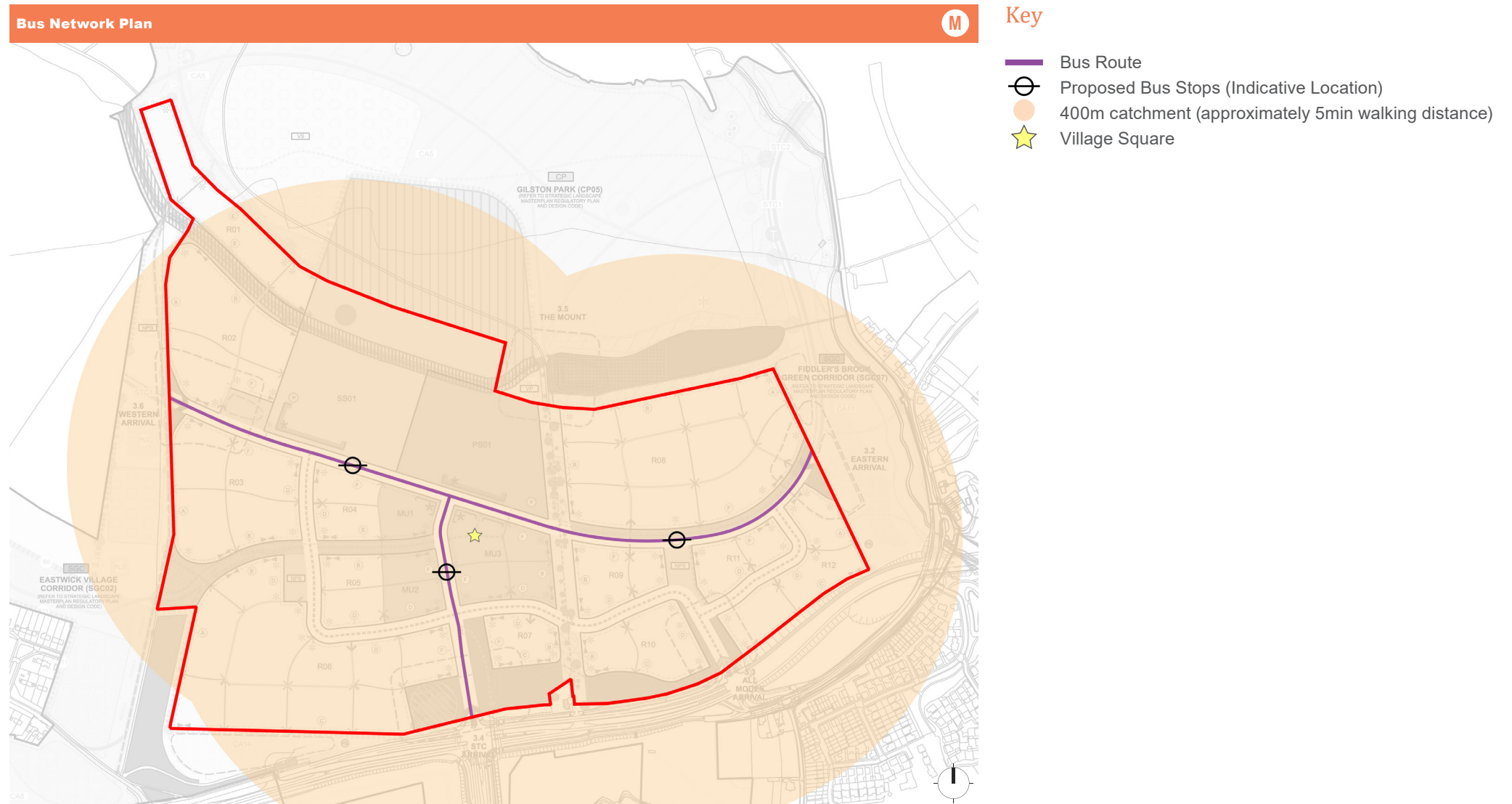


5.7 Bus Network



5. Access & Movement

5.7 Bus Network

Bus Routes & Stops

The Bus Network Plan shows existing and proposed routes available to buses and their associated bus stops. Bus stops are available in strategic locations to maximise the public transport coverage so that the majority of residents are within 400m (approximately 5 minutes walk) of a bus stop. Bus stops **should** be designed as transport interchange points, with cycle parking and the potential for cycle hire.

RMAs **should** show how details of layout and public realm have been developed to maximise the ease and appeal of access to existing and proposed bus stops.

The implementation of public transport proposals **should** be progressive and aligned with the Village 1 development, construction and occupation phases to ensure the level of service is able to rise as the demand increases.

Bus Route

The STC accommodates the transit of buses through Village 1 as well as providing an external face to services serving the other Villages forming part of the Gilston Park Estate. Where the STC character changes from being 'All Modes' to 'Sustainable Modes Only' priority will be provided for buses through the inclusion of advanced bus lanes and priority settings within the operation of traffic signals.

The identified bus route allows for buses to travel in both directions, although the frequency of service **should** minimise the possibility of two opposing buses meeting each other in the same location.

As such, it **should** always be possible for two buses to pass along the proposed route except in any agreed areas of localised narrowing.

Bus Stops

Bus stops **should** be designed in accordance with the relevant guidance that is adopted at the time of the RMAs.

An innovative approach to the design of bus stops is encouraged, including the incorporation of biodiversity initiatives such as green roofs and bug hotels.

Bus services **should** have digital infrastructure and bus stop timetable information, within a reasonable walking distance of all occupied properties.

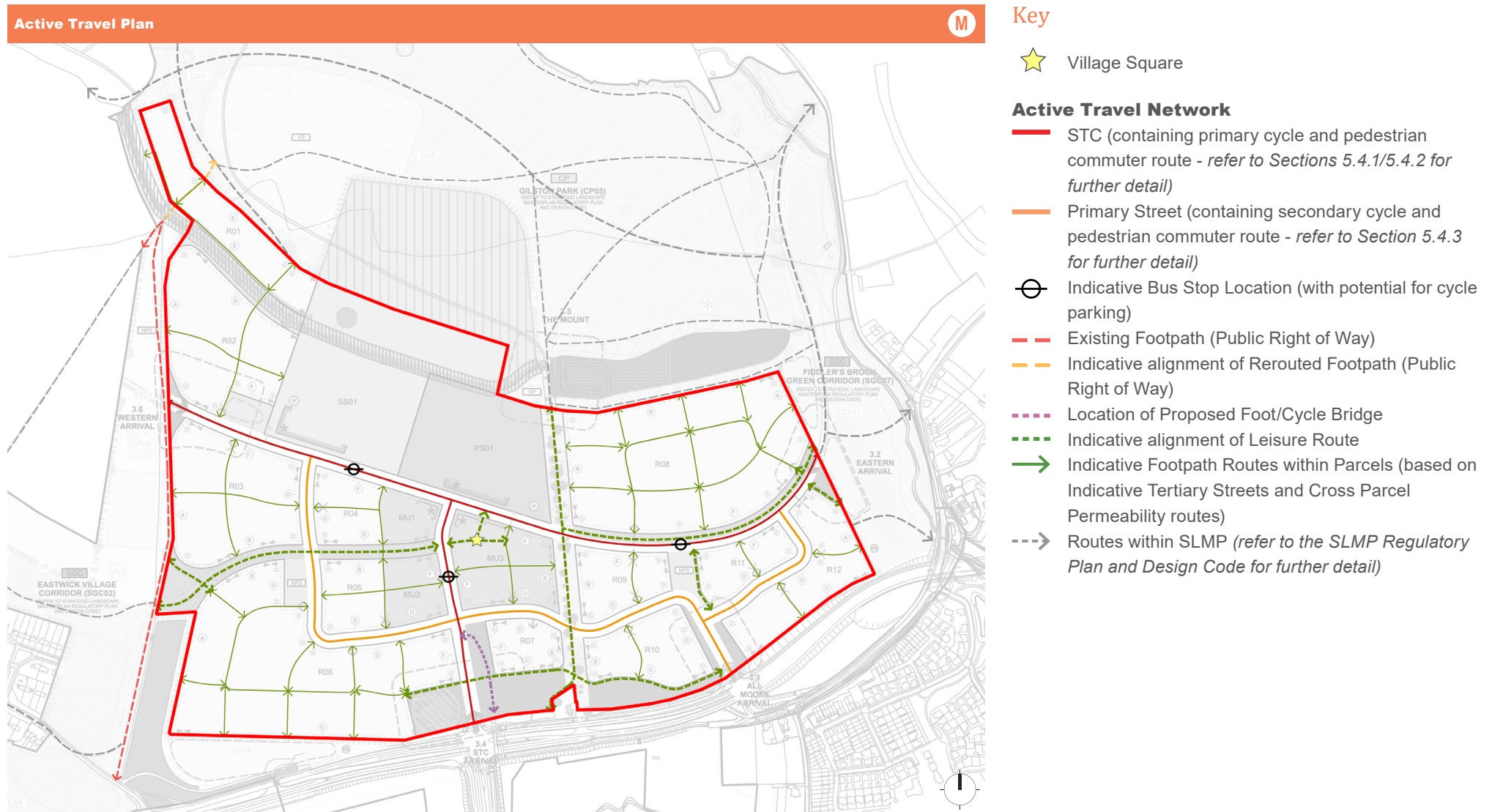
Bus stops **should** be located to give the best penetration into the Village by means of associated footpaths and they need to serve the greatest catchment area possible in terms of convenience.

Pedestrian crossings **should** be provided on busier streets to provide safe and convenient access. The provision and location of bus stops or bus shelter **should** be planned at an early stage and made the subject of a safety auditing process to ensure they are located in areas that are well-lit and where there is natural surveillance.

Key Design Principles

- Bus stops **must** be fully accessible.
- Bus stops **must** be integrated with the street design.
- Bus stops **must not** be placed in hazardous areas on the network or in locations which conflict with access points.
- Where shelters are provided they **must** be suitably sized and clearly marked on all plans well in advance of any house building operations and brought to the attention of potential house buyers.
- Bus stops **should** provide ancillary cycle parking and seating, and may include e-bike charging points and bike servicing points as part of a miniature mobility hub.
- Bus stops **should** be accessible within approximately 300-400m/5 minutes walk from every home where possible, although a higher frequency of service would increase the willingness of people to walk further than this.
- Bus stops **should** prioritise bus movements by stopping buses on the carriageway, with no 'pull in' lay-by, unless required at strategic / high demand locations.
- Bus stops/shelters **should** maintain the widths of footways and cycleways. There **must** be sufficient space around bus stops for ease of movement and space for waiting.
- Bus stops **should** be staggered in opposing directions.
- Bus stops **should** meet HERT network bus standards where required (*refer to HCC Highways*).

5.8 Active Travel Network



5.8 Active Travel Network

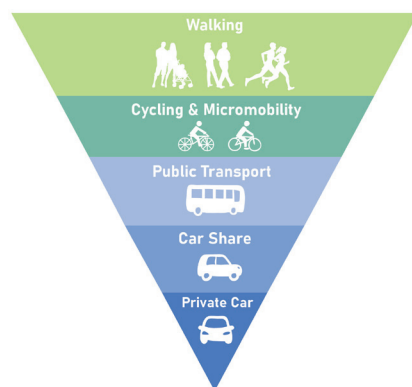
Active Travel

As shown on the V1MP Regulatory Plan, the diagram on the previous page highlights the key routes proposed for pedestrians and cyclists through Village 1.

An integrated network of active travel routes is fundamental to the vision for Gilston Park and the sustainable transport strategy for the development. The pedestrian and cycle routes are designed to create a suitable hierarchy supporting natural movement through the development to local destinations and **should** connect to existing networks and routes further afield.

Proposals **should** prioritise walking and cycling as an attractive means of travel and provide these routes to ensure connectivity in Village 1.

RMA's **should** clearly demonstrate how this has been achieved in accordance with the V1MP Regulatory Plan.



Hierarchy of sustainable movement

Pedestrian Network

Walking is expected to be a key mode of transport within the wider development, with all facilities within the Villages being easily accessible by pedestrian routes. This will be achieved by the delivery of pedestrian routes set out on the V1MP Regulatory Plan. These routes follow key movement corridors and reflect desire lines through landscape and amenity green space.

RMAs **should** demonstrate how elements of the pedestrian route network that fall within their scope will be delivered, ensuring integration with the wider route network (both existing and proposed). Proposals **should** specify how these routes will be accessible, attractive, high quality, suitably surfaced, safe, convenient, and integrated within existing and proposed landscape. Pedestrian routes **should** be bordered by planting/landscape, whilst maintaining a sense of safety.

