WEST CORBY

SUSTAINABLE URBAN EXTENSION

Site Wide Design Code

July 2023

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Background

SECTION 1: BACKGROUND

INTRODUCTION

Located on the western edge of Corby, West Corby Sustainable Urban Extension (SUE) will provide the phased delivery of around 4,500 dwellings, a range of employment, education, retail, leisure, social and cultural uses within a comprehensive green infrastructure network. As an integral part of the Vision for the SUE, the landowners and housebuilders committed to control the quality and consistency of the development through the use of design codes.

This Site Wide Design Code builds upon the Vision and key objectives set out in the Design and Access Statement (March 2017) and the requirements of the outline consent. This Code sets out the framework which will inform subsequent Detailed Design Codes for each Phase which will in turn inform the reserved matters applications. The aim is to ensure consistently high quality development at West Corby which will be built out over time and by various housebuilders.

THE VISION

A shared vision for the West Corby SUE was established between the landowners, housebuilders and the design team prior to the preparation of the outline application. This statement of intent provides a common thread through the development process and has been embraced by the Site Wide Design Code instructions.

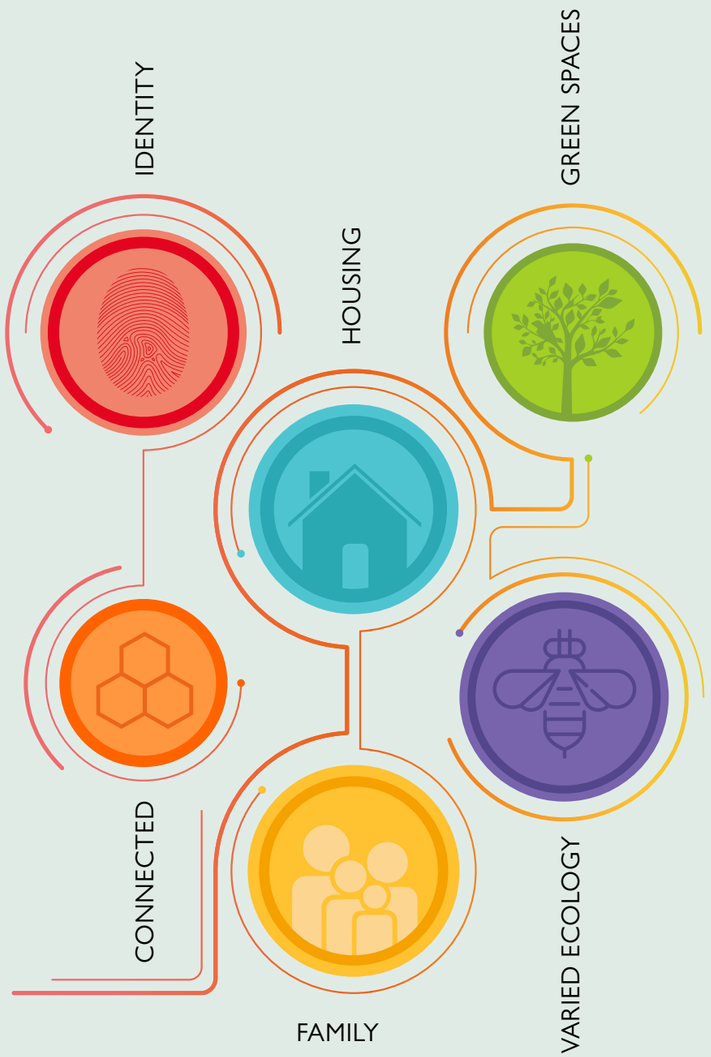
The new development at West Corby will be a new district, linked and connected with the town but with its own identity drawn from the character of the area. It will be planned to respond to the existing landscape and topography and will have a distinct and complementary relationship with the land beyond it's boundaries.

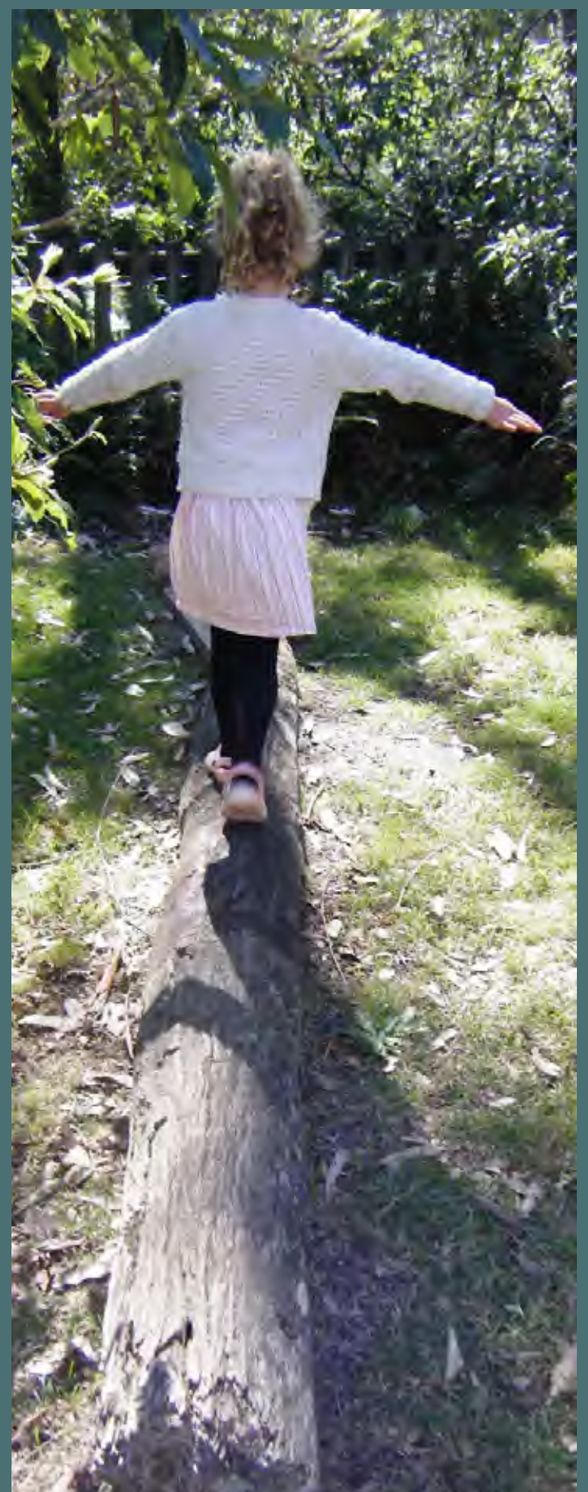
There will be an accessible, walkable and permeable network of streets, paths and cycleways that give priority to pedestrians and cyclists and provide convenient routes for public transport. This network will be fully integrated with a diverse pattern of formal and informal green spaces, water bodies and other public spaces that will serve their surrounding areas and support a varied ecology.

There will be a range of houses and apartments in varying densities and tenure gathered into mixed and identifiable neighbourhoods. A range of employment opportunities and educational, community, retail and recreational uses will be distributed in locations that best serve demand and their function, add variety and provide distinctive landmarks throughout the district.

The design of the landscape, streets, paths and buildings will be considered as a whole and will draw their character from the typical landscape, settlements and buildings of North Northamptonshire. The quality and consistency of the area will be controlled for the lifetime of the development with codes. The design will be sufficiently flexible to respond to changes in demand and the economy with the capability for future expansion.

The design will establish a low energy-consumption environment. Carbon emissions will be minimised during the development's construction within the built fabric and facilitate sustainable lifestyles, ensuring low carbon emissions into the future.





The new development at West Corby will be a new district, linked and connected with the town but with its own identity drawn from the character of the area...

The design of the landscape, streets, paths and buildings will be considered as a whole and will draw their character from the typical landscape, settlements and buildings of north Northamptonshire.

SECTION 1: BACKGROUND

KEY OBJECTIVES

The key objectives of the Design Code, as set out in the Design and Access Statement are:

- To apply good place-making principles so that the development is coherent and legible and has a strong sense of place;
- To ensure continuity and consistency across successive development phases, which are likely to be designed by different designers and delivered by different developers;
- To ensure that the routes and spaces of the public realm, pedestrian, cycle, vehicle, are properly framed by built form in the interests of way-finding, legibility and security;
- To achieve appropriate access and parking arrangements throughout the development, without creating an environment which is dominated by highways and cars or requires extensive parking courts, which are undesirable;
- To ensure the development has a strong landscape framework, with new tree planting fitting seamlessly into the existing green infrastructure. The new tree planting along with the creation of new planting mosaics and habitats will link together key public spaces, streets, green corridors and SuDS routes and will create distinctive and identifiable places that enhance biodiversity.

THE SITE AND CONTEXT

Located to the west of Corby and the A6003 Uppingham Road, the site covers 269.62ha hectares, with Kettering 6 miles to the south and Market Harborough 7.5 miles to the west. The immediate largely agricultural landscape to the west of the town is punctuated by historic villages of heritage interest including East Carlton, Cottingham, Rockingham and Pipewell. These nucleated settlement are characteristic of the Rockingham Forest landscape character area, set within a largely agricultural landscape interspersed with ancient woodlands, amorphous woodland blocks and well managed hedgerows and mature trees to field boundaries.

The site itself is relatively unconstrained and well screened on all sides with the potential to create a well defined and well contained edge to the town. The topography rises from the south east to the north west, across an undulating plain which has two valleys forming shallow streams. To the south west, and area of ancient woodland protrudes into the site with a number of significant hedgerows along field boundaries traversing the site.

West Corby is well located relative to the town centre, railway station and employment areas and is of a sufficient scale to facilitate new connections across the A6003 to provide integration with the town, prioritising movement by walking and cycling. A high frequency bus service through the site will provide access to a bus stop within a 5 minute walk for all residents and link to key destinations within the town.

THE SCHEME AND OUTLINE CONSENT

The outline planning permission established the principle of development, the distribution of land uses, landscaping, principal points of access, vehicular circulation route and maximum permissible building heights. These matters are fixed.

The outline planning permission comprises:

- up to 4,500 dwellings (Class C3);
- accommodation for elderly people (Class C2);
- an employment area (including up to 46,850 sqm (GEA) of Class B1/B2 uses);
- two local centres connected by a Mixed Use Area (including up to 3,000 sqm (GEA) of Class A1-A5 uses, up to 9,750 sqm (GEA) of employment land (Class B1), Class C2/C3 uses, and community, leisure and healthcare uses (Class D1/D2));
- three primary schools (2/3FE); and
- one secondary school (5FE).

This Site Wide Design Code respects and evolves the rationale and parameters contained within the outline planning permission.

FIGURE 1 SITE CONTEXT PLAN

Section 2: The Code and How to Use It

PURPOSE AND STATUS OF THE CODE

RELATIONSHIP TO THE DESIGN AND ACCESS STATEMENT SITE WIDE DESIGN CODE PRINCIPLES

RELATIONSHIP TO SUBSEQUENT DETAILED DESIGN CODES FOR EACH PHASE

REVIEWING THE CODE

SECTION 2: THE CODE AND HOW TO USE IT

PURPOSE AND STATUS OF THE CODE

The Government places great importance on the design of the built environment in the National Planning Policy Framework (NPPF, 2021), which recognises that design quality matters and emphasises achieving well designed places. The National Design Guide, published in October 2019, sets out ten characteristics of well-designed places and demonstrates what good design means in practice. The National Model Design Code (2021) expands on these ten characteristics reflecting the government's priorities.

This Site Wide Design code and the subsequent Detail Phase Design Codes commit to the principles of the National Design Guide and 'the creation of high quality, beautiful and sustainable buildings and places'.(Paragraph 126) This will be achieved through careful and holistic design development that applies good urban design principles.

Each section is signposted with a symbol to indicate which of the ten characteristics is being covered. For example a page relating to understanding the site context will be marked:

CONTEXT - C1

Although the visual appearance and the architecture of individual buildings are important factors, securing high quality and inclusive design goes beyond aesthetic considerations. This Site Wide Design Code will fulfil the objectives of the NPPF in helping to deliver high quality inclusive design without unnecessary prescription or detail, particularly relating to the design of individual buildings.

This approach is reinforced in the Planning Practice Guidance which identifies that a good Code should find a balance between technical specificity and a succinct description of what is required. Moreover, it cites Design Codes as a type of design guidance that is particularly useful for complex or large sites to deliver a coherent locally agreed vision and where more than one developer and design team is likely to be involved.

FIGURE 2 NATIONAL DESIGN GUIDE TEN CHARACTERISTICS

THE TEN CHARACTERISTICS OF A WELL DESIGNED PLACE

CONTEXT

C1 Understand and relate well to the site, its local and wider context

C2 Value heritage, local history and culture

IDENTITY

I1 Respond to existing local character andidentity

I2 Well-designed, high quality and attractive places and buildings

I3 Create character and identity

BUILT FORM

B1 Compact form of development

B2 Appropriate building types and forms

B3 Destinations

MOVEMENT

M1 A connected network of routes for all modes of transport

M2 Active travel

M3 Well-considered parking, servicing and utilities infrastructure for all users

NATURE

N1 Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play

N2 Improve and enhance water management

N3 Support rich and varied biodiversity

PUBLIC PLACES

P1 Create well-located, high quality and attractive public spaces

P2 Provide well-designed spaces that are safe

P3 Make sure public spaces support social interaction

USES

U1 A mix of uses

U2 A mix of home tenures, types and sizes

U3 Socially inclusive

HOMES & BUILDINGS

H1 Healthy, comfortable and safe internal and external environment 39

H2 Well-related to external amenity and public spaces

H3 Attention to detail: storage, waste, servicing and utilities

RESOURCES

R1 Follow the energy hierarchy

R2 Careful selection of materials andconstruction techniques

R3 Maximise resilience

LIFESPAN

L1 Well-managed and maintained

L2 Adaptable to changing needs and evolving technologies

L3 A sense of ownership

SECTION 2: THE CODE AND HOW TO USE IT

RELATIONSHIP TO THE DESIGN AND ACCESS STATEMENT SITE WIDE DESIGN CODE PRINCIPLES

The submitted Design and Access Statement (March 2017), which accompanied the outline planning application, explains the design principles and concepts underpinning the submitted application plans, the steps taken to appraise the context, the approach to access, consultation undertaken and how this has informed the development.

This Site Wide Design Code is consistent with the principles underpinning the outline planning permission.

RELATIONSHIP TO SUBSEQUENT DETAILED DESIGN CODES FOR EACH PHASE

The purpose of the Site Wide Design Code is to provide a clear framework and vision to guide the subsequent phase specific design codes.

