HICKS GATE
JOINT MASTERPLAN DOCUMENT

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AECOM CBRE

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01	21/03/2026	Hicks Gate JM Draft 1	Jessie Watson
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1 INTRODUCTION

1.1 INTRODUCTION

This Joint Masterplan document (JM) has been prepared by AECOM and CBRE on behalf of West of England Combined Authority (WECA), Bristol City Council (BCC) and Bath & North East Somerset Council (B&NES), to support the accelerated delivery of a cohesive and comprehensively planned new community at Hicks Gate.

The land at Hicks Gate is a strategic location within the West of England and control over delivery is a key priority for both Unitary Authorities in respect of shaping and delivering infrastructure (including mass-transit ambitions), housing and economic development led outcomes.

By consolidating technical baseline evidence, engaging officers, landowners and developers, and applying innovative design and delivery strategies, the Hicks Gate Joint Masterplan will unlock much needed housing delivery and the essential related infrastructure. This will not only meet pressing housing needs but also deliver a resilient, inclusive, and connected community that exemplifies best practice in placemaking and sustainable urbanism.

1.2 AIM AND STATUS OF THE JOINT MASTERPLAN

The aim of the JM is to unlock, co-ordinate and help deliver high-quality housing and significant infrastructure.

The JM also supports Bristol and B&NES in determining planning applications for land parcels in this area and provides part of the evidence base for their respective Local Plans. This assumes the B&NES Local Plan will seek to allocate the land for development. Once adopted, the Local Plans will provide the planning policy framework which the masterplan is intended to complement. The development of this area is expected to unlock much needed affordable housing delivery, while ensuring that it meets the public sector's objectives. Endorsement of the masterplan will enable it to be used as a material consideration in the determination of planning applications; the weight to be applied to the masterplan will be up to the decision-maker on a case-by-case basis.

The JM has evolved in accordance with the documents that AECOM previously prepared for Bath and North Somerset Council (B&NES):

- Strategic Planning Evidence Base (SPEB), issued in September 2021;
- Strategic Planning Options (SPO), February 2024; and
- Delivery Road Map (DRM), April 2025.

The JM seeks to provide the necessary guidance on how the placemaking objectives (set out in Section 2.3) should be applied across the Hicks Gate site to support the delivery of the overall vision (set out in Section 2.2).

The document sets out a Joint Masterplan and related design guidance that must be applied in relation to key elements of the Masterplan to help promote a landscape led and nature positive approach to new development redefines a strategic route into Bristol and acts as a catalyst for further regeneration and transformation.

1.3 USING THE JOINT MASTERPLAN

Developers and their design teams should adhere to the requirements of the JM whilst preparing planning applications for the site. It is important that the design team review includes input from all of the necessary technical disciplines so that a comprehensive appreciation of the design requirements can be established at the outset.

The JM does not seek to prescribe a particular design approach in detail. Rather it seeks to provide clear guidance on the overarching design and placemaking principles that are applicable across the Hicks Gate site. These principles should be followed unless there is clear and compelling justification that a different approach would be more acceptable in design terms. It is expected that Design and Access Statements will set out how the design proposals apply the principles set out in the JM.

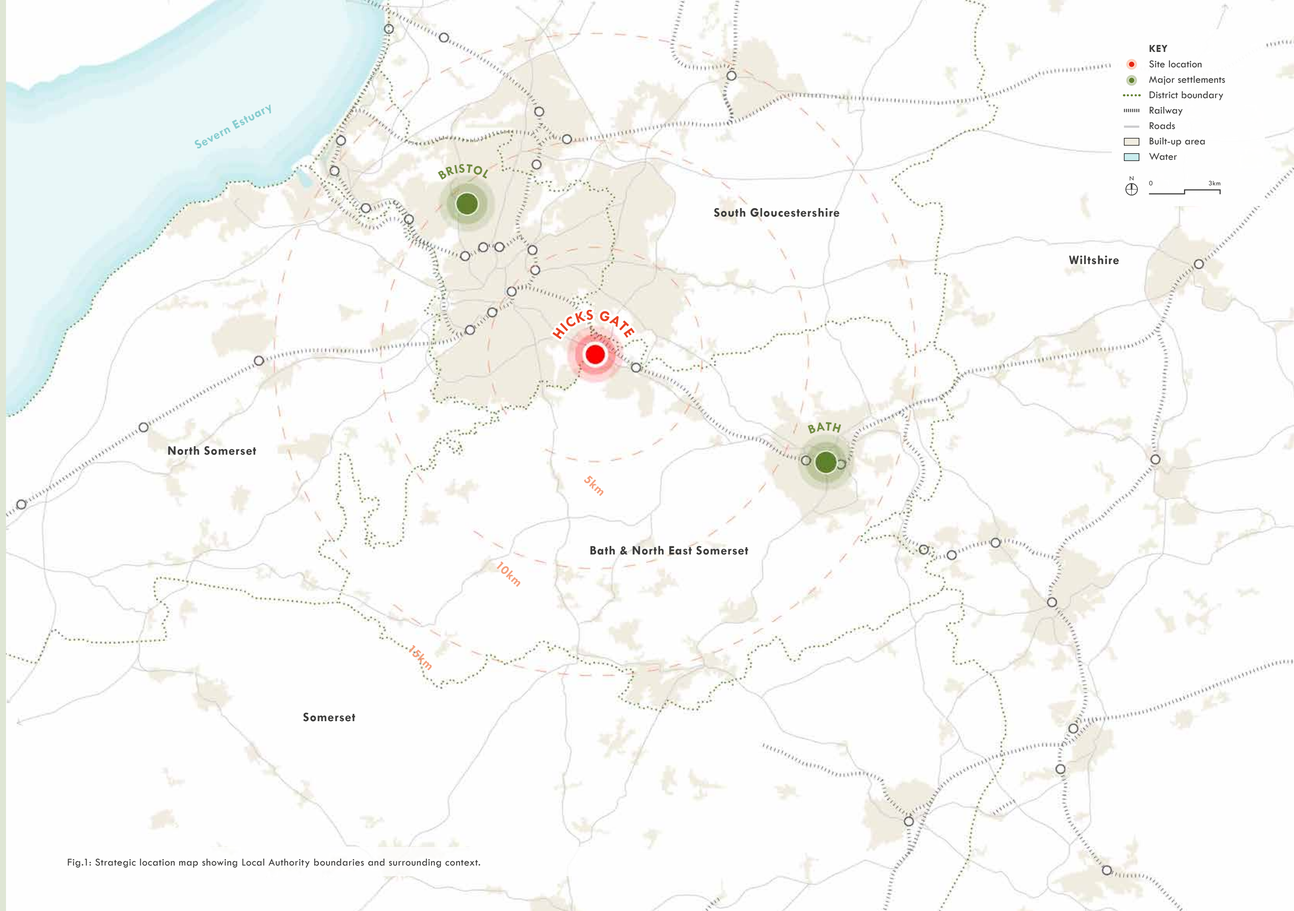


Fig.1: Strategic location map showing Local Authority boundaries and surrounding context.

2 THE SITE CONTEXT AND VISION

2.1 THE STRATEGIC OPPORTUNITY

Hicks Gate is a key site to unlocking high quality, sustainable residential led development and enabling a significant shift in movement patterns along the Bristol and Bath Corridor.

Hicks Gate occupies a significant position on the south-eastern edge of Bristol along the A4 Bath Road. The site is strategically positioned to connect Bristol and Bath, the West Innovation Arc and Bristol Airport and to deliver a new public transport Interchange. The site, as delineated by the red line boundary, sits within the administrative areas of both BCC to the west and B&NES to the east and immediately adjacent to South Gloucestershire.

Hicks Gate was identified as a sustainable development location, proposed for allocation as one of several Sustainable Development Locations (SDLs) in the former draft West of England Joint Spatial Plan (JSP). More recently, Bristol City Council and B&NES have included the relevant landholdings within their respective Draft and Emerging Local Plans.

The public sector is heavily invested in this location through the Bristol Bath Strategic Corridor (BBSC) transport works, which formed a key part of the recently prepared Future Parklands: Strategic Delivery Plan, which presents an ambitious vision for the site within the context of the Bath to Bristol corridor.

In addition, there are key transport initiatives that will act as a catalyst to unlock regional investment in the area. The future mass transit corridor on the A4 between Hicks Gate Roundabout and Emery Road is envisaged to be a high quality, high capacity and high frequency public transport system with enhanced reliability that connects growth zones in the WECA region and goes along key corridors. The relocation of the Brislington Park and Ride will form a new transport interchange hub with a multi-storey car park (MSCP) and complementary mixed use facilities to support the development and the wider area, supporting a residential transit-orientated development model.

This JM, therefore, aims to create a benchmark for sustainable development in the West of England, leveraging public sector leadership and private sector collaboration. It aims to create a well connected and integrated community across the two local authority boundaries, as well as the A4. It aims to deliver comprehensive growth by establishing a sequence of neighbourhoods where new community infrastructure is shared, maximising the benefits of existing and future sustainable transport infrastructure. Ultimately it presents an invaluable opportunity to redefine placemaking and to deliver a truly high quality, low car mixed use development.

As part of the earlier work we have undertaken extensive analysis of the site and surrounding area and validated the baseline position and key issues with local authority officers and stakeholders. This analysis is set out in full in the earlier documents and summarised in Appendix 1 of this document. For reference, the Composite Site Analysis figure in the Appendix shows the composite constraints and opportunities that have informed the development of the JM.

Fig.3: Study area showing Local Authority boundaries and site boundary.

2.2 PLANNING POLICY

Regional Planning Policy

Spatial Development Strategy (SDS)

The SDS was prepared by the West of England Combined Authority (WECA) and was intended to provide the strategic planning framework for the new Local Plan. Work slowed on the SDS in May 2022 and the emphasis is now on the preparation of a Growth Strategy and individual Local Plans prepared by the constituent councils. The SDS evidence base has yet to be tested at examination and will need to be fully reviewed and updated, where necessary.

The Local Plans for Bath & North East Somerset, Bristol and South Gloucestershire will now provide the strategic planning framework for the West of England Combined Authority area.

Cross-border working continues to take place between Bristol City Council and B&NES to ensure a comprehensive approach is taken to planning for development in this location.

West of England Growth Strategy (WEGS)

The WECA Growth Strategy, 2025 effectively replaces the old Joint Spatial Plan was published in 2025 and sets a ten-year vision for sustainable economic expansion, infrastructure delivery, housing growth, and transport integration. The strategy strongly links economic development with transport investment and spatial planning and promotes Mass transit and integrated transport; Urban regeneration; Housing delivery in sustainable locations; Decarbonisation; Active travel and public transport; and Innovation-led growth.

Regional Growth Zones

A significant element of the Growth Strategy is the designation of five strategic Growth Zones, which are intended to prioritise and attract investment in infrastructure, transport upgrades, housing, and commercial development. The Hicks Gate site is part of the Central Bristol and Bath Growth Zone

West of England Transport Vision (WETV)

The Transport Vision is the most recent strategic transport document and acts as the delivery framework for the Growth Strategy. The Vision champions key transport priorities such as Mass Transit; Improved public transport; Rail expansion; Active travel and Integrated planning.

The Hicks Gate site is identified in the Transport Vision as the southern termination and interchange for orbital Mass Transit in the region. In this context, the site has a critical function in connecting the Bristol to Bath Growth Corridor within the West Innovation Arc, and in enabling wider network integration across the region. Ensuring the masterplan secures and safeguards this interchange function will be key to supporting sustainable patterns of growth and maximising the effectiveness of planned mass transit investment.

Placemaking Charter

The WECA Placemaking Charter provides a framework for developers, communities and public sector partners to create better places that are: future-ready, connected, biodiverse, characterful, healthy and inclusive.

Local Planning Policy

Local Plans

The Hicks Gate site features in all of the relevant emerging Local Plans, which are at various stages of preparation.

The B&NES emerging plan is currently at Options consultation stage. The Bristol City Council plan is currently at Main Modifications stage. The South Gloucestershire Local Plan is currently at Examination stage and allocates various Strategic Urban and Village Extensions including a significant amount of housing at immediately to the north of Hicks Gate.