Footpath widths **must** be a minimum of 2m and **should** follow 'desire lines' through alignments which achieve a maximum longitudinal grade of 1 in 20.

The preference for path material in adopted areas will be for a tarmac or other bound stone surface course (proprietary or other) to the approval of the adopting authority.

Refer to Section 4.13 and 4.14 for details on the soft/hard landscape palette.

Refer to Section 5.13 for details on the lighting strategy for Village 1.



Example approach to leisure cycle and footpaths



Example approach to leisure cycle and footpaths

5. Access & Movement

5.8 Active Travel Network

Cycle Network

The provision of safe and appealing cycle routes is one of the most important objectives of the development and these routes are set out on the V1MP Regulatory Plan.

RMA's will be expected to demonstrate how elements of the cycle route network that fall within their scope will be delivered, ensuring integration with the wider route network (both existing and proposed). Proposals **should** specify how these routes will be accessible, attractive, high quality, suitably surfaced, safe, convenient, and suitably illuminated.

Cyclists will be primarily accommodated on the STC, along the STC and direct routes within green corridors, with additional incidental cycle routes provided along the Primary Street. As is set out in the street type tables, the STC (Sustainable Modes Only) and Primary Street **must** feature a shared footpath/cycle route along one side of the carriageway, with localised widening at key locations of high footfall. A footpath **should** be provided on the opposite side of the carriageway. On All Modes sections, the STC **should** include a dedicated bi-directional segregated cycleway. Where feasible, at grade crossings with priority given to pedestrian/cyclists **should** be proposed.

Shared paths to be adopted **should** be constructed in a similar material to the footways with a preference for a tarmac or other bound surface course (proprietary or other) where approved by the adopting authority. Other non-adopted shared paths **should** be constructed of 'self binding' granular loose material.



Well lit and finished cycle and footways



High quality foot/cycle way set in attractive landscape

5.8 Active Travel Network

Foot/Cycle Bridge

Following engagement with the highway authorities, EHDC planning officers and the Quality Review Panel, Places for People proposed a pedestrian and cycle bridge over Eastwick Road and the Stort Valley. This bridge is designed to be a key part of the north-south connectivity between Village 1 and Harlow, facilitating large volumes of pedestrians and cyclists to safely traverse the Eastwick Road and the Stort Valley below.

The detailed design and appearance of the bridge is to be determined through a design competition. The final design will be submitted through the relevant conditions discharges under the Central Stort Crossing (CSC) planning permission.

The CSC permission will govern the location and form of the bridge, while the V1 Design Code will guide its integration with the V1 Master Plan (V1MP) proposals.

Key Design Principles

- The integration of the landing zone for the bridge **must** be well designed and appropriately incorporated into the landscaping of the development.
- The bridge **must** include well-designed, easily accessible egress points that connect seamlessly to the surrounding pedestrian and cycle network, ensuring safe and convenient exits for pedestrians and cyclists. These egress points **should** be positioned to minimise congestion and facilitate smooth movement into adjacent areas.
- The bridge design **must** complement the architectural and landscape features of the area to create a visually appealing and cohesive overall development.
- Design competition design parameters will ensure the bridge is accessible to all users, including those with mobility impairments, by incorporating features like appropriate gradients and suitable surface materials.

Note: Refer to the CSC permission for further detail.



Bridge to provide access pedestrian and cycle access to Village 1



Well lit bridge with use of high quality materials

5. Access & Movement

5.9 Access for All

Access For All

The design and layout of all public space, especially the pedestrian and cycle routes, parks, and the Key Groupings in residential areas **must** ensure that those who are less mobile are able to easily move around the development.

This follows Sport England's Active Design principles promoting design solutions which create safe and accessible environments for all members of the community (Active Design, October 2015). The needs of those who are less mobile **must** be considered.

Key Design Principles

- Where practicable, footpaths **should** be level (as soon as they are established) for ease of movement especially for those with wheelchairs or buggies.
- Footpaths **should not** be interrupted at private driveways by a vehicle crossover with a crossfall extending the entire width of the footway. Shorter drops **should** be introduced at the kerbside edge.
- Pedestrian footways **should** be direct and **should not** be required to divert around parking spaces.
- Tactile paving for the sensory impaired **should** be included at key junctions and crossing points, and **should** be considered at all junctions / crossings throughout the development.
- Street furniture including utility furniture such as manhole covers **should** be kept clear of footpaths and cycleways or **should** be positioned so they do not impede movement.
- Seating **should** be provided every 50-150m on key pedestrian routes.
- Where cycle paths and footpaths are shared, there **must** be adequate space so that those who may use wheelchairs or who require the use of a guide dog will not be hindered by street furniture or shops signs etc. (i.e. they **should** have enough room to move and not be restricted if a bicycle is using the path at the same time).
- There **must** be distinctive features within the landscape and public realm design that promote wayfinding and ease of movement. This is particularly important for the elderly or those suffering from illness such as dementia.
- The minimum number of car parking spaces required for the mobility impaired **must** be as recommended by the Department for Transport guidance. Please refer to the *"Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure"* document for further information.
- *For guidance on parking standards for disabled users in the mixed use area refer to the EHDC District Plan Appendix.*



High quality and frequently spaced seating along key pedestrian routes



Level footpaths for ease of movement for all

5. Access & Movement

5.10 Mobility Hub

Mobility Hub

It is proposed that the mobility hub is provided in an early phase of the development to act as a statement of the prioritisation of sustainable transport initiatives, to assist in forging new relationships between Harlow and Gilston as part of the Garden Town Sustainable Transport Corridor, and promote sustainable transport habits and choices from the outset. An interim travel hub **must** be delivered as set out in the S106.

The mobility hub **should** be located in the Village Centre. The following facilities **should** be considered:

- Cycle, e-scooters and cargo bikes
- Information on car club and hire scheme (located elsewhere within the Village).
- Cycle repair shop
- Delivery collection point
- Rapid electrical vehicle charging
- Bus stops with digital passenger information
- Cafe or other potential community uses

These facilities do not need to be all contained within a single pavilion building. Instead, the mobility hub may comprise a cluster of complementary facilities, accommodated within adjacent buildings and the surrounding public realm, and designed to evolve over time as the development grows.

The mobility hub **should** consider the inclusion of the following features:

- Solar panels
- Green roofs
- Village maps displaying the heritage trail, public art and key destinations



Cycle hub / repair shop



Bike hire



Micro mobility hub



Bus stops with digital information

5.11 Parking Strategy

Parking Strategy Plan (indicative illustration)



Key

★ Village Square (including Mobility Hub)

Parking

- Reduced parking provision with opportunities for shared/communal parking
- Typical parking provision in line with current parking standards

5.11 Parking Strategy

Parking Strategy

There is a planning policy objective, and a requirement of the outline planning permission, to seek to meet the sustainable mobility targets set by the HGGT Transport Strategy and achieve a 60% sustainable mode share. Therefore, there is a desire in the emerging masterplan, and encouragement from stakeholders to deliver a range of parking provision to support the use of active modes, whilst preserving the street character and avoiding on-street parking pressure.

A Village-specific parking strategy is being devised as a planning condition requirement (condition 40) to provide a bespoke guide to the provision of car parking across the development, specific to the range of land-uses. The approach recognises that unique accessibility of the development to public transport and other active modes travel choices, as well as the specific characteristics of the mixed-use Village Centre.

Spatially, there will be a range of car parking within the development, from greater use of shared or communal spaces within the Village Centre to more dedicated provision towards the outer edges, mirroring the density and proposed housing typologies.

A parking strategy is being developed to support the Village Centre uses and determine suitable parking levels for all home types within the development. This will provide a mix of conventional parking for residential units closer to the Village edges and more restrictive levels of parking for development closer to the Village Centre.

It is recognised that the provision of car parking may have to evolve over the build-out of Village 1 and when other Villages are likely to come forward. This may allow for additional measures to be brought in to control the demand for parking, for example through the implementation of short-stay restrictions for commercial uses within the Village Centre, or further on-street parking controls.

There is inherent flexibility to review parking standards over time, and for the strategy to be updated to respond to future technologies and varying levels of demand.



Sensitively integrated visitor parking with well-planted verges



Well landscaped parking areas

5. Access & Movement

5.12 Electric Vehicles & Cycle Parking

Electric Vehicle Charging

The latest regulations on Electric Vehicle Charging provision **must** be referenced.

The current UK building regulations (Part S) mandates that all new homes with associated car parking **must** have an active EV chargepoint.

New non-residential buildings with more than 10 parking spaces **must** have at least one charge point and cable routes for 1 in 5 spaces.

Public charging spaces **should** be controlled through restrictions to ensure that they are only used for active charging, and time limitations **should** apply to ensure that they are not occupied by vehicles for extended periods of time.



Example of a well-integrated wall-mounted electric vehicle charging meter



Example of a well-integrated electric vehicle charging point

5.12 Electric Vehicles & Cycle Parking

Private Hire

E-mobility hire provision **should** be available at key destinations throughout the Village, to assist movement between destinations and different forms of transport. Shared mobility hire provision **must** include electric charging ports. Charging points **should** be located within the public realm in order to minimise clutter on the pedestrian / cycle routes and within residential areas.

E-mobility Parking

Facilities for parking of privately owned e-mobility bikes and scooters **should** be secure and weather protected. E-bike and e-scooter parking **should** be separate from conventional bike parking, due to the higher security requirements.

Cycle Parking within the public realm

Cycle parking facilities **must**:

- Be designed and integrated as part of proposals for the public realm design so it complements the built form and landscape.
- Be located in safe, and convenient locations near key nodes and routes that is well overlooked by active frontages to ensure ease of access and utility.
- Utilise a simple, contemporary design language that is consistent with the rest of the development.
- Incorporate a range of cycle spaces so a range of cycle types can be accommodated, including e-mobility and bike sharing schemes such as e-cargo bikes.
- Comply with EHDC and HCC Cycle parking guidance.

For residential and non-residential cycle parking guidance, refer to the residential and non residential chapters.



Example of a simple contemporary residential cycle parking facility



Provision of e-cargo and e-bike schemes at key destinations enables ease of mobility



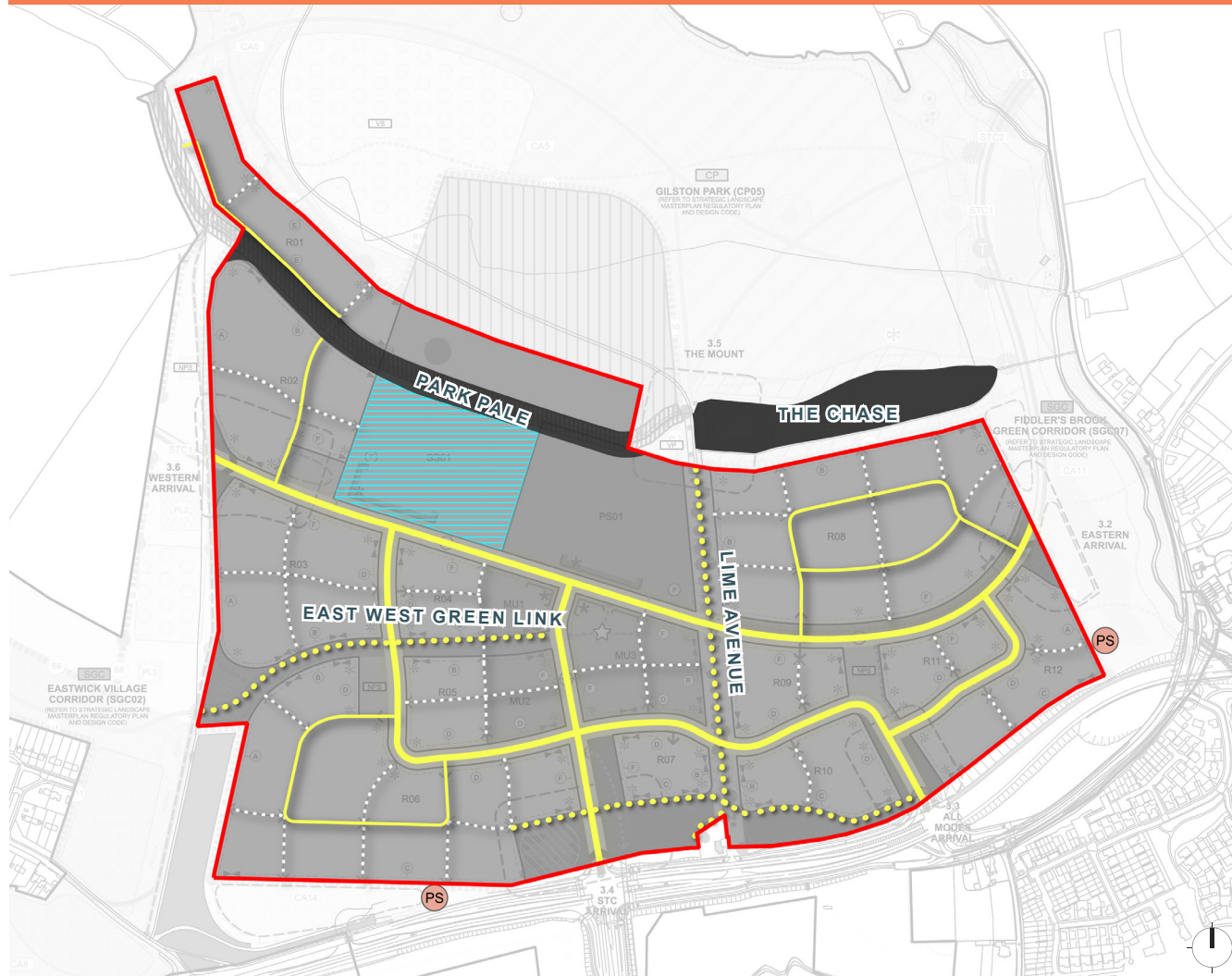
Example of a simple contemporary residential cycle parking facility



