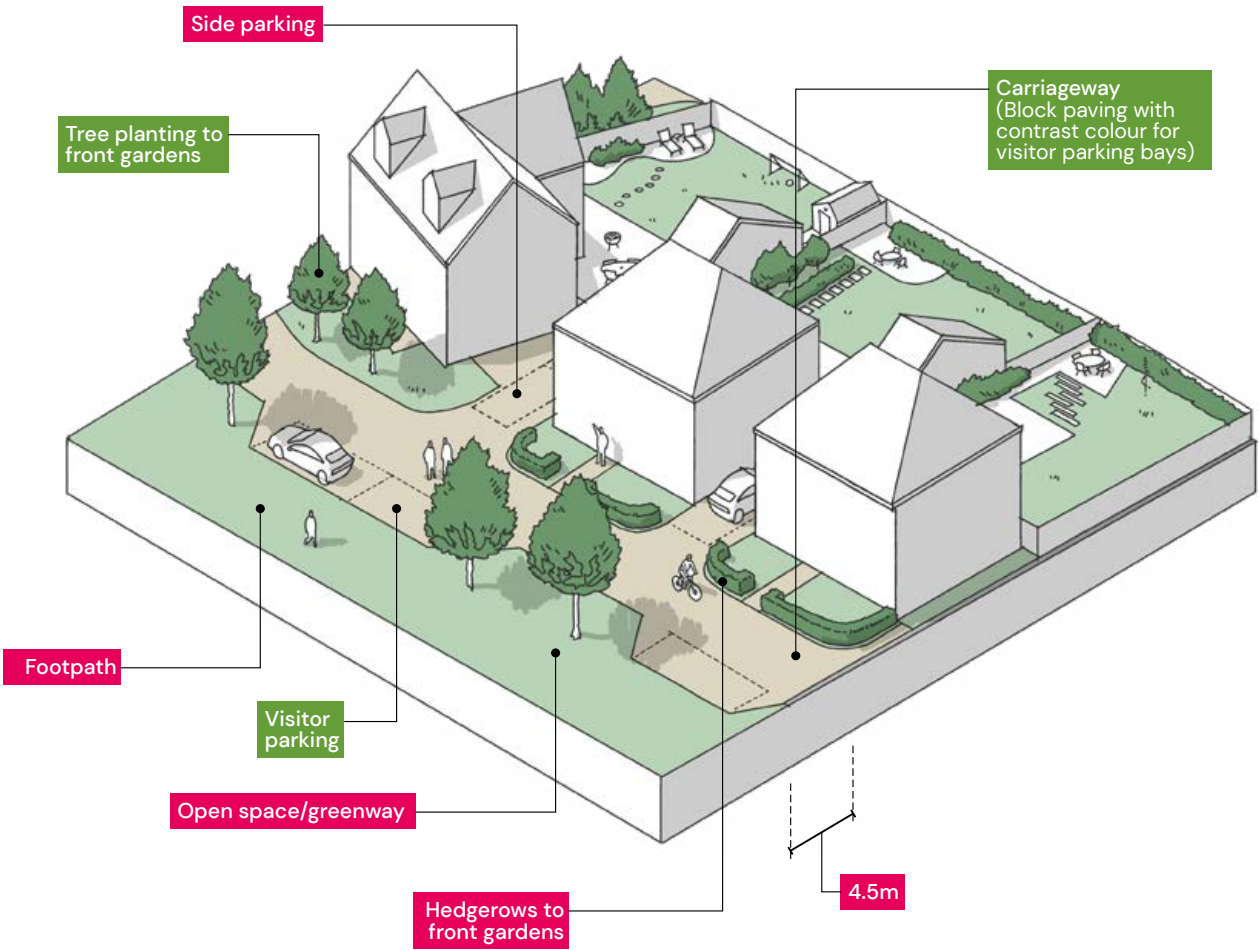


Design Coding



PRIVATE LANE

- Informal character with limited vehicle movement.
- 4.5m wide carriageway.
- Trees within front gardens and open space.
- Change in surface material.
- Some on-street parking.
- Can be connected.



Lanes/Private Drives	Key characteristics	Control Level
Building frontages	Predominantly larger detached and paired dwellings to create lower densities, and varied set back distances. A considered mix of parallel frontages and gable frontages will help to break up the roofscape and add character. Dwellings set back – up to 6.0m permitted on one or both sides.	M
Direct access to individual properties	Yes	M
Bus access	No	M
Carriageway width	4.5m wide carriageway to meet the criteria of (Wokingham Borough Council's "Living Streets: Highways Design Guidance")	M
Footway/cycleway	No (pedestrian movement to be alongside but separate to the carriageway)	M
Verges	No	M
Tree Lined	Front gardens with hedgerow and trees – to help to soften the streetscape and compliment the development's overall verdant character	G
Hard Surface Materials	Block paving or resin bonded finish with contrast colour paving for parking bays. Resin bonded gravel acceptable.	G