There are no adopted Neighbourhood Plans which cover the Hicks Gate study area, though the area is within the boundary for the emerging Keynsham Neighbourhood Plan (area designated in 2016).

THE SITE AND VISION 2

2.3 VISION

Hicks Gate will be a vibrant, zero-carbon community, with a well-defined and attractive urban setting. It will be a place characterised by a high-quality urban environment that is in harmony with its attractive landscape setting. It will be an exemplar for sustainable living, providing new approaches to transport and green and blue infrastructure. Hicks Gate will include a wide mix of complementary uses which will help bind the new community with existing settlements, ensuring that new and existing residents will have shared access to a wide range of services and facilities.

Hicks Gate will be a fantastic nature-positive place to live, work and visit with an enduring quality of place derived from a well designed and managed network of green connections and space. Development at Hicks Gate will be a cornerstone of a wider programme of regeneration and infrastructure delivery in the surrounding area. It will deliver a positive relationship between the local urban context and the surrounding countryside, with a focus on delivering innovative, robust and replicable examples of climate resilient placemaking and design.

THE SITE AND VISION 2

2.4 PLACEMAKING OBJECTIVES

A series of strategic placemaking objectives were identified in the series of workshops during the previous Strategic Planning Evidence Base and further validated during this commission. These are listed below and right.

i Protect and enhance the environment

- Respond to the distinct and varied landform either side of A4 as well as the views from the high points.
- Protect existing habitats and landscape features - including the network of ancient hedgerows, particularly to the south of the A4 - with appropriate buffers (as agreed with the LPA) and complement these with new habitats and biodiversity corridors. Seek opportunities to deliver at least 20% biodiversity net gain with a comprehensive network of hedgerows and flower rich verges throughout.
- Integrate sustainable drainage systems into the landscape which contribute towards habitat enhancement and creation.
- Conserve built heritage assets and settings, including listed buildings.

ii Cohesive, vibrant and safe communities

- The development will be compact, with an efficient use of the available land predicated on a well-balanced efficient housing density approach, and a mix of house sizes, typologies and tenures.
- All streets and public spaces will be overlooked by buildings, establishing safe and accessible connections within and beyond the community.
- A mix of housing sizes, types and tenures, including market and affordable, to help to meet the needs of a wide range of residents.
- Public and open spaces will be designed to be safe and enjoyable places where people will choose to linger, socialise and exercise.

iii Accessible low-car neighbourhoods

- Enable and tie in with the delivery of strategic transport initiatives and projects coming forward, to provide sustainable travel options for longer distance trips via the Bristol to Bath Strategic Corridor and the new Interchange. In particular, the site must provide a southern termination and interchange point as part of the orbital Mass Transit route proposed in the WETV.
- Provide a well-connected public transport network that makes walking, cycling and public transport convenient.
- Promote low-car development with limited through routes, minimal area for roads, innovative approaches to car parking design and accessible active travel and public transport.
- Integrate with existing communities via a network of sustainable, accessible and green movement corridors. This could include measures to improve active travel in the surrounding road networks, such as Scotland Lane to the west of the site.

iv Sustainable and healthy lifestyles

- Sustainability embedded in all aspects of design at Hicks Gate, including the potential for food growing, energy and materials from the local landscape, as well as the application of new technologies and infrastructure predicated on zero-carbon living.
- Development will aspire to be zero-carbon with the aspiration that the development will eventually reach a state of being carbon positive.
- Integrate natural water management solutions via layout and design, using SuDS, rain gardens, permeable pavers and rooftop gardens.
- Provide a range of leisure, sports and recreational facilities, parks and open spaces, as well as sustainable linkages to existing facilities. New green links for walking and cycling will connect residents to these amenities while enabling them to have close contact with nature.
- Promote tree-lined streets throughout encouraging people to choose walking and cycling as their main mode of travel and providing shading and cooling,
- Create a network of varied green spaces to enhance wellbeing and contribute towards climate change resilience.

v Achieving high quality living

- Complement existing services and amenities providing for the needs of both new and existing communities.
- The land use mixes across the site will be flexible and complementary with housing supported by community and leisure facilities as well as a mix of other retail and employment facilities.
- The streets, public places and green spaces will be full of life, being both movement routes and exchange spaces.

THE SITE AND VISION 2

2.5 ENGAGEMENT AND MASTERPLAN EVOLUTION

One of the key aims of this commission was to take forward previous studies for the site and to agree a more detailed and deliverable vision in collaboration with landowners and developers to explore all opportunities for a transformational approach to development in this key location.

This proactive approach was designed to build consensus, surface critical issues early, and incorporate expert input into the development of options and proposals.

This section sets out this process, summarising the previous studies and the more engagement process as part of this commission.

2021 Strategic Planning Evidence Base

Fig.4: Spatial framework option presented as part of the SPEB report in 2021.

2024 Strategic Planning Options

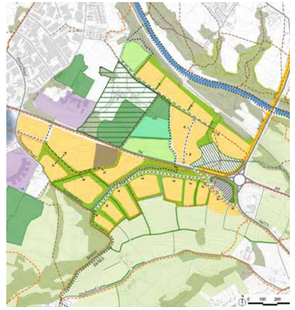


Fig.5: Spatial framework option presented as part of the SPO report in 2024.

2025 Delivery Road Map

Fig.6: Spatial framework option presented as part of the DRM report in 2025.

2026 Joint Masterplan review workshop

A masterplan review and alignment workshop was held with B&NES, BCC and WECA officers, on 26th January 2026.

The workshop aimed to:

- Review the vision and objectives, site constraints and opportunities set out during previous stage of works.
- Understand key transport initiatives - Mass Transit and Interchange status and requirements.
- Agree key placemaking, density and parking strategies.

Summary of the key outcomes:

- Agree key placemaking, density and parking strategies.
- Define initial fixes and flexes.
- Define density ranges and housing typologies.

Collaborative Joint masterplan workshop 1

An initial external masterplan workshop was held with the client team and all interested landowners and developers, including the principal landowners and developers, on 4th February 2026.

The workshop aimed to:

- Present our scope of work to maximise development.
- Present work undertaken so far on the masterplan.
- Review and align assumptions around site constraints.
- Discuss key infrastructure requirements.

Summary of the key outcomes:

- Gathered landowner feedback on site constraints.
- Agreed a list of fixes and unknowns / areas for further consideration.
- Discussed risks to delivery around key elements.

Collaborative Joint masterplan workshop 2

A follow on external masterplan workshop was held with the client team and all interested landowner and developers, including the principal landowners and developers, on 9th March 2026.

The workshop aimed to:

- Present refined masterplan options and capacities, including key updates on education provision and access.
- Update on key masterplan strategies and infrastructure elements such as density, access and movement and Mass Transit.
- Discuss next steps and actions needed to address commercial, market, infrastructure and delivery issues.

Summary of the key outcomes:

- Agreed to fix key elements of the joint masterplan.

3 MASTERPLAN

Two Masterplan options are proposed, presenting minimum and maximum housing capacity scenarios based on alternate approaches to school provision. The options build on the masterplan prepared for the Delivery Road Map for B&NES in 2025. The Joint Masterplans represent the optimum scenarios at this moment in time and are reliant on certain assumptions, such as the inclusion / exclusion of third party land to the south, which ideally will become part of the long term strategy to enable safe active travel links to a potential new secondary school in Whitchurch.

The options are the culmination of a series of workshops and meetings with interested developers and landowners.

The Masterplans have largely focused on delivering housing and associated social and green infrastructure and the site has been assessed for its development potential based on the technical evidence base available at this time. Further evidence base is underway to ascertain the requisite commercial and employment provision, both in light of the surrounding regeneration potential of Brislington and this development. Work is also currently underway on the concept design of the Interchange building and the Mass Transit corridor.

The Masterplan scenarios deliver (all locations are indicative):

- Between 2500 - 3050 homes;
- Two 2 Form Entry (2FE) primary schools;
- A safeguarded site for a secondary school with sixth form (tested as an option on the minimum capacity masterplan scenario);
- A range of early years facilities;
- Neighbourhood centres to the west and to the east;
- A transport interchange comprising a new multi storey car park, bus stops and active travel facilities, adjacent to mixed use development (indicative location of neighbourhood centre shown on diagrams, right);
- Segregated active travel routes throughout; and
- A range of green and blue infrastructure.

The following pages set out some of the attributes of the maximum scenario Joint Masterplan in more detail, with guidance setting out design standards on various built and spatial topics.

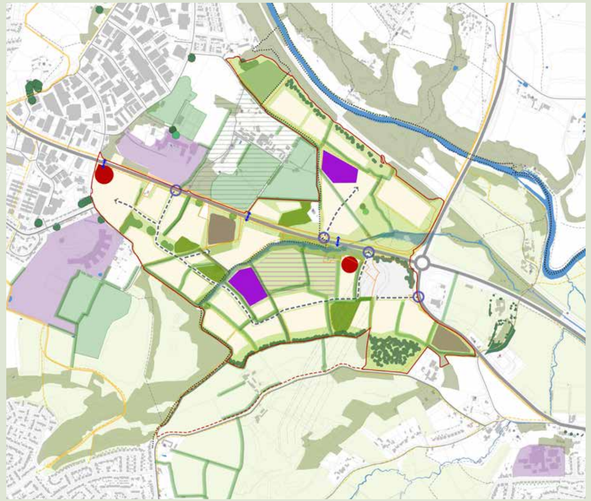


Fig.7: Masterplan minimum scenario

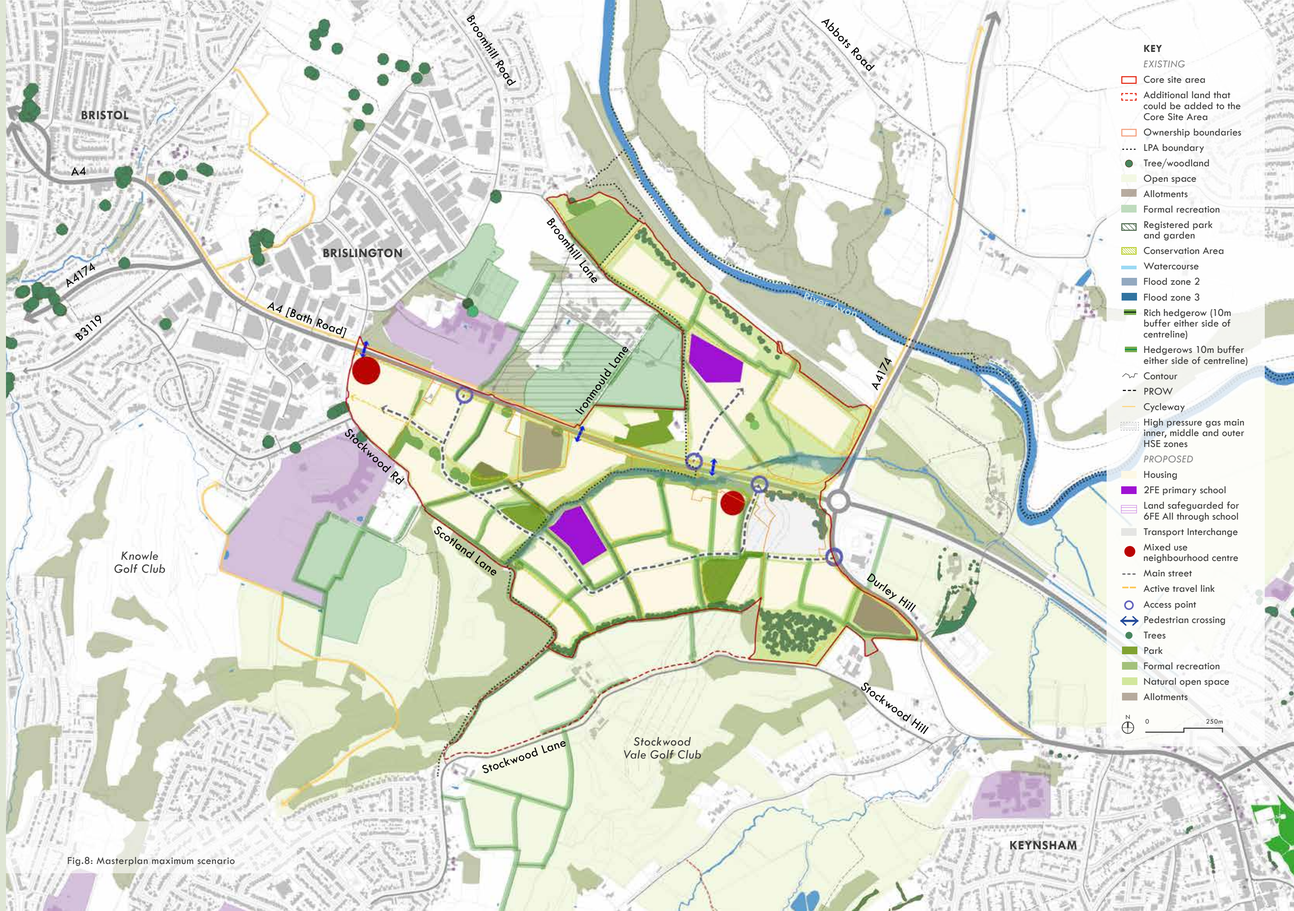


Fig.8: Masterplan maximum scenario

3.1 LAND USE

The Land Use diagram illustrates an indicative spatial distribution of key land uses across the Hicks Gate development. This includes requirements for commercial and retail land uses to be located, to create critical mass so that they are clustered within the neighbourhood centres, within close proximity to the Mass Transit stops.