Example of a simple contemporary public cycle parking facility

5.13 Utilities, Noise & Lighting

Utilities and Lighting Plan (indicative illustration)



Key

Utilities

- PS Indicative location of Pumping Stations

Lighting Strategy

- Adopted STC, Primary & Secondary Streets - (Column lit designed to EHDC requirements)
- Indicative Tertiary Streets and Cross Parcel Permeability Routes (Lighting and adoption requirements to be determined at RMA stage)
- Column and low level pathway lighting
- Zone for Floodlit Sports Pitches (Refer to Section 7.4 Education for school-specific design requirements.)
- Unlit Areas (The Chase & Park Pale)

5.13 Utilities, Noise & Lighting

Utilities

Utilities within the highway corridor (including the footpath and cycleways) will accommodate a range of services including: potable water supply, foul water, surface water, LV power cables, HV power cables and digital/telecoms cables.

Electrical Substations

Electrical substations **should** be located strategically to best serve the Village 1 development. This enables a sustainable approach to the electrical supply and minimises the number of substations where possible. This will likely be based upon substations located within residential plots in line with the principle radial service area for each substation of approximately 200m. Each substation will require an area of approximately 6m x 5m and access onto the public highway. A parking bay for a service vehicle **should** be provided, where possible, with a suitable landscape buffer to ensure it is integrated within the development.

Foul Water Pumping Stations

Pumping stations **should** be located strategically to best serve the Village 1 development. Each pumping station **should** be strategically and sensitively located and screened as necessary to avoid visual impacts.

Key Design Principles

- The utilities strategy **should** ensure that the installation of household and Village-wide utilities infrastructure does not detract from the overall appearance (and everyday use) of the Village 1 development.
- Installation of utility systems **should** respond to adjacent development parcels to achieve an integrated systems network.
- All utilities **should** be located where they cause least visual harm to the public realm or where they can be suitably screened by landscape.
- Careful consideration **should** be given to the required root soil volume for selected tree species when positioning utility trenches to ensure the desired species has the appropriate root volume to establish and to reach maturity.
- If substations/pumping stations are located within residential parcels they **should** be enclosed in a brick structure in keeping with the adjacent built form.
- If substations/pumping stations are located within public open space, they may be constructed with GRP or brick but **should** be suitably screened by landscape.
- Substation/pumping stations **should not** be attached to residential dwellings but **should** be integrated where possible, through the alignment of surrounding walls.
- All utilities **should** be co-ordinated with the design of the external environment.



Water pumping stations not suitably screened by landscape



Substation enclosed in a brick structure which is in keeping with the adjacent built form

5. Access & Movement

5.13 Utilities, Noise & Lighting

Lighting Strategy

Lighting design across the Village **must** demonstrate how proposals have actively sought to minimise the amount and visual impact of high and low level lighting in the public realm whilst complying with prevailing standards for minimum provision/levels of illumination and the lighting design principles in the Development Specification (section 3.17). *For further details on technical lighting, such as sustainability, minimisation of obtrusive light/light pollution, and safe lighting for ecology, please refer to the Strategic Landscape Lighting Masterplan, Village 1 Lighting Masterplan (N.B. not formal planning documents), and relevant local standards and guidelines.* The following principles **must** be met:

- In any location where it can be demonstrated that artificial lighting is not essential for highway function, safety, or convenience, lighting provision **must** be avoided.
- Where artificial lighting is essential (including sports facility floodlighting), RMAs **must** demonstrate how the lighting strategy minimises visual impact through the appropriate selection, number, and mounting of fixtures, avoiding unnecessary columns where alternatives exist. Refer to Section 7.4 Education for school-specific design requirements.
- RMAs **must** demonstrate how opportunities to reduce the negative impact of lighting have been sought, for example, by utilising light pollution, obtrusive lighting and safe lighting for ecology tactics outlined in the strategic landscape lighting masterplan, Village 1 Lighting Masterplan and relevant local standards and guidance.

Street lighting **must** balance safety requirements, a desire to ensure the lighting makes a positive and attractive contribution to the visual character of the proposal, and the need to avoid light pollution, obtrusive light and harmful lighting to local ecology.

Early coordination between the landscape and lighting design teams **must** happen to prevent conflicts between the position of trees and lighting locations and avoid a disordered and incoherent landscape scheme. The overall principles for the lighting strategy are as follows:

- The lighting strategy **must** promote safe and efficient movement around the Village at all times of the day.
- All lighting specified **must** be essential and appropriate and have mitigation of negative impacts where necessary.
- Within mixed-use areas, particularly public car parks, lighting **must** balance the need to meet safety requirements with the aim of avoiding excessively high columns that cause unnecessary light dispersal, whilst maintaining sensible column heights to limit the number of columns and minimise visual clutter.
- Any adoptable highway lighting installations **must** be in accordance with the Highway Authority requirements.
- The lighting scheme **must** avoid unnecessary lighting near areas of ecological conservation. Where wildlife is present, precautionary and sensitive measures **must** be taken - for example, low heat output lights, lower intensity luminaires facing downwards with warm colour

temperature light sources, sharp optic cut-off, dimming capabilities (particularly during post-curfew hours) **should** be utilised. Innovative products **should** be explored.

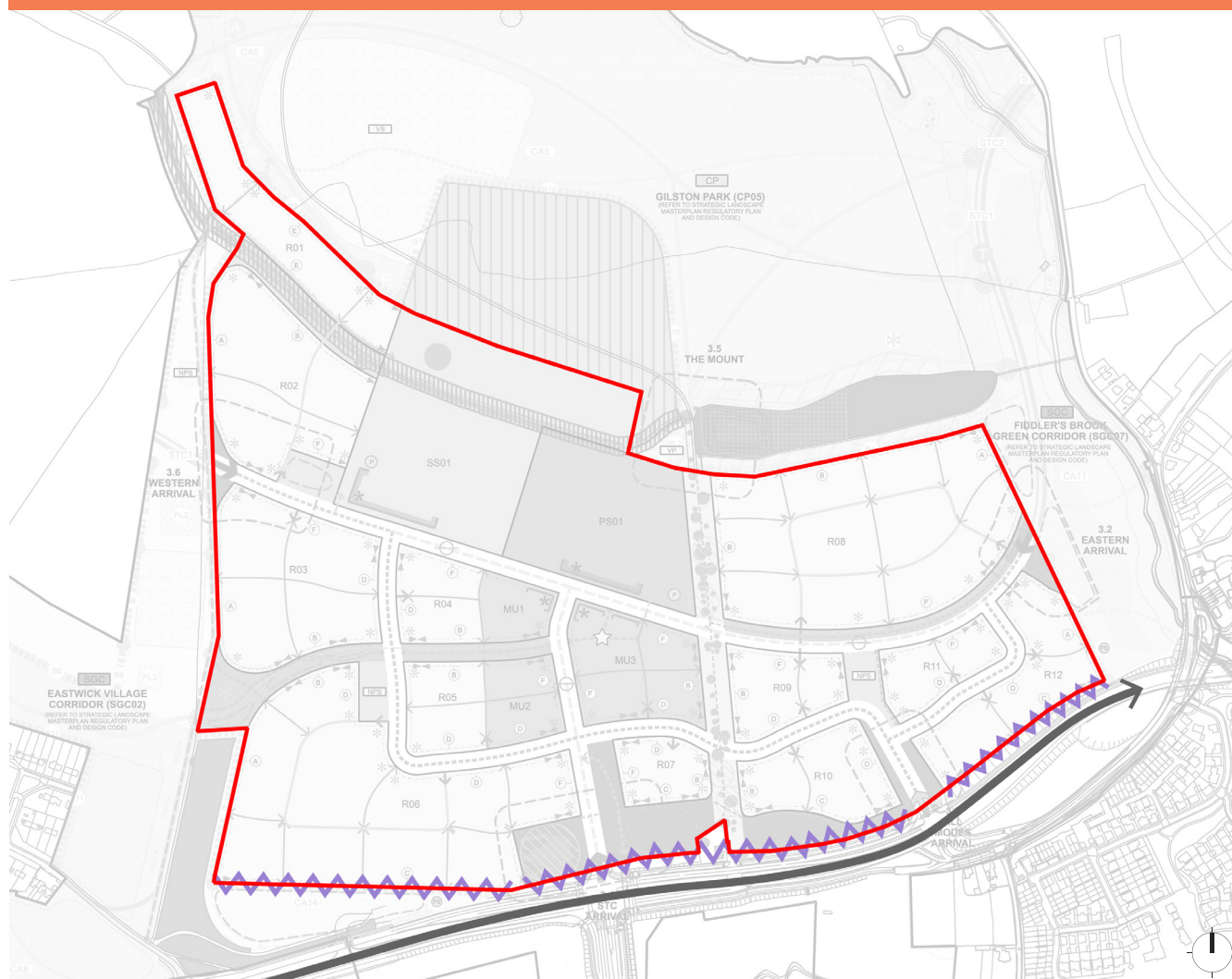
- Energy use **should** be optimised through energy efficient luminaires, dimmed and timed systems, recyclable products, re-use of components at the end of their life and renewable energy as a power source where possible.
- An uncluttered landscape **should** be created with a sensitive approach to the landscape character whilst utilising best practices for lighting design.
- Lighting can be utilised as a form of public art within the public art strategy, with an emphasis on areas of high footfall and heightened ambient light levels, such as the Village Centre.



A coherent and considered lighting strategy can elevate a scheme and activate the street scene during the evening

5.13 Utilities, Noise & Lighting

Noise Strategy Plan (indicative illustration)



Key

-  Potential noise and visual mitigation required
-  Highway alignment for the A414, Eastwick Road and Eastern Stort Crossing

5. Access & Movement

5.13 Utilities, Noise & Lighting

Noise Strategy

Section 3.14 of the Development Specification makes reference to guidance noise level in BS 8233 and sets out design requirements relating to noise. It states:

"In general, for steady external noise sources, it is desirable that the internal ambient noise level for residential homes does not exceed the range 35-40 dB LAeq, 16h for daytime relaxation areas and 30 dB LAeq, 8h for night-time sleeping areas. Private gardens should ideally not be above the range 50-55 dB LAeq,16h."

The proposed development areas within the Regulatory Plan have been established based on the initial noise assessment of the new highway alignment for the Eastern Stort Crossing. Initial noise modeling carried out for the Design Code indicates the following:

- The highest level of noise at a residential building during the daytime is 63 dB (LAeq,16h).
- The highest level of noise at a residential building during the night-time is 58 dB (LAeq,8h).
- Private gardens for properties most affected by the noise would not be above the range of 50-55 dB (LAeq,16h).

Across all scenarios, the use of thermal double glazing, overheating mitigation measures, and alternative ventilation systems (in place of openable windows) will be sufficient to maintain acceptable internal noise conditions, with noise levels not exceeding 35 dB LAeq,16h for daytime relaxation areas and 30 dB LAeq,8h for night-time sleeping areas.

For properties exposed to the highest road traffic noise levels, private gardens will be to the rear of dwellings with the built form providing effective screening from road traffic noise.

The Village 1 Noise Management Scheme (submitted under planning condition 50) provides full details of the noise assessment and associated mitigation measures.

5.13 Utilities, Noise & Lighting

Additional Acoustic Mitigation Measures

Although the initial acoustic assessment suggests that noise levels are unlikely to cause significant issues, further design interventions **must** be incorporated wherever feasible.