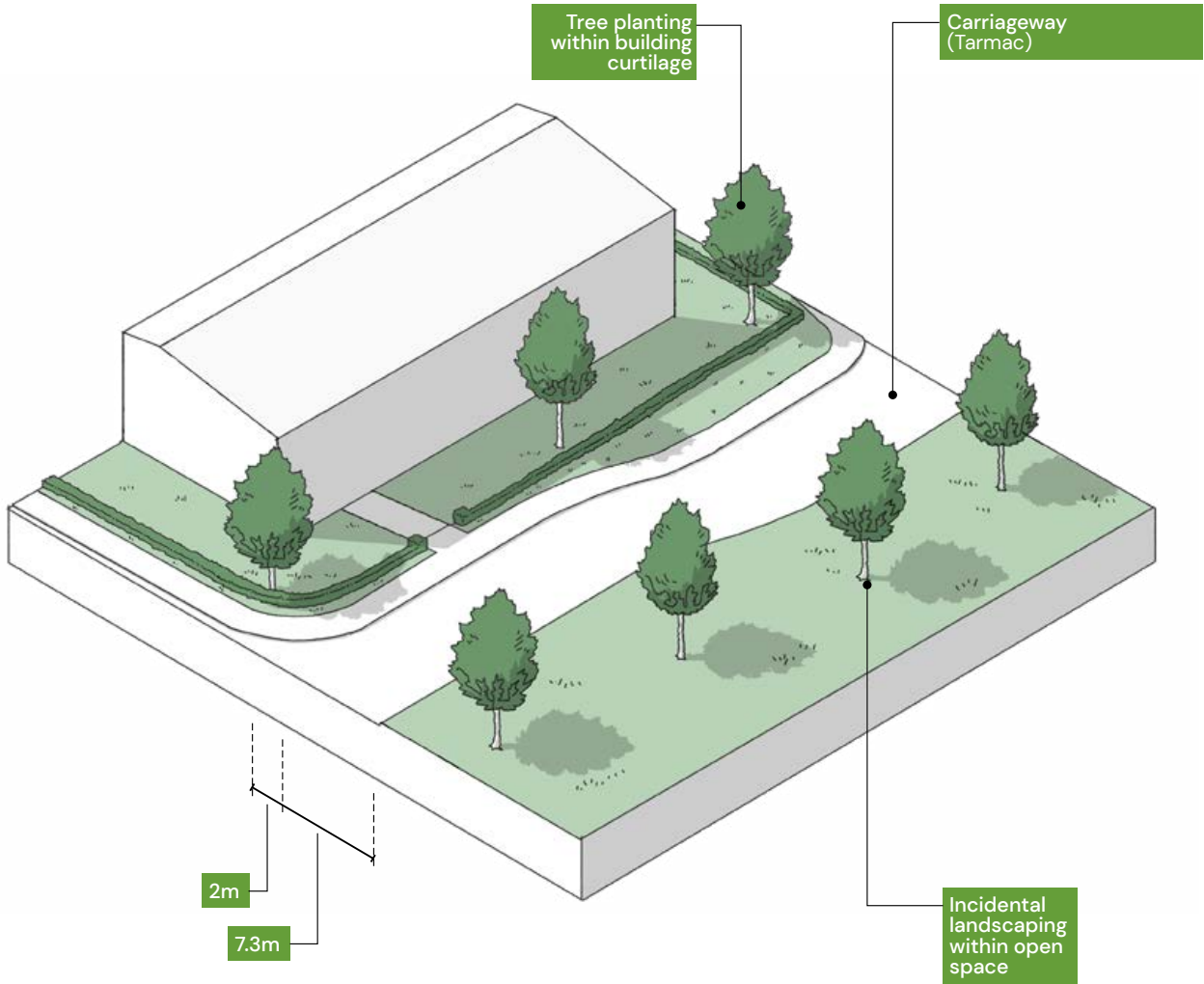


Design Coding

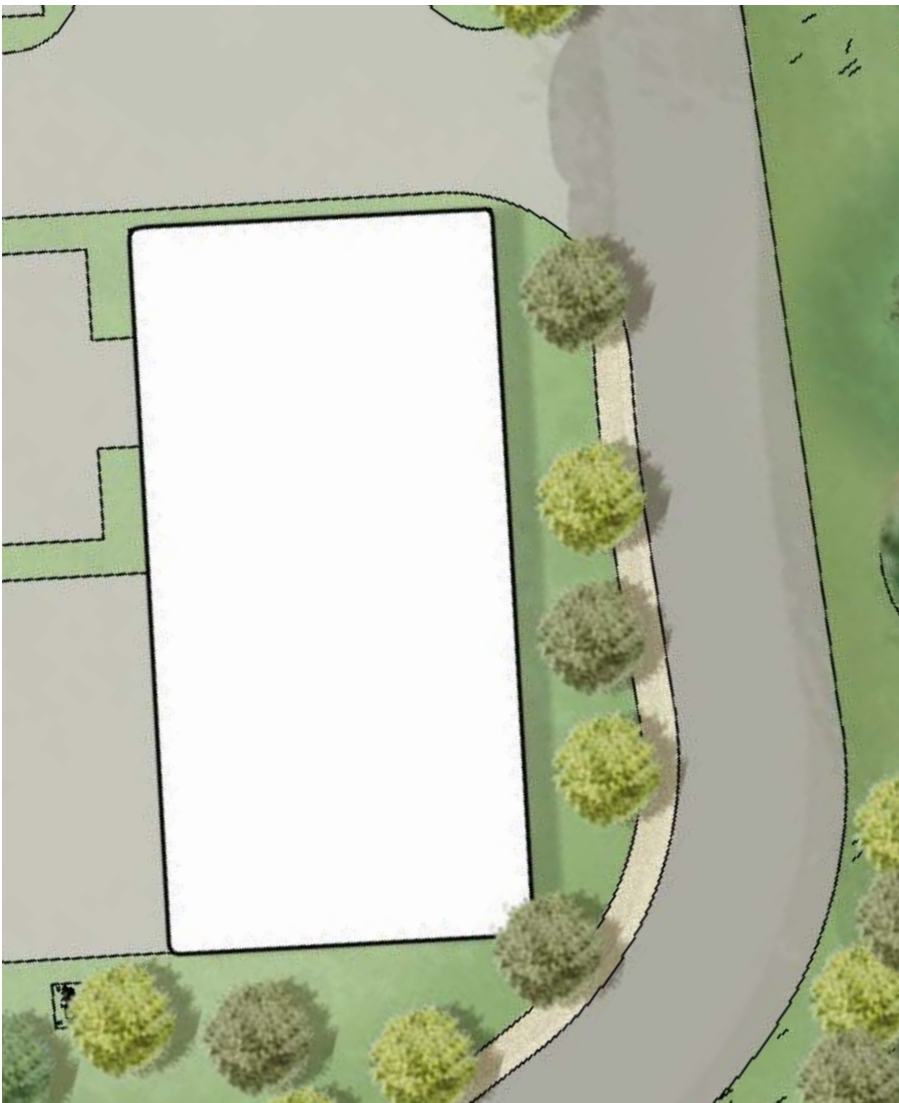
- M

INDUSTRIAL ROAD

 - Informal character.
 - Minimum 7.3m wide carriageway.
 - 2m wide footways to one side of the carriageway.
 - Trees within open space.
 - Change in surface material.
 - Designed for speeds no higher than 20mph.



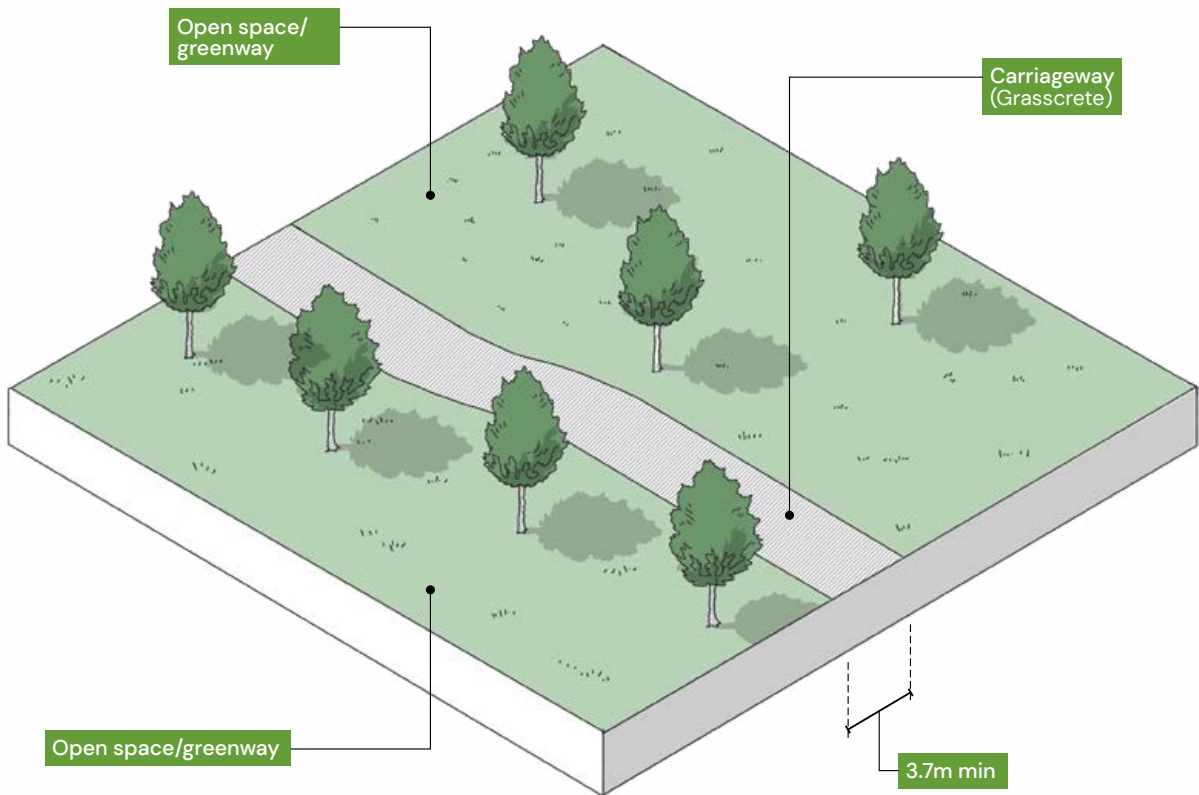
Shared Surface	Key characteristics	Control Level
Building frontages	Formal arrangements with a variation in building line and differing set back distances to industrial/commercial buildings	M
Direct access to individual properties	Yes	M
Bus access	No	M
Carriageway width	7.3m wide carriageway to meet the criteria of (Wokingham Borough Council's "Living Streets: Highways Design Guidance")	G
Footway/ cycleway	2m wide footway to one side.	G
Verges	No	M
Tree Lined	Tree planting will be provided within the curtilage of each building and other opportunities to soften the appearance of the employment area.	G
Hard Surface Materials	Tarmac	M



Design Coding

- M

EMERGENCY ACCESS
 - Restricted access for emergency vehicles only. Can be used by pedestrians and cycles.
 - Bollards or gate to control access.
 - Minimum 3.7m wide carriageway.
 - Grasscrete surface material.



Lanes/Private Drives	Key characteristics	Control Level
Building frontages	No, emergency access will be provided through open spaces.	M
Direct access to individual properties	N/A	M
Bus access	No	M
Carriageway width	3.7m wide carriageway to meet the criteria of (Wokingham Borough Council's "Living Streets: Highways Design Guidance")	G
Footway/cycleway	No	M
Verges	No	M
Tree Lined	Tree and shrub planting within open space.	G
Hard Surface Materials	Grasscrete.	M



Design Coding

G PARKING AND ACCESSIBILITY

One of the key elements to creating a successful development is to ensure that the building layout and landscaping of the scheme are the prominent features of the development.

To achieve this, the way people park within the development needs to be carefully considered as poorly planned parking can lead to behaviours such as kerb mounting, which can dominate the street scene.