Some separate non residential uses such as early years education are not identified on the plan, but guidance is provided on selecting appropriate locations for these.

The proposed land uses are based on information gathered around site constraints - as well as adjacent land uses and movement routes - following desk based technical assessments and engagement with relevant planning officers and landowners. Therefore, technical baseline considerations - such as ground conditions, contamination, flood risk - must be validated further and submitted with any planning application.

Overall guidance on land uses is set out, right in Table 3.1. Further guidance on the interchange and education uses is set out over the following pages.

Guidance table 3.1 - Land use

1. Hicks Gate will be a predominantly residential place, supported by other complementary land uses.
2. New homes must be planned in appropriate locations, with supported living located within walking distance of local facilities.
3. A mix of homes must be provided, including affordable homes in line with policy requirements, and supported living.
4. A reserved site for a new Interchange in the north east corner of the site must be provided, to the south of the A4 within attractive, safe and easy walking and wheeling distance of all homes. See section 3.3 for more guidance on the Interchange.
5. Two 2FE primary schools to the north and south of the A4 should be provided, alongside a safeguarded site for secondary and sixth form (that together would create an All through school) to the south of the A4. Both to be conveniently and centrally located within the neighbourhood and to provide early years. Further testing is required to establish the need for a secondary school.
6. The neighbourhood hubs must provide appropriate commercial, retail and community uses to meet day-to-day needs. Flexible ground floor units could be used for various uses and ancillary spaces to create a viable, well used and vibrant place.
7. Placemaking considerations must influence the location of these centres. There should be at least two neighbourhood centres due to the size and width of the site, so that residents can walk, cycle or wheel. The plan, right shows a neighbourhood centre at either end of the site and will have contrasting function and character. These locations are not fixed but they must be situated at a key nodal point.
8. Additional uses may be permitted where they comply with the Local Plan/s, support the needs of local residents, and do not conflict with other existing or proposed uses.
9. Meanwhile uses should be planned for buildings which form part of earlier phases but may not be fully viable until the population growth arising from later phases.
10. The Interchange serves an important strategic need but also should be designed as an integrated part of the Hicks Gate development. It should provide a multi storey car park but also support high quality, high density residential led development around it. See section 3.3 for more guidance on the Interchange hub.
11. The Interchange hub should take inspiration from the Transit Orientated Development (TOD) model, with complementary uses such as workspace or retail.
12. Localised uses such as shops and multi use community spaces should be located within the neighbourhdood hubs as part of the main residential areas, so that they are accessible and part of the community. The largest neighbourhood centre should include a health facility to suit the needs of the residents. These facilities should be delivered up front. See section 3.3 for more guidance on Mass Transit and the Interchange.

MASTERPLAN 3

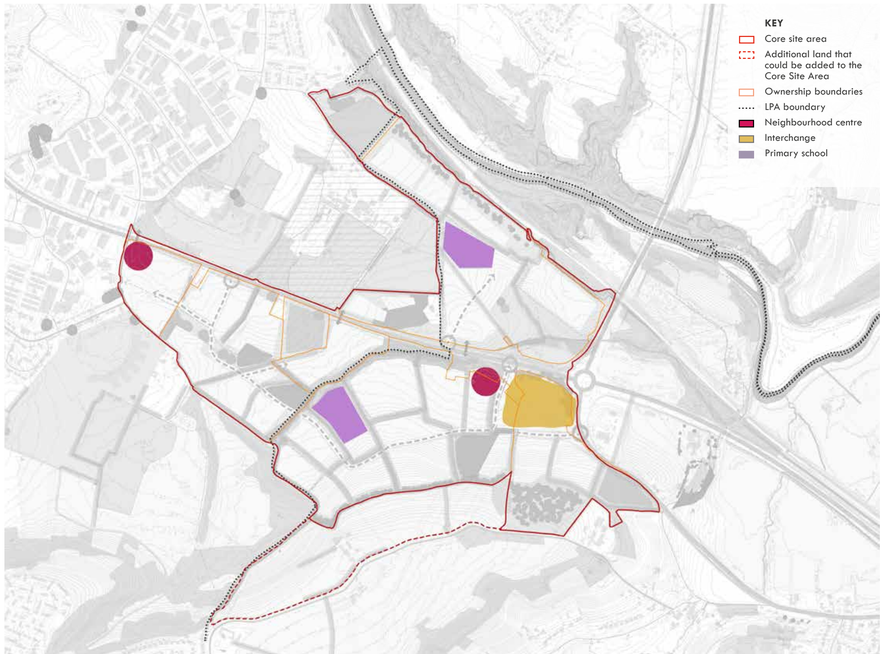


Fig.9: Land uses diagram

3.2 MOVEMENT AND ACCESS STRATEGY

The Masterplan will provide a sustainable movement and placemaking led access network of varied character. A key feature of the network is filtered permeability, which promotes active travel connectivity across the site and potentially bus routes, whilst limiting private car movement. Key elements include restricted vehicular access junctions to minimise impacts on Mass Transit services, reduced speeds, pedestrian and cycle priority and reduced levels of car parking provision.

Figure 12 shows the Movement and Access Strategy and illustrates the spatial distribution of key links and transport networks across the site. This diagram overlays the various modes of transport, including pedestrian and cycle routes, bus routes, and roads, to explain how the key routes to and through the site should be arranged to prioritise pedestrians and reduce car use. Access should be taken from the locations and modes identified on the plan, which is based on a strategy that promotes active travel and public transport and minimises car use.

A separate Transport and Access report has been produced and provides more detail on this strategy.

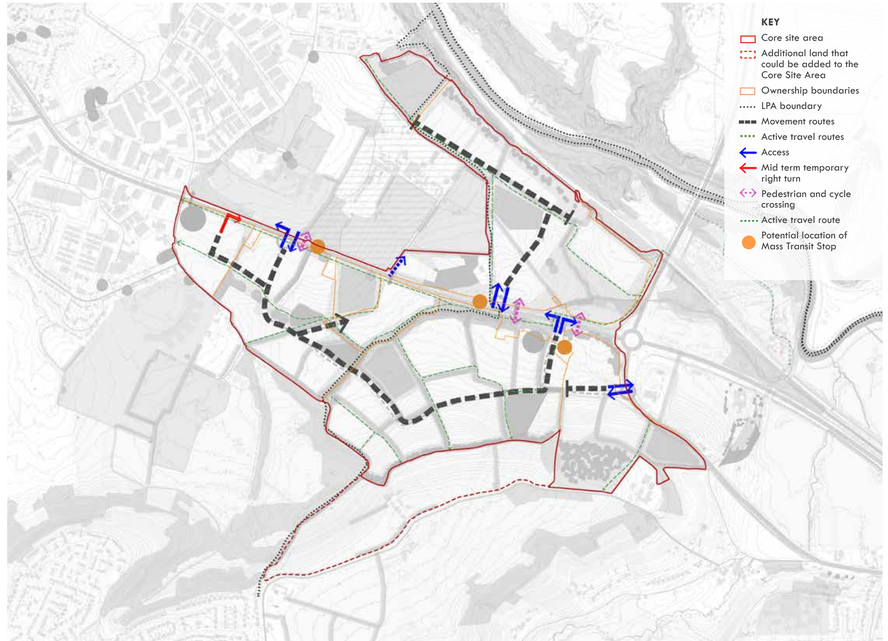


Fig.11: Access and movement diagram

Guidance table 3.2 - Movement

1. Active and healthy forms of movement (pedestrian, cycle and shared transport such as buses and car clubs) must be prioritised over private cars.
2. Active travel routes within the site must be provided along key desire lines (with segregated routes) and also along the main street and within the site parallel to the A4.
3. Streets must create a permeable network that connects to the wider movement network. This could include measures to improve active travel in the surrounding road networks, such as Scotland Lane to the west of the site.
4. There must be integration between active travel routes (walking, wheeling and cycling) with public transport provision ensuring safe, accessible routes to the transport interchange and any active travel stops.
5. Streets should promote filtered permeability to reduce car use and support active travel, linking up with the access strategy.
6. Streets and routes within each development parcel must be constructed in their entirety to allow future development parcels to come forward and avoid land-locking sites.
7. The movement network must be flexible and allow space for infrastructure for emerging and future technologies, such as electric vehicle charging points.
8. There must be safeguarded land for a segregated active travel route within the site to the south of the Mass Transit route along the A4. The precise design and width of this corridor is yet to be finalised.
9. There should be a mass transit stop directly adjacent to, or within the interchange hub (and associated neighbourhood centre commercial uses) to create a convenient transition between different transport modes and the mass transit network. Indicative locations of other mass transit stops are shown on Figure 11.

Guidance table 3.2 - Access

1. The A4 access strategy must safeguard for and minimise impact onto the A4 and future Mass Transit route.
2. Safe active travel crossings must be provided across the A4 to allow connectivity within the overall site and convenient access to the Mass Transit stops and the Interchange.
3. Emergency access must be facilitated within all separate landowner sites.
4. The access strategy must not facilitate a route through the site from one end to another that could be used for rat running.
5. The relocation of the Park and Ride site must enable proper vehicular access into the Bellway phase 1 site before, during and after the redevelopment of the site.
6. Priority access must be provided for buses and/or mass transit from the transport interchange to the A4.

Fig.12: Above, Abode, Cambridge

3.3 MASS TRANSIT AND INTERCHANGE

Transit Orientated Development (TOD) is a design and planning approach that focuses on creating compact, walkable communities centered around mixed use development and a key transport hub. TOD has the potential to increase property values and stimulate local businesses due to higher foot traffic and it can improve quality of life by providing better access to jobs, services, and amenities, especially for those who do not own a car. In order to be successful, a TOD style development area must provide reasons for people to visit and use the space - areas and features that allow people to socialise, work and rest - within 100 metres of the transport hub.

The new interchange and mass transit route will form a multimodal transport hub, for the area, inspired by TOD, to support sustainable patterns of growth and maximise the effectiveness of planned mass transit investment. The following page sets out guidance on this approach.

Fig.13: Bath Spa Transport Interchange

Fig.14: Compact play area in urban neighbourhood, Copenhagen

Fig.15: Mass transit within mixed use environment, Copenhagen

MASTERPLAN 3

Guidance table 3.3 - Transit Orientated Development

1. The character of the Mass Transit corridor should feature a segregated bus or tram route, street trees and a limited number of stops at key destinations to provide an efficient service.
2. The interchange building will become a major entry and exit point into Bristol and also into the Hicks Gate site and should be located at the junction point between the A4 and Durley Hill and should facilitate the relocation of the Brislington Park and Ride site.
3. The interchange hub must form a gateway anchor building.
4. Higher-density housing should be located around the interchange, gradually decreasing in density further away, as per the density diagram. This will maximize accessibility in this part of the site whilst making efficient use of land.
5. The masterplan must include compact development blocks with a legible and direct network of streets within this area.
6. There should be a high quality arrival space around the interchange - next to the mixed use element and transit stop - that provides opportunity to rest and spend time outside, including interactive and playful features such as seating, water features, furniture and art.
7. The transit stop must be located within 4-800m walking distance of the interchange building via a safe, accessible and clearly marked route. Ideally this will be located to the west of the building and it must be located adjacent to the mixed use element.
8. Roads should be designed with bike and pedestrian friendly corridors, along with transit priority lanes. And walking, wheeling and cycling, and mass transit should be more convenient than driving.
9. There must be clear wayfinding, directing users towards bus stops, parking, walking/cycling routes and cycling facilities as well as key destinations points beyond the site.
10. The interchange should provide a mobility hub to promote active travel, encouraging a modal shift. Potential to include secure cycle/e-bike parking and repair points; e-bike charging stations; room for car club / cycle share schemes; cycle and e-scooter hire; digital transport information; wheeling and adaptive cycles; and parcel lockers.
11. Care must be taken in relation to scale, massing and density, to avoid urban heat island impact.