These measures aim to enhance noise reduction and create the most favorable ambient acoustic environment possible.

The Village 1 Noise Management Scheme (submitted under planning condition 50) will provide full details of the land parcels affected and the additional acoustic mitigation measures required for affected properties. Future reserved matters applications for these properties **must** be accompanied by a Noise Statement to say how the requirements of the approved Noise Management Scheme are met.

Use of Landscaping to Screen Eastern Stort Road Traffic

Whilst a single row of trees or hedge is unlikely to be effective at attenuating the sound level, a noise source may be perceived as quieter if it is not visible. Landscaping elements **must** be provided in the spatial buffers provided between the new highway alignment for the Eastern Stort Crossing and the Village 1 Development.

- Planting **must** consist of a diverse mix of dense deciduous trees and shrubs, planted closely to form a layered and thick vegetated buffer.
- Evergreen species **should** be included to ensure year-round screening of the Eastern Stort Crossing.

Use of Noise Barriers

If noise barriers such as fences or bunds are necessary due to demonstrable noise impact, these elements **must not** be standalone features. They **must** be integrated with planting schemes to soften their visual impact and enhance acoustic effectiveness.



Residential Built Form

Chapter 6

6. Residential Built Form

6.1 Introduction

This section prescribes the design of the residential development within Village 1 and builds upon the principles set out in the outline planning permission. The residential development will provide a permeable network of streets and spaces, enclosed and defined by a range of dwelling typologies.

The selection of typologies and the way in which dwellings are grouped together is crucial to achieving the appropriate character for Village 1.

This chapter of the Design Code relates closely to the V1MP Regulatory Plan; the contents of the chapter are summarised in the flow diagram opposite.

Contents of Chapter 6: Residential Built Form

V1MP CONSIDERATIONS

(refer to Section 6.3)

Acknowledgement of OPP material including the approved Parameter Plans, Development Specification, Strategic Design Guide & the Strategic Landscape Masterplan (SLMP) Design Code.



RESIDENTIAL LAYOUT DESIGN

(refer to Sections 3.1 & 6.4)

Using the layers of the V1MP Regulatory Plan to prescribe residential layout design through the following steps:

- Key Groupings
- Frontage Characters



RESIDENTIAL PARCEL LAYOUT & STREETSCENE PRINCIPLES

(refer to Sections 6.5 & 6.6)

Rules which ensure good urban design principles are applied to residential development.



RESIDENTIAL COMPONENTS LIBRARIES

(refer to Sections 6.10 - 6.12)

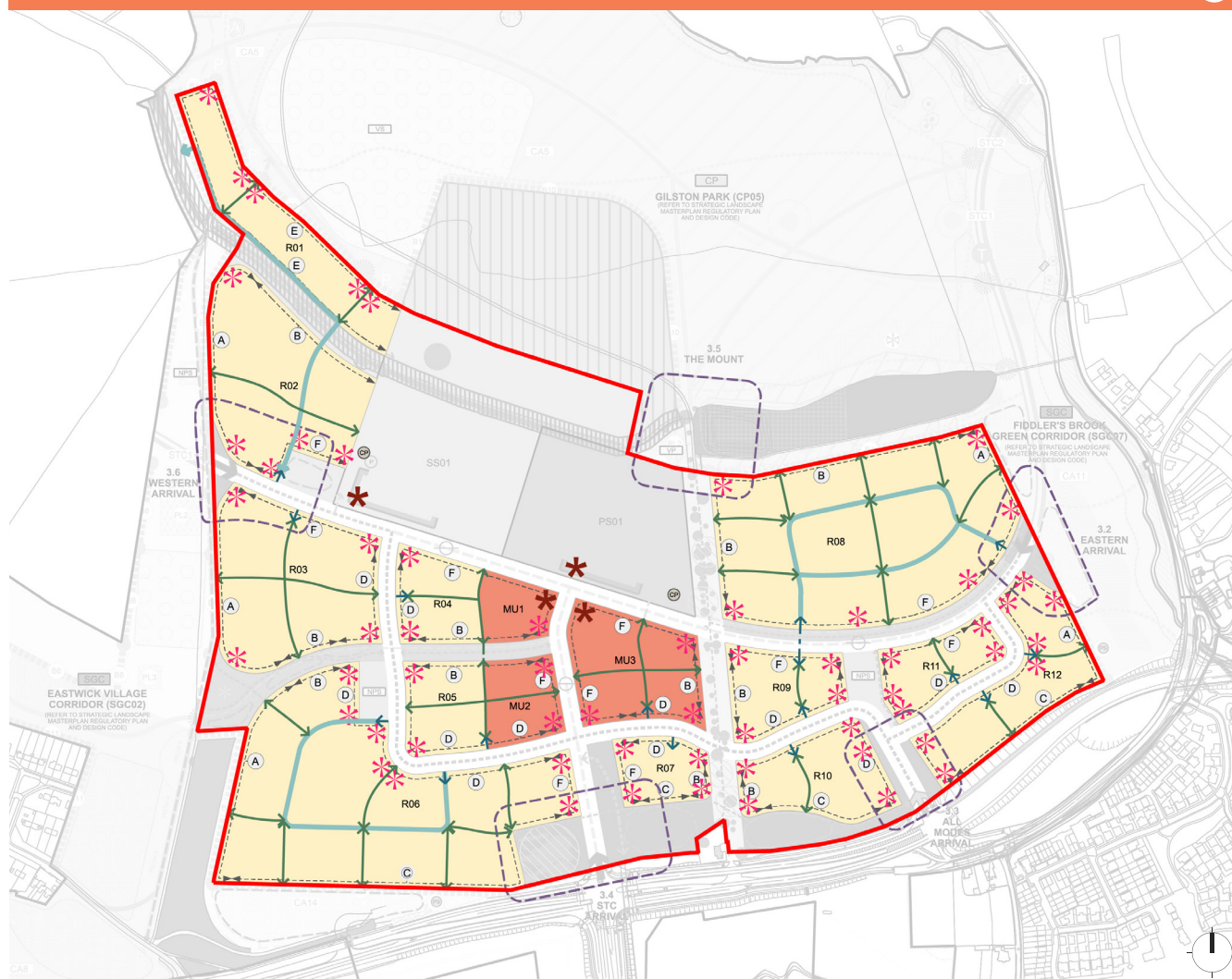
Complete library of dwelling types, parking typologies and boundary treatments.

6. Residential Built Form

6.2 V1MP Regulatory Plan

V1MP Regulatory Plan - Residential Built Form

M



Key

Land Uses

- Residential
- Mixed Use

Residential Built Form

- Marker Buildings
- Landmark Buildings
- Key Groupings (refer to Chapter 3)

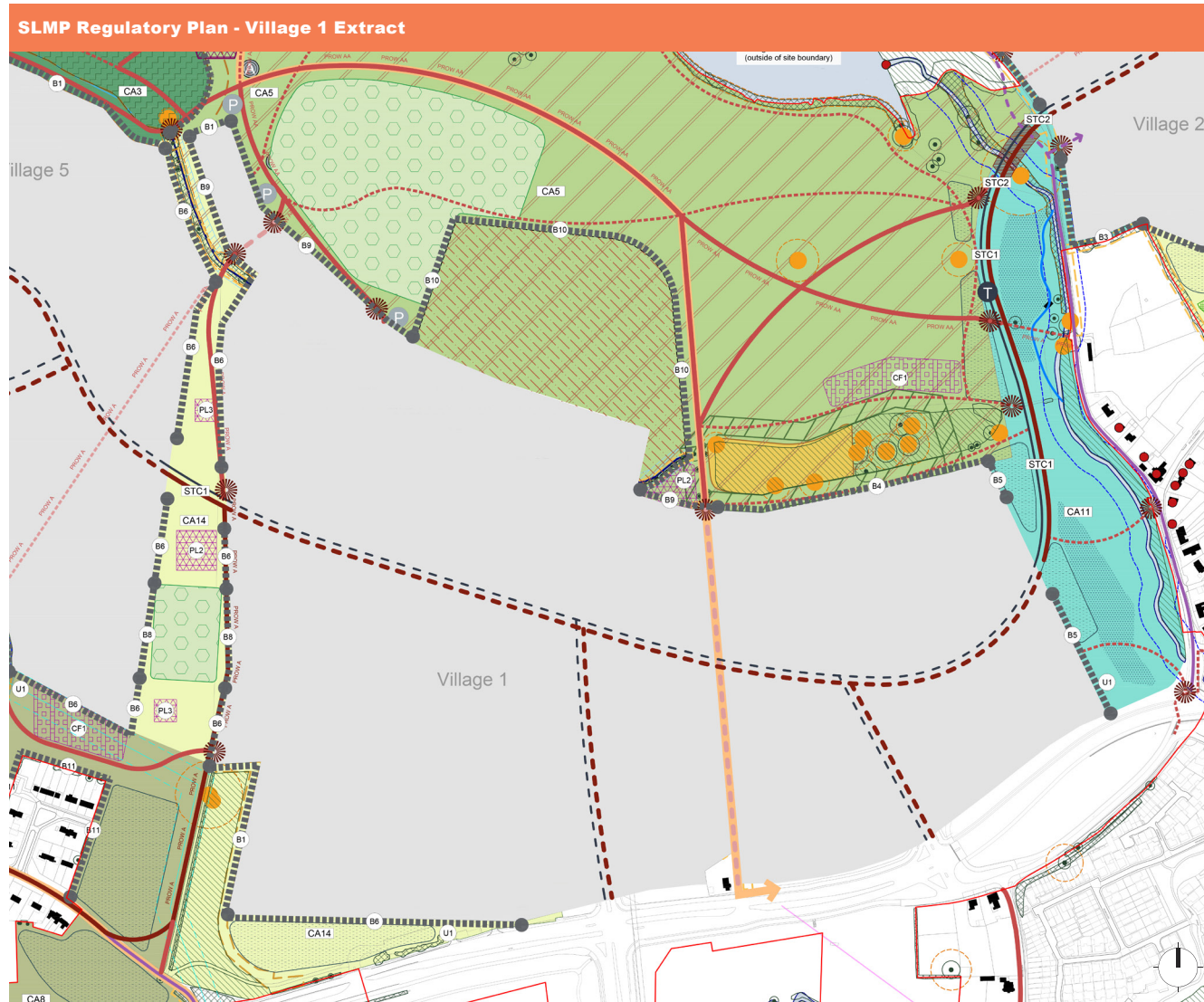
Frontage Characters

- (A) Strategic Landscape Corridors
- (B) Landscape Corridors
- (C) Eastwick Road
- (D) Primary Street Interface
- (E) Gilston Park
- (F) STC Interface

Movement and Access

- Secondary Street (indicative alignment)
- Tertiary Street and Cross Parcel Permeability (indicative alignment)

6.3 Village 1 Considerations



SLMP Regulatory Plans

The SLMP Regulatory Plans form a core document of the Strategic Landscape Masterplan and provide a spatial definition of the key requirements for future RMAs. The plans define the extent of each character area, key routes and identify typologies for key interfaces with the Villages.