Car Parking

Parking areas should adhere to the standards set out in WBC's (2011) Parking Standards Study Report, or any updated version adopted by the Council. These standards specify the minimum requirements for private off-street parking in new developments and changes of use, including a car parking calculator to determine the minimum parking supply, as well as the number of unallocated and visitor spaces. In some cases, the layout should distinguish between unallocated spaces (not assigned to specific residences) and visitor spaces (for guests of residents), particularly in parking courts. The Wokingham Parking Standards also outline the preferred design for garages, on-street, off-street, and disabled parking bays.

Parking design should be functional and align with the local area's character. As the use of Electric Vehicles (EVs) grows, WBC has a phased approach (2018–2030) to increase the number of EV charging points, as detailed in Appendix E. For areas of car parking that are not intended to be adopted, the site should clearly mark the adopted and non-adopted areas to inform residents about WBC's responsibilities.

Visitor Parking

An additional 0.2 spaces per dwelling for use by visitors should be provided unless otherwise agreed with council.

M M4(2) Category 2: Accessible and adoptable dwellings

All new dwellings will be required to meet the M4(2) standard in future – Emerging Wokingham Local Plan Update – Proposed Submission Plan (p147)

Parking spaces within private curtilages will be designed so that at least one standard parking bay can be widened to 3.3m if required. The required provision will be agreed at detailed design stage to comply with current policy at that time.

M M4(3) Category 3: Wheelchair user dwellings

5% of the new housing to be wheelchair accessible and adaptable in line with M4(3) – Emerging Wokingham Local Plan Update – Proposed Submission Plan (p146)

Where appropriate, housing will be designed to accommodate M4(3), where the standard parking space has an additional 1200mm clear access zone to one side and the rear to allow for wheelchair access. The required provision will be agreed at detailed design stage to comply with current policy at that time.

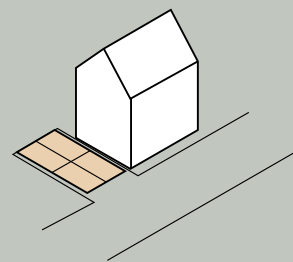
On-plot

The majority of parking spaces within the scheme will be an on-plot parking arrangement, where the parking spaces are provided within the curtilage of the dwelling, such as in the form of a garage, parking bay or private drive.

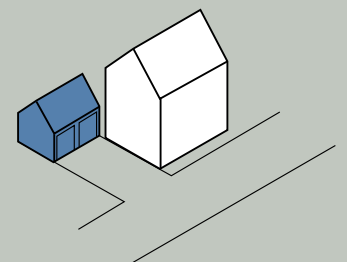
General good design principles for on-plot parking include:

- Accessible, secure and well supervised parking at all times;
- Allowance should be made for satisfactory vehicle maneuvering and general highway safety;
- Care must be taken to ensure vehicles do not overhang the highway causing danger or obstruction to other road users, cycleways or footways;
- Where possible parking should be mitigated through the careful design of good quality landscaping; and
- Well considered Visitor Parking should be provided to help alleviate the need for on-street parking.

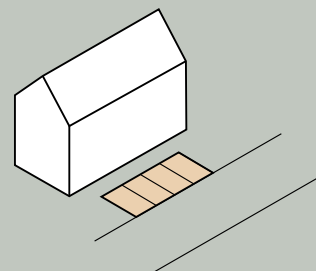
1. Side (hardstanding)



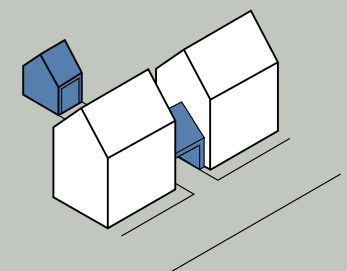
2. Detached garage



3. Perpendicular



4. Drive-through



G Non-residential Parking

The following parking arrangements will be considered as part of the detailed design proposals for the site, in conjunction with requirements set out in Wokingham Borough Parking Standards Study.

Care Home (Use Class C2)

1 per full time equivalent staff member + 1 visitor space per 3 residents.

Community Hall (Use Class D2)

1 per 20m² of public space.

GP Surgery (Use Class D1)

1 per full time staff and 3 per consulting room.

Convenience Store (Use Class A1)

1 space per 20m²

Commercial Units (Use Class B2)

Up to 250m² + 1 space per 25m²/above 250m² + 1 space per additional 50m²

Design Coding

Parking Courts

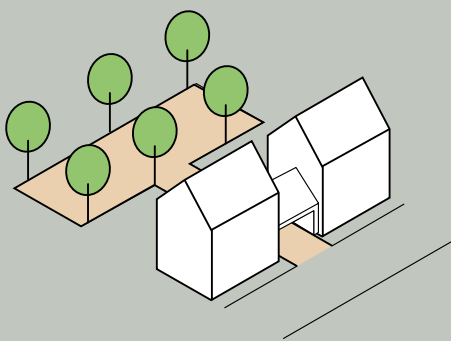
Parking courts will serve small groups of dwellings or a block of flats and should be designed carefully, with connections to adjoining streets and have adequate lighting that minimise light pollution.

Parking courts should be designed so that the resident's parking space is located on the boundary of the rear garden, where relevant. This will encourage residents to use the parking court, rather than park in inappropriate locations.

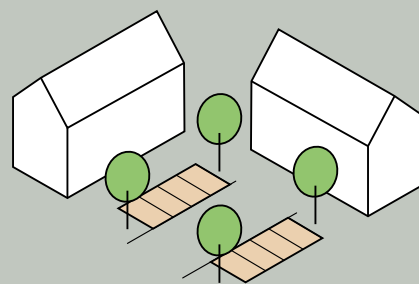
Configuration of Parking Courts should follow the principles below:

- Overlooking onto the parking court should be achieved by increasing the number of habitable rooms facing it, while avoiding gable ends backing onto the court;
- Soft landscaping and tree planting should be incorporated into parking courts to break the sequence of parking bays and to soften the court's appearance and parking arrangements should achieve a more formal, civic space within the local centre; and
- For smaller, rear private parking courts boundary fencing should be designed to allow observation from dwellings over the parking spaces.

5. Rear courtyard



6. Apartment courtyard and local centre



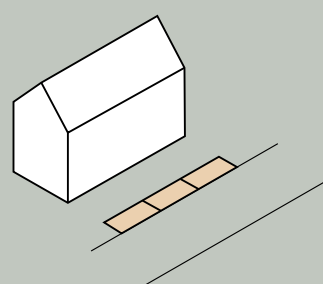
Shared Surface

Shared surfaces can offer opportunities for parking to be integrated with the street. Avoid obstructing the foot or cycleway or contribute to the narrowing of the road which hampers access by service and emergency vehicles.

On-Street Visitor Parking

By using careful and innovative design, streets can be made to incorporate a certain level of unallocated on-street parking in the form of parallel or angled parking bays, or parking squares. However, consideration must be given to location, proximity to accesses, sight-lines and manoeuvring requirements so that indiscriminate parking and the obstruction of footways and carriageways is avoided. It is also important that the requirements of emergency and other service vehicles are catered for together with the needs of the disabled.

7. Parallel



Cycle Parking

Cycle parking for apartments and maisonettes will be positioned to ensure it is covered, secure and overlooked. For houses, cycle parking is normally accommodated in a garage or a shed within the curtilage of the property.

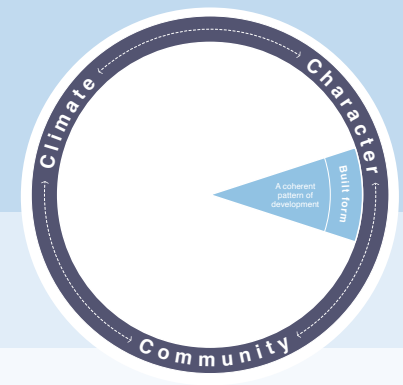
Electric Vehicle Charging Points

It is proposed that Electric Vehicle charging points will be included for each dwelling at detailed design stage to comply with current policy at that time.



REFUSE AND EMERGENCY ACCESS

Refuse collection is a key consideration in layout design but should not overly influence the area's shape. Proper design can minimise the need for complex layouts like cul-de-sacs and turning heads for refuse vehicles. For detailed requirements, refer to BS 5906: 2005 and The Building Regulations Part H (2000). Further guidance is available in Appendix B and the Waste and Recycling Guidance Notes for Developers (WBC, 2016). Service access arrangements for industrial, retail, and commercial developments depend on operational needs and should be discussed with WBC during the pre-application stage. Planning policy on service arrangements for employment and retail use is outlined in policy TB20 of the MDDL.