3.4 RESIDENTIAL DENSITY

The character and quality of residential development is fundamental to the long-term success of a community and must be planned for positively. Alongside the policy driven agenda around optimising densities it is important to note that residential density cannot be viewed in isolation and that it is driven by various placemaking factors such as supporting land uses, how car parking is accommodated and high quality, accessible public transport.

In particular, the best examples of high-quality residential development combine the benefits of high-quality nature rich landscapes and a diversity of open spaces with varied character areas.

Density is often misunderstood as meaning tall buildings, yet higher densities can be achieved with carefully arranged low and mid rise buildings alongside innovative approaches to house types and car parking provision, to ensure that development is human scaled and high quality. More guidance on housing design, typologies and car parking is included later on in the document in section 4.

Density approach

The density approach is gradual and there will be a natural transition between each density area. The proposed densities respond to the varied characteristics of the site, (such as heritage features, existing hedgerows and the site's undulating topography) as well as the proposed land uses.

Hicks Gate will comprise a range of different densities within the overarching, holistic framework, therefore the Density diagram overleaf, captures a comprehensive, site wide strategy rather than prescribing densities for each individual landowner's site. The Density diagram identifies the distribution of density across the site within four density ranges, to direct density whilst also providing a level of flexibility. Densities overall should be maximised wherever possible.

Density diagram

The Density diagram shows approximate residential areas because the exact location of residential and non-residential development within each parcel will be determined through detailed design. This flexibility is important at this plan making stage and so the relevant planning policy documents allow the maximum extent of development to be assessed and promoted for development at Hicks Gate.

To achieve a realistic residential capacity for the site, the gross (total) area of each of the residential parcels is discounted by an efficiency factor to arrive at a net developable area. This 20% discount factor recognises that within each gross parcel there will be a need to provide areas for secondary roads, SUDS, BNG as well as some areas that won't be developable. The four density ranges are applied to these net areas to derive the estimated overall site capacity.

KEY

- Core site area
- Additional land that could be added to the Core Site Area
- Ownership boundaries
- LPA boundary
- High density (100dph+)
- Medium high density (70-100dph)
- Medium density (55-70dph)
- Low density (40-55dph)

MASTERPLAN 3

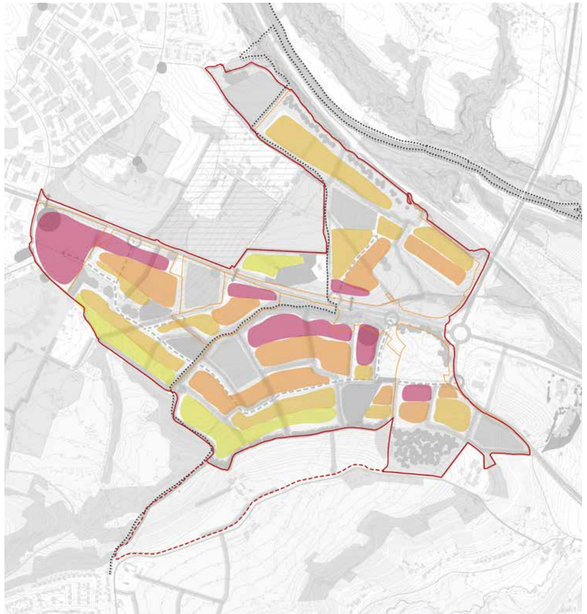


Fig.16: Density diagram

Guidance table 3.4 - Density and building heights

1. Using land efficiently is an essential aspect of sustainability. Overall site densities should therefore be maximised. At the same time opportunities should be optimised to make the most of the strategic accessibility provided by the Mass Transit while responding positively to key site features including heritage assets and topography.
2. Development must be delivered at suitable densities in line with the Density diagram to ensure an optimised number of homes between 2500 and 3050.
3. Densities must vary through the site according to the hierarchy expressed on the Density diagram, and be designed with appropriate transitions between different scales.
4. Developments must be designed to encourage lower car use, with healthy travel modes and public transport incentivised.
5. The efficient use of land and the right critical mass must be applied to ensure that non-residential uses are viable.
6. There should be a gradual approach to density, with an emphasis on compact development that optimises development footprint and low to medium rise residential building scale.
7. Perimeter blocks that respond to existing site features and proposed land uses.
8. The tallest buildings must be located in the neighbourhood centres and along the A4 to create legible and well-designed focal points at outward facing parts of the site.
9. Transitions between different heights must be sensitively managed, particularly near open spaces and heritage assets.
10. Heritage Impact Assessments should be undertaken to understand the sensitivity of heritage features, such as the conservation areas and the Registered Park and Garden.

3.5 RESIDENTIAL DENSITY AND BUILDING HEIGHTS

Higher densities zone

Higher densities must be located within and overlook the neighbourhood centres and along the A4 and in close proximity to any other local amenities and services. Proximity to adjacent existing and proposed higher density housing is a key consideration (e.g. Brislington).

The highest densities are likely to comprise apartment buildings (allowing for non residential uses at ground floor to create activity and vibrancy) and other compact housing typologies such as mews, terraces and townhouses to create a continuous and prominent frontage in these locations. Built form is an important determinant of density, and a predominance of terraced housing is required to optimise the use of land and as a more land use and energy efficient built typology.

Medium height buildings should be located within these areas with a minimum building scale of 4 stories.

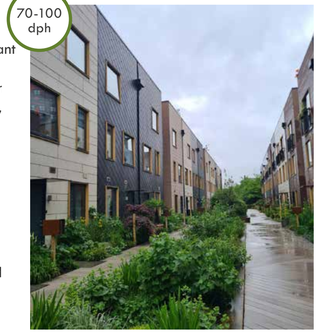
100 dph

Medium high density zone

Medium high densities will form a significant part of the site and will be located adjacent to the highest densities in anchor locations such as the neighbourhood hubs, as well as to non-housing uses to create easy access to key facilities. This density area should provide a cohesive blend between residential areas.

Housing types should feature limited apartments and a range of mews, townhouse and terraces, with low car parking provision, compact plot sizes, and a medium building scale with some taller buildings.

70-100 dph



3.6 RESIDENTIAL DENSITY AND BUILDING HEIGHT ZONES

Medium density zone

Medium densities makes up the majority of the residential area and therefore should feature a wide range of house types and plot sizes, with a predominance of terraced housing. Building scales should be a range of two and three storeys, with taller buildings used for emphasis.

55-70 dph

Lower density zone

Lower densities must be located along the more sensitive southern boundary of these neighbourhoods to maintain a semi-rural character.

Building scales should be limited to three storeys but will largely be two.

40-55 dph

3.7 LANDSCAPE CONTEXT AND GREEN INFRASTRUCTURE

Hicks Gate will deliver a diverse, inclusive, and multifunctional network of open spaces that integrates recreation, nature, play, and amenity within the wider Green and Blue Infrastructure framework. All new green infrastructure typologies should be in accordance with the standards set out in relevant national and local policy.

Fig.17: Integration of mature trees, Accordia, Cambridge

Fig.18: Green corridor, Abode, Great Kneighton

Parks and gardens

- Large open spaces will integrate existing features and views, and preserve the hedgerow network and brook. The network will enhance existing features and associated wildlife, include SuDs measures and provide a varied informal recreational network.
- Hedgerow buffers are set at 10m either side of centreline but may need to be wider.

Amenity Greenspace

- Local green spaces distributed throughout the masterplan must provide seating, planting, and informal play, offering safe and accessible recreation within walking distance of every home.
- A hierarchy and wide range of play should be provided, catering for all ages (including teenagers) and marginalised groups.
- Opportunities should include active recreation spaces, shelters, trails, and play-on-the-way features.
- A mix of hard and soft landscape spaces should be located at key nodal points to accommodate gatherings and play-on-the-way features.
- The neighbourhood centres should feature a civic space.

Green and blue corridors

- An extensive range of green corridors should be located along the alignment of the existing hedgerows and watercourses.
- Active travel corridors with segregated cycleways may be located along some of the green corridors but must not reduce either the greenspace or the important buffering requirements for hedgerows and must not be designed in a way which detracts from the attractiveness and appropriate scale of spaces.

Other

- Productive landscapes should be woven into development to provide opportunities for food growing, education, and social interaction, fostering community wellbeing.

These should include:

- Community growing gardens within the urban area.
- The retention of Brislington allotments.
- New allotments on the site edge located in the south-eastern portion of the development.
- A gateway square as part of the interchange and neighbourhood centre.

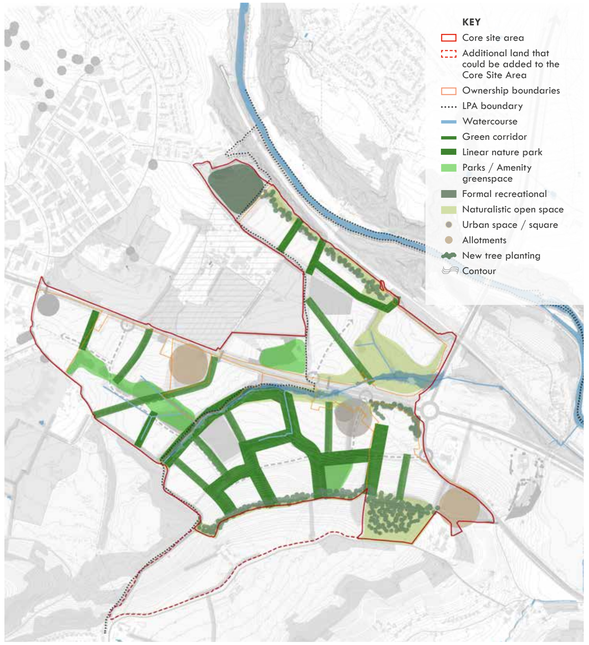


Fig.19: Green infrastructure diagram

Guidance table 3.7 - Green Infrastructure

1. Views should be carefully considered whether from within or outside the site. Buildings should be placed to terminate or frame views towards landscape or heritage assets.
2. Where buildings are adjacent to hedgerows the amount of space required between building elevations and hedgerow canopy edge - for both humans and wildlife use - must be carefully considered.
3. Bespoke hedgerow buffers will be required to address site specific interests and features. The location of built form in relation to the large hedgerows may require buffers of up to 22m on each side in order to create well-proportioned spaces for people and functional habitat areas.
4. Create a linear nature park along the hedgerow, retaining the link between the wildlife networks of hedgerows and the brook.
5. Integrate landscape character features and views into the placeshaping process. Embrace land form variation, ancient hedgerow network, stunning landmark trees, views, and watercourses.
6. TPOs and Veteran trees must be protected and conserved.
7. Provide dual use sports facilities where possible.
8. Provide new allotments and food growing facilities within convenient walking distance from homes.
9. Create woodland belts along both northern and southern boundaries to provide a containing backdrop to development to the south and skyline screening to the north, aimed at protecting skyline views as seen from the wider landscape to the north beyond the site.
10. Provide an art / heritage strategy to encourage residents to interact with their local open space year-round, creating a sense of ownership and an active public realm.
11. Provide connections to adjacent GI areas such as the river, the Hams, Stockwood Vale.

3.8 BLUE INFRASTRUCTURE

The SuDS strategy must work with the site topography and natural drainage patterns as far as reasonably practicable, ensuring that water management is fully integrated into the green infrastructure framework. Typologies listed right should deliver multifunctional benefits so that they contribute towards placemaking.