Character Areas

Each Character Area has a distinct character and function, with a tailored set of design requirements that **must** be followed. Design proposals for Village 1 **must** appropriately respond to the following Character Areas:

1. CA5 - Gilston Park
2. CA9 - Fiddler's Brook Green Corridor
3. CA14 - Village Buffers

Interfaces, Buffer Zones and Boundaries

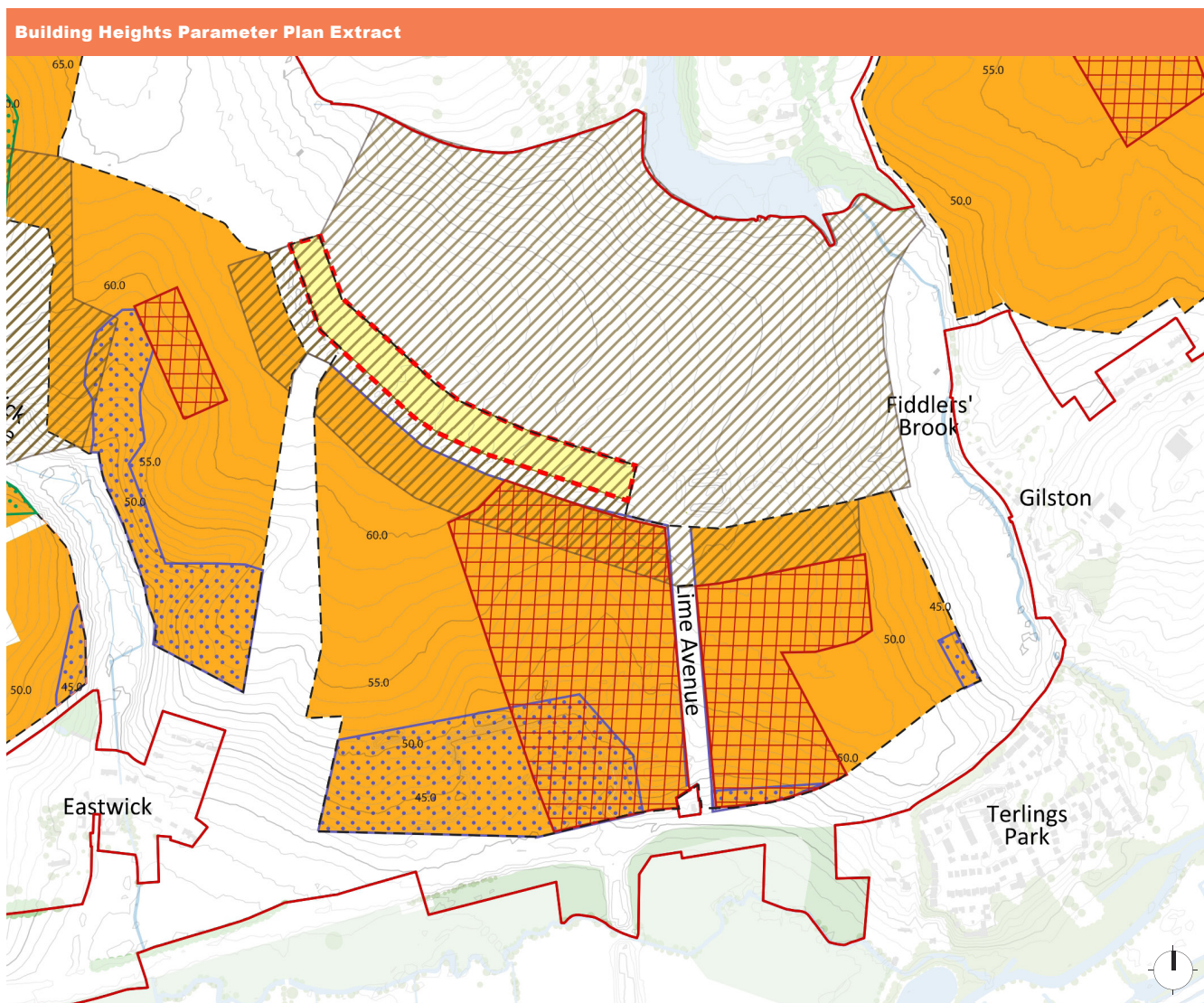
These provide guidance on the how the interface between developable areas within the future Villages **must** respond to key proposed features of the SLMP area; to protect existing features and positively contribute to the character of each area. Design proposals for Village 1 **must** appropriately respond to the following Interfaces:

1. B1 - Ancient Woodland / Developable Area
2. B4 - Ecological Buffer / Developable Area
3. B5 - Strategic Green Corridor / Developable Area
4. B6 - Village Corridor / Developable Area
5. B8 - Community Sports / Developable Area
6. B9 - Public Open Space / Developable Area
7. B10 - Public Open Space / School Sports

Please refer to the relevant sections of the SLMP Design Code for further detail.

6. Residential Built Form

6.3 Village 1 Considerations



Building Scale & Views

The Building Heights Parameter Plan shows a transition from 'up to 5 storeys' to the centre of Village 1, down to 'up to 2.5 storeys' around the periphery.

There will be a general reduction in scale towards the edges of the Village, with the exception of taller buildings at the southern gateways which will form key arrival spaces from Eastwick Road.

A number of taller buildings will be located as feature buildings to terminate key views and/or create a 'landmark feature.' The plan indicates that up to 5 storey mixed use buildings (including local shops, community and a healthcare facility) are appropriate to the local context.

Building scale and massing **should** be a contemporary interpretation of its local settlement patterns and respond to the surrounding context.

A full version of the drawing and legend is included in The Appendix of this document.

6. Residential Built Form

6.3 Village 1 Considerations

Sensitive Development Areas

Specific heritage design principles have been established for the most sensitive areas (Sensitive Development Areas) of development at Gilston Park - For Village 1 these principles apply to The Mount Scheduled Monument.

Development is permissible within the Sensitive Development Areas consistent with the Parameter Plans, but it **must** adhere to the key principles set out in Appendix 5 of the Development Specification. For ease these are set out below:

The Mount Moated Site Scheduled Monument

The Mount and the associated ditch form the southern boundary of the historic core of Gilston deer park. They have intrinsic historic significance for their associations with historic parkland in the area, and they are part of the setting of the Grade II* listed Gilston Park House.

Considerations to protect and minimise harm to the setting and significance of both the Scheduled Monument and the wider historic landscape in the setting of Gilston Park House **must** include the following:

Preserving the setting of the Mount Scheduled Monument and Gilston Park House by retaining a substantial area of open space as Gilston Park, a new Community Park:

- The design of Gilston Park, which is covered by a SDA, **should** be landscape led and aim to reinstate a park-like character to the landscape drawing where appropriate on historic planting schemes, to recreate a sense of parkland near Gilston Park House.

- Gilston Park **should** include provision for formal community sports such as football as well as informal recreation, some of which may be used for education purposes.
- Landscape proposals **should** be formulated on the basis of an understanding of the former parkland landscape, adapted as required to the intended use of the area for sports and recreation.
- Paraphernalia and equipment related to the use of the new landscape **should** be designed and positioned sensitively to avoid intrusion into views of or from the Grade II* listed house and to avoid harming the setting of the Mount Scheduled Monument.
- Any necessary buildings **should** be designed and positioned to retain the landscape character of the area, respect views from the house and the setting of the Mount Scheduled Monument.
- Taking care to minimise indirect impacts on Gilston Park House such as noise, light pollution, traffic impacts and increased activity;
- Designs for this area **should** take advantage of the existing attractive views towards the house and the Mount.
- Designs for this area **should** look to incorporate links to the Lime Avenue preserving its links to Gilston Park House.

Controlling built development to the north of the ditch through the use of the SDA hatch and detailed design to minimise harm to Gilston Park House:

- Using height restrictions, as set out in the Parameter Plans
- Taking care to avoid buildings being overly prominent in the setting of Gilston Park House, including views from and of the House;
- Height and density restrictions will be appropriate in this area to retain key views looking south and south-west from Gilston Park House.
- Looking for opportunities to enhance the setting of the house by creating new views and improving existing landscape features.

Preserving the setting of the Mount Scheduled Monument on both sides of the ditch:

- Implementing the buffers in the Parameter Plans around the Mount Scheduled Monument integrated into the layout of any design.
- Using less dense forms of development near the Mount.
- Creating soft edges to any development near the Mount.
- Significant amounts of hard landscaping or other urban features such as artificial lighting are unlikely to be suitable in close proximity to the Mount.
- Maintaining views of the Mount from the Lime Avenue.
- Retaining views of the Mount from Gilston Lane through new development.
- Developing further plans for the future management of the monument in consultation with Historic England.

6.3 Village 1 Considerations

Retaining and improving the Lime Avenue, formerly the entrance drive to Gilston Park House and its predecessor New Place House, making it a feature of any new development:

- Retaining views of the Mount from and across the Lime Avenue to retain the links between the drive and the park especially in the upper part of the Lime Avenue where the Mount is most likely to be visible
- Retaining views up Lime Avenue into the parkland to the north, avoiding placing new urban features into this view.
- Retaining and enhancing if possible views of Gilston Park House from a route through the parkland linked to the Lime Avenue.
- Looking to create new views of the Lime Avenue and the Mount into Gilston Park from within any new development.
- Encouraging the better presentation of the area around South Lodge to recognise its historic function in marking the access up through the park to the House via the Lime Avenue.

Retaining a sense of the relationship between Gilston Park House and its former drive, the Lime Avenue:

- Retaining the link between the Lime Avenue and Gilston Park House through reinstating the connection between the Lime Avenue and the house along the path (former drive) through the parkland:

- Ensuring that the view sequence up the Lime Avenue, towards the Mount and the House, with the former park pale ditch to the west, is retained.
- Exploiting potential views of Gilston Park House from the former parkland on the axis up from the Lime Avenue.
- Retaining and strengthening the visual connection between the Lime Avenue (the former drive) and the House through careful siting of new features within the park.
- Using the junction of the Lime Avenue and the Mount to enable an understanding of larger historical relationships through interpretation and enhancement.

Preserving the setting of the heritage assets at Gilston Village and along Gilston Lane through design features that reduce impacts on the setting of these assets:

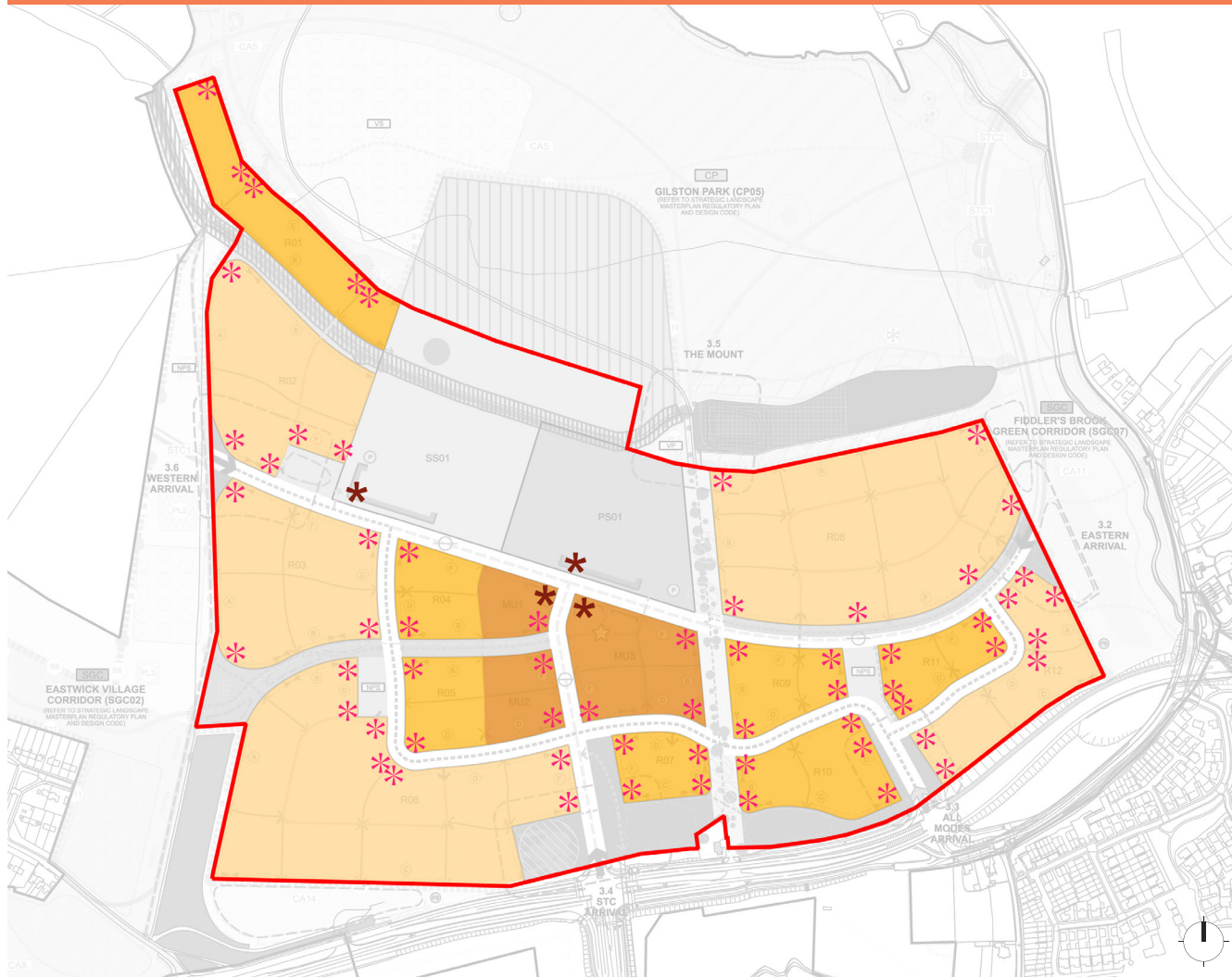
- Development near the Gilston Village assets **should** respect the setting of these assets through careful layouts, landscape and height and massing along the edges of development near the assets
- New road layouts **should** look to remove as much of the present traffic as possible and potentially also to remove the obtrusive black and white chevron crash barriers at Pye Corner.
- Strengthening the band of trees along Gilston Lane to provide a buffer for heritage assets to the east in Gilston village (Pye Corner) and near the Old Rectory.
- Using informal, open edges to soften the edge of the new development towards Gilston Lane and the historic buildings along it.