A coherent pattern of development

"Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place."

(Para. 61, NDG 2021)

6.38 The design solution for the site will reflect the variety in built form that can be seen in the context of Spencers Wood.

6.39 The proposed illustrative masterplan has been designed around the constraints of the site as well as the relevant planning policies and standards, as identified in the previous sections.

PLACEMAKING

6.40 The proposed layout has adopted the principles of best practice in urban design, comprising an arrangement of outward facing perimeter blocks that present a strong frontage to the public realm and secure private rear gardens. This perimeter block form of development promotes safety, security, and surveillance whilst creating a positive urban space.

6.41 The development proposals have been landscape-led with provision for public open space being maximised through the use of:

- SANG provision, a new country park for the benefit of new and existing residents of Spencers Wood;
- A range of play areas and playing fields;
- Sports pitches and changing facilities for local sports teams;
- Community orchards;
- New green links, including cycle and pedestrian routes, connecting the new residential development with the local centre, school, open spaces and the existing settlement of Spencers Wood;
- Areas for wildlife, providing an improvement on the value of the land for wildlife today, and including space for planting, ponds and wildflower areas; and
- Active and passive recreation, including trim trails and walking routes through the new country park.

6.42 Key areas are linked by greenways to provide a connected landscape framework.

6.43 The primary streets provide formal 'tree-lined links' with grass verges and dedicated pedestrian paths to both sides of the carriageway. The formality of the streets is reinforced by strong building lines and the near continuous built form frontage.

6.44 Key existing long range views and vistas, identified within the LVIA, have been retained by orientating greenways to ensure built form is kept out of these view lines.

6.45 The Local Centre is intended to be the heart of the development providing opportunities for way finding and central meeting points for residents. This is to be achieved with key landmark buildings at strategic locations which are distinguishable and visible from all areas of the development and Basingstoke Road.

6.46 Key gateways along Basingstoke Road should provide a sense of arrival and emulate the design characteristics of Spencers Wood. Development should provide opportunities for a strong landscaped approach to all key gateways along Basingstoke Road.

6.47 Landmark/key groupings of buildings should be found throughout development, with buildings and groupings being found along the Primary Route, SANG edge, key gateways into development and the central community hub space.

6.48 Increased massing and continuation of buildings should be focussed along the Primary route, SANG edge and the central Community Hub space.

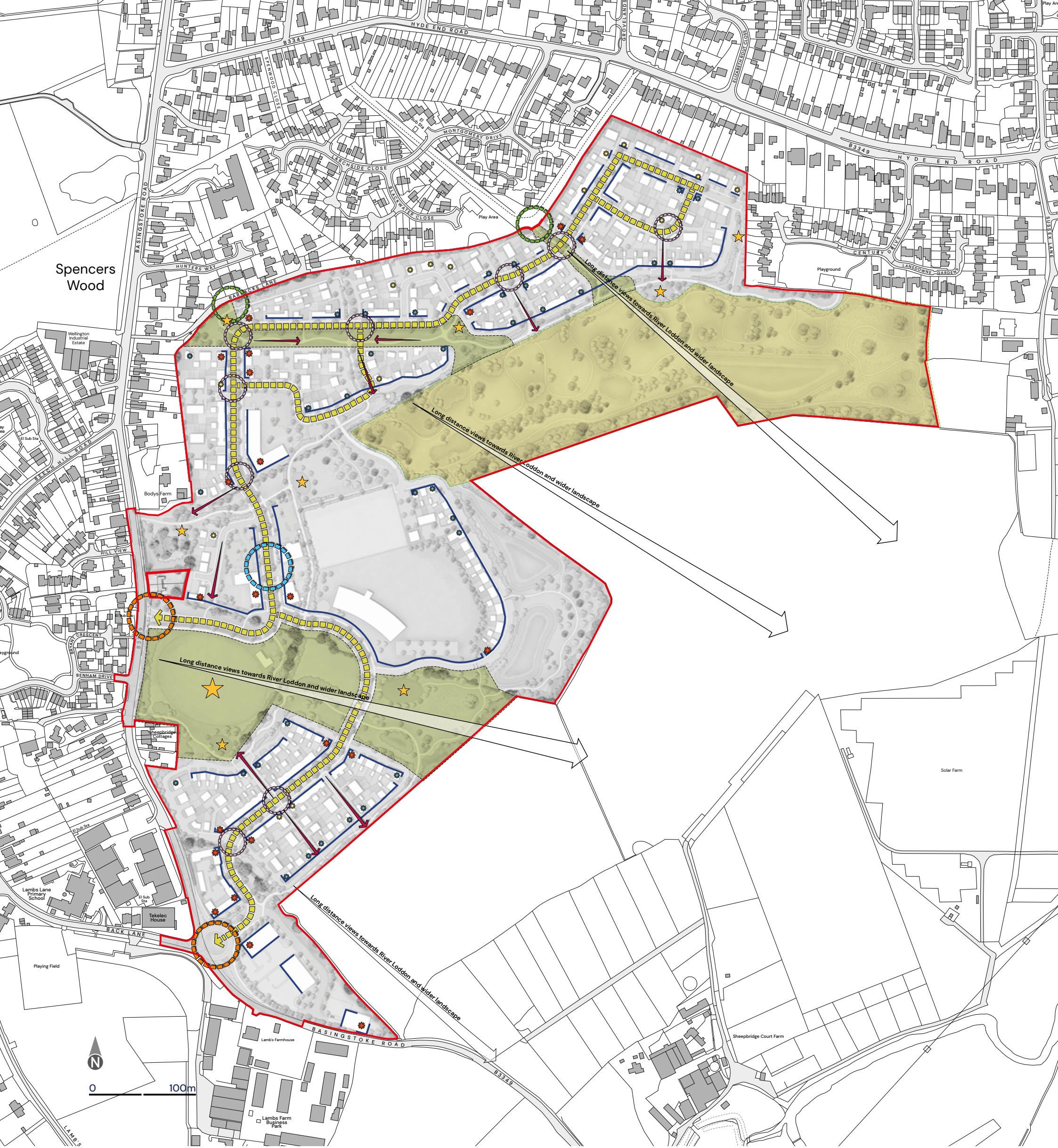
6.49 Streets and movement routes should follow the street hierarchy and key characteristics of each street to help users to navigate easily and efficiently through the development while providing a pleasant and distinct experience.

6.50 The development will provide a range of sporting opportunities for new and existing residents. These uses are to be found predominantly around the Local Centre and school to further encourage residents into central meeting points and provide opportunities for social inclusion.

6.51 Opportunities for dynamic and unique design could be explored with the pavilion at the multi-functional open space as this is the most visible sports recreational structure from Basingstoke Road and the primary access into the development.

6.52 In summary, in response to the site's location the following principals have been established to ensure the development delivers a clear and distinguishable character reflecting the local vernacular:

- Landscape-led design;
- Ensuring dwellings address the public realm and locate defensible private space to the rear;
- Creating a well-defined hierarchy of streets to aid users to orientate themselves within the site;
- Creating linked green spaces which offer meeting points and safeguard potential pedestrian and cycle connections;
- Safeguard existing landscape and ecology components; and
- Locate dual aspect buildings at street corners to provide a positive frontage to both elevations and provide good levels of natural surveillance.



INDICATIVE PLACEMAKING | Not to scale

LEGEND



Site boundary

PLACEMAKING



Tree-lined street



Landmark/Gateway building
(Addressing key corners & gateways)



Dual aspect/corner-turning building
(Addressing secondary corners and
junctions between street types)



Focal building
(to terminate a street vista)



Gateway
(including highway upgrades)



Green gateway



Civic space



Focal space



Play spaces



Key view/vista to local context



Key frontage



Key view/vista within the site



SANG area



Key open space

Design Coding

M DENSITY

The development will achieve a gross net density of 30 dwellings per hectare (dph) across the site, which ensures the efficient use of land, yet is reflective of the surrounding area, helping to assimilate the proposals into the surrounding areas.

M TYPES AND FORMS

The way that buildings relate to one another is one of the most important aspects that can be used to define an area's character. The proportion, massing, shape and layout of buildings are important elements of character. Other cues such as defining building lines, eaves heights, ridge heights, alongside the rhythm/spacing between buildings will be important in establishing formal or informal Identity Areas.