The purpose of this Site Wide Design Code is to:

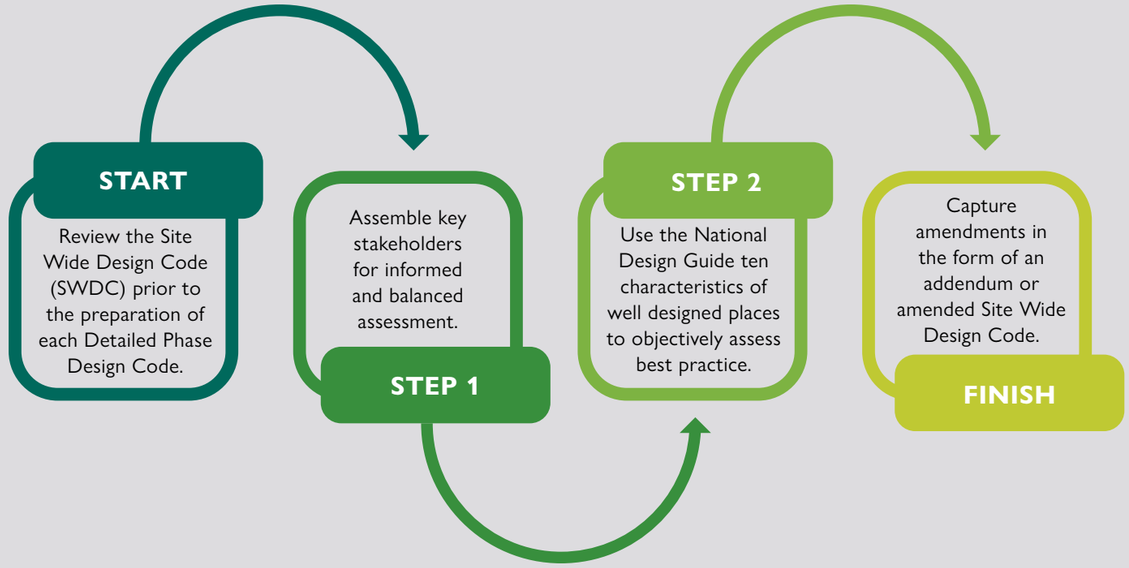
- Build upon the work established by the outline planning permission and Design and Access statement for the area;
- Coordinate design outcomes across the site to deliver a coherent design vision;
- Provide a level of certainty to North Northamptonshire Council and the consortium partners; and
- Set a vision for each character area to ensure they are distinctly different yet complementary in nature.

This development will be delivered over many years and as such it will be delivered in a number of phases. In accordance with the Condition 4 of the outline planning permission, Detailed Phase Design Codes are to be produced for each phase.

The primary purpose of this document is to guide each phase design code so that the vision for the site is not lost over time. The phase specific design codes will provide a level of detail in accordance with Condition 4 of the outline planning permission.

Mandatory elements, which must be followed, are highlighted with reference to a mandatory symbol (see below), placed next to plans and tables.

All other non-mandatory guidance contained within the Code is important and must be taken into account when developing the design proposals. If proposals do not accord the guidance, clear justification must be provided and it must be shown that the alternative design solution will not undermine key design objectives expressed throughout the code or within the consented Design and Access Statement.



REVIEWING THE SITE WIDE DESIGN CODE

It is recognised that there is a need to monitor and review this Site Wide Design Code (SWDC) as development proceeds on this site to ensure it is delivering a high quality and viable place. It is recommended that an opportunity for formal review of this Design Code (SWDC) should take place in advance of the preparation of each Detailed Phase Design Code. This allows for lessons learned during the implementation of the Code (SWDC) to inform the preparation of reserved matters for subsequent phases.

The review of this Design Code (SWDC) will examine the way in which it is being used and the success of the place that has been built. Assessments will use the National Design Guide ten characteristics of well designed places to objectively establish design best practice. Reviews of this Code (SWDC) should be carried out jointly to include key stakeholders and each of the key stakeholders should be present at all discussions to ensure an informed and balanced assessment is undertaken.

Amendments to this Design Code (SWDC) stemming from the formal review process should be captured in the form of addendum or an amended Code, subject to the nature of the changes.

Outside of the formal review mechanism, there may be circumstances where a designer, preparing a Reserved Matters Application in accordance with a Detailed Phase Design Code, feels that a localised deviation from the instructions could better contribute to the quality and identity of the development. In these circumstances, a strong rationale and justification for the approach being proposed is recommended in conjunction with early discussions with North Northamptonshire Council. Exemptions from the Code will only be allowed in exceptional circumstances.

Section 3: The Regulating Plans

OVERARCHING REGULATING PLAN

TEMPERATURE CONTROL PLAN

SECTION 3: THE REGULATING PLAN

This Site Wide Design Code remains consistent with the principles and aspirations set out in the key plans listed below and associated narrative contained within the DAS. Each plan enshrines important qualities which need to be translated into an attractive and functional environment.

However, as originally foreseen, this Site Wide Design Code takes the opportunity to evolve and hone these principles into a concise set of instructions relevant to the structure and purpose of this document and in recognition of the forthcoming more detailed design codes for each subsequent phase.

OVERARCHING REGULATING PLAN

The essential information in this Site Wide Design Code (and sign-posting in subsequent more Detailed Phase Design Codes) has been taken from the parameter plans and key plans set out in the DAS and reproduced in a single, Overarching Regulating Plan for the site. This is illustrated in Figure 3.

The Overarching Regulating Plan sets out the essential 'mesh' of:

- Land uses (from the DAS Land Use Parameter Plan;
- Building heights (from the DAS Building Heights Parameter Plan);
- Character areas (from the DAS Character Areas Plan);
- Primary and secondary streets (from the DAS Street Hierarchy Plan);
- Significant open spaces, green corridors and key buildings (from DAS Key Buildings and Key Spaces Plan).

CHARACTER AREAS

The existing topography and vegetation of the site naturally divide it into 3 zones or Character Areas, which were identified as part of the Outline Application process. Below is a brief summary of the key features of each Character Area.

Undulating Claylands

Located on the undulating terrain immediately adjacent to the A6003, this area will provide the three access points to the development via the northern and southern junctions. Therefore, it is important to ensure that this character area creates a welcoming environment for both visitors and residents and contributes a sense of place and identity to the overall development. The characteristics of nearby market towns have informed the design of this compact group of neighbourhoods set within three ridges running west-east, separated by two shallow natural valleys. Most traditional settlements originally grew along commercial thoroughfares, particularly at important junctions. Similarly, this character area is structured around a north-south new `Mixed Use Main Street', terminated at the north end by a market square and south end by a triangular village green. These two key spaces are located at key junctions with the primary loop road serving the other two character areas.

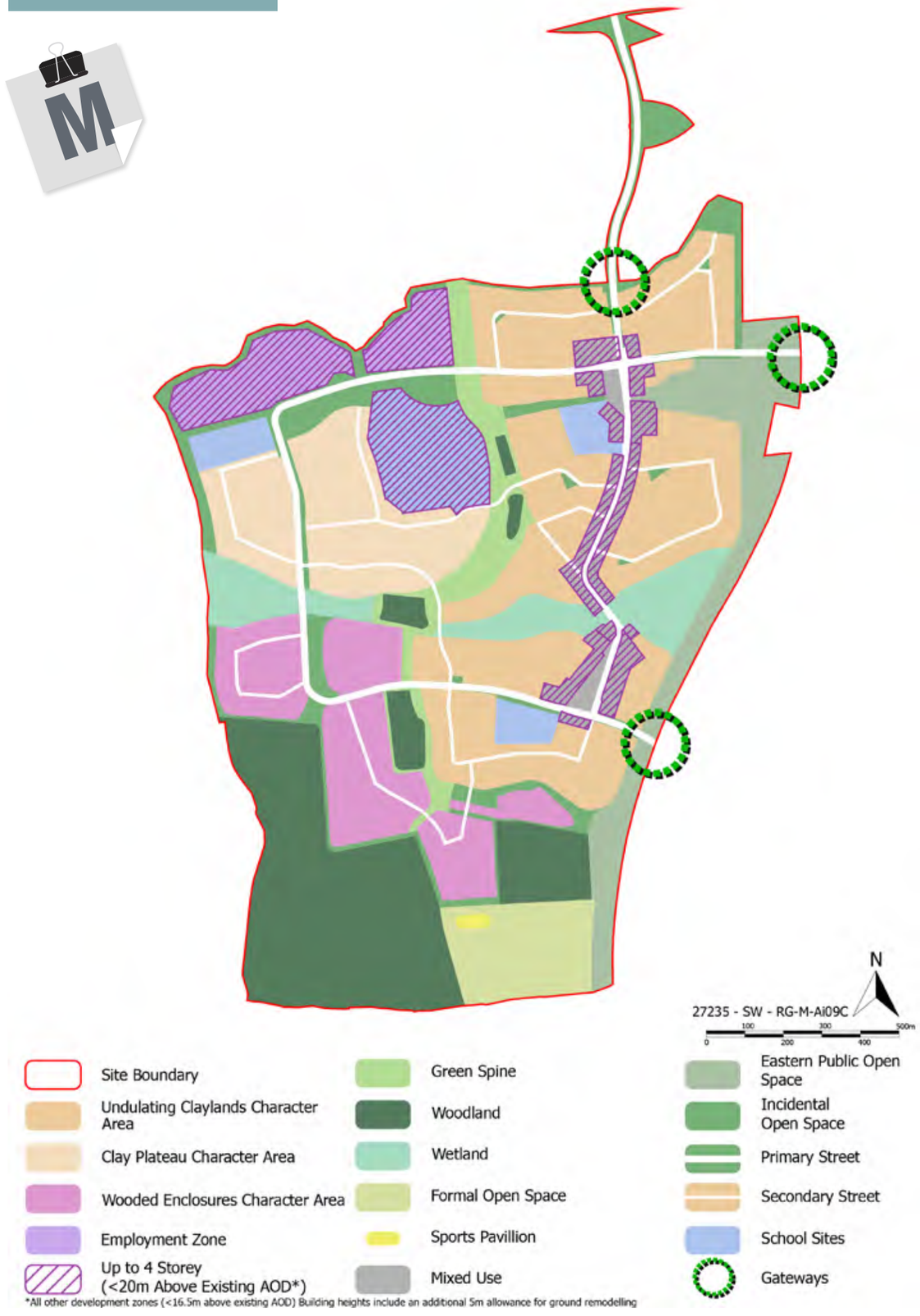
Clay Plateau Character Area

This Character Area will create a new rural western edge for Corby and will, therefore, be lower in density compared to the Undulating Claylands to provide a soft transition to the countryside to the west. This area is characterised by a flatter and more open topography, dotted with stands of mature trees and surrounded by densely treed boundaries containing views in and out. The area is accessed via the primary loop road from the east and south and provides a Secondary School and Employment Area overlooking a neighbourhood green with multi-functional attenuation basins providing drainage, ecology and amenity value.

Wooded Enclosures Character Area

As the name suggests, this character area is made up of a series of smaller fields enclosed by woodlands and hedgerows with mature trees. It will, therefore, deliver the lowest density housing with a predominance of detached properties to create a sensitive edge to these important landscape features. The woodland will create a backdrop for the neighbourhood, with streets orientated to take advantage of views through residential areas to woodlands, drawing the landscape into the development.

FIGURE 3 REGULATING PLAN



TEMPERATURE CONTROL PLAN

The Overarching Regulating Plan is supported by an adaptation of the Temperature Control Plan contained within the DAS. A hierarchical level of design control is delivered across the masterplan by means of the Temperature Control Plan, shown in Figure 4 opposite.

This plan identifies HOT, WARM and COLD areas which refer to the level of importance and therefore the required level of design code control imposed. More importance is placed on the design of key public spaces and key open space frontages, with less importance on other, less significant areas.

HOT areas will have a higher specification of materials whereas within the COOL areas this 'up-spec' in materials and detailing will be confined to key buildings, with a greater degree of flexibility elsewhere. HOT areas will have a greater degree of consistency whilst COOL areas will generally allow for more design discretion and a wider choice of acceptable options.

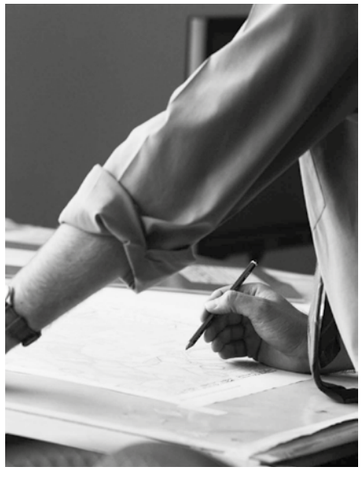
The Temperature Control Plan represents a mandatory minimum. Areas indicated as being WARM or COOL may be given enhanced importance in terms of materials and detailing.

BLOCK PRINCIPLES:

The development will be characterised by a well connected network of streets and routes which will define a series of blocks for development.

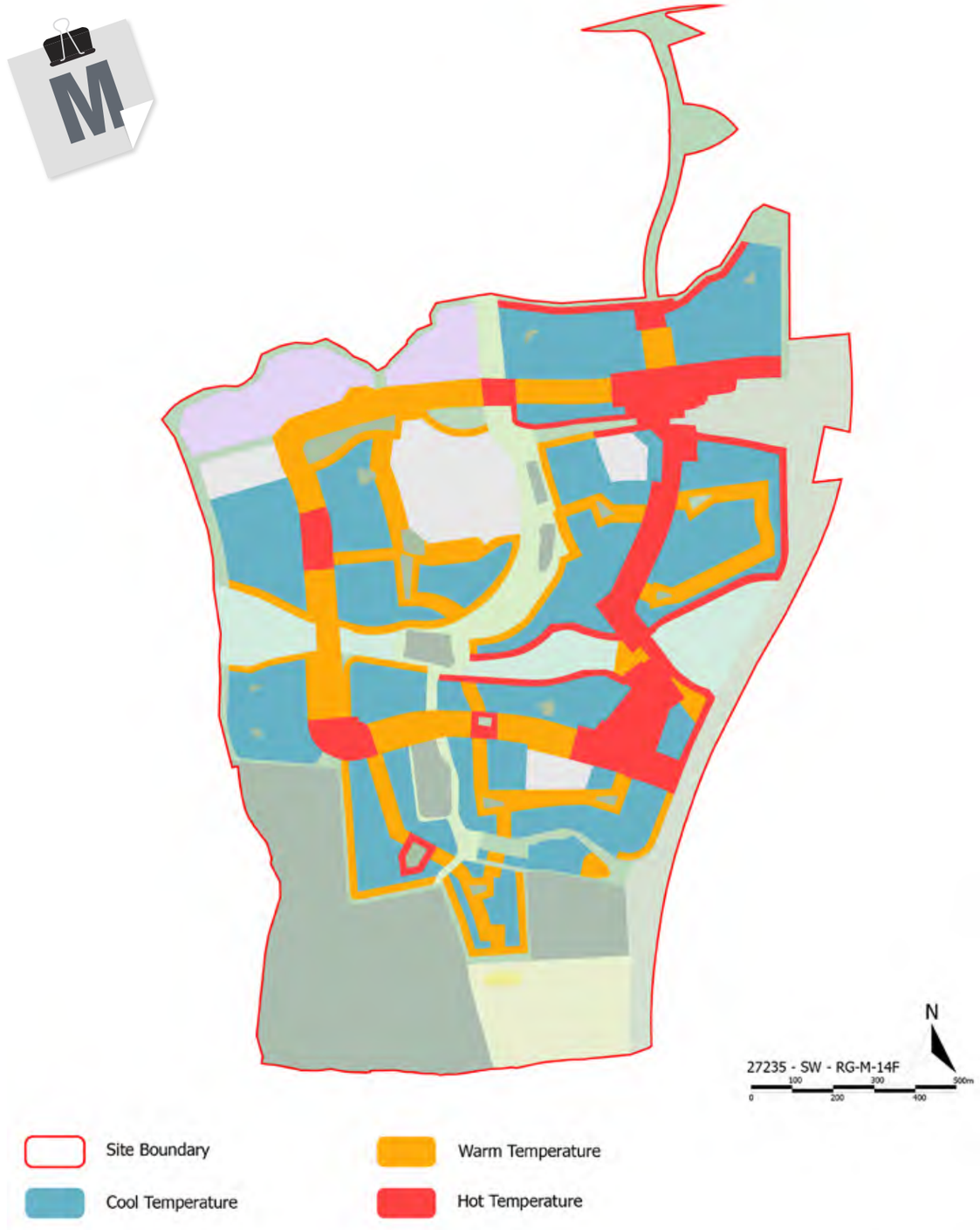
All blocks must provide active building frontages on all sides to ensure the surrounding streets and spaces are attractive and safe. In particular, the overlooking of spaces has an important role in creating attractive places and improving people's sense of safety.