- Using height, mass and density restrictions as appropriate to avoid development being over prominent in the setting of assets on Gilston Lane.
- Minimising lighting, noise and activity impacts on the assets on Gilston Lane.

6. Residential Built Form

6.3 Village 1 Considerations

Indicative Residential Density Plan (indicative illustration)



Residential Density

The adjacent plan shows the proposed density strategy for Village 1, based on the principle that greater intensity **should** occur close to opportunities to access public transport and mixed uses. Higher density development **should** be concentrated around the Village Centre, which will give the Village Centre a sense of vitality and critical mass appropriate to the supporting uses.

Density **should** decrease towards the eastern and western edges of the Village, to respond the sensitivity and character of the existing Villages of Gilston and Eastwick. Along the Sustainable Transport Corridor, Primary Street and Eastwick Road, higher densities will provide enclosure and reflect their significance as key routes.

The land located to the north of the Park Pale offers an opportunity for higher densities, to provide natural surveillance and a backdrop to Gilston Park.

Key

Density Ranges

- Up to 55 dph
- Up to 75 dph
- Up to 120 dph

Built Form

- ✱
 Marker Buildings
- ✱
 Landmark Buildings

6.3 Village 1 Considerations

Landmark Buildings ✱

Landmark Buildings are exceptional, unique buildings that address important nodes or spaces. Their architecture and spatial design **should** exhibit defining characteristics that distinguish them from the surrounding development.

Landmark buildings play a key role in enriching the urban experience by establishing memorable and recognisable nodes within Village 1, aiding legibility and wayfinding and the distinctiveness of the Village.

Landmark Buildings have been identified at Village 1. These are:

- The Primary School
- The Secondary School
- Village Centre Buildings

Reserved Matters Applications related to Landmark Buildings will be expected to reflect their significance within the wider context of the Gilston Park Estate development. These will become some of the most visible and visited locations in Village 1 and their design **must** demonstrate a strong response to this significance.

The opportunity is presented for buildings of outstanding architectural merit to be created, which will be seen as exemplary buildings into the future. A design response of exceptional quality is required through the bold yet sophisticated manipulation of form, scale, layout and materials.

Marker Buildings ✱

Marker Buildings are placed in visually prominent locations or corners which address key routes and spaces. They are designed to terminate vistas and views and aid wayfinding and legibility. Proposals **must** demonstrate how the prominence and status of Marker Buildings exceed those of neighbouring buildings, while also responding thoughtfully to the surrounding context. This **should** include features such as:

- Distinct architectural form
- Increased height
- Increased expanses of glazing
- Incorporation of additional external structures/features
- A differentiated plinth level
- Feature banding at first floor level
- Differentiating detailing for window cills and heads
- Corbelling detailing at eaves level
- Enhanced detailing of gable frontages
- Cladding or material changes

This is not an exhaustive list of features. Alternative design measures may be explored.

Where Marker Buildings are located at the entrance points into the development. They **must** have a coherent design language to create a visual set piece that marks the arrival into Village 1.

Landmark and Marker Buildings **must** be designed in association with the landscape. Proposals **must** consider how the built form will relate to the landscape both in the present and future to ensure the use, management and maintenance of both is not compromised.



Distinct local Landmark Buildings help with wayfinding and orientation and enriches the place



Marker Buildings with a coherent design language framing an entrance

6. Residential Built Form

6.4 Frontage Characters

Frontage Characters refer to the interface of development edges with the public realm – where built form meets open spaces, routes or the boundaries of the Village. They play a critical role in defining the character of the place and the quality of routes and spaces. They are defined by a number of factors including the formality or informality of the building alignment, the spacing between buildings, the boundary treatments and parking arrangements.

Well designed Frontage Characters will positively address the public realm, providing natural surveillance of the space and ensure the new neighbourhood displays a varied but harmonious character.

Six Frontage Characters have been identified across the Village. These frontages have been grouped into three categories in terms of their formality from most informal to most formal.



Extract of the V1MP Regulatory Plan



INFORMAL	'Informal' Frontage Character refers to a loose arrangement of a variety of dwelling types. Buildings are positioned irregularly, with occasional, staggered building alignments relative to the street and will be accessed primarily by shared private drives. It is suitable in lower density areas fronting open spaces.  (A) Strategic Landscape Corridors
SEMI - FORMAL	'Semi-formal' Frontage Character refers to a linear arrangement of dwellings characterised by consistency, repetition and rhythm. This may include stepped, symmetrical groupings when access is via a shared driveway. It serves as a transition between informal and formal Frontage Characters.  (B) Landscape Corridors  (C) Eastwick Road  (D) Primary Street Interface
FORMAL	'Formal' Frontage Character refers to dwelling arrangements which combine a consistent building line, order, and a high degree of enclosure. This may include a 'set-piece' symmetrical arrangements. It is suitable for higher density edges.  (E) Gilston Park  (F) STC Interface

6. Residential Built Form

6.4 Frontage Characters

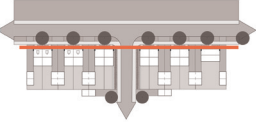
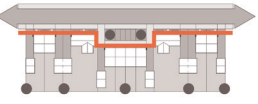
6. Residential Built Form

6.4 Frontage Characters

Frontage Character Components

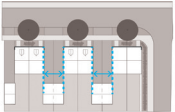
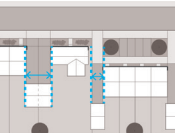
1. BUILDING LINE

How buildings are arranged along the street whether the positioning of the buildings is linear, stepped or informally varied.

TYPOLGY	DESCRIPTION
1A) Linear 	Building frontage should follow a straight line. This does not mean building elevations are 'flat'.
1B) Stepped 	Building setbacks vary to create a stepped building line. The front line of a building should not be stepped back further than the rear line of the nearest neighbouring building. Blank flank elevations in prominent locations will not be permitted.
1C) Irregular 	Buildings step forwards or backwards and are not required to be parallel to the street/lane (the degree of informality should be determined in relation to the degree to which the alignment of the lane is also informal). Blank flank elevations must be avoided.

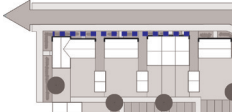
2. SPACING BETWEEN BUILDINGS

The spacing influences the enclosure of a street or space. It is likely to increase in lower density areas to allow for parking between dwellings, and decrease in higher density areas to create a greater enclosure to the public realm.

TYPOLGY	DESCRIPTION
2A) Consistent 	Buildings spaced at approximately even intervals.
2B) Varied 	Gaps between buildings vary but should have a rationale relating to e.g. the size and shape of the house.

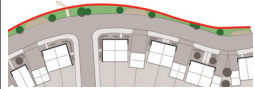
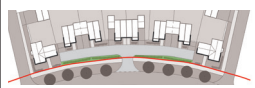
3. BUILDING ALIGNMENT

The angle the buildings are positioned relative to the road or space and each other.

TYPOLGY	DESCRIPTION
3A) Parallel to street 	Building alignments respond to the alignment of the street.
3B) Staggered 	Building alignments deviate from the alignment of the street.

4. PARCEL EDGE LANDSCAPING

Landscape treatment on the edge of, but within, the residential parcel curtilage.

TYPOLGY	DESCRIPTION
4A) Perimeter Planting 1 	Comprises a 1 - 3m grass verge with tree clusters and native shrub understorey at its widest point. The edges will not be bound by a public realm boundary treatment, creating a soft, feathered transition between the residential development and surrounding open space for informal resident access.
4B) Perimeter Planting 2 	Comprises a 1 - 2.5m grass verge with occasional trees and shrub planting, accommodating sensitively integrated visitor parking at its widest point. A timber knee rail or low hedge will define the public realm edge to prevent indiscriminate access.
4C) Highway Interface Planting 	Applicable only when vehicular access to plots is via a shared driveway, whereby a 1.5m verge with hedge is required to separate the edge of the highways corridor (i.e. back of footpath/cycleway) and the shared driveway.

6. Residential Built Form

6.4 Frontage Characters

Frontage Character Components

5. PLOT COMPONENTS

There are four components which determine the design of a plot. These components can be combined in a number of ways to create different residential characters. Each Frontage Character on the following pages sets out design principles for each component along the parcel edges.

TYPOLOGY	DESCRIPTION
Dwelling Typology 	D - Detached SD - Semi-detached T - Terraced SL - Split Level U - Urban housing F - Flats
Boundary Typology 	The boundary definition separates the private and public realm.
Parking Typology 	There should be a variety of parking typologies used to minimise the visual intrusion of the car within the street scene. Refer to Section 5.11 for the parking strategy and 6.5 for the Urban Design Principles.
Set Back 	The set back of a dwelling relates to the distance in metres from the back edge of pavement to the front facade of the dwelling. This space can include a front garden where suitable.

6. MATERIALS

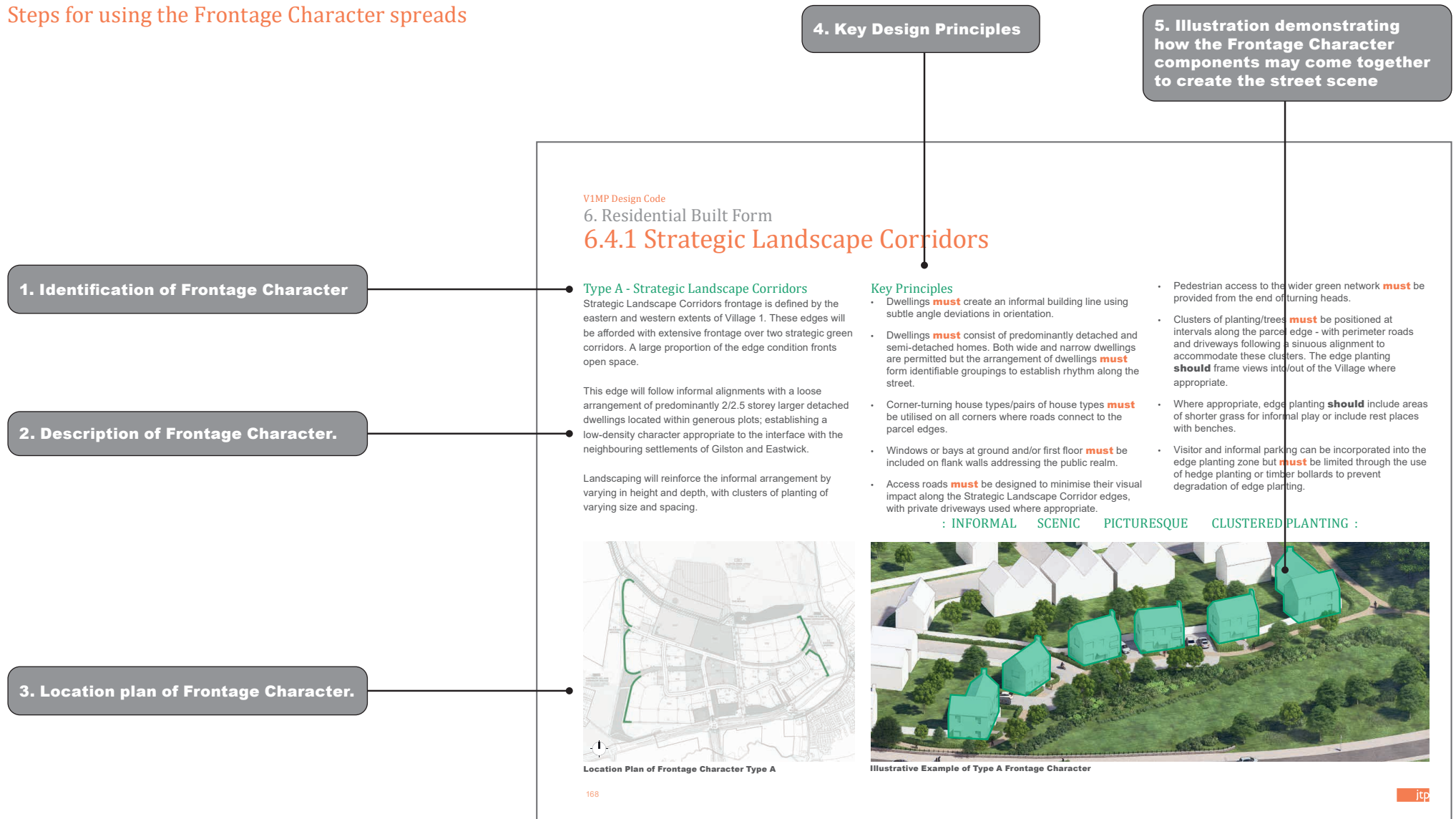
The materials which are permitted along any given frontage are covered in the Frontage Character section and comprise materials for roofs, walls, windows and balconies.

