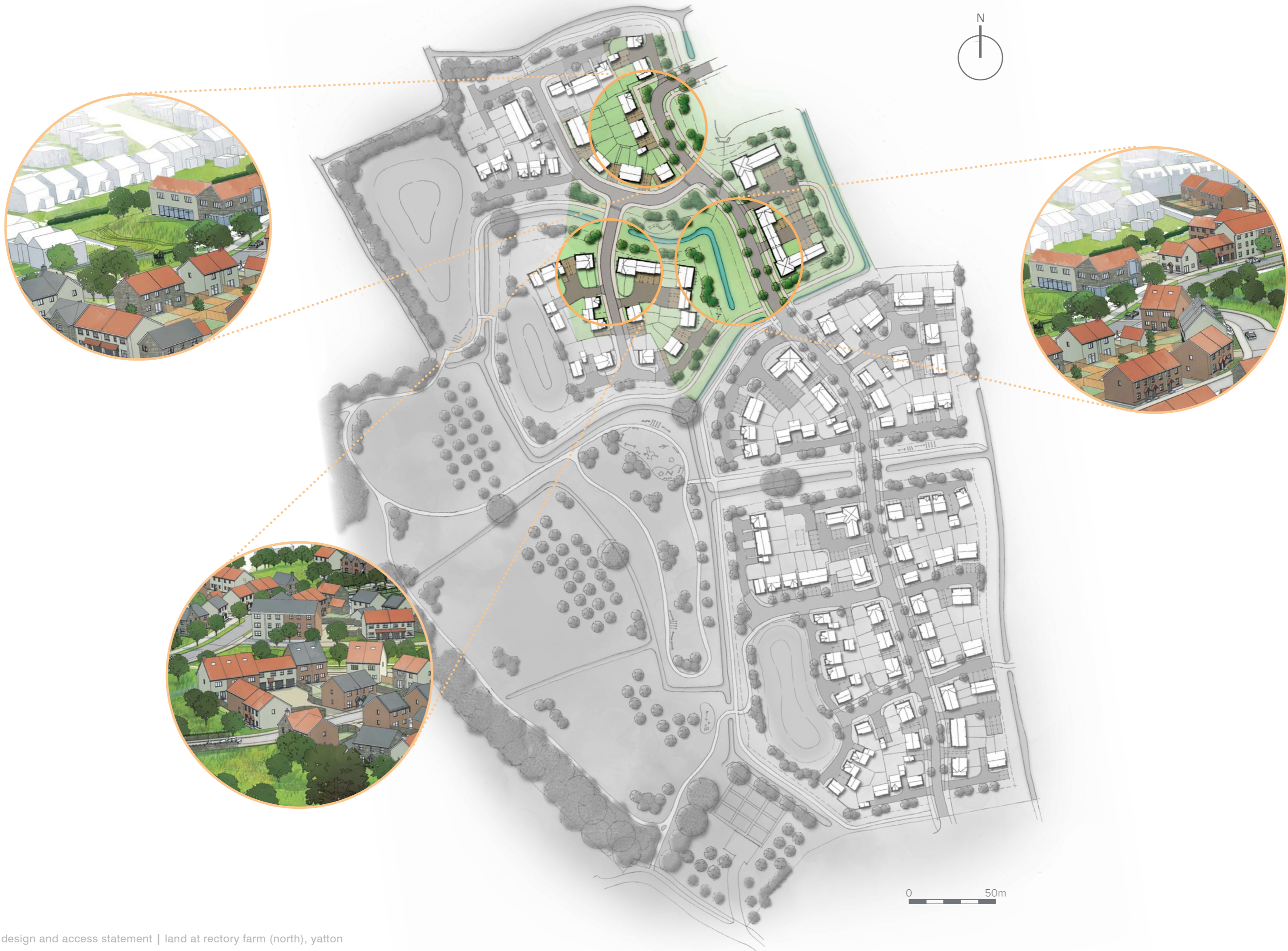


Figure 37: Artist's Impression of Northern Gateway

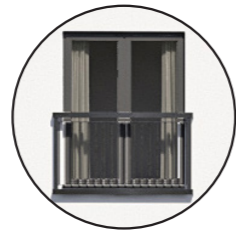






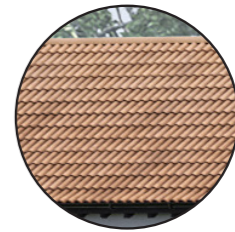


Vertical rhythm expressed around Juliette glazed balconies



Dormer windows and occasional chimneys on key plots to provide variety in roofscape

Mix of terracotta pantiles and flat grey tiles on roofs





**ARCHITECTURAL STYLE**

Buildings will include recognisable elements such as recon stone, render and brickwork construction and pitched roofs, following a traditional style based on elements within the more historic parts of Yatton.

**SCALE AND PROPORTION**

The streetscape has a simple repetition and rhythm to help frame spaces and vistas.

Distinctive character responding to the boundary conditions and existing open field pattern.

Storey heights will be generally 2 storey, with limited 2.5-3 storey if appropriate to create to provide for interest along key frontages directly off central spine road within the site.

Proposed community use is located here, so further opportunity to provide a locally distinctive building is be in keeping with urban design and architectural principles of this character area and the development as a whole.

**DETAILS INCLUDING UPLIFT ENHANCEMENTS**

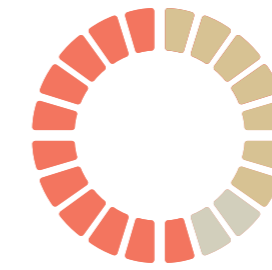
A slightly more expansive mix of materials in the external envelope compared to the green edge character area.

Mix of red/brown multi brickwork, recon stone and render depending on the specific plot, key buildings to be identified at a detailed design stage to employ enhancement to elevations through coloured render and other details to aid legibility and wayfinding.

A mix of both grey flat tiles and terracotta pantiles employed to create interest in the roofscape and avoid a monolithic block of materials when viewed from further vantage points.

Windows finishes: uPVC anthracite grey, sage green and white to further enhance the variety and interest in the street scene. Recon stone feature windows to have full surround on key plots.

Dormer windows and chimneys identified where appropriate to key plots.



**Material Mix:**  
 Red Brick (55%)  
 Render (35%)  
 Recon Stone (10%)

Mix reflective of materials facing onto the public realm.

Front doors to be finished in black/dark grey. Entrance canopies to be a cottage style often incorporating the weatherboarding and window groupings to coordinate the detailing around entrances.

Rainwater goods to be black finish, with a mix of black and white fascia and barge boards.



'Box' dormer windows to 2.5 storey dwellings



Painted black metal estate railings on key frontages and corners with low shrub planting to define defensible space

Mix of red/brown multi brickwork, recon stone and render



Alternative suppressed brick arch window heads where appropriate