A combination of perimeter, informal and mews blocks will be delivered which must respond to their context and setting.



‘New development will be delivered in accordance with the Regulating Plan, that distils the principles and aspirations contained in the Design and Access Statement into mandatory instructions’

FIGURE 4 TEMPERATURE CONTROL PLAN



Section 4: Urban Design

CHARACTER AREAS

GATEWAYS

KEY SPACES

KEY BUILDINGS

NON-DOMESTIC BUILDINGS

COMMERCIAL AREA

ADAPTABILITY

RESPONSE TO TOPOGRAPHY

BOUNDARY TREATMENTS

REFUSE AND RECYCLING

SUSTAINABLE DEVELOPMENT

CHARACTER AREAS

UNDULATING CLAYLANDS

INTRODUCTION

Evoking the character of some of the local market towns such as Uppingham, Rothwell and Oundle, the Undulating Claylands character area will be typified by:

- higher densities than the adjacent areas; a greater proportion of 2½ and 3 storey dwellings around key spaces and along the Primary Street;
- an increased proportion of continuous frontages;
- buildings/ grouping more closely related to the street providing a high degree of enclosure to spaces.

This character will be most evident along the Primary Street and around key spaces such as the Market Square and Village Green, reflecting the traditional form of settlement patterns.

Figure 5 locates the character areas and figure 6 shows the hot, warm and cool areas within the Undulating Claylands character area according to their importance to the overall scheme. Away from these key streets and spaces there will be a reduction in the intensity of the building form.

The following pages analyse the local character influences to understand the 'essence of place' rather than to prescribe an urban form to be replicated. Those elements that should inform and translate into the design proposals to varying degrees. These are structured as follows:

- Design Precedents: Understanding the essence of the place;
- Urban Design Principles;
- Illustrative Vignettes;
- Boundary and Materials;
- Illustrative Elevation principles.

FIGURE 5 LOCATION PLAN

FIGURE 6 TEMPERATURE CONTROL PLAN

CONTEXT - C1 & C2 **IDENTITY - I1, I2 & I3**

DESIGN PRECEDENTS: UNDERSTANDING THE ESSENCE OF PLACE - SMALL MARKET TOWNS - UPPINGHAM

These images are for illustrative purposes only and are not prescriptions for the proposed design. The aim is to achieve the architectural quality of historic towns such as Uppingham whilst integrating private vehicles in a way which avoids a car dominated street scene.

The market town of Uppingham was one of a number of market towns in the area surrounding West Corby that the outline application identified as having characteristics that would be applicable to provide design cues to the proposed development. The following images and annotations identify those key elements that can provide inspiration for the development proposals.

Parking: On street parking prevalent, varying in response to street widths and enclosure. This includes: no parking in places; parking one side in parallel bays; both sides in parallel bays; and perpendicular parking within key spaces. Allocated parking limited, occasionally to the side but commonly to the rear within small courts.

Frontage: Near continuous frontages. Occasional gaps, typically 3 - 5 metres wide to provide servicing/ parking to the side of the property.

Boundary Treatments: Typically none. Where set-backs exist, these are commonly defined by a low stone wall, occasionally with a low hedge behind and stone piers.

Set-Back: Combination of buildings to back edge of pavement (common), modest set-backs of 1-2 metres and occasional significant set-back.

Building Forms: Typically medium to wide fronted units.

Street Pattern: Gently curving street pattern with sudden changes in direction and termination of views at key spaces.

Enclosure: High degree of enclosure with typically low height to width ratios. Occasional significant set-backs create punctuating spaces.

Building Height: Combination of 2, 2½ and 3 storey buildings, including variation in height to ridge of buildings with the same storey height. Occasional 3½ and 4 storey building to key spaces/ landmarks.

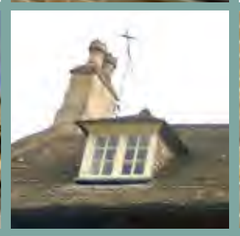
Roofscape: Organic roofscape comprising a mixture of building heights, ridge heights, eaves lines, materials and chimneys to gable ends.

These examples provide inspiration for form and shape rather than being requirements for new build homes.

Details: A rich variety of detailing accentuates the varied building typologies and materials, including:

Occasional projecting gables. Occasional parapet

Pitched roof dormer, both gable fronted and hipped



Recessed doorways, typically without porches

Casement, sash and mullion windows

Faceted single and double height bay windows

Analysis of local vernacular materials: Roofscape comprises a mixture of stone tile, slate, plain tile and occasional thatched dwelling. Walling materials include stone in a variety of different finishes, white or cream render, red brick and occasional painted brick.

FIGURE 7 ILLUSTRATIVE PERSPECTIVE SKETCH OF DWELLINGS FRONTING THE PRIMARY STREET

ILLUSTRATIVE VIGNETTES

Figure 10 shows an illustrative layout of a block within the Undulating Claylands character area inspired by the market towns of Uppingham, Rothwell and Oundle. An average density of 40dph is expected across this character area. The Plan Vignette is illustrative only and is designed to suggest how the built form varies between those dwellings addressing the Primary Street and those behind this key frontage.

The table below summarises the transition in built form character from the more continuous frontages along main thoroughfares ('hot' frontages) through to looser arrangements within the areas away from these key routes ('warm' and 'cool' frontages). These broad principles must deliver a balanced mix of dwelling types, parking typologies across the character area as a whole.

The specific design of individual parcels will be based upon the designer's interpretation of the mandatory instructions within this Code.

ELEMENT	
Frontage character	The mixed use primary street and other key spaces will have near continuous frontages where buildings provide a high degree of enclosure. Other primary and secondary streets will have a significant proportion of continuous frontages to streets and spaces with buildings providing a good degree of enclosure to streets and spaces. Edges and lower order streets will have frequent gaps in frontages with variation in size and frequency with buildings providing a looser degree of enclosure to the street.
Building Heights	Primary streets, secondary streets and key spaces will have an informal composition of predominantly 2, 2½, and 3 storey buildings. Edges and lower order streets will be predominantly 2 storey dwelling with some 2½ storey buildings.
Building alignment	Primary streets and key spaces will have a subtle variations to the building line, with occasional significant variation. Other primary and secondary streets will have a subtle variations to building line within groups, with variation between groups permitted. Edges and lower order streets will have Irregular variations in building line within groups.
Roofscape	Varied roof profile with occasional chimneys, varied ridge heights and pitches a significant influence.
Landscape	Soft landscape and buildings to work in tandem to provide enclosure to streets and spaces.

FIGURE 8 BUILT FORM DESIGN PRINCIPLES

FIGURE 9 VIGNETTE LOCATION PLAN

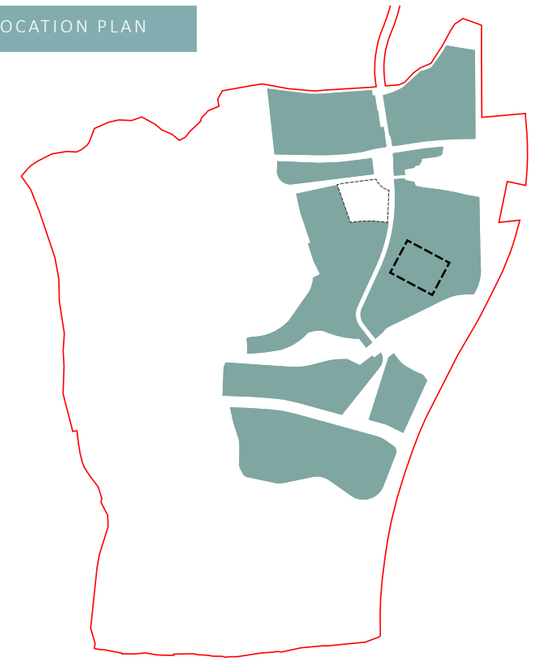


FIGURE 10 ILLUSTRATIVE PLAN VIGNETTE

CONTEXT - C1 & C2 | IDENTITY - I1, I2 & I3 | BUILT FORM B2

CHARACTER AREAS

UNDULATING CLAYLANDS

MATERIALS AND BOUNDARY TREATMENTS

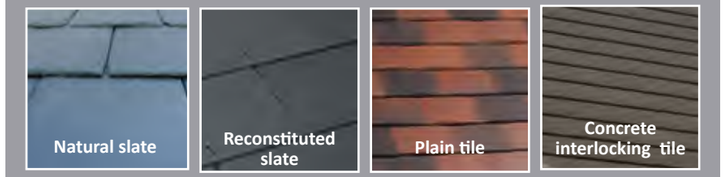
The materials and boundary materials specifications for the Undulating Claylands character area are mandatory design instructions given the contribution that these elements will make to the design and quality of the scheme.

Within the areas containing non residential uses, a contemporary design approach may be appropriate. In such instances materials other than those specified may be suitable, providing there is still consistency in the overall palette.

The Detailed Phase Design Codes will provide further detail on how this palette of materials will be adjusted to reflect the hot, warm and cool areas within the Undulating Claylands character area according to their importance to the overall scheme.

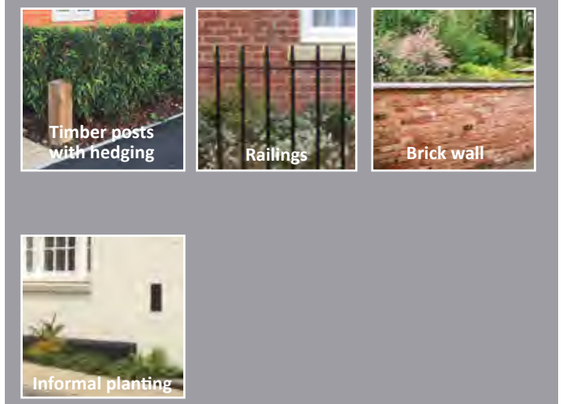
FIGURE 11 LOCATION PLAN

ROOF MATERIALS



WALLING MATERIALS

BOUNDARY TREATMENTS



IDENTITY - I1, I2 & I3

ILLUSTRATIVE ELEVATIONS AND PRINCIPLES - 'HOT'

The following street scenes illustrate how the mandatory principles set out on the previous pages can be interpreted to deliver a high quality scheme that reflects characteristics of the local character studies. Figures 13-14 illustrates the Primary Street of the Undulating Claylands character area. The street scene below has been designed to embrace the essence of a typical market town where a tight urban form with variations in roofscape are often found.

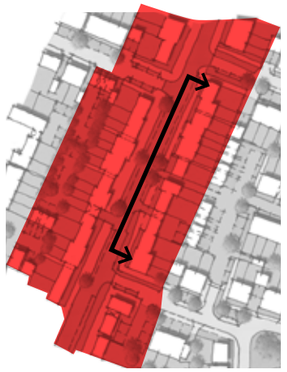


FIGURE 12 ELEVATION LOCATION PLAN

FIGURE 15 ARCHITECTURAL DETAILS TABLE - 'HOT'

ELEMENT	INSTRUCTION
Walls (above damp proof course)	Stone/ painted lintels
	Timber faced lintels
	Stone/ painted cills
	Stone quoins
	Canted brick cills
	Flat splayed brick header
	Occasional string course
Roofs	Varied pitches between 30 and 45°

The quantum and location of each feature will be specified in the Detailed Design Code for the phase.

ELEMENT	INSTRUCTION
Windows & doors	Casement, mock sash windows types
	Occasional single height bay window
	A variety of 4 and 6 panelled doors with and without lights in dark heritage and estate green colours
	Fanlight above door
	Occasional coloured uPVC windows
Dormer windows	Timber cut and lead detailing gabled and hipped roof variations
	Mid roof location
Gables	Occasional parapet projecting gable
Chimneys	Brick slip GRP Brick constructed off gable/external wall Brick constructed with projecting breast detail
Eaves details	Open Eaves with rise and fall metal brackets

Optional Architectural Details:

Those details that may form part of the 'hot' elevational composition, but are not mandatory, and include: Parapet eaves; Parapet partitions.

FIGURE 13 ILLUSTRATIVE 'HOT' STREET ELEVATION

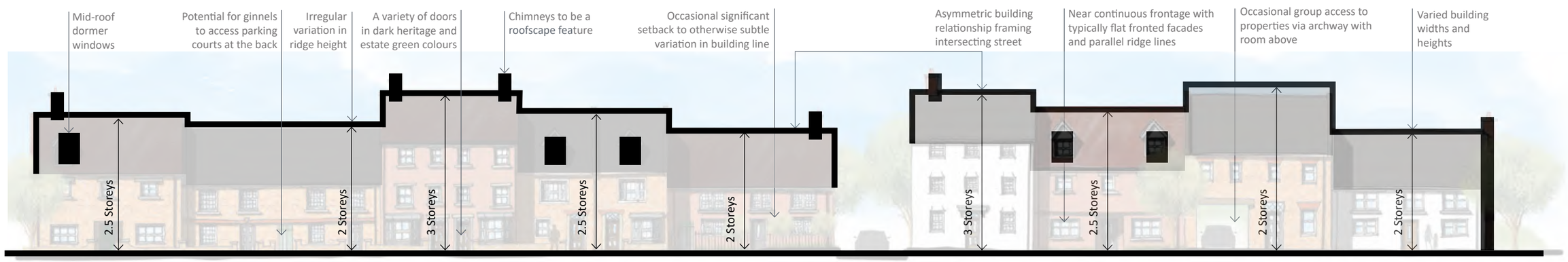


FIGURE 14 'HOT' STREET ELEVATION PRINCIPLES

IDENTITY - I1, I2 & I3 BUILT FORM B2

ILLUSTRATIVE ELEVATIONS AND PRINCIPLES - 'WARM'

The Illustrative Street Principles Elevation below shows one way in which the mandatory requirements for the 'warm' temperature control areas can be interpreted to perpetuate the characteristics of the Undulating Claylands character area.

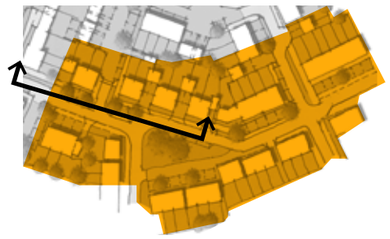


FIGURE 16 ELEVATION LOCATION PLAN

FIGURE 19 ARCHITECTURAL DETAILS TABLE - 'WARM'

ELEMENT	INSTRUCTION
Walls (above damp proof course)	Stone lintels
	Stone cills
	Stone quoins
	Canted brick cills
	Flat splayed brick header
	Occasional string course
Roofs	Varied pitches between 30 and 45°

ELEMENT	INSTRUCTION
Windows & doors	Casement windows types
	Occasional single height bay window
	Panelled doors in dark heritage and estate green colours
	Fanlight above door
	Occasional coloured uPVC windows
Dormer windows	Gabled and hipped roof variations
	Mid roof location
Gables	Occasional parapet projecting gable
Chimneys	Brick slip GRP Brick constructed off gable/external wall Brick constructed with projecting breast detail

The quantum and location of each feature will be specified in the Detailed Design Code for the phase.