TYPOLOGY	DESCRIPTION
Roofs 	
Walls 	
Windows 	
Balconies 	

6. Residential Built Form

6.4 Frontage Characters

Steps for using the Frontage Character spreads



6.4 Frontage Characters

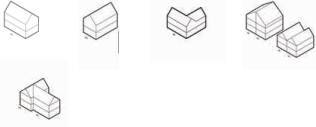
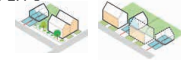
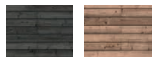
6. Table of permitted street component types

V1MP Design Code

6. Residential Built Form

6.4.1 Strategic Landscape Corridors

Street Component	Permitted Types	Notes ^M
Building Line	Irregular	
Spacing between buildings	Varied	
Building alignment / orientation	Staggered	
Parcel Edge Planting	Perimeter Planting 1	

Component	Illustration	Notes ^M
Building Typologies	D1, D2, D4, SD1, SD5 	- Buildings must be limited to 2/2.5 storeys to accord with the soft edge neighbourhood plan principle. - Predominantly detached and semi-detached permitted. (For full library of building typologies refer to the back of this chapter).
Parking Arrangements	P2, P3 	(For full library of parking typologies refer to the back of this chapter).
Front Boundary Treatments	P ^o 	(For full library of boundary typologies refer to the back of this chapter).
Set-back	Minimum of 3m	
Materials	Walls - Primary  Walls - Accent  Roofs  Windows  Balconies  Details 	- Palette must be limited to 1x primary wall and 1x accent along any given frontage. Marker Buildings can use contrasting accent material on entire façade. - Where a building is part of a Key Grouping it will demonstrate a cohesive material application with the rest of the homes within the grouping.

7. List of permitted dwelling typologies

8. List of permitted parking typologies

9. List of permitted boundary treatments and setbacks

10. List of permitted materials and the principles of their application

6. Residential Built Form

6.4.1 Strategic Landscape Corridors

Type A - Strategic Landscape Corridors

Strategic Landscape Corridors frontage is defined by the eastern and western extents of Village 1. These edges will be afforded with extensive frontage over two strategic green corridors. A large proportion of the edge condition fronts open space.

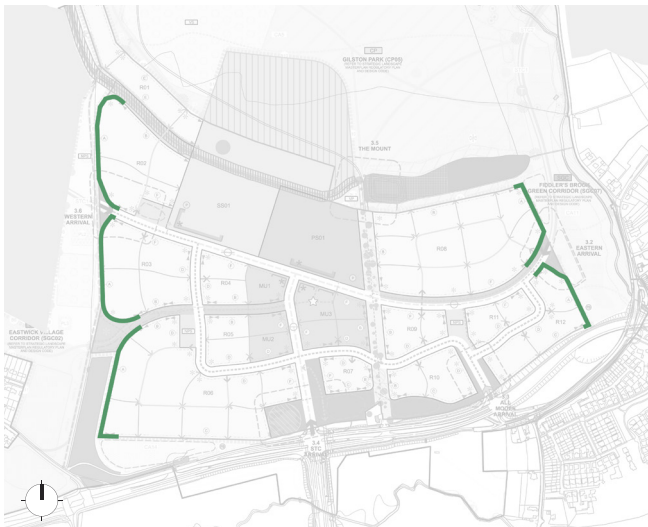
This edge will follow informal alignments with a loose arrangement of predominantly 2/2.5 storey larger detached dwellings located within generous plots; establishing a low-density character appropriate to the interface with the neighbouring settlements of Gilston and Eastwick.

Landscaping will reinforce the informal arrangement by varying in height and depth, with clusters of planting of varying size and spacing.

Key Principles

- Dwellings **must** create an informal building line using subtle angle deviations in orientation.
- Dwellings **must** consist of predominantly detached and semi-detached homes. Both wide and narrow dwellings are permitted but the arrangement of dwellings **must** form identifiable groupings to establish rhythm along the street.
- Corner-turning house types/pairs of house types **must** be utilised on all corners where roads connect to the parcel edges.
- Windows or bays at ground and/or first floor **must** be included on flank walls addressing the public realm.
- Access roads **must** be designed to minimise their visual impact along the Strategic Landscape Corridor edges, with private driveways used where appropriate.
- Pedestrian access to the wider green network **must** be provided from the end of turning heads.
- Clusters of planting/trees **must** be positioned at intervals along the parcel edge - with perimeter roads and driveways following a sinuous alignment to accommodate these clusters. The edge planting **should** frame views into/out of the Village where appropriate.
- Where appropriate, edge planting **should** include areas of shorter grass for informal play or include rest places with benches.
- Visitor and informal parking can be incorporated into the edge planting zone but **must** be limited through the use of hedge planting or timber bollards to prevent degradation of edge planting.

: INFORMAL SCENIC PICTURESQUE CLUSTERED PLANTING :



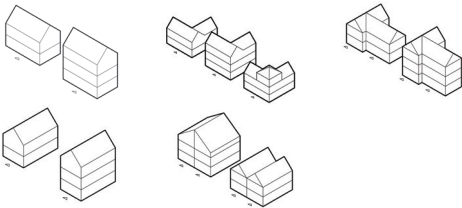
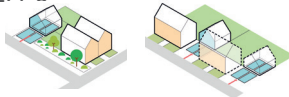
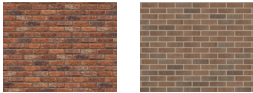
Location Plan of Frontage Character Type A



Illustrative Example of Type A Frontage Character

6.4.1 Strategic Landscape Corridors

Street Component	Permitted Types	Notes
Building Line	Irregular	
Spacing between buildings	Varied	
Building alignment / orientation	Staggered	
Parcel Edge Planting	Perimeter Planting 1	

Component	Illustration	Notes
Building Typologies	D1, D2, D4, SD1, SD5 	- Buildings must be limited to 2/2.5 storeys to accord with the soft edge neighbourhood plan principle. - Predominantly detached and semi-detached permitted. (For full library of building typologies refer to the back of this chapter).
Parking Arrangements	P2, P3 	(For full library of parking typologies refer to the back of this chapter).
Front Boundary Treatments	P6 	(For full library of boundary typologies refer to the back of this chapter).
Set-back	Minimum of 3m	
Materials	Walls - Primary  Walls - Accent  Roofs  Windows  Balconies  Details 	- Palette must be limited to 1x primary wall and 1x accent along any given frontage. Marker Buildings can use contrasting accent material on entire façade. - Where a building is part of a Key Grouping it must demonstrate a cohesive material application with the rest of the homes within the grouping.

6. Residential Built Form

6.4.2 Landscape Corridors

Type B - Landscape Corridors

Landscape Corridors frontage is defined by The Chase, Park Pale, Lime Avenue and sections of East-West Green Link. A significant proportion of this edge condition fronts linear corridors of landscape and existing mature trees.

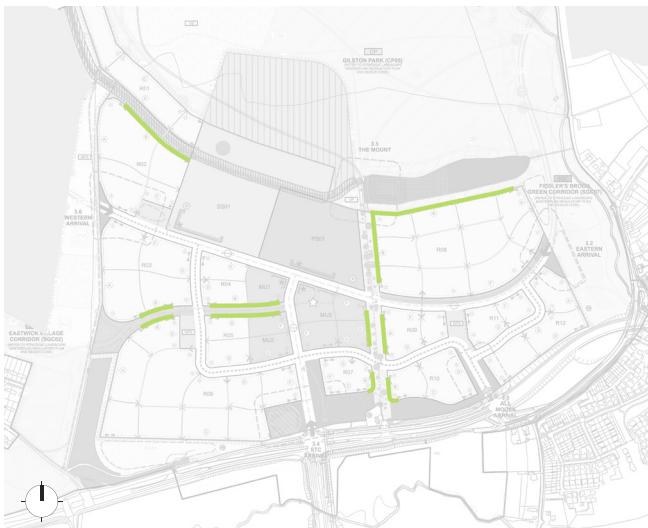
Aside from the edges closest to the Village Centre, this frontage will follow linear, stepped alignment of predominantly 2/2.5 storey semi-detached dwellings; establishing a low-density character appropriate to the interface with the historic landscape features. For the frontages closest to the Village Centre, some 3 storey dwellings may be appropriate.

Landscaping will reinforce the linear corridors with hedges to the edges of the parcel, providing visual containment to these movement corridors.

Key Principles

- Key buildings and frontages that positively address the public realm **must** be utilised on all corners where roads connect to the parcel edge.
- Windows or bays at ground and/or first floor **must** be included on flank walls addressing the public realm.
- Access roads **must** be designed to minimise their impact along the Landscape Corridor edge, with private driveways used where appropriate.
- Sensitive integrated occasional visitor parking spaces **must** be set within parcel edge planting.
- Planting to a minimum depth of 1m **must** feature along the full Landscape Corridor extent of the parcel boundary.
- Pedestrian access to the wider green network **must** be provided from the end of turning heads.
- Parcel edges **must** not be enclosed with fencing. Either hedges and/or low timber bollards **should** be used to control access.
- Corner-turning dwellings **must** be handed at junctions.
- Frontage **must** respond to constraints such as woodland buffer zone, root protection areas, hedgerow buffers etc.

: LINEAR HISTORIC & ECOLOGICAL SENSITIVITIES MATURE TREES :



Location Plan of Frontage Character Type B

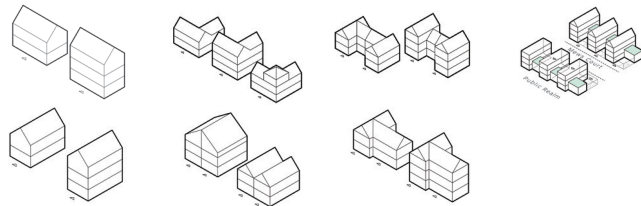
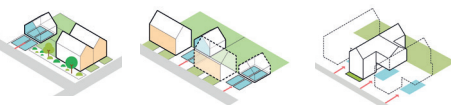
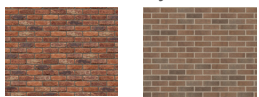
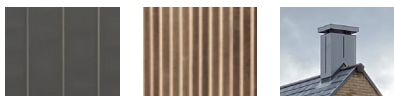


Illustrative Example of Type B Frontage Character

6. Residential Built Form

6.4.2 Landscape Corridors

Street Component	Permitted Types	Notes
Building Line	Linear / Stepped	A predominantly linear building line, with stepped buildings on key corners.
Spacing between buildings	Varied	
Building alignment / orientation	Parallel	
Parcel Edge Planting	Perimeter Planting 2	

Component	Illustration	Notes
Building Typologies	D1, D2, D4, SD1, SD4, SD5, U4 	3 storeys limited to areas closest to the Village Centre. - Predominantly semi-detached with detached homes used as 'corner turners'. (For full library of building typologies refer to the back of this chapter).
Parking Arrangements	P2, P3, P5 	(For full library of parking typologies refer to the back of this chapter).
Boundary Treatments	B6 	(For full library of boundary typologies refer to the back of this chapter).
Set-back	2m	
Materials	Walls - Primary  Walls - Accent  Roofs  Windows  Balconies  Details 	- Palette must be limited to 1x primary wall and 1x accent along any given frontage. Marker Buildings can use contrasting accent material on entire façade. - Where a building is part of a Key Grouping it must demonstrate a cohesive material application with the rest of the homes within the grouping.

6. Residential Built Form

6.4.3 Eastwick Road

Type C - Eastwick Road

Eastwick Road frontage is defined by the southern interface of Village 1 and A414/Eastwick Road.

This southern edge is characterised by 2/2.5 storey semi-detached and some detached houses with a consistent semi-formal building line. A limited range of typologies **should** be used to create a sense of repetition, rhythm and order along the street.

Landscaping will soften the interface with clusters of planting of varying size and spacing along the edges of development parcels.

Key Principles

- Stepped, linear frontage for large detached dwellings **must** define corner plots.
- All other (non-corner) dwellings **must** have a consistent setback and **should** be organised in symmetrical groupings.
- A maximum of 3 different house types **must** be used in each grouping.
- Windows or bays at ground and/or first floor **must** be included on flank walls addressing the public realm.
- Access roads **must** be designed to minimise their impact, with private driveways used where appropriate.
- Corner-turning dwellings **must** be handed at junctions.
- A strong, consistent building line **must** be achieved with a high degree of enclosure to respond to the noise of Eastwick Road.
- Clusters of planting / trees **must** be positioned at intervals along the parcel edge - with perimeter roads and driveways following a sinuous alignment to accommodate these clusters.
- Parcel edges **must** not be enclosed with fencing. Either hedges and/or low timber bollards **should** be used to control access.
- Pedestrian access to the wider green network **should** be provided from the end of turning heads.