The key aspects of urban morphology will therefore be addressed for each Identity area and include:

- Urban form (relationship of building to one another);
- Building typology (terrace, detached etc);
- Density (generally higher in development core and lower where transition to wider landscape);
- Building lines (consistent or varied);
- Height/Enclosure;
- Roofscape (roof form, consistent or varied eaves/ridge heights);
- Scale and proportion of the buildings and its fenestration (important for both urban form and detail);
- Building details;
- Building materials;
- Landscape Design; and
- Parking.

M BLOCKS

Block structures have been established within the Framework Plan. The following parameters and principles can be established to inform their detailed design:

- Development should utilise a perimeter block structure, allowing positive building frontages onto all streets and spaces;
- Lower category roads should serve smaller groups of dwellings, with an obvious change in the street character signalling the transition to a more informal environment;
- All routes provided should be necessary and serve a specific function or destination, reflecting desire lines to key community facilities, including off site facilities;
- The proposals should encourage transport via sustainable modes, with the provision of safe and secure routes for both pedestrians and cyclists integrated into the proposals;
- High-quality leisure routes should be provided throughout the development, encouraging healthy and active lifestyle choices close to dwellings;
- The internal street network should provide a series of connected "loops" within the site, providing a choice of routes and access options wherever possible;
- Buildings should be orientated to front streets, ensuring private rear gardens are not exposed;
- Particular consideration should be paid to the detailed layout of dwellings to ensure that streets and spaces are actively overlooked and benefit from natural surveillance, in particular areas for formal play;
- The ownerships and responsibilities for external spaces should be clearly identified, and the proposals should facilitate an ease of maintenance and management;
- Development blocks will be orientated to ensure that key views out of the development towards existing landscape features are maximised as much possible; and
- Streets and spaces should positively address existing elements of green infrastructure, with existing tree and hedgerow planting incorporated into public open space wherever possible.

M BUILDING LINE

Building lines will contribute to the street character of the area and street hierarchy. They should generally be consistent but may vary where landscape and highway designs are such that irregular building lines help to compose the street design.

More detailed guidance on building lines can be found in the Identity section.

M HEIGHT

The height and massing of the proposed development varies across the site according to the nature of the public realm to be created.

The tallest (up to 3 storey) element of built form includes the local centre, care home and along the primary street in the northern section of residential development, creating a gateway and sense of arrival beyond the central open space.

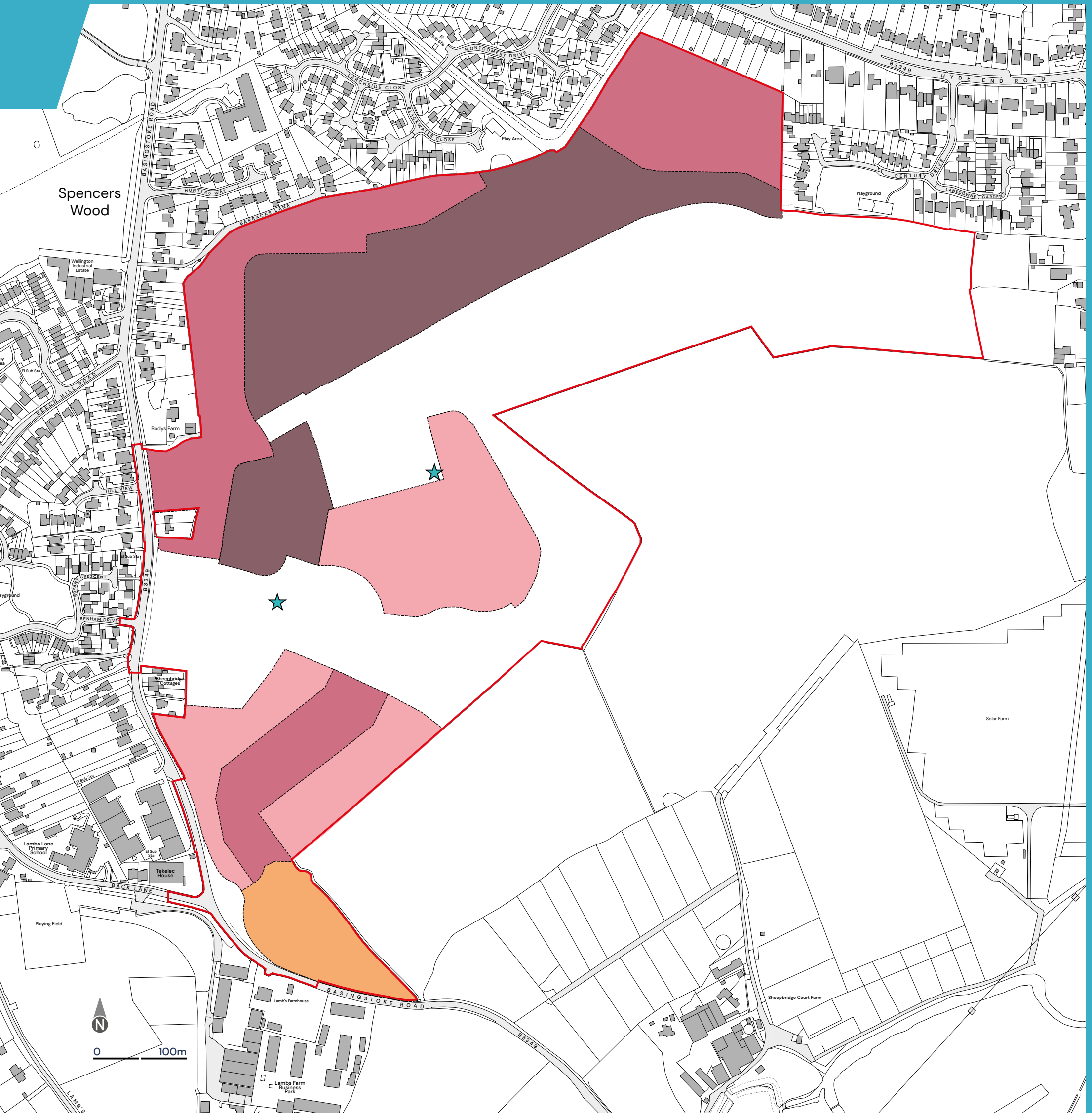
The use of an increase in storey heights (up to 3 storeys) is used where appropriate to aid legibility and provide articulation within the street scene, including key junctions, termination of street vistas or where it is necessary to provide an increased sense of enclosure.

Variety in the heights and massing of residential dwellings will be achieved through the use of a range of building types and sizes.

M KEY FRONTAGES

Key development frontages, such as those along primary movement routes, overlooking the SANG and areas of public open space, should be particularly considered as they are critical to the appearance of the development. Particular attention should be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition, with consideration also given to the spaces they adjoin.

Key frontages within the local centre, school, care home and commercial land must also respond positively to their context. Where elevations front onto public realm (whether this be a street, a square, or a car park) they must not be blank facades. They should ensure interest is maintained, this could be through application of windows or interesting architectural details.



BUILDING HEIGHTS | Not to scale

LEGEND

 Site boundary

BUILDING HEIGHTS

 Up to 3 storey

 Up to 2.5 storey

 Up to 2 storey

 12m up to ridge

 Up to 1 storey
Pavilion & Sports Pitch changing rooms
(locations to be agreed at Reserved Matters stage)

Design Coding

M PLACEMAKING

The site layout principles should achieve legibility by including the following (as shown on the Placemaking Parameter plan):

Block structure

Development parcels will each form a series of perimeter blocks where the dwellings face outwards onto the streets and spaces around them. This results in the creation of an inner 'core' of secure and private rear gardens. The street hierarchy on the Framework Plan provides the basis for reasonably shaped blocks, avoiding wherever possible the creation of difficult triangular corners.

Vistas along streets and green corridors should be positively addressed by well placed buildings or at development zone edges by a tree or hedgerow. Termination at a garage fence, wall or driveway is not acceptable.

Detailed layouts should:

- Avoid exposing rear elevations to views along a street;
- Avoid exposing blank side elevations to the public realm, through steps in building lines, or using inappropriate house type in corner turning locations;
- Resolve corners successfully to ensure that the function of all space is considered, such that boundary treatments reinforce the public realm and the extent of private ownership.

Gateway buildings

Clearly defined entrances to create a sense of arrival and/or transition from one character area to the next.

This can be done in a number of ways:

- The use of distinctive buildings;
- Increased building heights;
- Walling and/or railings;
- Distinctive planting;
- Change in architectural design and/ or use of building materials;
- Pushing forward the building line;
- The use of symmetry and articulating elevations; and/or
- Employment buildings must contribute positively to the gateway.

Landmark / focal buildings

The use of distinctive buildings, building features and/or landscape elements to address key corners, key junctures between street types and terminate views along streets and spaces.