FIGURE 17 ILLUSTRATIVE 'WARM' STREET ELEVATION

FIGURE 18 'WARM' STREET ELEVATION PRINCIPLES

IDENTITY - I1, I2 & I3 BUILT FORM B2

ILLUSTRATIVE ELEVATIONS AND PRINCIPLES - 'COOL'

The Illustrative Street Principles Elevation below shows one way in which the mandatory requirements for the 'cool' temperature control areas can be interpreted to perpetuate the characteristics of the Undulating Claylands character area.

Figure 21-22 sets out the architectural details that will be contained within the cool area.

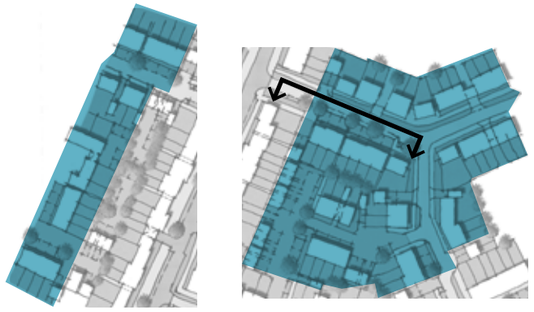


FIGURE 20 'COOL' ELEVATION LOCATION PLAN

FIGURE 23 ARCHITECTURAL DETAILS TABLE - 'COOL

ELEMENT	INSTRUCTION
Walls (above damp proof course)	Stone lintels
	Stone cills
	Canted brick cills
	Flat splayed brick header
	Occasional string course
Roofs	Varied pitches between 30 and 45º

The quantum and location of each feature will be specified in the Detailed Design Code for the phase.

ELEMENT	INSTRUCTION
Windows & doors	Casement windows types
	Occasional single height bay window
	Panelled doors in dark heritage and estate green colours
	Fanlight above door
	Occasional coloured uPVC windows
Dormer windows	Gabled and hipped roof variations
	Mid roof location
Gables	Occasional parapet projecting gable
Chimneys	Brick slip GRP

FIGURE 21 ILLUSTRATIVE 'COOL' STREET ELEVATION

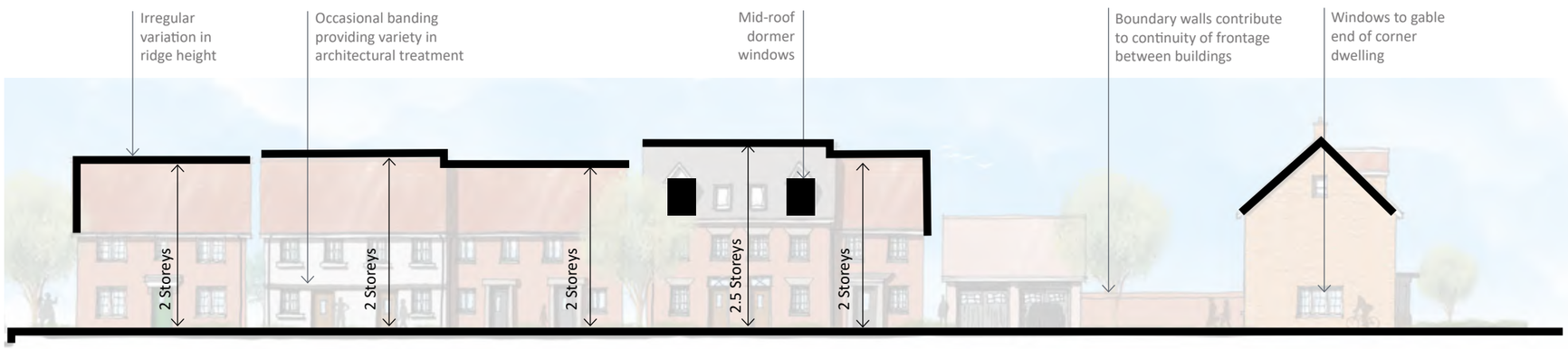
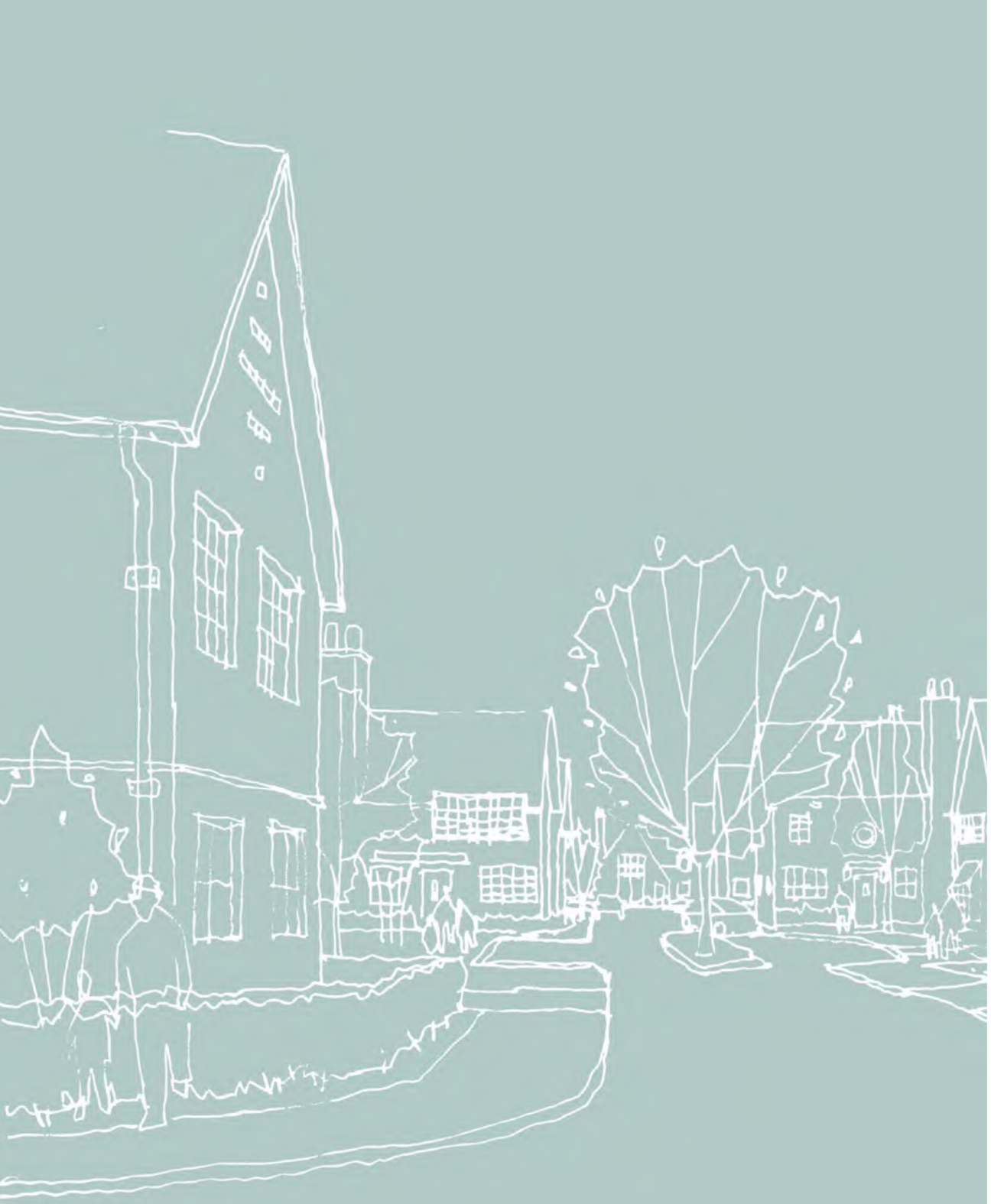


FIGURE 22 'COOL' STREET ELEVATION PRINCIPLES



CHARACTER AREAS

CLAYLAND PLATEAU

INTRODUCTION

The Clayland Plateau will have a garden suburb character inspired by New Town and Garden City principles. This rural western edge of the site with lower densities will be emphasised by streets and buildings arranged as 'set pieces' with a strong soft landscape emphasis. Local precedents include the Lloyds Conservation Area, East Carlton and Cottingham, with inspiration also taken from further afield such as Letchworth Garden City and Hampstead Garden Suburb that provide a distinct and high quality environment with a pervading soft landscape structure.

Figure 24 locates the character area and figure 25 shows the hot, warm and cool areas within the Clayland Plateau character area according to their importance to the overall scheme.

CONTEXT - C1 & C2

IDENTITY - I1, I2 & I3

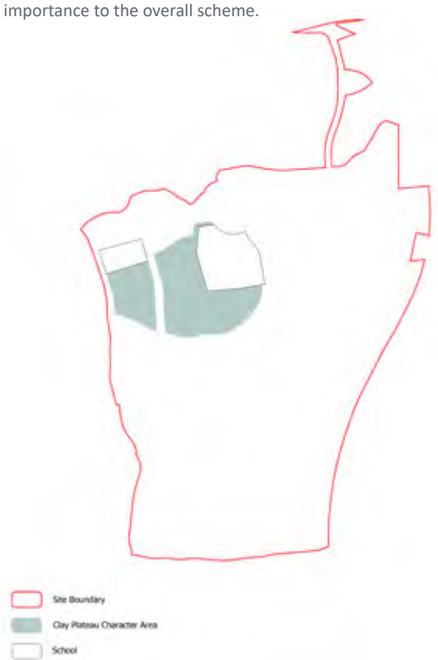


FIGURE 24 LOCATION PLAN

FIGURE 25 TEMPERATURE CONTROL PLAN EXTRACT

UNDERSTANDING THE ESSENCE OF PLACE - GARDEN SUBURB - HAMPSTEAD

These images are for illustrative purposes only intended to provide design cues rather than being prescriptions for the proposed design.

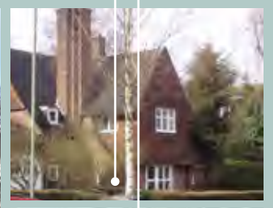
Parking: Parallel on street parking prevalent, in combination with significant on plot provision typically behind the building line. The perception of parking within the public realm is moderated through the strong soft landscape influence within the public realm, including street trees.

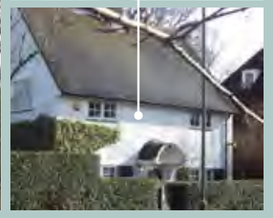
Frontage: Frequent gaps to frontages, often of varying widths , providing servicing/ parking to the side of the property.

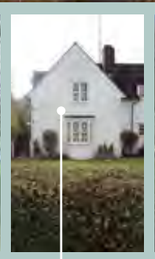
Building Forms: Typically comprising a combination of short terraces, semi detached and detached units. Occasional apartment block.

Set-Back: Typically subtle variations in set-backs within the street with occasional significant set-back as part of a set piece.

Boundary Treatments: Hedges are the main boundary treatment and means of enclosure for the public and private spaces. Privet, beech and yew are typical with occasional holly.







Street Pattern: Blends gently curving streets and junctions with grander more formal avenues that respond to the site contours.

Enclosure: Medium to low degree of enclosure with buildings, street trees and clipped hedge boundary treatments of a variety of different heights helping to define the street.

Building Height: Overwhelmingly 2 storey with occasional 2½ and 3 storey buildings. Variations to ridge and eaves heights in combination with projecting gables and cat-slide roofs allude to greater variety in height.

Roofscape: Varied roofscape comprising a pleasing composition of gables, ridge lines and prominent chimneys, unified by a simple palette of materials.

These examples provide inspiration for form and shape rather than being requirements for new build homes.

Details: A variety of detailing accentuates the varied building typologies and materials, including:

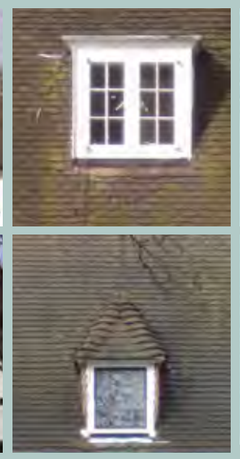
Projecting gables are a prominent feature, occasionally grouped.

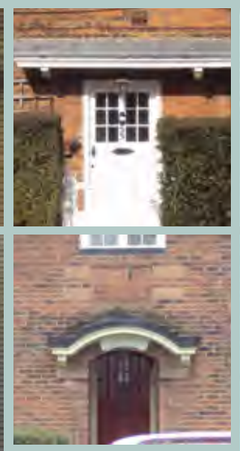
Flat and pitched roof dormer windows are incidental to the composition.

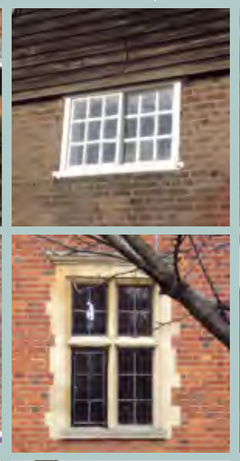
Variety of porch detailing over upper glazed doors often comprising 6 or 12 lites.

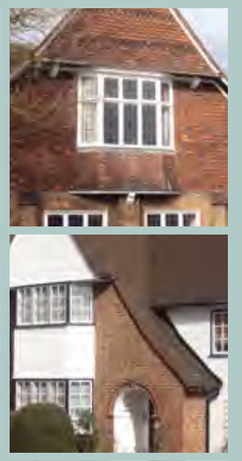
Typically casement windows in a variety of different styles with occasional sash and mullion examples.

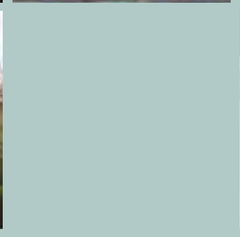
Faceted single and double height bay windows often beneath/ as part of a gable.

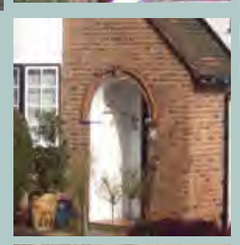












Analysis of local vernacular materials: Typically brown plain tile roofs with all render or all brick façades. Occasional mixing of materials within an elevation and the introduction of tile hanging detailing.

UNDERSTANDING THE ESSENCE OF PLACE - GARDEN SUBURB - EAST CARLTON PARK AND LLOYDS CONSERVATION AREA

These images are for illustrative purposes only intended to provide design cues rather than being prescriptions for the proposed design.

Parking: Typically on plot parking in front of and behind the building line with some informal on street parking. The perception of parking within the public realm is moderated through the low densities and soft landscape influence within the public realm, including street trees.

Set-Back: Typically consistent set-backs within each street with occasional subtle variation.

Building Forms: Typically comprising a combination of semi detached and detached units with occasional short terraces.

Frontage: Frequent gaps to frontages, often of a consistent width within streets.