The specific layout and types of SuDS features will be determined following detailed above-and below-ground site analysis, with outputs informing the detailed design at planning application stage.

The proposed drainage strategy overleaf is indicative and subject to agreement with the Lead Local Flood Authority (LLFA) and Highway Authority. The plan shows strategic SuDS design only and the sizing is subject to future design work. The strategy assumes that attenuation will be provided within development parcels and these may be combined and reduced. The strategy assumes that run-off from greenfield, road and development can be combined. Additional SuDS features will be required if this is not possible.

Bio swales

Swales should be integrated along the edges of development parcels and movement corridors to act as both water management features and ecological corridors. Swales should be combined with tree planting and hedgerows to create shaded greenways.

Rain gardens

Rain gardens should be integrated within open space and areas of public realm, to manage rainfall and surface run-off at source and enhance visual amenity.

In street verges, they should take the form of green strips adjacent to the carriageway, acting as bioretention systems while supporting resilient planting schemes.

Planted with a mix of shrubs, wildflowers, perennials, and trees, rain gardens will create a biodiverse and attractive natural streetscape.

Attenuation basins / ponds

Attenuation basins and / or ponds must be managed as species-rich meadows, holding water during storm events and supporting biodiversity, informal recreation, and environmental learning, while ensuring capacity for the 1-in-100-year storm event plus climate change allowances without increasing downstream flood risk. Through marginal and aquatic planting, they will also enhance landscape quality and contribute to the amenity value of the public realm.

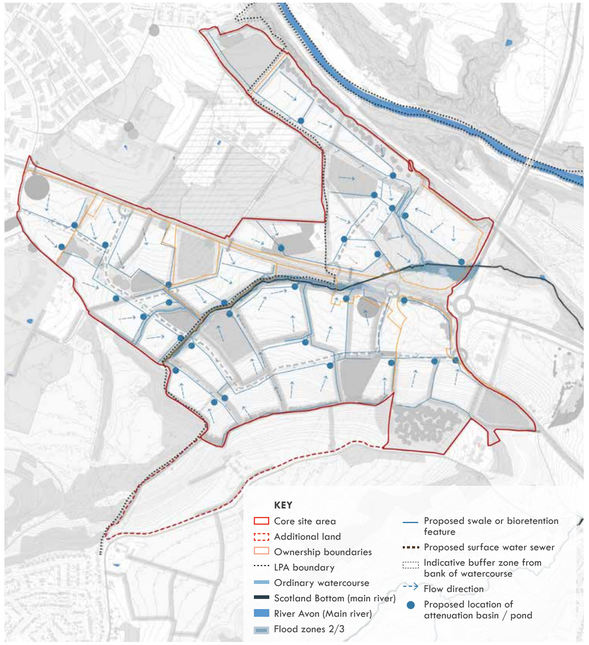
Green roofs

Green roofs should be incorporated on buildings - particularly the schools and Interchange - to manage rainfall, reduce surface water run-off, and enhance building performance through improved insulation and greening. Planted with resilient, pollinator-friendly species, they will also contribute ecological value and seasonal interest. The opportunity for bio-solar roofs, combining green roof planting with photovoltaic panels, should be explored to deliver additional renewable energy benefits alongside biodiversity and sustainable drainage functions.

Fig.20: Bio-swale integrated into North West Cambridge campus

Fig.21: Retention pond and edge planting, North West Cambridge campus

Fig.22: Rain garden, Mansfield Sustainable Flood Resilience project



Guidance table 3.8 - Blue Infrastructure

1. Employ an innovative approach to surface water flooding at all scales that manages rainwater closer to where it falls, with source control and Sustainable Drainage Systems (SuDS) wherever possible. Drainage strategy to be developed in accordance with West of England sustainable drainage developer guide and National Standards for SuDS.
2. Allow for retaining all watercourses which flow through the site, and incorporate buffer zones, to provide more space for floodwaters (accounting for future climate change), provide improved habitat for local biodiversity and allow access for any maintenance requirements.
3. The peak runoff rate from the development for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event must not exceed the peak greenfield runoff rate for the same event.
4. Environment Agency (EA) guidance requires a minimum 8m buffer from bank tops of main rivers.
5. Buffer extents for ordinary watercourses and swales are to be agreed with the Lead Local Flood Authority.
6. Overland flow directions shown are based on LIDAR data and are subject to further design.
7. Lines of main rivers and ordinary watercourses are shown indicatively, based on OS mapping and flood mapping. The lines shown may not be complete. Lines and levels of watercourses (including bank tops) to be confirmed via on-site survey.
8. Current site topography indicates cut and fill will be required to create level development platforms. This may have an impact on the net developable area and drainage strategy.
9. Buffer zones must be designed and managed for the benefit of biodiversity and should be undisturbed by development with no fencing, footpaths or other structures. Light spill within the buffer zones from external artificial lights should be kept at an absolute minimum.

4 DESIGN GUIDANCE

4.1 PLACEMAKING PRINCIPLES

The previous section explains how the key parts of the development at Hicks Gate should be laid out across the site. This section explains how those components should be designed and built and provides design guidance on various masterplan components.

Guidance table - Legibility and wayfinding

1. The overall development layout and variety of buildings should be easy to describe and navigate.
2. New housing should reflect adjacent building lines where appropriate.
3. There should be a threshold space at the entrances to the development, framed and enclosed by buildings.
4. Some variation in height, setbacks and architectural features can help to break down scale, create rhythm, and enhance visual interest.
5. Active frontages, changes in plane, and modulation should reinforce the human scale at street level.
6. Landmark buildings and any other articulated forms should help to emphasise corners, frontages, and view corridors.
7. Open spaces and landscape features should be used to aid orientation and establish a clear hierarchy of public places.
8. Collectively, buildings within neighbourhood centres should be visually distinctive and can be higher than surrounding housing.
9. Active travel routes should be safe, direct and easy to follow and should be waymarked with signage and high quality public realm.
10. Signage and public art should contribute positively to identity and local character, reflecting local heritage assets such as the Registered Park and Garden and conservation areas.

Guidance table 4.1 - Active frontages

1. Active frontages should be used to animate streets and public spaces, with front doors onto the street.
2. Regular doors and windows, should be used to create rhythm.
3. Well designed front gardens should address the public realm, although exceptions can be made where buildings sit directly at the back of the pavement.
4. All frontages must include some elements of soft landscape, in addition to well-designed hardscape, and be designed to minimise the visual impact of parked cars where permitted.

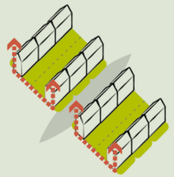


Fig.24: Active frontages diagram

Guidance table 4.1 - Fronts and backs

1. Buildings should clearly distinguish between public facing fronts and private or semi private backs to create well defined streets and spaces.
2. Primary entrances and active frontages should face streets, routes, and public spaces to support activity and natural surveillance.
3. Blank walls, high fences, or boundary treatments that limit overlooking of the public realm should be avoided.
4. Ambiguous spaces that lack a clear public or private function should not be created.

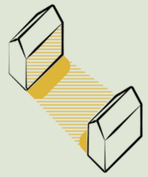


Fig.25: Fronts and backs diagram

Guidance table 4.1 - Enclosure building lines

1. Buildings, hedgerows and trees should define edge of street or space and should clearly enclose the areas between them.
2. The degree of enclosure should relate to density and building height to ensure streets and spaces feel coherent and comfortable in scale.
3. Higher and medium high-density areas should be defined by continuous building frontages and private front garden spaces should be modest in depth (typically 1–2 metres). This is to provide appropriate enclosure and also to avoid being used in the future for on plot car parking.
4. In medium to lower density areas, modest gaps within street frontages are appropriate, but overall enclosure should remain clearly defined. Building setbacks may vary, responding to setting.
5. Commercial frontages should be located directly at the pavement edge, with no building setback.

Guidance table 4.1 - Corners and edges

1. Buildings line edges and corners should be designed to positively address the public realm, particularly where sites are visually prominent such as along the street junctions or along green corridors.
2. Prominent corner buildings should be taller or include distinctive architectural elements.
3. Where possible, corner buildings should incorporate entrances and windows on multiple sides to create activity, surveillance, and strong street presence.
4. The scale, massing, and building typologies at site edges should respond sensitively to their immediate context.
5. Architectural detailing and public realm materials along the development edges should be selected to complement the character of that interface, creating a cohesive and place specific identity.

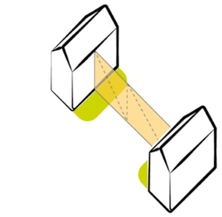


Fig.26: Building enclosure diagram

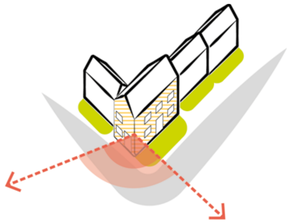


Fig.27: Corner building diagram

Guidance table 4.1 - Development on sloping land

1. Development should work with existing landform, minimising-cut and fill wherever possible and avoiding land re-profiling that erases natural slopes.
2. Homes, streets and gardens should step up or down the hillside to reduce visual bulk, via plateaus in private garden space, limiting retaining structures.
3. Building heights should be measured relative to the slope, with careful articulation, roof forms and setbacks used to reduce apparent scale when viewed from below or above.
4. Gardens and terraces should be functional, accessible and proportionate, with retaining solutions designed as landscape features rather than dominant engineering structures.
5. Street alignment should follow contours, using gentle gradients, switchbacks or short terraces.

4.2 HOUSING DESIGN

Guidance table 4.2 - Housing design

1. Provide a diverse range of housing types including duplex units, small scale apartment buildings, terraces, townhouses, mews houses, back to back houses and homes with private gardens.
2. Housing layouts should be designed as a sequence of clearly articulated external spaces, defined either by the walls of the new buildings or inherited elements of landscape. Each space should have its own distinct character and identity - street, square, green, lane, yard – and be formed by house types which are appropriate to the space, particularly in terms of their interface with the pavement, footpath or street.
3. Plot sizes should be compact in order to use land more efficiently and increase affordability.
4. New homes must be well designed regardless of tenure, typology or ownership.
5. Designs must be tenure-blind in regard to external appearance of buildings, front doors and front access, plus communal zones such as shared amenity.
6. All homes should create a sense of arrival. The approaches to individual homes and flats must be visible, safe, well-lit and accessible to all, particularly those with reduced mobility.
7. Homes must be designed to provide each resident with natural sunlight and ventilation and avoid overheating,
8. All homes should have access to private or shared amenity space.
9. All homes should have access to bin and bicycle storage.
10. The spatial relationship between existing hedgerows and new homes requires careful design integrating architectural, urban design and ecological expertise.

Fig.28: Above left, Mews street, Eddington

Fig.29: Above right, Mews, Abode

Fig.30: Bottom left, Mews, Abode

Fig.31: Top left and centre left, Kidbrooke, London

Fig.32: Top centre right, Derwenthorpe, York

Fig.33: Top right, Adobe

Fig.34: Bottom centre, St Chads Tilbury

Fig.35: Bottom right, Abode, Cambridge

4.3 NON RESIDENTIAL DESIGN - SCHOOLS

The masterplan includes two 2 form entry primary school and a reserved site for an All through school (within the minimum masterplan scenario), as an extension to the primary school located to the south of the A4. This section provides specific guidance on school design.

Schools have the potential to make a real contribution to the physical and social fabric of the place they are located.

Schools should play an important role in placemaking and their presence can activate and add character and identity to their neighbourhoods.

Guidance for school design is subject to change dependent on funding models and education providers. The schools within the Hicks Gate development must be designed in accordance with the most up-to-date standards.