These buildings should be treated differently to other buildings by:

- Using distinguishing features and materials or generally be of a larger scale and form; and / or;
- Terminate the ends of tertiary streets.

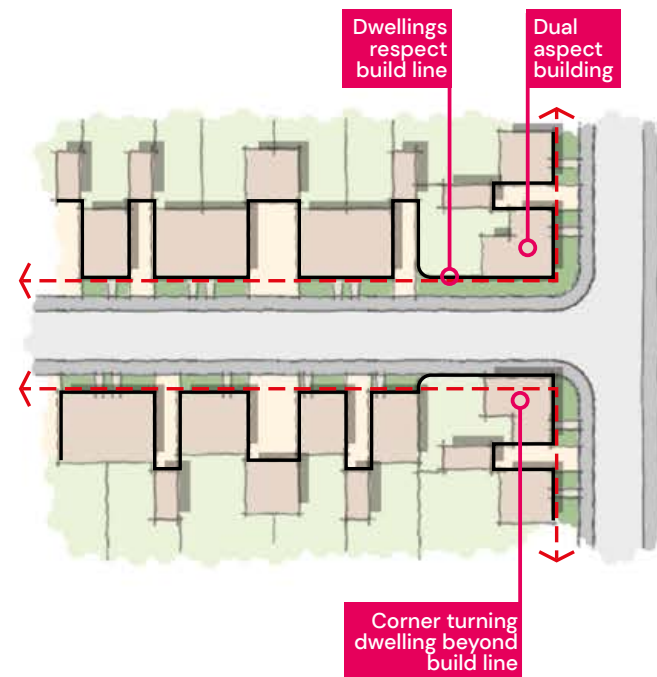
Open spaces also form focal points within the layout and would typically include pocket parks and elements within them including distinctive trees, other planting and/or public art.

Views and vistas

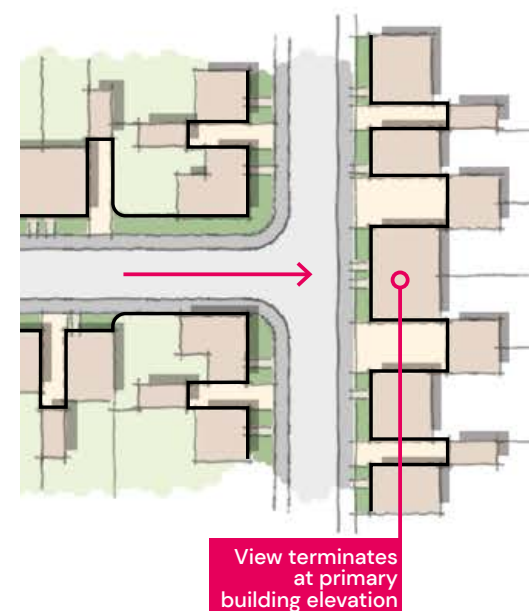
Local views and vistas of landmarks and key landscapes, that cater for legible connections.

Key views are created by positioning buildings at the ends of streets and spaces.

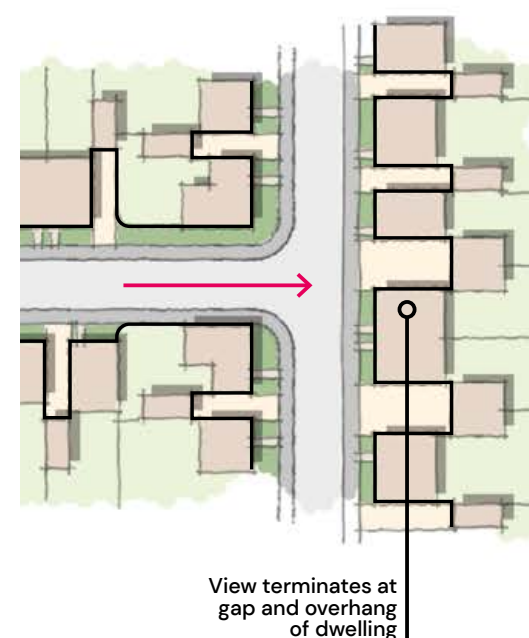
Buildings lines will be established that allow for the creation of views and vistas along streets to open spaces to help people navigate themselves through the development.



CORNERS SET OUT TO AVOID EXPOSED REAR ELEVATIONS



BUILDINGS SET OUT TO POSITIVELY ADDRESS VIEWS ALONG STREETS



BUILDINGS DO NOT TERMINATE VIEW ALONG STREET



Design Coding

Continuous frontages

Where continuous frontages are proposed, building lines are to be formal and located as close as possible to the back of pavements. This will assist in providing a sense of enclosure and define a clear change in street hierarchy.

The use of first floor accommodation above parking /car ports is encouraged to further define the continuous frontage, particularly along the Avenue.

In other areas, a looser urban grain will be adopted with space between dwellings.



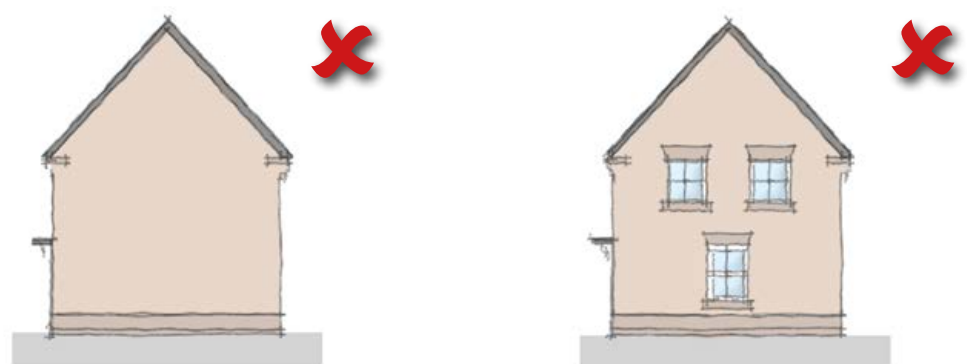
Corner turning buildings

Buildings that turn corners well are usually dual fronted, addressing two aspects. This avoids the creation of exposed blank façades and can be an important safety feature by providing natural surveillance.

The front door should usually address the higher order street and should be supplemented by windows to habitable rooms on the front and side elevations addressing the public realm. The use of bay windows on the exposed side elevation is encouraged.

Frontage boundary treatments should wrap around corners to define the extent of private ownership and also provide privacy to windows in side elevations.

Private gardens, garages and/or driveways should not be used to turn corners.



Key building groups and frontages

Important groups of buildings in key areas of the development that cluster around open spaces and/or are located at key corners and streets.

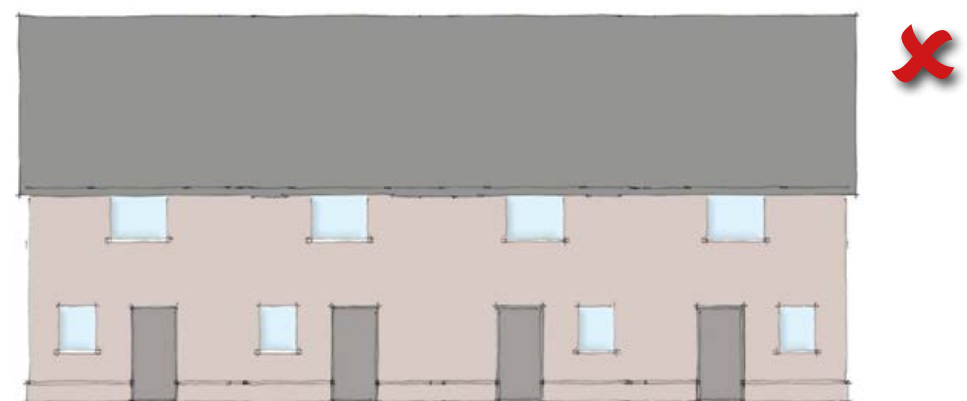
Key building groups and frontages will be set out in the following forms:

- Formal – generally more continuous and consistent, consisting of apartments, terraced houses and semi-detached/linked properties – located along the primary route and around key open spaces;
- Informal – very informal and less consistent building line, consisting of semi-detached and detached houses.



Terraced house types

- It is preferable to access mid-terraced dwellings directly from rear parking courts rather than paths/alley ways from the building frontage or side.
- Simple traditional gable roofs with no variation in ridge or eaves heights are to be avoided. Articulation of the roofscape is encouraged by using: tiered ridge and eaves heights that responds to the topography; use of dormer windows; parapet roofs; and use of chimneys.