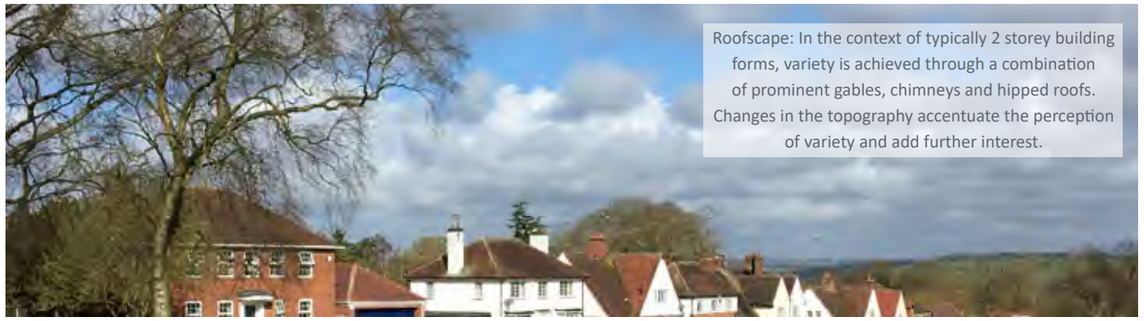
Boundary Treatments: East Carlton Park is characterised by grass aprons to the front of dwellings. Low clipped hedges are a distinctive feature of the Lloyds Conservation Area.

Street Pattern: Distinctive rectilinear 'superblock' structure with internal cul-de-sac arrangement.

Enclosure: Medium to low degree of enclosure with buildings, street trees and clipped hedge (Lloyds only) boundary treatments helping to define the street.

Building Height: 2 storey dwellings. Variations of eaves heights in combination with projecting gables allude to greater variety in height within East Carlton Park.

Lloyds Conservation Area Extract Aerial View



Roofscape: In the context of typically 2 storey building forms, variety is achieved through a combination of prominent gables, chimneys and hipped roofs. Changes in the topography accentuate the perception of variety and add further interest.

These examples provide inspiration for form and shape rather than being requirements for new build homes.

Details: A variety of detailing accentuates the varied building typologies and materials, including:

Projecting gables are a common feature, often paired.

Flat and pitched roof dormer windows are incidental to the composition.

Variety of porch detailing, including lean-to, pitched and flat canopy on brackets.

Typically casement windows, with horizontal proportions a variety of different styles and light combinations.

Typically faceted single height bay windows, oftern connected with lean-to porch detailing.

Analysis of local vernacular materials: Combination of typically brown/ orange plain tile or pantile roofs. Variation in facade materials with all brick (orange/ red), or half brick, half render (white) commonplace.

CONTEXT - C1 & C2 **IDENTITY - I1, I2 & I3**

FIGURE 26 ILLUSTRATIVE PERSPECTIVE SKETCH OF DWELLINGS FRONTING A LOCAL KEY SPACE

ILLUSTRATIVE VIGNETTES

Figure 29 shows an illustrative layout of a typical block within the Clayland Plateau character area inspired by New Town principles including the Lloyds Conservation Area, Cottingham and examples from further afield. An average density of 30dph is expected. The Plan Vignette is illustrative only and is designed to suggest how the form of the layout should create the intended garden suburban character.

The table below summarises the built form character principles. These broad principles must deliver a balanced mix of dwelling types across the character area as a whole.

The specific design of individual parcels will be based upon the designer's interpretation of the mandatory instructions within this Code.

ELEMENT	
Frontage character	Both continuous and discontinuous frontages as part of a well considered compositions within formal set pieces.
Building Heights	Typically 2 storey buildings with occasional 2 ½ storey buildings(those with dormers) or 3 storey buildings at key nodes.
Building alignement	Consistent or varied building line within groups, as part of a considered composition.
Roofscape	Varied roof profile by virtue of chimneys, roof forms and projecting gable. and occasional chimneys.
Landscape	Soft landscape and buildings to work in tandem to provide enclosure to streets and spaces.

FIGURE 27 BUILT FORM DESIGN PRINCIPLES

FIGURE 28 VIGNETTE LOCATION PLAN

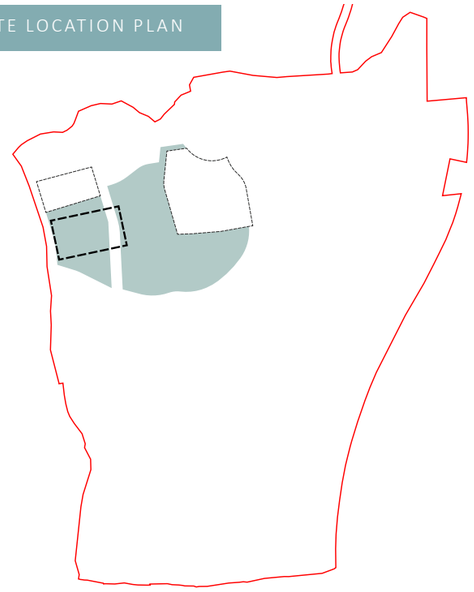


FIGURE 29 ILLUSTRATIVE PLAN VIGNETTE

IDENTITY - I1, I2 & I3 **BUILT FORM B2**

CHARACTER AREAS

CLAYLAND PLATEAU

MATERIALS AND BOUNDARY TREATMENTS

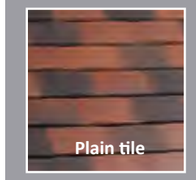
The materials and boundary materials specifications for the Clayand Plateau character area are mandatory design instructions given the contribution that these elements will make to the design and quality of the scheme.

Within the areas containing non residential uses, a contemporary design approach may be appropriate. In such instances materials other than those specified may be suitable, providing there is still consistency in the overall palette.

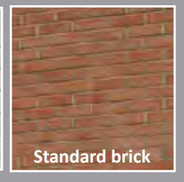
The Detailed Phase Design Codes will provide further detail on how this palette of materials will be adjusted to reflect the hot, warm and cool areas within the Clayand Plateau character area according to their importance to the overall scheme.

FIGURE 30 LOCATION PLAN

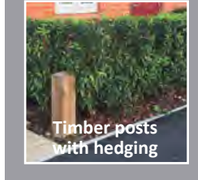
ROOF MATERIALS

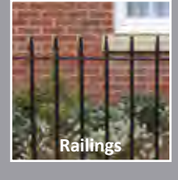


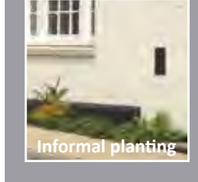
WALLING MATERIALS



BOUNDARY TREATMENTS







IDENTITY - I1, I2 & I3

ILLUSTRATIVE ELEVATIONS AND PRINCIPLES - 'HOT'

The following street scenes illustrate how the mandatory principles set out the previous pages can be interpreted to deliver a high quality scheme that reflects characteristics of the local character studies.

Figures 32-33 illustrates a typical residential street of the Clayland Plateau character area. This scene has been designed to provide the essence of a typical 'Garden Village' where the emphasis on the landscape is a priority.

FIGURE 31 'HOT' ELEVATION LOCATION PLAN

FIGURE 32 ILLUSTRATIVE 'HOT' STREET ELEVATION

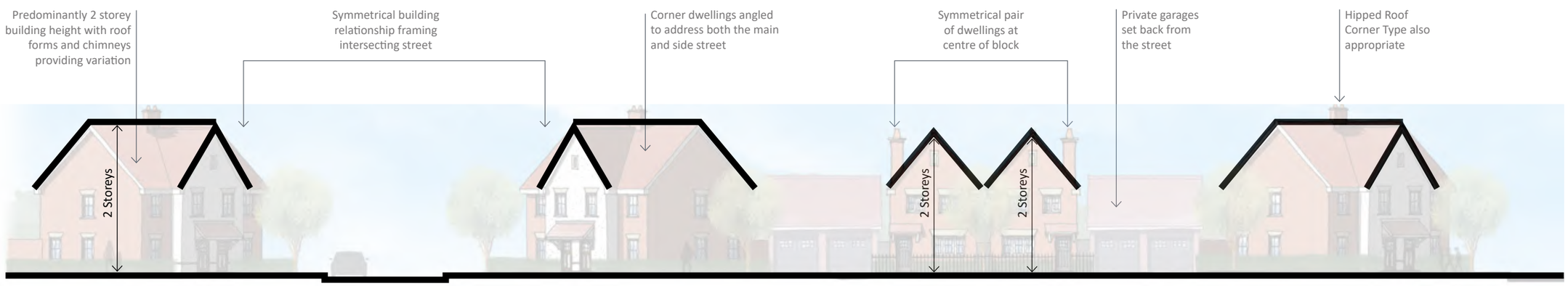


FIGURE 33 'HOT' STREET ELEVATION PRINCIPLES

FIGURE 34 ARCHITECTURAL DETAILS TABLE- 'HOT'

ELEMENT	INSTRUCTION
Walls (above damp proof course)	Canted brick cills
	Flat splayed and arched brick header
	Occasional string course
	Decorative brickwork to walls and eaves
	Painted concrete gable springer
	Painted concrete cill
Roofs	Varied pitches to main roofs between 30 and 45°. Gable features up to 50°
	Clipped verge to gables

ELEMENT	INSTRUCTION
Windows & doors	Casement window types
	Bay windows on ground floor to feature
	Tongue and groove and panelled doors with lights
	Occasional coloured uPVC windows
Dormer windows	Roof lights. Occasional flat roofed and hipped dormers
Gables	Projecting gable
Chimneys	Brick slip GRP Brick constructed off gable/external wall Brick constructed with projecting breast detail

The quantum and location of each feature will be specified in the Detailed Design Code for the phase.

Optional Architectural Details:

Those details that may form part of the 'hot' elevational composition, but are not mandatory, and include: Canted tile cills, creasing tile arches, drip moulding bellmouth above windows, tile creasing gable springer

IDENTITY - I1, I2 & I3 **BUILT FORM B2**

ILLUSTRATIVE ELEVATIONS AND PRINCIPLES - 'WARM'

The Illustrative Street Principles Elevation below show one way in which the mandatory requirements for the 'warm' temperature control areas can be interpreted to perpetuate the characteristics of the Clayland Plateau character area.

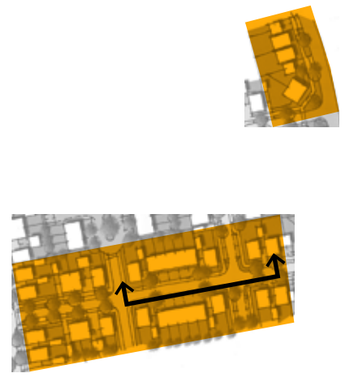


FIGURE 35 'WARM' ELEVATION LOCATION PLAN

FIGURE 36 ILLUSTRATIVE 'WARM' STREET ELEVATION

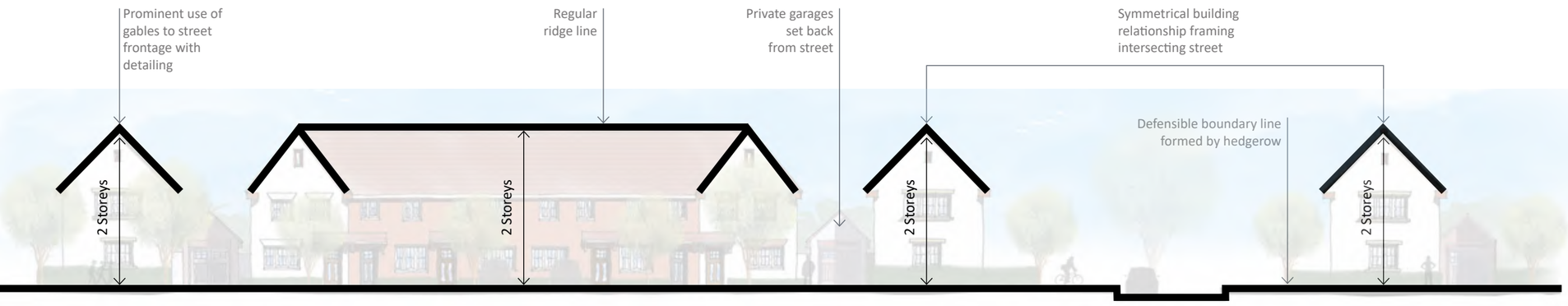


FIGURE 37 'WARM' STREET ELEVATION PRINCIPLES

FIGURE 38 ARCHITECTURAL DETAILS TABLE- 'WARM'

ELEMENT	INSTRUCTION
Walls (above damp proof course)	Canted brick cills
	Flat splayed and arched brick header
	Occasional string course
	Decorative brickwork to walls and eaves
	Painted concrete gable springer
	Painted concrete cill
Roofs	Varied pitches to main roofs between 30 and 45°. Gable features up to 50°
	Clipped verge to gables

ELEMENT	INSTRUCTION
Windows & doors	Casement window types
	Bay windows on ground and 1st floor to be a common feature
	Tongue and groove and panelled doors with lights
	Occasional coloured uPVC windows
Dormer windows	Roof lights. Occasional flat roofed and hipped dormers
Gables	Projecting gable
Chimneys	Brick slip GRP Brick constructed off gable/external wall

The quantum and location of each feature will be specified in the Detailed Design Code for the phase.

ILLUSTRATIVE ELEVATIONS AND PRINCIPLES - 'COOL'

The Illustrative Street Principles Elevation below show one way in which the mandatory requirements for the 'cool' temperature control areas can be interpreted to perpetuate the characteristics of the Clayland Plateau character area.

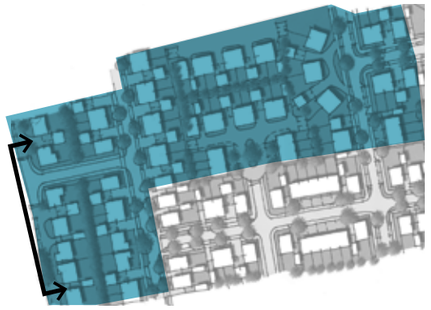


FIGURE 39 'COOL' ELEVATION LOCATION PLAN

FIGURE 42 ARCHITECTURAL DETAILS TABLE - 'COOL'

ELEMENT	INSTRUCTION
Walls (above damp proof course)	Canted brick cills
	Flat splayed and arched brick header
	Occasional string course
	Decorative brickwork to walls and eaves
	Painted concrete gable springer
	Painted concrete cill
Roofs	Varied pitches to main roofs between 30 and 45º. Gable features up to 50º
	Clipped verge to gables

ELEMENT	INSTRUCTION
Windows & doors	Casement window types
	Bay windows on ground and 1st floor to be a common feature
	Tongue and groove and panelled doors with lights
	Occasional coloured uPVC windows
Dormer windows	Roof lights. Occasional flat roofed and hipped dormers
Gables	Projecting gable
Chimneys	Brick slip GRP

The quantum and location of each feature will be specified in the Detailed Design Code for the phase.

Optional Architectural Details:

Those details that may form part of the 'hot' elevational composition, but are not mandatory, and include: Mullion windows; Working and external chimney breast; Non-working chimney built off side gable; eaves level dormer windows, double height bay windows.