Guidance table 4.3 - Schools

1. Schools should be designed to support shared community use of facilities including sports pitches at the All Through School should this be required.
2. Schools, particularly primary schools, should be situated centrally and co-located with other shops and services wherever possible.
3. The school building should have a strong primary façade and a clear entrance directly onto or close to the street. The entrance should be treated as a series of external spaces that form a transition between the public and the private, capable of both offering a welcome and defining a secure boundary. This may mean that these spaces operate differently at different times of day.
4. The design of the school site boundary should be treated as part of the architecture of the building.
5. Schools should be taller than surrounding housing to create some distinctiveness and identify schools as important community buildings.
6. All educational amenity spaces, including soft and hard landscapes, should be of a very high quality.
7. Vehicle free zones must be provided around schools and no private car parking spaces will be permitted outside schools in order to create safer environments and discourage car journeys to schools.
8. Within the school site, car parking should not be visible from the street frontage.
9. Schools must have two separate vehicular access points, away from the pedestrianised frontage. One access point should be for staff parking and deliveries and the other for emergency access and grounds maintenance.
10. Cycle parking must be provided.

Fig.36: Chelsea Academy

Fig.37: Royal Wharf Primary School

4.4 NON RESIDENTIAL DESIGN - COMMERCIAL AND MIXED USE

The masterplan includes two neighbourhood centres, each of which will include an element of mixed use. The Interchange will also include some form of commercial and/or mixed use component.

Collectively, this is likely to take the form of local shops, small supermarket/s, community uses. This section provides specific guidance on the design of any mixed use areas within the site.

Guidance table 4.4 - Mixed use

1. Mixed use buildings relating to employment, retail or community uses should be designed to create active frontages to provide natural surveillance and visual interest.
2. Mixed use buildings should be legible with clearly defined and accessible entrances.
3. Within mixed use buildings, all residential entrances should be highly visible, marked and accessible.
4. Where possible, food and drink uses should spill out onto the frontage to enhance street vitality.
5. The Interchange building should feature mixed uses at the ground floor to activate the public realm and a high quality architectural and landscape design. More guidance on this is provided in the Parking section.
6. Street trees and formal areas of planting along the mixed use frontages should be used to create an attractive setting.
7. Large commercial buildings should incorporate green roofs and solar panels.
8. Mixed use buildings should feature green walls, roofs and layered planting where possible.
9. Car parking should be very limited on street. A limited area of visitor parking could be provided within the multi storey car park for the eastern neighbourhood centre.

Fig.38: Eddington, Cambridge

Fig.39: Eddington, Cambridge

4.5 ARCHITECTURAL DESIGN

Guidance table 4.5 - Proportion

1. Proportion should be created through fenestration, e.g. vertical windows that are taller than they are wide typically appear more elegant and coherent.
2. The eaves and ridge height should align or step in harmony with adjacent buildings for a cohesive streetscape.
3. Dormers, roof lights, or other roof features should be proportionate to the façade.
4. Street enclosure ratios should be used to create a clear hierarchy of streets that respond to the site features and the proposed character of the development.

Guidance table 4.5 - Façades and roofline

1. Entrances to all properties must be clearly defined, visible, secure and accessible.
2. Architectural detailing, such as porches and recessed zones, should be utilised to further emphasise entryways.
3. Service and storage doors must be secondary and screened from view through recesses in façades, landscaping and architectural detailing.
4. There should be a clear vertical hierarchy with proportioned fenestration featuring a defined base, middle, and top for legibility. Vertical emphasis in windows often helps reinforce elegance and alignment with traditional architectural forms; while grouping or framing windows can support contemporary expressions.
5. Design windows and overhangs (deep eaves or brise-soleil) to balance solar gain and shading.
6. The overall façade composition should balance simplicity with durability and contextual relevance.
7. Rooflines should be carefully composed to support legibility and to highlight key features such as gables or entrances.

Fig.41: Wolvercote Mill Development, Oxford, UK.

Fig.40: Eddington, Cambridge

Guidance table 4.5 - Orientation

1. Limit excessive floorplate depth and design in higher ceilings and/or light wells.
2. Maximise dual aspect orientation and avoid or minimise north facing single aspect dwellings.
3. Encourage cross ventilation by aligning openings on opposite façades.

Guidance table 4.5 - Materials

1. Materials must be durable and low or zero maintenance finishes should be used, especially in hard-to-reach areas or large façades.
2. Reflect and reinforce the local vernacular through materials, whilst delivering a contemporary character.
3. Use materials to enhance visual interest, reinforce scale, and articulate different building elements.
4. Material selection should relate to building height, with heavier, more tactile materials at lower levels to reinforce human scale, and lighter treatments above to reduce visual bulk.

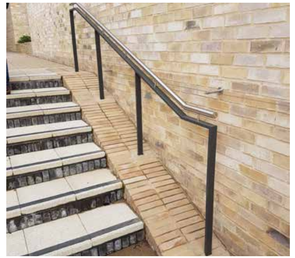


Fig.42: Restrained palette, Eddington, Cambridge

Fig.44: Detailing, Eddington, Cambridge

Fig.45: Rhythm of materials, Eddington, Cambridge

Fig.43: Corner building, Kidbrooke Village, London

4.6 STREET TYPOLOGIES AND DESIGN

The street hierarchy will provide a legible and permeable environment which puts non-vehicle traffic first, and provides low levels of car parking.

Whilst the Masterplan is high level at this stage, the overarching network of streets will comprise three street types: Main Streets, Access Streets, and Lanes. Within this hierarchy, there should be variations dependent on anticipated users and the destinations served by the roads.

The intended typical features and character of each street type are described and illustrated on the following pages.

Guidance table 4.6 - Streets guidance

1. Streets should be designed to create a legible hierarchy, relating to the street typologies set out in this section. Development proposals should demonstrate how the streets will conform to a hierarchy of road types and should provide justification for variations where appropriate.
2. Within this hierarchy, there will be variations dependent on anticipated users and the destinations served by the streets. Large articulated vehicles will only be permitted on the main streets and the delivery route to the Interchange.
3. Streets should benefit from passive surveillance, landscaping, and appropriate provision for pedestrians, cyclists, and those with mobility impairments.
4. All streets must be designed to suit emergency access requirements and appropriate servicing. Within the Neighbourhood Hubs, loading bays may be provided to minimise the impact of servicing and deliveries on the public realm.
5. The Interchange will require an alternative layout and street design.
6. While streets have common characteristics and dimensions across Hicks Gate, all streets should be designed with landscaping, materiality and edges appropriate for their street type and location within the site, as specified in further in this section.

Main Street

The Main Street will be designed to provide vehicular access into the site and will be shared by vehicular traffic, pedestrians and cyclists. This is the main street through the site and therefore will be the widest; with trees on either side of the street and rain gardens to deal with surface water drainage.

Design features

- 5 - 5.5m carriageway.
- Segregated cycleways (one direction only) and footways either side of the carriageway (cycleway 2m and footway 2.5m to allow space for wheeling).
- Street trees either side of carriageway to create enclosure and separate cars from active travel modes.
- Potential for bio-retention feature / swale to deal with surface water flooding and provide planted corridor.
- Well defined planted area of defensible space in front of building (2m).

Built character

- Formal and urban character, with consistent building line and no set backs.
- Medium scale residential and retail / commercial buildings fronting onto street along both sides.
- Building scale predominantly 4 storeys, with some taller buildings at gateway locations (at the access points into the site) and corners, creating street enclosure and active frontage.
- Street trees and bio retention channels will create enclosure and formality and provide visual amenity.

Car / Cycle Parking

- Residential parking to the rear in mews courtyards and multistorey car park.
- Cycle parking will be secure and overlooked, in defensible space lockers and/or communal access / storage areas.
- Cycle parking will be provided in a location that is closer than car parking spaces or drop off bays to the entrances of community facilities such as schools and shops.

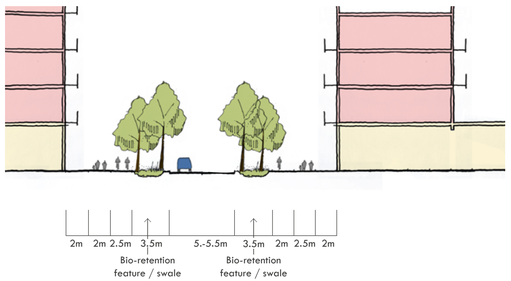


Fig.46: Main street access section

Fig.47: Eddington, Cambridge.

Access Street

Access Streets provide the main part of residential connectivity, linking the Main Street network to individual development parcels. Access Streets will accommodate a mix of movement and local access and are designed for low volumes of traffic and low speeds.

Throughout the site but each contained within its own residential character area, connecting up with the Main street network.

Design features

- 5-5.5m carriageway for cars
- Combined cycle/footway either side of the carriageway (2.5m to allow space for wheeling).
- Street trees either side of carriageway to separate active travel from car traffic.
- Wide planted area of defensible space in front of building line (2m).
- Bio retention feature / swale

Built character

- Domestic and informal character, with a street enclosure of 18-20m and street trees along bio retention channel, creating a strong sense of enclosure.
- Varied building line with set backs.
- Deep front gardens to create more private, residential setting.
- Building scale 2-3 storeys.
- Variety of housing typologies and rooflines to create interest.

Car / Cycle Parking

- Residential parking will be parallel parking on street and on plot, in the form of tandem parking to limit the impact of cars on the streetscape. Groups of no more than four bays.
- Cycle parking should be provided in a location with direct, easy access from the street.

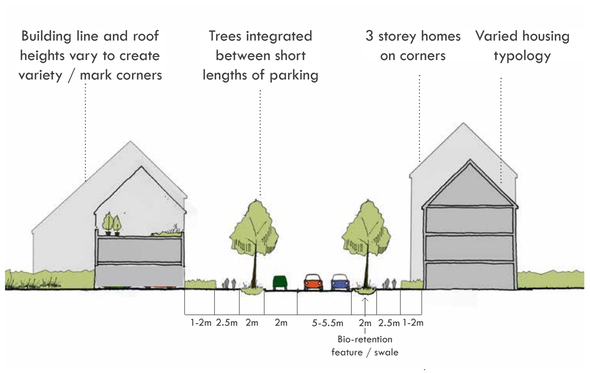


Fig.48: Access street section

Fig.49: Abode, Cambridge

Fig.50: Abode, Cambridge

Lanes

Lanes are the lowest order street type and provide fine-grained permeability and will be designed for very low speeds and shared motor vehicle and cycles. They will feature good visibility for cyclists and will include passive traffic calming measures such as pinch points in the street and modal filters at one end, preventing vehicular through movement. They provide private residential access only.

Lanes are located within the residential areas of the site and are generally connected to Access Streets as well as providing an interface between development and non developed areas.

Design features

- Narrow in width (10m) and shared surface, with bicycles sharing the carriageway but having priority, to ensure cars do not dominate.
- Passive traffic calming measures such as pinch points in the carriageway width and breaks in the carriageway to provide no-through zones except for local residents and emergency vehicles.
- Well defined, planted defensible space (2m) either side of shared surface street.

Built character

- Informal, intimate and private setting.
- May have buildings on one side overlooking open space.
- Low building scale (2-3 storeys).

Car / Cycle Parking

- Residential parking will be on plot, undercroft or along the street.
- Cycle parking should be provided in a location with direct, easy access from the street.

Play Streets

Play Street create a safe space on the doorstep where children can play freely and all residents can come together. Communities can use these space for street events and also for community gardening and growing. They are either car free streets or low traffic streets with restrictions at certain times, that can provide community space where a child can learn to ride a bike or play. Play streets are not marked on the layout at present but could be implemented within the Lanes typology to promote a strong sense of community.

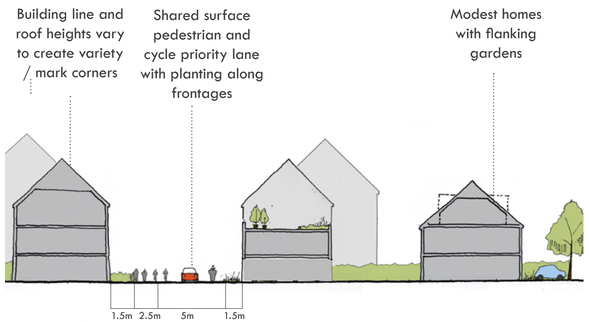


Fig.51: Mews section

Fig.52: Abode, Cambridge

4.7 PARKING

The amount, type and location of car parking has a significant influence on the quality and success of a development.

The approach to car parking must prioritise non-vehicle traffic, reduced vehicular movement on residential streets, and provide low levels of car parking and very short-term on street vehicular commercial access for loading, deliveries and emergencies throughout the site.