: SEMI-FORMAL VISUAL & NOISE SENSITIVITIES CLUSTERED PLANTING :



Location Plan of Frontage Character Type C

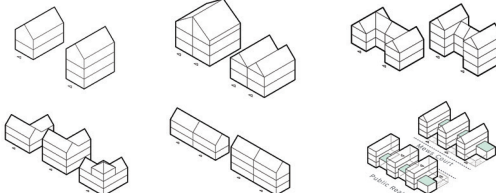
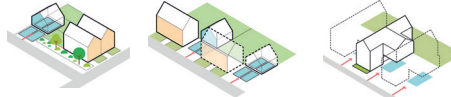
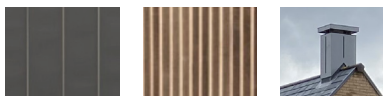


Illustrative Example of Type C Frontage Character

6. Residential Built Form

6.4.3 Eastwick Road

Street Component	Permitted Types	Notes
Building Line	Linear / Stepped	A predominantly linear building line, with stepped buildings on key corners.
Spacing between buildings	Consistent	- Limited gaps between buildings to respond to interface of buildings (and acoustics) with Eastwick Road. - Walls to be utilised between dwellings.
Building alignment / orientation	Parallel	
Parcel Edge Planting	Perimeter Planting 2	

Component	Illustration	Notes
Building Typologies	D2, D4, SD1, SD2, SD4, U4 	- Building height to transition - Predominantly terraced and semi-detached with detached homes used as 'corner turners'. (For full library of building typologies refer to the back of this chapter).
Parking Arrangements	P2, P3, P5 	- Garages to be aligned with the building line. (For full library of parking typologies refer to the back of this chapter).
Front Boundary Treatments	B5 	(For full library of boundary typologies refer to the back of this chapter).
Set-back	Minimum of 2m	
Materials	Walls - Primary  Walls - Accent  Roofs  Windows  Balconies  Details 	- Palette must be limited to 1x primary wall and 1x accent along any given frontage. Marker Buildings can use contrasting accent material on entire façade. - Where a building is part of a Key Grouping it must demonstrate a cohesive material application with the rest of the homes within the grouping.

6. Residential Built Form

6.4.4 Primary Street Interface

Type D - Primary Street Interface

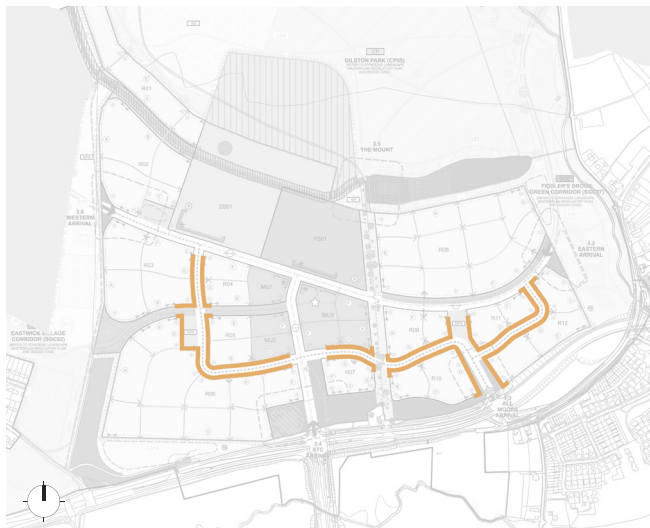
Primary Street frontages **must** respond to the main vehicular movement corridor.

The semi-formal frontage is characterised by 2/2.5 storey terraces and semi-detached houses with a continuous building line. A variety of typologies **should** be used to create a semi-formal street scene composition.

Stepped frontages are used in limited instances where access is via a shared driveway. Shared driveway access **should not** occur on both sides of the streets at any one time to maintain an intimate built form enclosure along the street scene.

Key Principles

- Built frontages along the Primary Street **must** be typically characterised by semi-detached and terraced dwellings.
- Built form **must** terminate the view from access routes.
- Parking **must** be set back and not protrude beyond the building line.
- Traffic calming interventions **must** be implemented at regular intervals along the Primary Street.
- Corner-turning buildings **should** be positioned on corner locations.
- Built frontages **should** provide a degree of enclosure along the Primary Street with short setbacks. Frontages **should** largely be continuous with limited steps permitted where access is via a shared driveway.
- Building heights **should** be higher in the centre of the village, transitioning to lower height building typologies on the outer edges.
- A range of parking typologies **should** be considered to minimise the number of interruptions along the landscaped verge. (e.g grouped private drives, shared rear parking courts, mews, etc.).
- Additional priority **should** be given to active travel movement on all junctions to facilitate safe crossing.



Location Plan of Frontage Character Type D



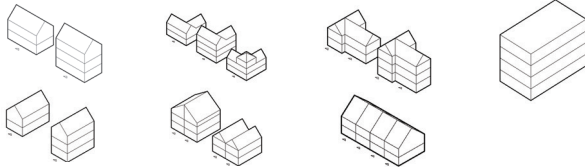
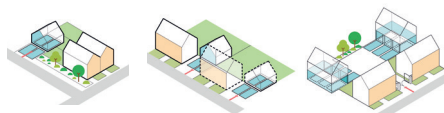
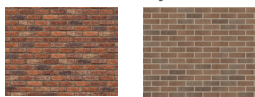
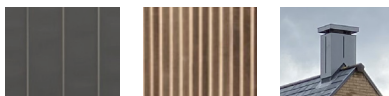
Illustrative Example of Type D Frontage Character

: SEMI-FORMAL CONTINUOUS FRONTAGE SINUOUS ROAD ALIGNMENT VARIETY :

6. Residential Built Form

6.4.4 Primary Street Interface

Street Component	Permitted Types	Notes
Building Line	Linear / Stepped	Mostly linear, some stepping in the building line is permitted
Spacing between buildings	Consistent	
Building alignment / orientation	Parallel	
Parcel Edge Planting	Highway Interface Planting	Applicable only when vehicular access to plots is via a shared driveway, whereby a 1.5m minimum verge with hedge is required to separate the edge of the highway corridor and the shared driveway.

Component	Illustration	Notes
Building Typologies	D1, D2, D4*, SD1, SD5*, T1, F2* 	- D4*, SD5* & F2* must be used on defined corners. - Predominantly semi-detached and terraced typologies. (For full library of building typologies refer to the back of this chapter).
Parking Arrangements	P2, P3*, P6** 	- P3* Garages or car ports to be aligned with the building line to increase building line enclosure. - P6** Alternative layout for apartments permitted.
Front Boundary Treatments	B5 	(For full library of boundary typologies refer to the back of this chapter).
Set-back	Minimum of 2m	Depth must be kept consistent for all dwellings.
Materials	Walls - Primary  Walls - Accent  Roofs  Windows  Balconies  Details 	- Palette must be limited to 1x primary wall and 1x accent along any given frontage. Marker Buildings can use contrasting accent material on entire façade. - Where a building is part of a Key Grouping it must demonstrate a cohesive material application with the rest of the homes within the grouping.

6. Residential Built Form

6.4.5 Gilston Park

Type E - Gilston Park

The Gilston Park frontage defines the sensitive outlook onto the expansive historic parkland 'Gilston Park'. Frontages overlook Gilston Park to the north, ancient woodland to the north-west and the Park Pale (former deer ditch) to the south.

This higher density character area features a bespoke set-piece, with formal frontage characterised by a linear building line defined by terraced homes and apartment buildings overlooking the community sports pitches.

Future proposals **must** respond the 11m ridge height restrictions across this parcel and the sensitive views to and from the existing Gilston Park House.

Key Principles

- The number of building typologies featured along this frontage **must** be limited so as to define a character of continuity, rhythm and order.
- A strong, consistent building line **must** be achieved with a high degree of enclosure so as to provide an appropriate backdrop to the parkland setting.
- Building spacing and setbacks **must** be consistent and set out so as to achieve enclosure and repetition along the frontage.
- Key buildings and frontages that positively address the public realm **must** be utilised on all corners where roads connect to the parcel edge.
- Built form along this frontage **must** adhere to the ridge height restrictions set out on the approved Building Heights Parameter Plan.
- Built form **must** respond to Park Pale and flank the secondary school boundary.
- Emergency services **must** have access routes to the parkland and secondary school fields.
- Clusters of planting / trees **must** be positioned at intervals along the parcel edge.
- Integral parking **should** be used in order to minimise the visual impact of cars while providing sufficient visitor parking for park access.

: FORMAL PARKLAND BACKDROP ORDERED HISTORICAL & VISUAL SENSITIVITIES :



Location Plan of Frontage Character Type E



Illustrative Example of Type E Frontage Character

6. Residential Built Form

6.4.5 Gilston Park

Street Component	Permitted Types	Notes
Building Line	Linear	
Spacing between buildings	Consistent	
Building alignment / orientation	Parallel	
Parcel Edge Planting	N/A	Planting to be delivered within the open space

Component	Illustration	Notes
Building Typologies	T1, T3, F2, F3, U3, U4, U5 	- All typologies limited to 11m ridge height. (For full library of building typologies refer to the back of this chapter).
Parking Arrangements	P4, P5, P6* 	- P6* Alternative layout for apartments permitted. (For full library of parking typologies refer to the back of this chapter).
Boundary Treatments	B6 	(For full library of boundary typologies refer to the back of this chapter).
Set-back	2m	
Materials	Walls - Primary Walls - Accent Roofs Windows Balconies Details 	- Palette must be limited to 1x primary wall and 1x accent along any given frontage. Marker Buildings can use contrasting accent material on entire façade. - Where a building is part of a Key Grouping it must demonstrate a cohesive material application with the rest of the homes within the grouping.

6. Residential Built Form

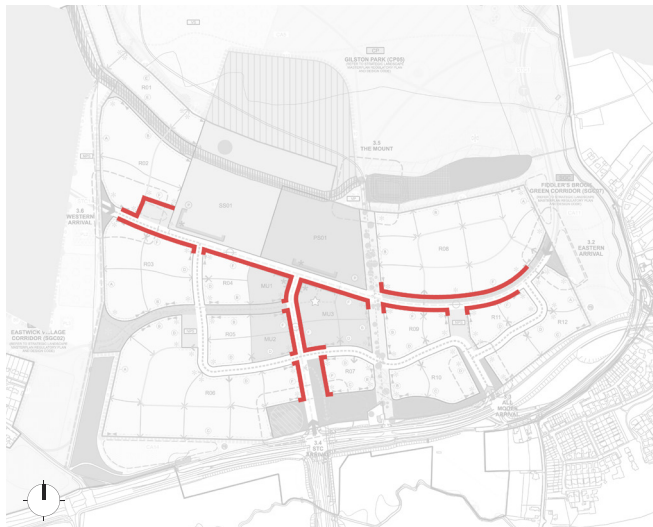
6.4.6 STC Interface

Type F - STC Interface

STC Interface defines the route of the Sustainable Transport Corridor passing through Village 1. The STC Interface will be more dense and formal in character but will soften towards the periphery of Village 1. No direct access is permitted for private cars along the STC.

Residential development along this frontage will create a strong enclosure addressing the significant movement corridor. Dwellings will create a near continuous frontage to provide formality and rhythm along its length. This frontage will be characterised primarily by 3-4 storey apartment blocks and 2-3 storey terraces, townhouses and some semi-detached units, all presenting gable fronts to the street.

Landscaping will reinforce the linear corridor with hedges and trees to the edges of the parcel, providing visual containment to these movement corridors.



Location Plan of Frontage Character Type F

Key Principles

- Built frontages **must** provide a high degree of enclosure along the STC Interface with short setbacks.
- If roofs are pitched, ridgelines **must** be perpendicular (i.e. gables) to the prevailing building line. Flat roofs are also permitted nearer the Village Centre.
- Terraced housing **must** be the prevailing character, as part of the selected mix of housing typologies.
- Apartment blocks **should** be positioned as a feature at the key grouping, close to the village centre and on corners and take advantage of additional height in order to address key spaces or long distance views.
- The number of building typologies featured along this frontage **should** be limited so as to define a character of continuity, rhythm and order.
- Parking **should** be provided from the rear except where a limited number of shared private drives are present.
- Larger specimen trees **should** be planted along STC corridor.

: FORMAL LINEAR ENCLOSURE CONTINUITY :



Illustrative Example of Type F Frontage Character