FIGURE 40 ILLUSTRATIVE 'COOL' STREET ELEVATION

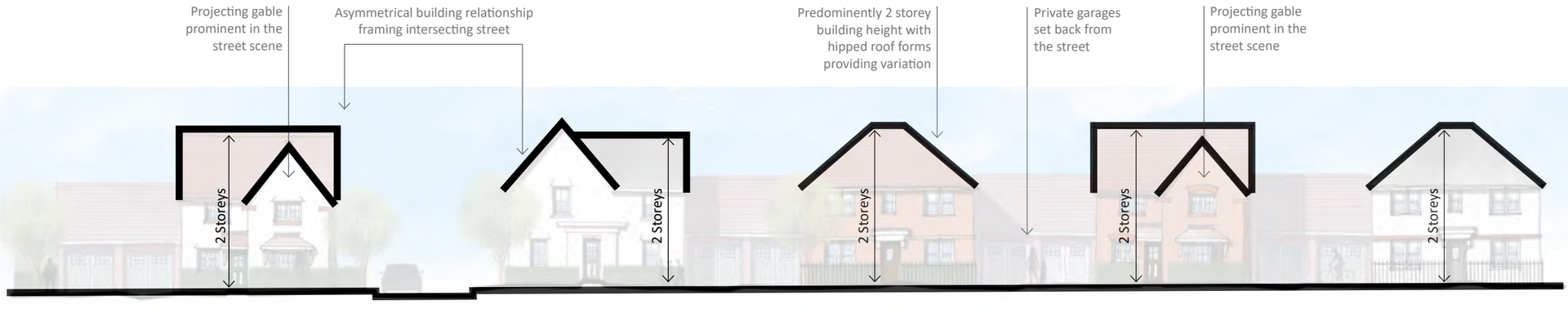
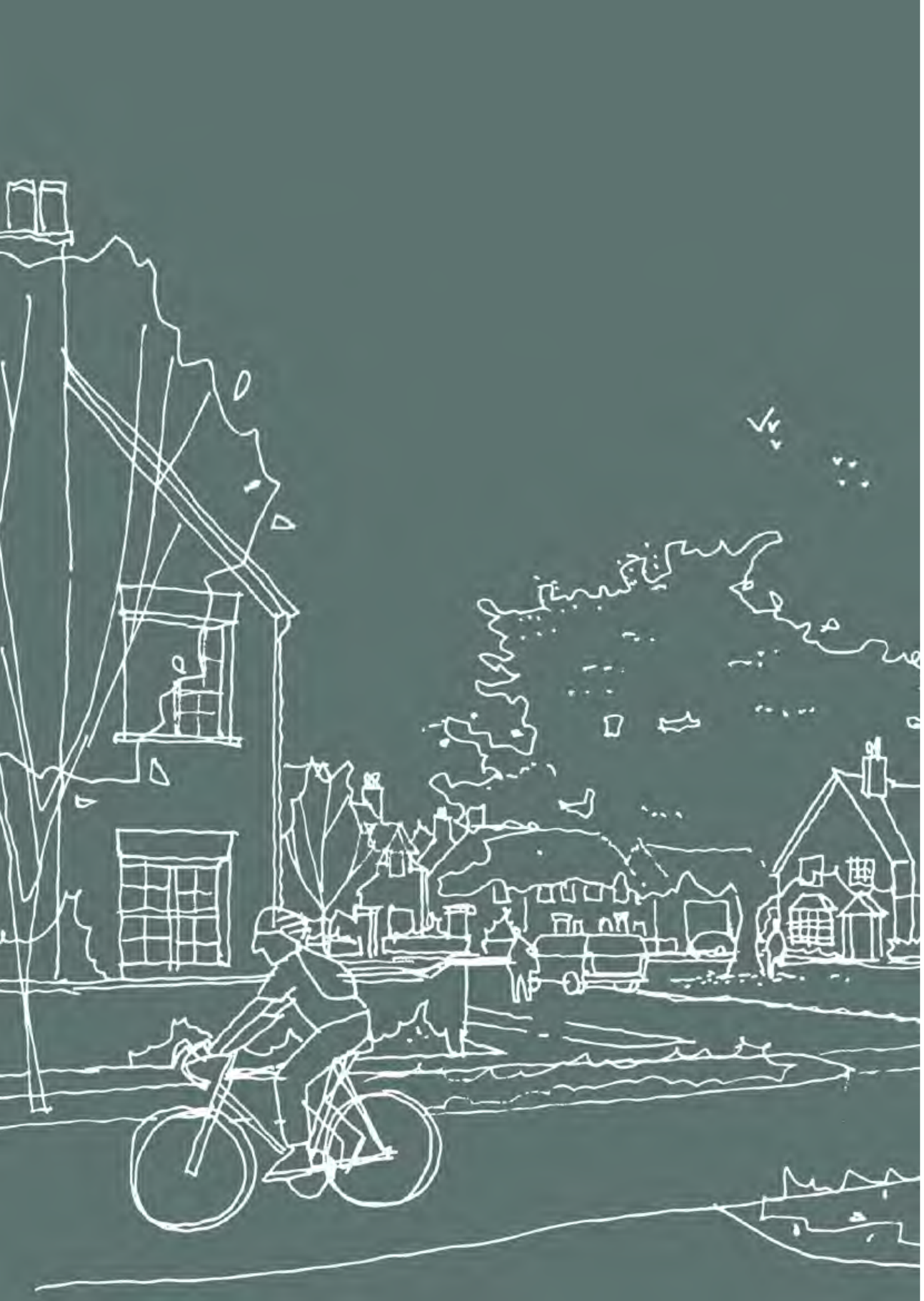


FIGURE 41 'COOL' STREET ELEVATION PRINCIPLES



CHARACTER AREAS

WOODED ENCLOSURES

WOODED ENCLOSURES CHARACTER AREA

Inspired by the immediate Ancient Woodland setting, strong retained landscape structure and the old hunting forests for which Corby is renown, the Wooded Enclosures will have a distinct rural/ rustic character with lower densities.

The woodland will be the key driver for this character area. It will create a backdrop for the neighbourhood, and streets will be orientated to take advantage of views through residential areas to woodlands, drawing the landscape into the development.

Predominantly detached buildings will positively address adjacent open space and woodland. Typically two storey dwellings with a simple palette of materials and larger front gardens will provide a subtle transition between the built development and the adjacent landscape.

Figure 43 locates the character area and figure 44 shows the hot, warm and cool areas within the Wooded Enclosures character area according to their importance to the overall scheme.

CONTEXT - C1 & C2

IDENTITY - I1, I2 & I3

FIGURE 43 LOCATION PLAN

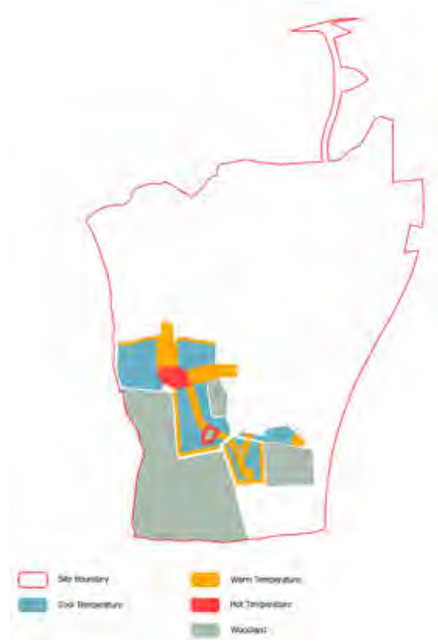


FIGURE 44 TEMPERATURE CONTROL PLAN EXTRACT

UNDERSTANDING THE ESSENCE OF PLACE - WOODLAND VILLAGES - ROCKINGHAM

These images are for illustrative purposes only intended to provide design cues rather than being prescriptions for the proposed design.

Set-Back: Occasionally none. Typically 0.5 - 2 metres accommodating informal shrub planting. Occasional significant set-back.

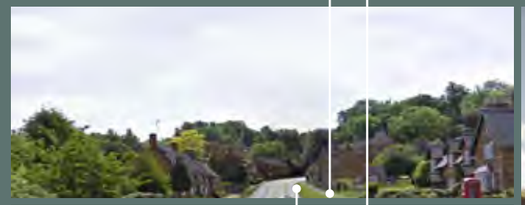
Open grass verge of varying width to both sides of the street, occasionally disappearing to accommodate parking or where building lines pinch.

Frontage: Typically fragmented building frontage with continuity often maintained by boundary walls of vary heights and further emphasised through over-topping and higher soft planting behind.

Boundary Treatments: A variety of front boundary treatment ranging from: no boundary; to informal shrub planting; to low walls. Informal shrub planting is the most prevalent. Painted picket gates are used in conjunction with the stone walls, marking the entrance to properties.

Building Forms: Typically medium to wide fronted detached and semi detached units. Occasional short terrace.

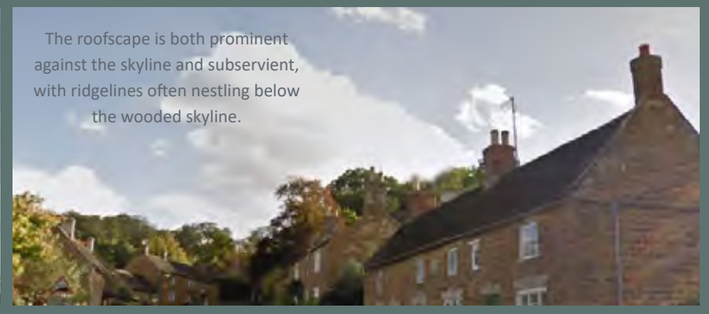
Parking: Occasional on street visitor space within parallel bays within or in place of verge. Typically on plot allocated parking behind the building line within generous plots



Enclosure: Medium to low degree of enclosure with buildings, landscape and boundary treatments working in concert to define the street.

Street Pattern: Gently curving, sinuous street pattern with subtle closure of view through buildings and trees.

Building Height: Combination of 1½ and 2 storey dwellings with single storey outbuildings.



The roofscape is both prominent against the skyline and subservient, with ridgelines often nestling below the wooded skyline.

Roofscape: Variation in roofscape primarily driven by changes in topography, prominent chimneys and to a lesser extent variation in roof pitch and relationship with adjacent outbuildings. These examples provide inspration for form and shape rather than being requirements for new build homes.

Details: A rich variety of detailing accentuates the varied building typologies and materials, including:

Occasional projecting gables. Occasional parapet.

Gable fronted and hipped pitched roof dormers within the roof and on eaves line.

Typically boarded doors, Occasional panelled door with pitched roof porches.

Casement windows commonplace, with occasional sash and mullion.

Occasional single square bay window.

Analysis of local vernacular materials: Roofscape comprises a mixture of stone tile, thatch, slate and plain tile. Walling materials are typically stone with occasional brick faced building.

FIGURE 45 ILLUSTRATIVE PERSPECTIVE SKETCH OF DWELLINGS FRONTING A LOCAL KEY SPACE

ILLUSTRATIVE VIGNETTES

Figure 48 shows an illustrative layout arrangement within the Wooded Enclosure character area, inspired by the Ancient Woodland setting, the old hunting forests for which Corby is renown and woodland villages in the locality.

The Plan Vignette is illustrative only and is designed to suggest how the form of the layout may vary for building addressing key spaces. The vignette also aims to illustrate the green feel that will be a common feature within this character area. An average density of 25dph is expected.

The table below summarises the built form character. These broad principles must deliver a balanced mix of dwelling types, parking typologies across the character area as a whole.

The specific design of individual parcels will be based upon the designer's interpretation of the mandatory instructions within this Code.

ELEMENT	
Frontage character	Discontinuous building line comprising a variety of building typologies. Buildings to provide a subtle frame and moderate degree of enclosure to streets and spaces.
Building Heights	Informal composition of of 1½ - 2½ storey dwellings with the occasional 3 storey dwelling.
Building alignment	Subtle variations to the building line, with occasional significant variation.
Roofscape	Varied roof profile with chimneys, varied ridge heights and pitches a significant influence.

FIGURE 46 BUILT FORM DESIGN PRINCIPLES

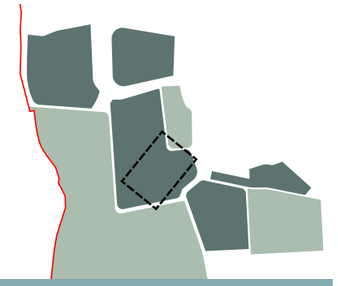


FIGURE 47 VIGNETTE LOCATION PLAN

FIGURE 48 ILLUSTRATIVE PLAN VIGNETTE

IDENTITY - I1, I2 & I3

BUILT FORM B2

CHARACTER AREAS

WOODED ENCLOSURES

MATERIALS AND BOUNDARY TREATMENTS

The materials and boundary material specifications for the Wooded Enclosures character area are mandatory design instructions given the contribution that these elements will make to the design and quality of the scheme.

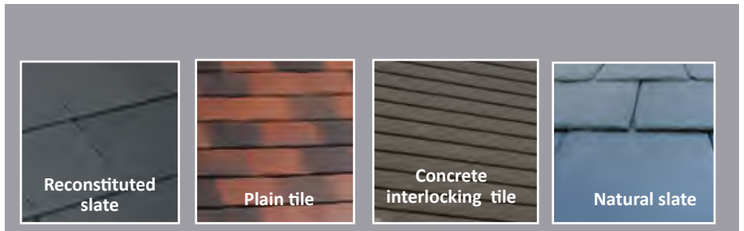
Within the areas containing non residential uses, a contemporary design approach may be appropriate. In such instances materials other than those specified may be suitable, providing there is still consistency in the overall palette.

The Detailed Phase Design Codes will provide further detail on how this palette of materials will be adjusted to reflect the hot, warm and cool areas within the Wooded Enclosures character area according to their importance to the overall scheme.

FIGURE 49 LOCATION PLAN

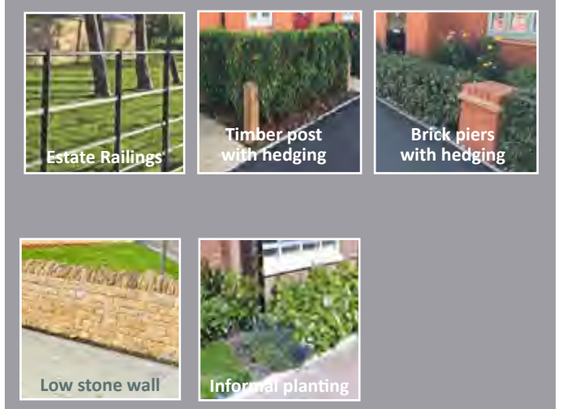
IDENTITY - I1, I2 & I3

ROOF MATERIALS



WALLING MATERIALS

BOUNDARY TREATMENTS



ILLUSTRATIVE ELEVATIONS AND PRINCIPLES - 'HOT'

Figures 51-52 illustrate a typical 'hot' residential street elevation of the Wooded Enclosures character area. This scene has been designed to convey the essence and design quality of an important street and space. Figure 53 describes the variations in detail between the different temperature control areas whilst maintaining a cohesive overall character.

FIGURE 50 ELEVATION LOCATION PLAN

FIGURE 53 ARCHITECTURAL DETAILS TABLE - 'HOT'

ELEMENT	INSTRUCTION
Walls (above damp proof course)	Canted brick cills - min.
	Stone Cills
	Flat splayed brick header
	Timber faced lintels
	Decorative brick work to eaves
	Painted concrete lintel
Roofs	Varied pitches between 30 and 45º.

The quantum and location of each feature will be specified in the Detailed Design Code for the phase.