Parking strategy

The overall parking strategy must feature a limited amount of residential parking in the form of tandem on street / plot amongst street trees, to ensure that the streetscape is not cluttered, as well as remote shared parking courts / barns to make driving less appealing and convenient. This approach will free up space for placemaking features that will help to create a strong sense of place such as planting, play areas and public realm.

In order to help achieve a modal shift towards a reduced need for cars at Hicks Gate, appropriate levels of cycle and scooter parking provision as well as e bike charging points should be located in the neighbourhood centres. This will ensure that cycling, both as a means of commuting and for leisure purposes, is made as convenient as possible.

Parking guidance is set out, right and parking typologies are set out on the following spread.

Guidance table 4.7 - Parking

1. Apply significantly reduced car parking provision to ensure the streetscape is not car dominated, managed alongside sustainable and active travel measures.
2. The design must overall ensure the streetscape is not car dominated.
3. A range of car parking typologies with the emphasis on parking provision being determined by the design of the street and public space, rather than by a number of spaces per unit and parking locations and types being integrated and well designed.
4. All homes must incorporate secure and sufficient cycle parking and this must be safe, secure and include provision for electric charging of e-bikes.
5. Appropriate levels of cycle and scooter parking provision, and e-bike charging points should be located in the neighbourhood centres.
6. Public spaces and commercial areas must incorporate short-stay cycle stands for visitors on or close to plot.

Fig.53: Top left, Eddington, Cambridge

Fig.54: Bottom left / Top centre / Top right / Bottom right, Abode, Cambridge

Fig.55: Bottom centre, Timekeepers Square, Salford

A range of car parking typologies should be designed in Hicks Gate, with the emphasis on parking provision being determined by the design of the street and public space, rather than by a number of spaces per unit and parking locations and types being integrated and well designed. The various car parking typologies that should be used are set out below.

On street

A very limited amount of residential on street parking should be provided, with an emphasis placed on permeability. On-street parking should be either parallel or mews.

A parallel car parking space should be 2.4m wide x 5m long.

There must not be more than 3 spaces in a line without landscaping or tree planting to break them up.

Mews

Car parking to the rear of a property must be accessed by a mews street.

Flats above garages must be provided at appropriate locations to ensure natural surveillance onto the street or parking court This typology can be used to create a continuous building frontage along streets such as lanes, where on-plot parking is not appropriate.

On street in front of property

This arrangement should be used for terraces and town houses. Only 1 car parking space should be provided in front of the property.

There should be an equal amount of landscaping and car parking space provided within an enclosed landscaped front garden in order to avoid parked cars dominating the street frontage and delineating private and public space.

Spaces should be overlooked by front windows of the property.

Shared parking court

Parking courtyards must be small in scale, and they must be overlooked.

Access to parking courtyards should be through archways where possible to create continuity of the street frontage. Public and private spaces should be very clearly defined to avoid confusion and necessary design mitigations should be applied for maximum safety such as gates or barriers. Planting should be used to create visual interest and pride of place.

Multi storey

Multi storey car parking will only be provided as part of the Interchange site. The car park must be no more than 5 storeys and at least one principal façade should be fronted by development or screened (i.e. a green wall).

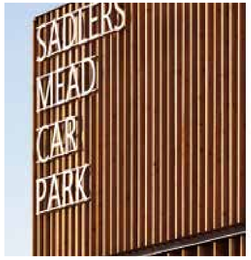
The multi storey should have enhanced architectural or landscaping design to ensure that the ground floor provides interest. Mixed use at ground floor level should also be provided where possible to activate the frontage.

Higher density housing will be located in this vicinity.

Cycle

Secure cycle parking should be located to encourage the use of a bicycle as first choice for short trips and must be provided for all residents in secure, convenient locations in defensible spaces and shared storage areas, as close as possible to the main entry/exit points, along with short stay visitor parking throughout the development in appropriate locations.

Fig.56: Above, Cambridge Science multi storey car park
Fig.57: Overleaf top left, Sadlers Mead multi storey car park
Fig.58: Overleaf top centre, secure cycle parking, Eddington
Fig.59: Overleaf top right, mixed use parking court Eddington
Fig.60: Overleaf bottom left, Woking multi storey car park
Fig.61: Overleaf bottom right, share parking court, Abode



4.8 PLAY STRATEGY

The approach to play at Hicks Gate should be innovative so that it creates an exciting experience and educational opportunities that complement and enhance the landscape through a variety of trails, incidental, equipped and natural play areas as well as more conventional sports pitches.

Fig.62: Hope-Dunbar Park

Guidance table 4.8 - Play

1. Play provision and quantum should be in accordance with Bristol and B&NES policy standards.
2. Play areas across the site should accommodate children of all ages, including young adults and minority groups such as teenage girls (refer to Brickfields Park, Bath and Make Space for Girls). In particular, children too old for play equipment but too young for paid community facilities should be considered. Play provision for can include skate-board facilities; group swings, jam stands (where musicians can congregate and play), or outdoor gyms.
3. Play equipment should be formal and informal and should be located within green spaces will draw in families and community from the surrounding area.
4. Linked elements of play (for all ages) should be located along the green corridors to attract a wide range of visitors. This could also link up with an art / heritage trail.
5. Create sociable streets with an emphasis on play. Play streets on minor streets such as Lanes would allow children to play freely on their doorstep.
6. If the site delivers an all through school, it must be capable of dual use playing pitches to support community use outside of school ours.
7. The site must contain a suitable area for formal recreation, outside of the school grounds;
8. The playable areas should complement and enhance the landscape of mixed-species tree planting and varied topography, so that its character enhances the sense of place.
9. Boundaries should be recognisable. These could be provided by landscaping and landform, rather than perimeter fences, but some fencing may be required close to roads.
10. Resting spots and seating should be provided adjacent to play space.
11. Play areas should be visible from roads and footpaths to discourage anti-social behaviour.

Fig.65: Hillsborough Park, Sheffield

Fig.66: Hillsborough Park, Sheffield

Fig.63: Priory Park, Chichester

Fig.64: Hampton Court Palace Magic

4.9 PUBLIC REALM

Guidance table 4.9 - Public realm

1. Public realm design should consider the whole life cost and embodied carbon in materials to encourage sustainable use of natural resources.
2. Lighter surfaces and materials should be used to increase light reflected and minimise urban heat island/ overheating effects. A simple, restricted material palette will help to generate a strong sense of place.
3. Best practice guidance for inclusive design should be followed including furniture configuration which promotes accessible use by all.
4. Public realm and utility elements should be located to avoid conflict between users. For example, seating areas placed away from moving vehicles including cyclists or bollards and signs placed within vehicle sightlines at junctions.

Fig.67: All photos, Eddington, Cambridge

4.10 HERITAGE

Guidance table 4.10 - Heritage

1. Proposals must take into account be informed by the findings of any Heritage Impact Assessment.
2. Development must respond to the sensitivity of heritage assets and their setting.
3. Buffer zones should be provided around any Tree Protection Order (TPO) trees, Ancient and non Ancient trees as well as hedgerows (widths to be agreed, current advice around hedgerow buffers is 10m, either side of centreline of hedgerow).

Fig.68: Timekeepers square, Salford

5 DELIVERY STRATEGY

Given the scale of ambition for Hicks Gate, particularly in respect of high-quality infrastructure led regeneration, it is unlikely a purely private sector led approach could deliver the desired outcomes – due to a combination of commercial, finance, and viability related challenges.

As such, it is considered that a more 'interventionist' approach to site delivery and implementation will be required - through a combination of close collaboration and partnerships with private sector landowners, developers and investors - plus more direct delivery (may involve land assembly, delivery of infrastructure, plus potentially housing).

The diagram, right provides an overview of the key Stages for progressing Hicks Gate from securing an Allocation in the Local Plan through to Infrastructure and Housing / Mixed Use Delivery.

There are many routes to progress allocation delivery, from "do minimum" through to a total control model of "do everything". However, in reality, an interventionist led approach will be required - through establishing close working relationships with private sector partners.

Stage 1: Local Plan Allocation

Promotion of site through Local Plan process including preparation of a robust evidence base.

Stage 2: Outline (or Hybrid) Planning Permission

Secure Planning Permission for the allocation. Close collaboration with private partners to ensure aligned interests and a viable and deliverable planning consent is secured.

Stage 3: Enabling Infrastructure Funding

Secure funding package needed to deliver essential facilitating infrastructure, and address potential viability and deliverability challenges.

Stage 4: Infrastructure Implementation

Deliver enabling Infrastructure, working with private partners to deliver prepare site to ensure a "viable and deliverable" allocation at Hicks Gate.

Stage 5: Housing & Mixed-Use Development Delivery

Construction phase.

Key Opportunities & Interventions

- Strategic alignment with other emerging allocations to allow an aligned approach to strategic infrastructure; education provision; green spaces; community assets; active travel etc.
- Landowner & Private Stakeholder Engagement is critical, to allow more efficient and cost effective solutions to common infrastructure delivery, and maximise the prospects of the site allocation being successful.
- Land assembly will be required, through a combination of private treaty negotiations, plus potential CPO in the scenario agreement(s) cannot be reached. As a minimum, this could involve the land identified for the new Interchange and associated access and servicing infrastructure.
- It is recommended a strategy is put in place between the public stakeholders to ensure timely and effective governance and decision making, plus budgets and resourcing strategies are in place to deliver all identified delivery outcomes.
- Continue to progress and update the financial viability modelling as better quality information is available and the preferred delivery route becomes clearer. The financial viability of development will continue to change and evolve alongside wider economic factors and market conditions.
- Public sector partners to jointly procure a more detailed Delivery Strategy Framework document, which identifies clear Project Objectives and a clear strategy and route map for delivery. This is important in the context of existing financial viability position.
- Explore funding opportunities, and how this may shape strategy and approach to development delivery – a range of funding methods and delivery levers will be required:
  - Central Government Grants & Funds - alignment with WECA Growth and Investment Strategy.
  - Local Revenue Generation & Leveraging Development Funds.
  - Partnerships & Investment Models - Homes England; Registered Housing Providers; Public-Private Partnerships – national wealth fund.
  - Aligned Regional Approach with Mayoral Combined Authority - to Mayoral Development Zones; Mayoral Development Corporations; Strategic Place Partnerships.

5.1 PHASING STRATEGY

The Phasing Plan, right illustrates approximate areas in order to define an indicative phasing strategy. The following numbers of residential units are allocated to each phase based on the maximum masterplan scenario (i.e. no secondary school):

Phase 1: 577 homes

Phase 2: 645 homes

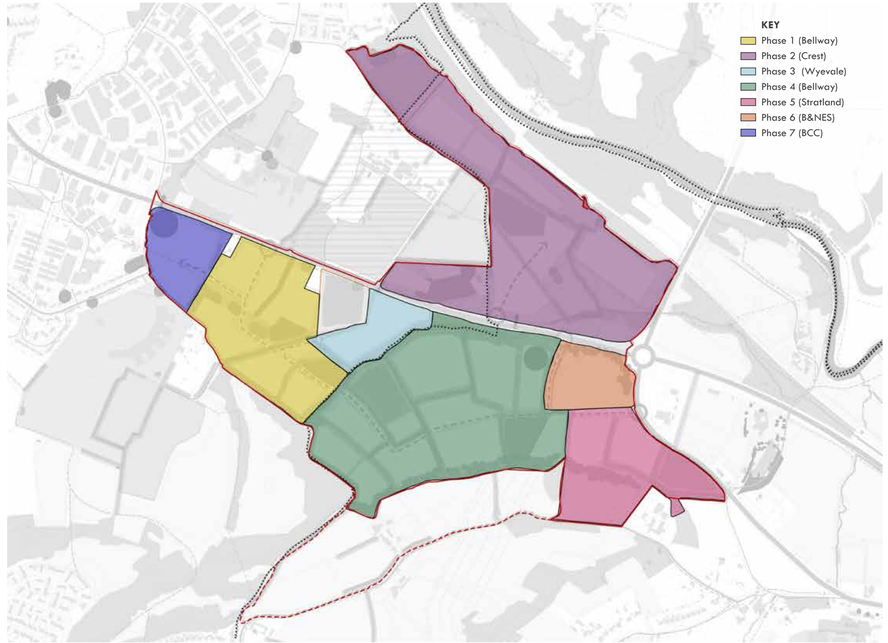
Phase 3: 182 homes

Phase 4: 1057 homes

Phase 5: 219 homes

Phase 6: Interchange

Phase 7: 324 homes



AECOM

1 APPENDIX

AECOM CBRE

A1 THE SITE

Hick's Gate North

Fig.69: From Field 1 North towards Hick's Gate South through Parkland Trees

Fig.70: From Field 1 North towards Hick's Gate South through Parkland Trees

Fig.73: Looking along Northern Boundary to east – Peregrine Falcons use first pylon to perch and nest on rock face in gorge immediately below pylon

Fig.72: Walkers and Views to Cotswolds From Field 1

Hick's Gate South

Fig.71: From Field 1 looking towards Kelston Roundhill with Hick's Gate Roundabout at bottom of field, RHS of photo

Fig.74: Looking South over Hick's Gate South

Fig.75: Looking into Hick's South from A4 - Note iconic poplars with mistletoe around ex-garden centre

Fig.76: Looking towards eastern end of Hick's Gate South

Fig.77: Site showing Local Authority boundaries and site boundary.