Non-residential buildings

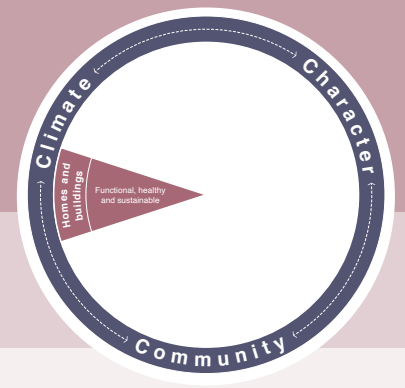
Buildings within the local centre and commercial land must be of high quality and create positive frontages to the spaces they overlook. This includes:

- Buildings arranged around public squares should form positive frontages that face into the square, with corner buildings doubling as gateways.
- Employment buildings must contribute positively to the gateway from Basingstoke Road.
- Blank facades facing the surface parking area must be avoided.



HOMES AND BUILDINGS

Functional, healthy and sustainable



NPPF
CHAPTERS
8,12

"Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them."

(Para. 120, NDG 2021)

6.53 The proposals will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of the local area.

6.54 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.

6.55 House frontages should be carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window.

6.56 Housing should be designed to be attractive individually and as part of the wider street composition. This includes the careful articulation of corners ensuring that corner-turning house types with active facades are utilised in the appropriate locations.

6.57 Internal habitable rooms should have high levels of natural daylight and connect well to gardens and terraces. Where apartments are proposed, private amenity space such as balconies should be integrated into individual dwellings.

6.58 Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.

6.59 Refuse storage should be convenient with access to rear gardens and private service areas with the requisite internal storage.

6.60 The design will allow good access for emergency services, and facilities for the safe access to and from buildings in the event of an emergency.



Design Coding

M HOUSING STANDARDS/ACCESSIBILITY

The development proposals as shown on the illustrative masterplan meet the policy requirement for M4(2) and M4(3).

The Illustrative Masterplan also complies with Nationally Described Space Standards (NDSS).

M LIGHT, ASPECT, PRIVACY

All buildings must provide good natural light and ventilation. This should include:

- Maximising opportunities for dual aspect accommodation.
- Maximising natural light and cross-ventilation; and
- Provide shared circulation spaces in apartment buildings that are naturally lit and ventilated to reduce the use of mechanical ventilation. Include openable windows (except where noise levels will not allow this).

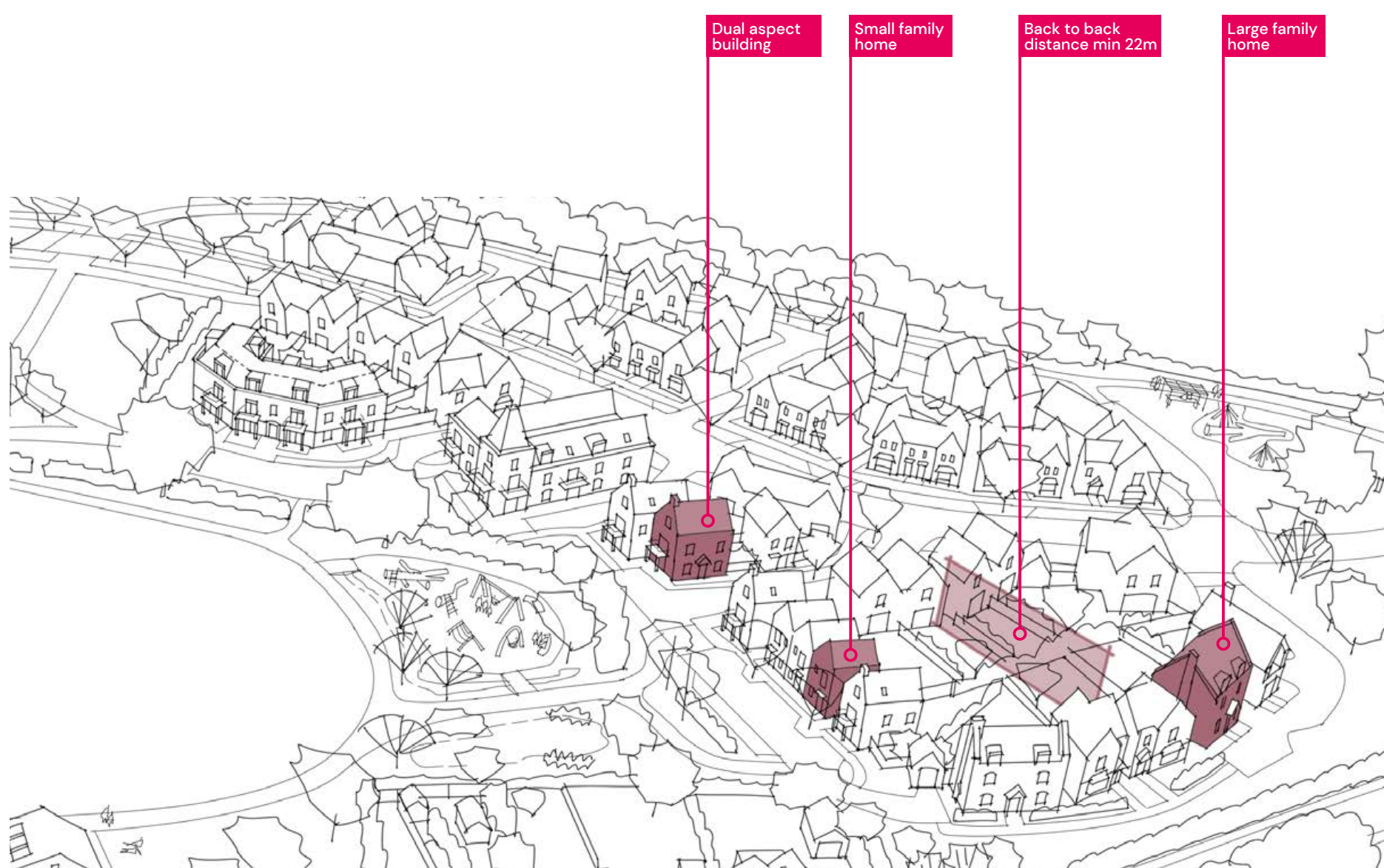
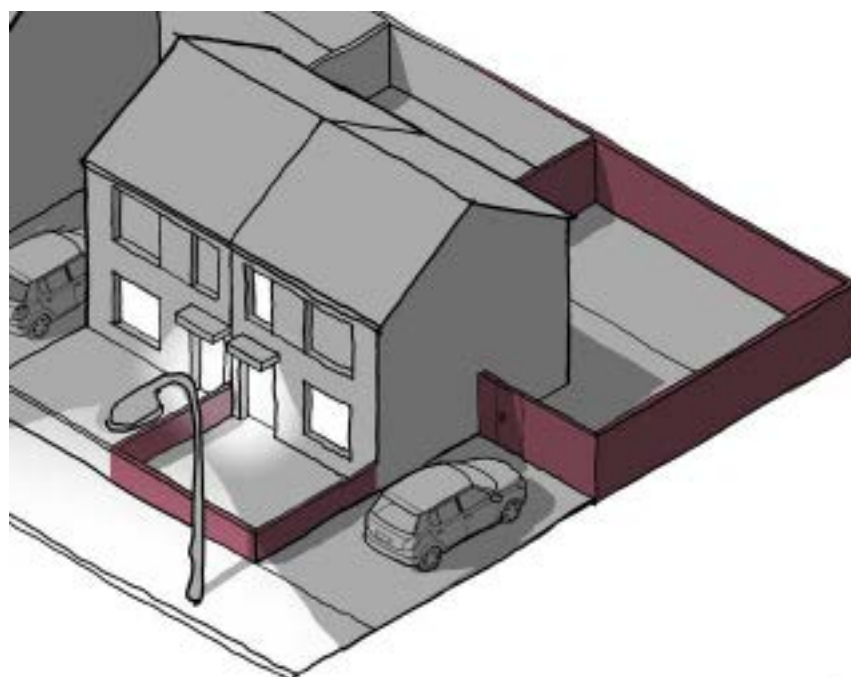
M SECURITY

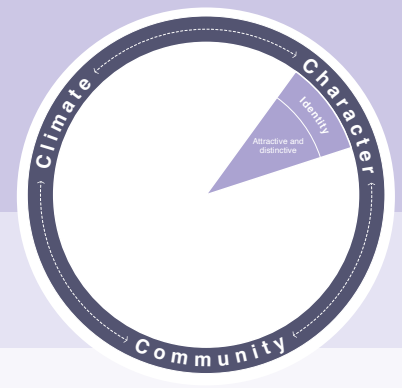
As stated in the National Model Design Code:

"The layout of dwellings should ensure that homes and places are easy to move around and safe and secure as set out in Secured by Design guidance. Layouts need to ensure natural surveillance from buildings to public spaces, encourage community interaction, engagement and participation and environmental control.