ELEMENT	INSTRUCTION
Windows & doors	Casement, mock sash windows types
	Occasional bay windows
	Boarded doors with occasional panelled door typically in estate green with occasional black, dark heritage variations
	Occasional coloured uPVC windows
Dormer windows	Gabled and hipped roof variations
	Mid-roof dormer windows
Gables	Projecting gable
Chimneys	Brick slip GRP Brick constructed off gable/external wall Brick constructed with projecting breast detail
Eaves details	Open Eaves with rise and fall metal brackets

Optional Architectural Details:

Parapet walls may form part of the 'hot' elevational composition, but are not mandatory.

FIGURE 51 ILLUSTRATIVE 'HOT' STREET ELEVATION

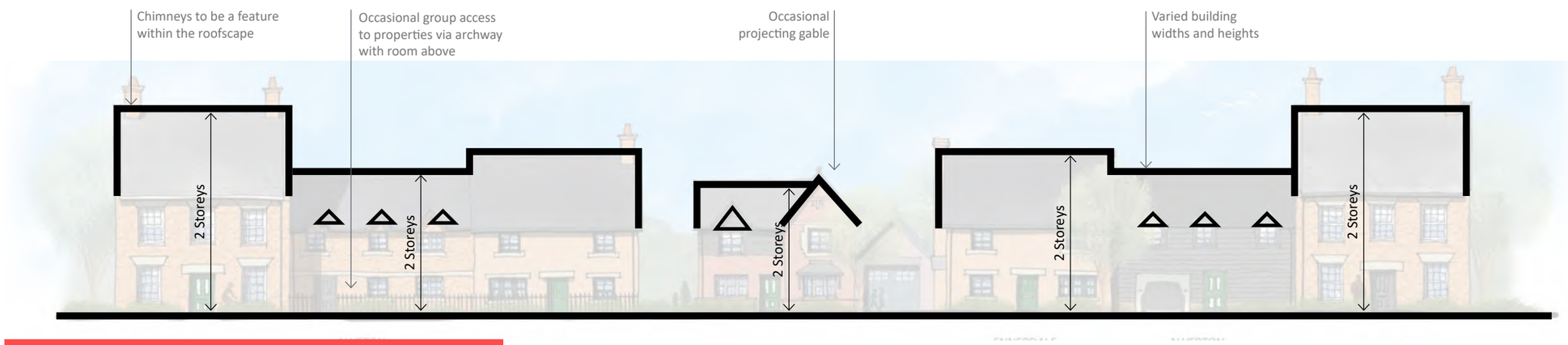


FIGURE 52 'HOT' STREET ELEVATION PRINCIPLES

IDENTITY - I1, I2 & I3 BUILT FORM B2

ILLUSTRATIVE ELEVATIONS AND PRINCIPLES - 'WARM'

The Illustrative Street Principles Elevation below show one way in which the mandatory requirements for the 'warm' temperature control areas can be interpreted to perpetuate the characteristics of the Wooded Enclosures character area.

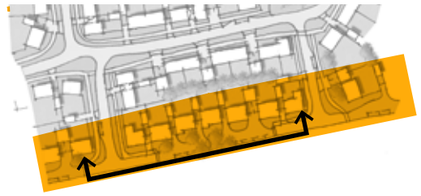


FIGURE 54 ELEVATION LOCATION PLAN

FIGURE 57 ARCHITECTURAL DETAILS TABLE - 'WARM'

ELEMENT	INSTRUCTION
Walls (above damp proof course)	Canted Brick cills
	Stone Cills
	Flat splayed brick header
	Decorative brick work to eaves
	Painted concrete lintel
Roofs	Varied pitches between 30 and 45º.

The quantum and location of each feature will be specified in the Detailed Design Code for the phase.

ELEMENT	INSTRUCTION
Windows & doors	Casement windows types
	Occasional bay windows
	Boarded doors with occasional panelled door typically in estate green with occasional black, dark heritage variations
	Occasional coloured uPVC windows
Dormer windows	Gabled and hipped roof variations
	Mid-roof dormer windows
Gables	Projecting gable
Chimneys	Brick slip GRP

Optional Architectural Details:

Those details that may form part of the 'hot' elevational composition, but are not mandatory, and include: Mullion windows; Working and external chimney breast; Non-working chimney built off side gable; eaves level dormer windows.

FIGURE 55 ILLUSTRATIVE 'WARM' STREET ELEVATION

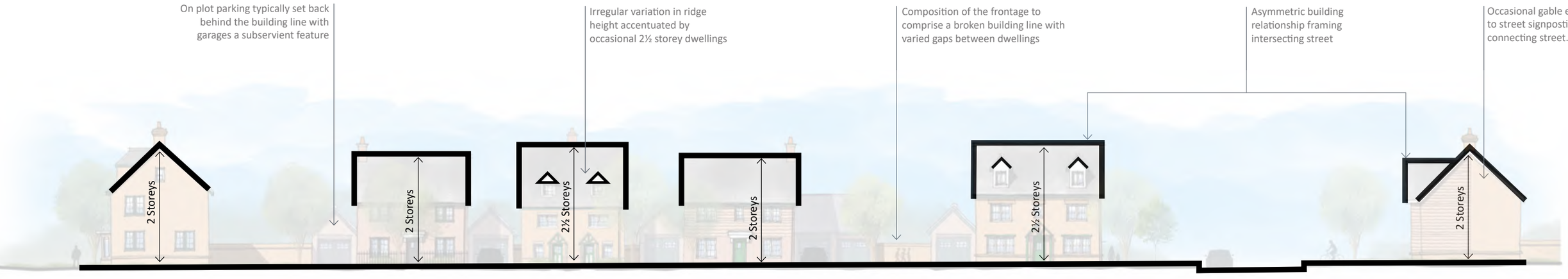


FIGURE 56 'WARM' STREET ELEVATION PRINCIPLES

ILLUSTRATIVE ELEVATIONS AND PRINCIPLES - 'COOL'

The Illustrative Street Principles Elevation below show one way in which the mandatory requirements for the 'cool' temperature control areas can be interpreted to perpetuate the characteristics of the Wooded Enclosures character area.

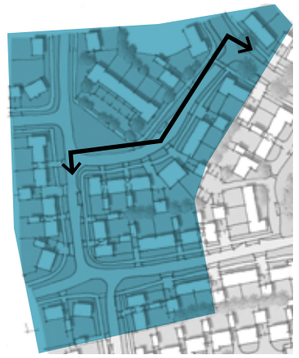


FIGURE 58 ELEVATION LOCATION PLAN

FIGURE 61 ARCHITECTURAL DETAILS TABLE - 'COOL'

ELEMENT	INSTRUCTION
Walls (above damp proof course)	Canted Brick cills
	Stone cills
	Flat splayed brick header
	Decorative brick work to eaves
	Painted concrete lintel
Roofs	Varied pitches between 30 and 45º.

The quantum and location of each feature will be specified in the Detailed Design Code for the phase.

ELEMENT	INSTRUCTION
Windows & doors	Casement windows types
	Occasional bay windows
	Boarded doors with occasional panelled door typically in estate green with occasional black, dark heritage variations
	Occasional coloured uPVC windows
Dormer windows	Gabled and hipped roof variations
	Mid-roof dormer windows
Gables	Projecting gable
Chimneys	Brick slip GRP Brick constructed off gable/external wall

FIGURE 59 ILLUSTRATIVE 'COOL' STREET ELEVATION

FIGURE 60 'COOL' STREET ELEVATION PRINCIPLES

IDENTITY - I1, I2 & I3 **BUILT FORM B2**

URBAN DESIGN
GATEWAYS

The entrances to West Corby from the A6003 to the east and A427 to the north will be the most visible and recognisable spaces to the majority of residents and visitors. Establishing a sense of quality and distinctiveness will be central to the perception of the site and set a benchmark for subsequent development. This section of the Code provides clear instructing principles for the Uppingham Road Gateways and Northern Gateway as part of establishing a design identity and quality threshold that can be further elaborated upon in the subsequent Detailed Design Codes.

IDENTITY - I1, I2 & I3

BUILT FORM B2

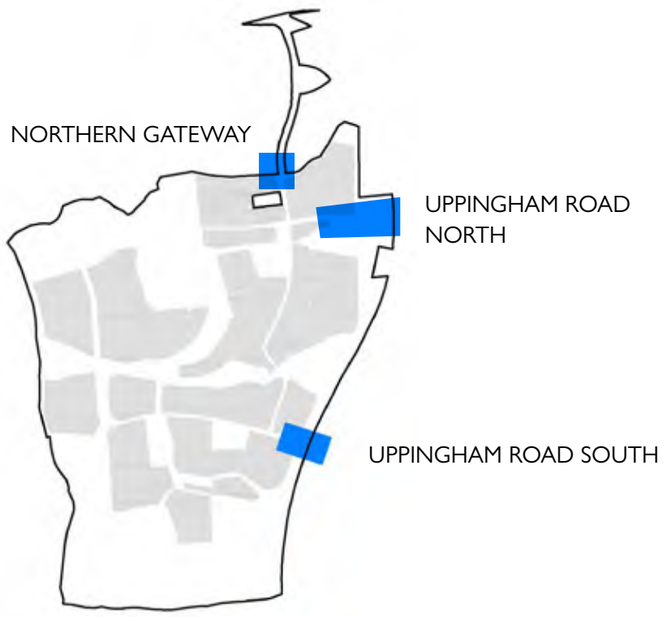
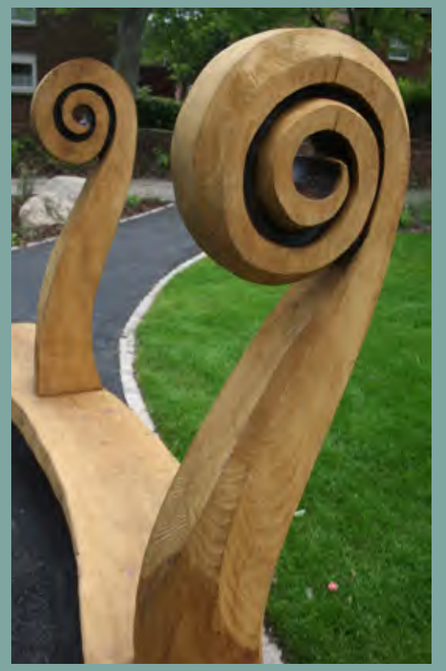


FIGURE 62 GATEWAYS LOCATION PLAN

PUBLIC ART

Where viable, public art can play an important role in providing key focal elements within gateways and key spaces. It could be made up of a single object or integrated within landscape elements and street furniture to provide a theme throughout the development. It is important that a public art strategy is integrated with the landscape character and treatment of key areas potentially drawing on the heritage of the local context, to provide a meaningful design element welcoming visitors and residents into the site.

Public Art features on street furnitures



Sculpture

Land art

Wildlife habitat creation within sculpture

NORTHERN GATEWAY

The Northern Gateway will be inspired by a combination of the immediately adjacent Middleton Lodge (retained in situ) and the character of the surrounding villages, including East Carlton, Cottingham and Middleton and Rockingham to the north. Once part of royal estates, these villages have a strong estate character and quality with individual and groups of dwellings related to the primary movement routes. There is a strong landscape emphasis.

IDENTITY - I1, I2 & I3

BUILT FORM B2

FIGURE 63 LOCATION PLAN

NORTHERN GATEWAY BUILT FORM PRECEDENT IMAGES

Dwellings at the northern gateway are viewed set behind a mature hedge and tree planting

Almshouse character, built form and material precedent

Middleton Lodge

'MIDDLETON LODGE AND THE ESTATE VILLAGES TO THE NORTH WILL PROVIDE THE INSPIRATION FOR THE NORTHERN GATEWAY'

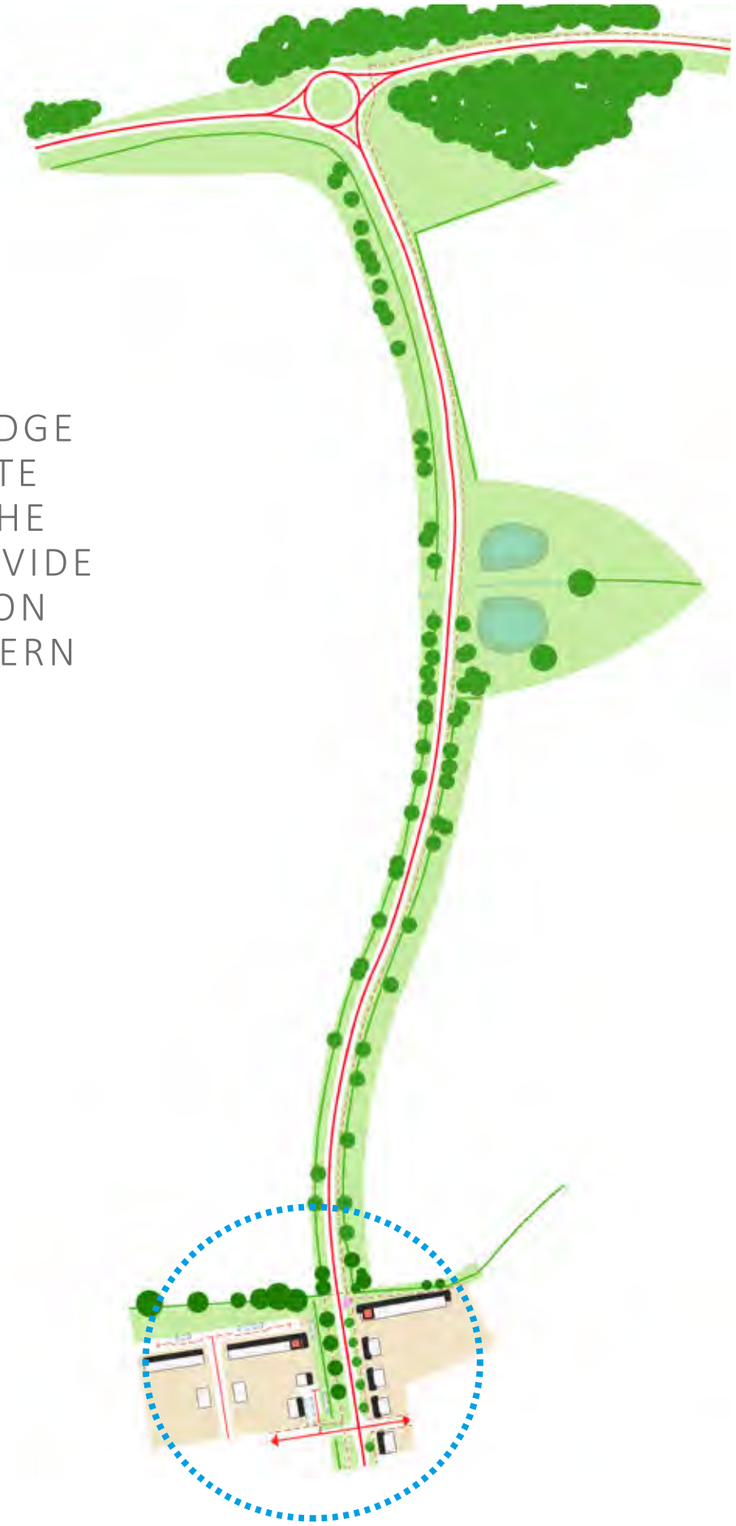


FIGURE 64 GATEWAY DESIGN PRINCIPLES PLAN

FIGURE 65 GATEWAY DESIGN PRINCIPLES PLAN

LEGEND

NORTHERN GATEWAY LANDSCAPE PRECEDENT IMAGES

Feature tree to demarcate the arrival space

Tree lined avenue to demarcate the arrival space

Entrance signage

Wide asymmetric verge

FIGURE 66 GATEWAY DESIGN PRINCIPLES TABLE

ELEMENT	SPECIFICATION
Principle	Inspired by the adjacent Middleton Lodge and the estate villages to the north, the dwellings will positively address the primary movement route and create and informal parkland entrance to the site.
Built Form	Combination of short terraces, semi detached and detached dwellings. Dwellings generally 2 storeys in height with potential for key buildings to be 2½ or 3 storeys Consistent building line within groups with some subtle variation
Materials	In keeping with the character references that inform this key entrance space, stone with slate or slate effect roofs will be featured, with particular emphasis on using these materials on those dwellings closest to the Primary Street. Materials specifications to be addressed within the Detailed Phase Design Code.
Boundary Treatment	Front garden boundary treatments to be addressed in the Detailed Phase Design Code.
Public Realm and Landscape	A new tree lined approach with hedge planting will line the approach to the arrival space from the A427. Existing retained trees and hedgerows to the northern site boundary will frame the arrival space. Planting and boundary treatment will demarcate the arrival open space. A specimen feature tree will provide a focal point to the arrival space Tree species to be address in the phased Design Code
Parking	Allocated parking will typically be on plot behind the building line Retention of the existing hedgerow to the west provides an opportunity for allocated parking in front of dwellings without detracting from the entrance set-piece.