A1 SITE ANALYSIS

Green-blue infrastructure

Several Veteran and TPO trees are present as well as significant hedgerows, particularly to the south of the A4. Further technical work is required to define appropriate hedgerow buffers, which are currently applied at 10m either side of hedgerow.

Brooks from the River Avon cross the site and have buffers which are currently estimated from bank tops and need to be confirmed with the EA and LLFA. The site is predominantly within Flood Zone 1, however areas around the River Avon are in Flood Zones 3. Areas located within Flood Zone 3 are classified as having a 'high risk' of flooding from fluvial or tidal sources. Further blue infrastructure assets include three ponds with potential for reptiles, amphibians, and Schedule 1 birds.

There is a varied landform across the site including gorge along river Avon immediately to the north of the site. This affords views from the PROW on the northern site edges. Views are possible into the site from the A4 and ring road. Current site topography indicates cut and fill may be required to create level development platforms which may have an impact on the net developable area.

The northern half of site is a recreation area for local people and there is a range of local organized sport to the west of the site, beyond Ironmould Lane.

Heritage

The site is adjacent to various historic designations, such as the Brislington, Hanham Abbots and Keynsham Conservation Areas and the Grade II listed Brislington House and grounds (known as Long Fox Manor) as well as the Registered Park and Garden (Grade II*) and Avon Valley Conservation Area.

Connectivity

The Bath Road A4/ Keynsham bypass and A4174 pass through the site and has high volumes / traffic speeds and serves as a freight corridor. The railway passes along the north of the site, and the nearest station is in Keynsham.

The site is connected to a network of pedestrian and cycle routes including the River Avon Trail and National Cycle Network Route (NCN) 16 which begins on the A4 and heads north along the A4174. The northern part of the site is accessible via the PROW network.

Utilities

Utility records obtained via Linesearch beforeUdig (LSBUD) is dependent on responses from participating statutory undertakers, therefore the accuracy and completeness of the existing utilities shown on the diagram, right cannot be guaranteed and further verification is required.

Two overhead high voltage lines span the site: a 132 kV overhead line runs along the northern site boundary (parallel to the railway); and a 33 kV overhead line runs across the centre of the southern parcel, generally parallel with the A4. Underground 11kV (medium voltage) cables are also located within the site. Development proposals will need to include for appropriate easements for these existing and/or diverted (National Grid Electricity Distribution) cables.

A high pressure gas main (pipeline reference 7198_1469, operated by Wales and West Utilities) crosses the south eastern area, running in a north-easterly direction to the Gas Governor located immediately south of the Durley Hill / Hicks Gate junction. From here, medium pressure gas mains (also operated by Wales and West Utilities) are routed in three directions: north-west, north and south-east. Development proposals will need to include for providing improved access to the existing Gas Governor Site and for providing appropriate easements along the existing and/or diverted medium and high pressure gas main routes. Health and Safety Executive (HSE) consultation zones are shown on the plan, right for the high pressure gas main. The following can be considered general guidance for the zones:

- Inner Zone: Development of any type is generally advised against, with the exception of parking areas and single-carriageway transport links.
- Middle Zone: HSE will advise against housing of more than 30 dwellings, or development over 40dph.
- Outer Zone: HSE does not advise against housing, unless they are very high density or house particularly vulnerable populations (e.g. nursing homes).

Water mains run across the southern parcel and along the northern side of the A4. These water mains will need to be protected and/or diverted, and their routes will require appropriate easements to be agreed with Bristol Water.

Various sewers cross the site (not shown on the diagram, right). Most notably, a 675mm diameter public surface water sewer east of Ironmould Lane has a minimum standoff of 6m either side of the pipe's outer edge; and a 600mm diameter Strategic public surface water sewer adjacent to the A4 has a minimum standoff of 6m either side of the pipe's outer edge along with a 900mm strategic public box culvert crossing the A4at the junction of Durley Hill.

A Sky fibre optic cable route runs along the north and south sides of the A4. Two other fibre optic cable routes run across the northern parcel, generally parallel with the railway. These are potentially Mobile Broadband Network Limited and/or National Grid fibre networks. Development proposals will need to include for protecting and/or diverting these fibre optic cable routes, including appropriate easements to be agreed with the statutory undertakers.

BT cables are also located on the site, relating to existing properties. Development proposals will also need to protect and/or divert these routes, including appropriate easements to be agreed with BT.

The composite site analysis plan summarises the findings of the technical evidence base that will inform the potential future development within the area. Some of the constraints create spatial restrictions and mitigation requirements, which are set out left and below.

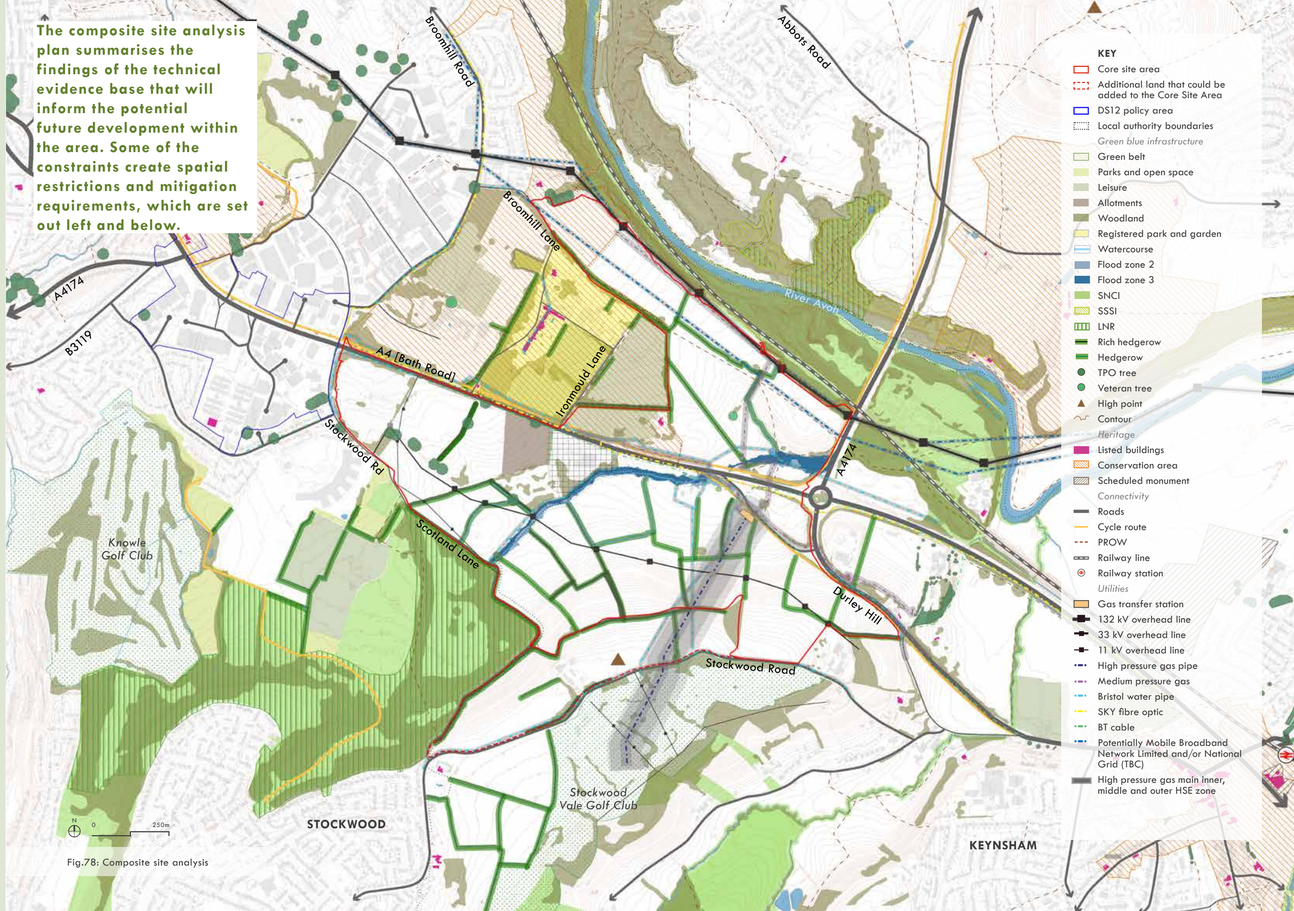
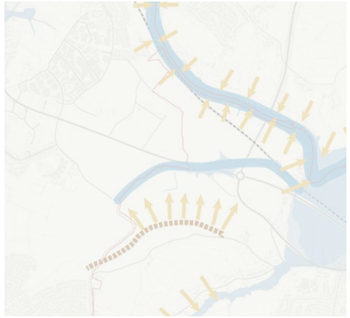


Fig.78: Composite site analysis

A1 DESIGN DRIVERS

1 Blue infrastructure

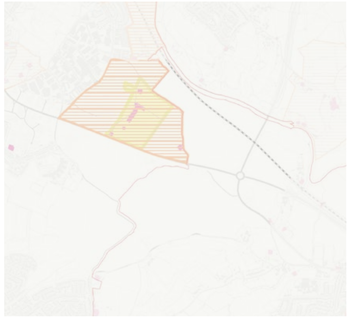


- Preserve and enhance the existing watercourse by embedding it within the broader green infrastructure network.
- Mitigate and manage flood risk within and adjacent to the development area.

2 Green infrastructure

- Preserve existing landscape features and landscape character areas.
- Establish a network of open spaces designed to accommodate a variety of activities and users including linear nature park along the hedgerows and brook.
- Protect and enhance existing habitats while creating new ones within and adjacent to the development area. Achieve 10% biodiversity net gain, and aspire to 20%, wherever possible.
- Protect Stockwood Ridge and the local views.

3 Heritage

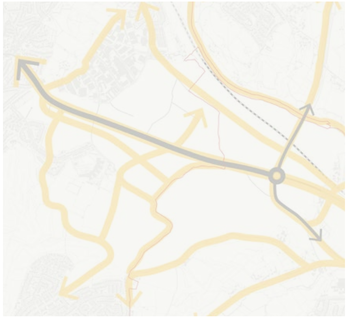


- Protect the setting of the Grade II listed Brislington House and the Grade II* Registered Park and Garden.
- Respect the conservation area to the north of the A4, ensuring that proposals respond to the setting through sensitive design.

4 A4 Corridor

- Create a strong building line along the A4 with appropriate development density to establish a strong urban corridor.
- Improve the A4 corridor, accommodating Mass Transit whilst retaining its strategic function as a Key Route Network.
- Creating a green gateway into Bristol with street trees and planting.

5 Active travel



- Maintain existing pedestrian and cycling routes.
- Provide access to the surrounding countryside with multiple route options.
- Promote active travel by providing segregated and integrated pedestrian and cycle routes throughout the site.

6 Mass transit

- Maximise the potential benefits of key infrastructure initiatives such as the A4 Bristol Bath Strategic Corridor Programme.
- Deliver new homes which make the best use of land and meet local and regional housing needs.
- Promote a new transport interchange to play a key role in providing access to the countryside for local residents, in addition to managing journeys into, out of, and around Bristol.