Housing plots need to include fences to the rear and defensible space/front gardens at the front with a boundary treatment or planting to keep people away from windows."

In addition, rear parking courts must be designed so that they have natural surveillance from surrounding properties.





Attractive and distinctive

NPPF
CHAPTERS
8,12,15,16

“The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses.”

(Para. 50, NDG 2021)

6.61 Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. The character of the proposed development incorporates individual design components which reflect the local area, including: built form principles; changes in building height; building setbacks; landscape treatments; architectural detailing; and materials.

6.62 The site has been divided into four proposed residential character areas each with a clearly defined character relating to the site's context and surroundings. The following pages describe how the character areas are designed in such a way to help create a varied and diverse environment. The character areas are detailed below as follows:

- CA1: The Avenue
- CA2: Village Streets
- CA3: Green Edge
- CA4: Village Green
- CA5: Village Gateway.

6.63 A summary of the proposed residential character is set out on the following pages and how these relate to the layout.

THE AVENUE



VILLAGE STREETS



GREEN EDGE

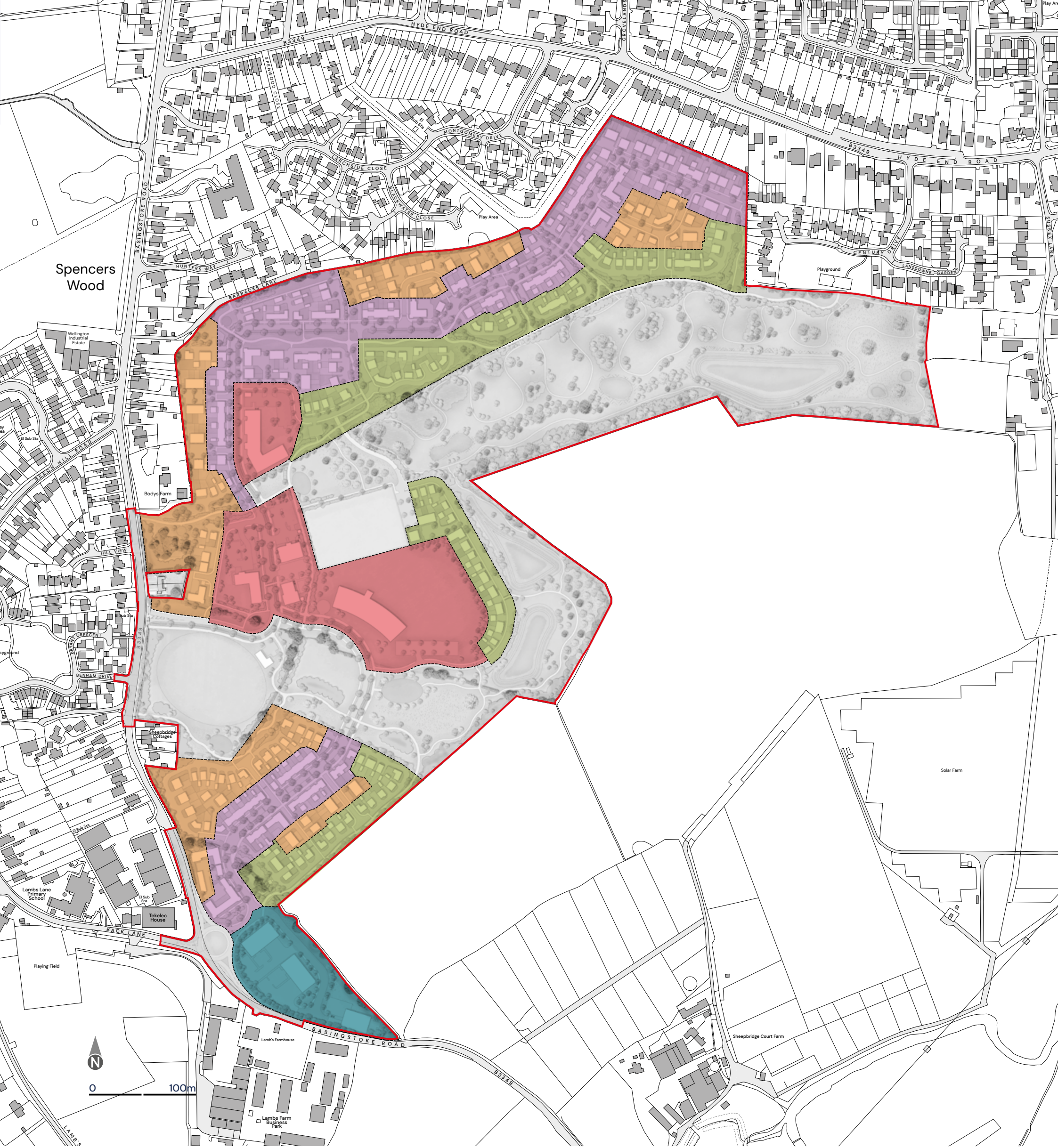


VILLAGE GREEN



VILLAGE GATEWAY





INDICATIVE CHARACTER AREA STRATEGY | Not to scale

LEGEND

 Site boundary

CHARACTER AREAS

 Avenue

 Village Streets

 Green Edge

 Local Centre

 Village Gateway

CA1

The Avenue





CA1

The Avenue

DESIGN CUES (☀ from local context)



Design Coding



KEY CHARACTERISTICS

- Continuous in form with minimal breaks in massing and buildline;
- A range of dwelling types including detached, semi-detached, terrace and flat fronted development.
- Additional levels of elevational treatments will be designed into key focal buildings;
- High levels of enclosure to streets with storey heights up to 3 storey;
- Predominantly the Primary Street will have grass verges to both sides of the carriageway containing tree planting, helping to reduce the impact of urban form on the street frontage and bringing green landscaping to the heart of the development. Footways run alongside both sides of the carriageway, separated by the verges.
- Variation in roofscapes at key corners or spaces will create angulation helping to create points of interest;
- A strong sense of enclosure between private and public spaces;
- Parking will be discrete and not dominate the street frontage using a range of parking typologies such as side parking with carports/accommodation above dwellings and courtyards. Parking can be served from the front via private drives tucked behind build lines to sides of properties or to reduce car dominance be rear served via lower category village shared surface streets.



DESIGN CHARACTERISTICS

CA1	Category	Definition	Coding
1	Urban form	Wide tree lined street with continuous frontages. Strong sense of enclosure on both sides of the street.	M
2	Building typology	Predominantly semi-detached, some detached and terraced, apartment buildings. Building lines continued through the use of build-overs across linked driveways.	M
3	Building lines	Broadest façades face onto principal street. Buildings stand to the street edges following the streetline, to realise a sense of enclosure and anticipation in the changed but contain views as you travel along the street. Buildovers and car ports to achieve building line continuity.	M
4	Height/enclosure	Up to 3 storeys. Similar building heights to achieve a formal character.	M
5	Roofscape	Varied roofscape created through building heights with taller dwellings placed at focal spaces & vista stops. Use of dormers and chimneys to create interest in the street scene. Canopied entrance designs.	M
6	Building detail	Traditional elevation styles with use of local influences. Decorative string courses using contrasting materials, quions, brick & stone window cills & heads. Use of dentil details, corbelling and oversailing eaves also acceptable.	G
7	Building materials	Walls: Predominantly dark red/orange/brown brick with contrasting dark red/orange/brown brick for architectural details. Roof: Grey/terracotta red roof tiles with brick chimneys.	G
8	Doors and Fenestration	Doors: Publicly visible doors with 4-6 panels and fan lights or view panes where possible. Windows: Bay windows to ground and/or first floor, and a mix of sash and casement windows. Some larger windows and doors to celebrate ground floor communal entrances, terraces and balconies.	G
9	Landscape	Tree lined swale corridor to The Avenue. Shallow front gardens with laid grass and low-level planting.	M
10	Parking	To side or rear of property. No use of frontage parking on The Avenue.	M
11	Street types	Principally The Avenue (primary) street type leading into the edges of Secondary Street and Shared Surfaces.	M
12	Boundary treatments	Combination of low brick wall, metal railings and hedgerows.	M

Village Streets