UPPINGHAM ROAD NORTH

The northern entrance to the site from Uppingham Road will provide a grand statement and sense of arrival for the development. This will be done through creating a stately avenue of trees that will open out onto a main vista to the development. The surrounding landscape will mimic the approach to the Rockingham estate with a simple composition of tree planting hedgerow and grassland.

IDENTITY - I1, I2 & I3

BUILT FORM B2

'A PARKLAND ENTRANCE USING THE DRAMATIC VISTA TO PROVIDE A SENSE OF ARRIVAL...'

FIGURE 67 LOCATION PLAN

UPPINGHAM ROAD NORTH BUILT FORM PRECEDENT IMAGES

Townhouses overlooking the landscape providing a sense of arrival to the development

Precedent image for a public house providing a landmark corner into the site facing the open space and primary road

Built form creating a striking feature at the gateway

UPPINGTON ROAD NORTH LANDSCAPE PRECEDENT IMAGES

Parkland entrance

Cycleways

Parkland and habitat creation

FIGURE 68 GATEWAY DESIGN PRINCIPLES PLAN

FIGURE 69 GATEWAY DESIGN PRINCIPLES TABLE

ELEMENT	SPECIFICATION
Principle	Inspired by the approach to Rockingham estate, simple elegant with a sense of arrival created through the opening up of a vista across to the development.
Streetscape Materials	Adopted main entrance road to be asphalt. Rustic block pavers within lanes and parking areas. Where there is a change in carraiegway material, smaller setts will be used to demarcate this. Materials specifications to be addressed within the relevant Detailed Phase Design Code.
Boundary Treatment	Hedgerows and planting with garden trees to demarcate plot frontage. In general the landscape should extend up to the buildings with subtle demarcations of private space for plots. Front garden boundary treatments to be addressed in the relevant Detailed Phase Design Code.
Public Realm and Landscape	A strong formal avenue of substantial native trees to create an approach to the development. Informal clumps of trees with meadow grass within the surrounding landscape beyond the avenue creating a parkland feel. Low clipped hedgerow to match the form of the avenue. Tree species to be address in the relevant Detailed Phase Design Code.

LEGEND

- Primary Street
- Secondary / Access Street
- Block Access
- Shared Surface
- Footpath / Cycleway
- Residential Block
- Key Frontage
- Key Buildings
- Parking
- Open Space
- Attenuation & Ornamental Basins
- Verge
- Hedgerow
- Trees
- View Corridor
- NEAP

UPPINGHAM ROAD SOUTH

The southern entrance is located off the Uppingham Road. Highway improvement works will create a roundabout adjacent to this entrance. The intent of the design at this location should be to provide a space that sets the development in a lush green and verdant landscape. The frontage will be formed from larger detached or semi detached dwellings with set back garages.

IDENTITY - I1, I2 & I3

BUILT FORM B2

FIGURE 70 LOCATION PLAN

UPPINGHAM ROAD SOUTH BUILT FORM PRECEDENT IMAGES

Low density residential development using a mix of render and brick, set within a landscape setting

UPPINGTON ROAD SOUTH LANDSCAPE PRECEDENT IMAGES

Linear parkland and boundary buffer planting

An integrated accessible pedestrian network

Linear parkway

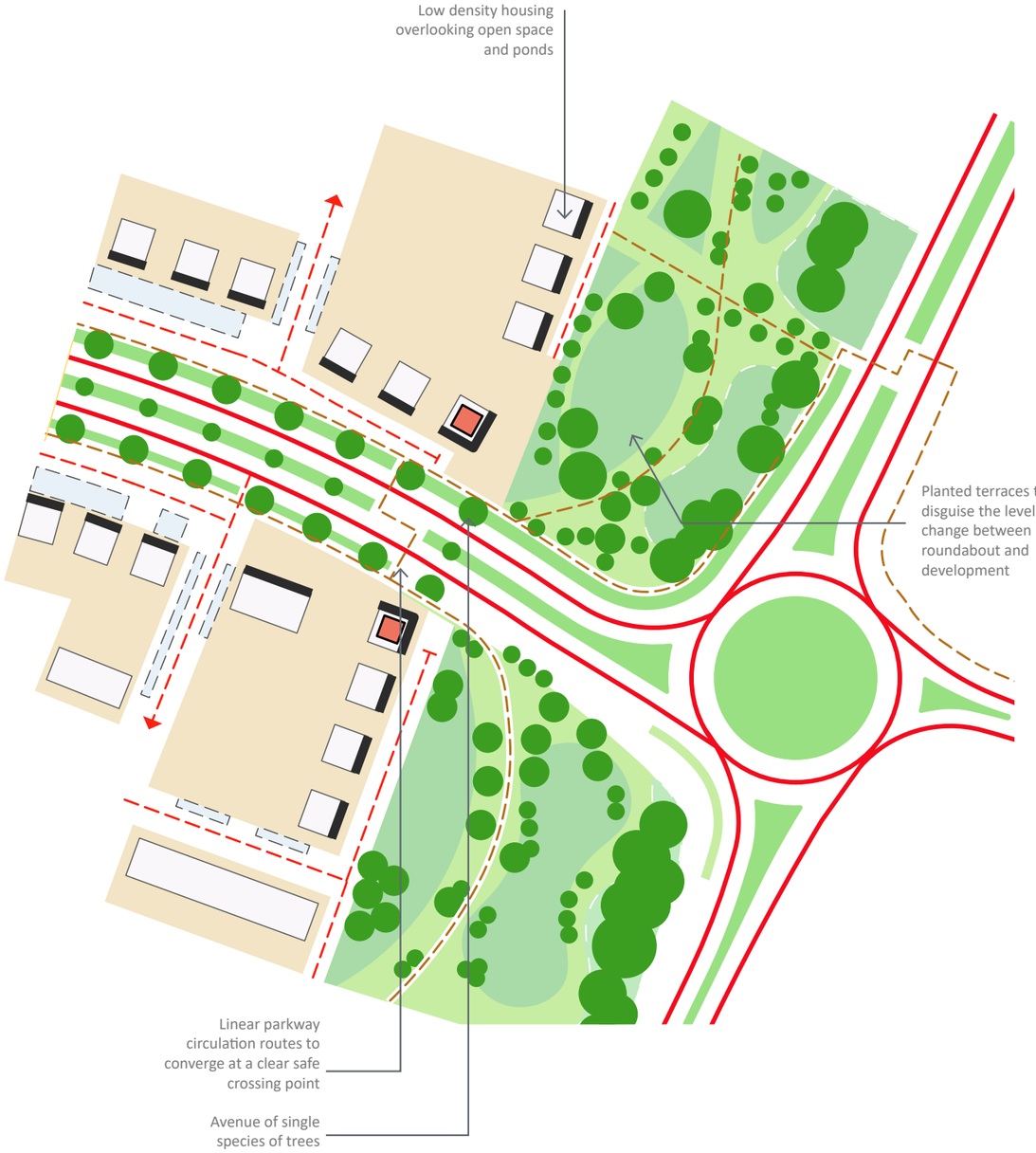


FIGURE 71 GATEWAY DESIGN PRINCIPLES PLAN

LEGEND

- Primary Street
- Secondary / Access Street
- Shared Surface
- Footpath / Cycleway
- Residential Block
- Key Frontage
- Key Buildings
- Parking
- Open Space
- Bunds
- Verge
- Hedgerow
- Trees

'STATELY TREE PLANTING WILL COMBINE WITH HEDGEROWS AND PLANTING TO PROVIDE AN ENTRANCE THAT LEADS PEOPLE INTO THE DEVELOPMENT...'

FIGURE 72 GATEWAY DESIGN PRINCIPLES TABLE

ELEMENT	SPECIFICATION
Principle	The entranceway to the south will set the scene for the development through simple tree and bold shrub planting. The avenue of tree planting will lead into the development up to the village green which will create a sense of arrival.
Materials	The pathways through the open space will be of an informal material. Materials specifications to be addressed within the Detailed Phase Design Code.
Boundary Treatment	The landscape should extend up to the houses with subtle demarcation to plot frontage. Front garden boundary treatments to be addressed in the Detailed Phase Design Code. Lanes where adjacent to the linear park to have an informal and rural boundary treatment. Boundary demarcation to rear gardens to be in the form brick walls (where visible from the public realm) and in key locations to have embellished coping.
Public Realm and Landscape	Planting at the roundabout to be bold block planting of species with native species and cultivars of native species. Tree species to be of a large avenue species along the primary access road. Planting within the linear park to allow for long views across the landscape with a focus on areas of meadow with feature trees creating a tree pasture landscape.

URBAN DESIGN
KEY SPACES

KEY SPACES

This section of this Code covers principles that will influence the design of key spaces. Coding instructions are provided for:

- the 'Market Square';
- the 'Village Green';
- four Primary Key Spaces (1-4); and
- five Local Key Spaces (1-5).

Detailed design instructions for each of these spaces will be covered in the subsequent Detailed Phase Design Codes.

Figure 73 opposite superimposes these key spaces onto the Regulating Plan base.

IDENTITY - I1, I2 & I3

BUILT FORM B1, B2 & B3

Market Square precedent

Village Green precedent

Primary Key Space precedent

Local Key Space precedent

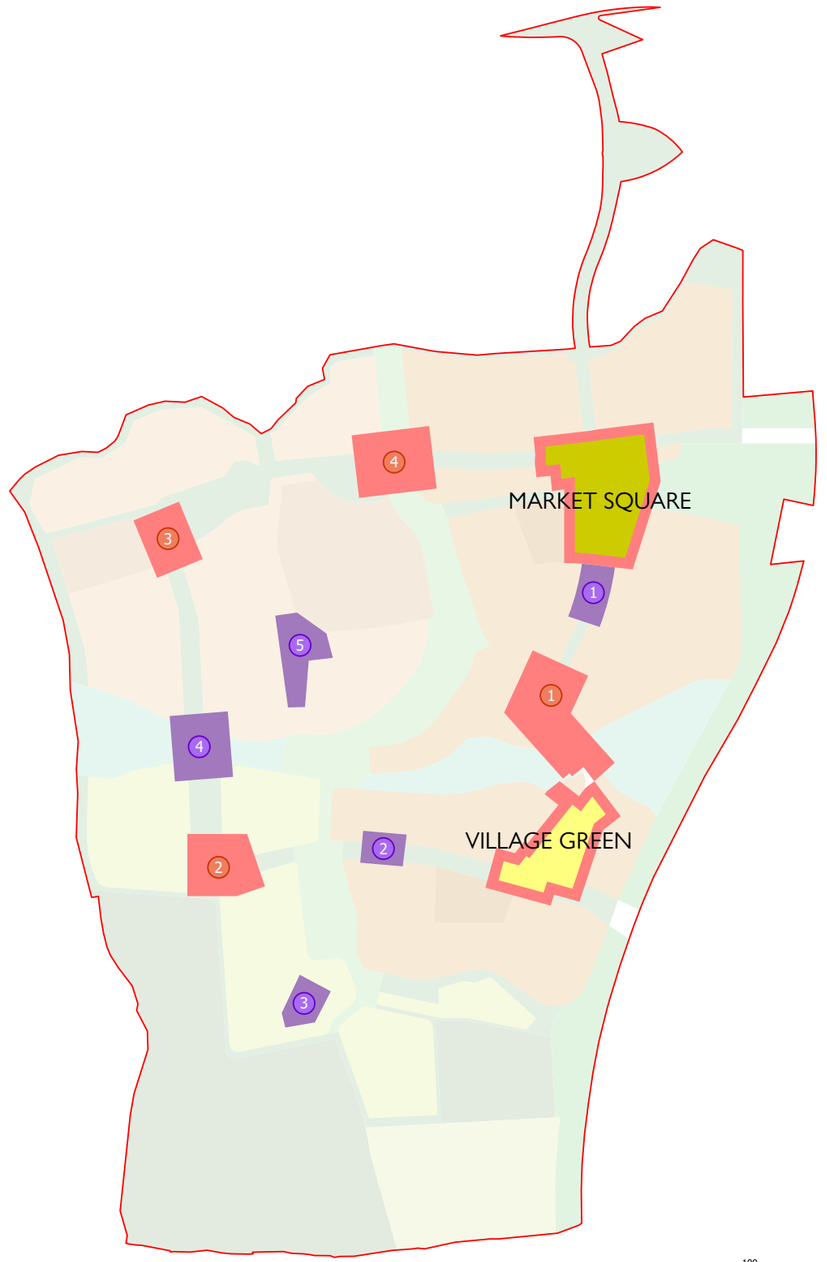


FIGURE 73 KEY SPACES PLAN

MARKET SQUARE

The market square with its position at the heart of the high street will provide a robust space for community events. In this location there is a confluence of the urban high street with the more rural green and blue infrastructure corridors. This space should therefore relate to both of these influences creating a dynamic area primarily used for community activities.

'THE MARKET SQUARE WILL PROVIDE A ROBUST SPACE COMPRISED OF BOTH HARD AND SOFT LANDSCAPE MEETING HARMONIOUSLY AT THE HEART OF THE COMMUNITY...'

FIGURE 74 ILLUSTRATIVE PERSPECTIVE SKETCH (VIEW FROM MARKET SQUARE FACING SOUTH

MARKET SQUARE

FIGURE 75 LOCATION PLAN

LEGEND

- Primary Street
- Secondary / Access Street
- Block Access
- Shared Surface
- Footpath / Cycleway
- Residential Block
- Mixed Use Block
- Key Frontage
- Key Buildings
- Parking
- Key Shared Surface
- Open Space
- Verge
- Hedgerow
- Trees
- Watercourse
- School Field

IDENTITY - I1, I2 & I3

BUILT FORM B1, B2 & B3

PUBLIC PLACES P1, P2 & P3

USES U1, U2 & U3

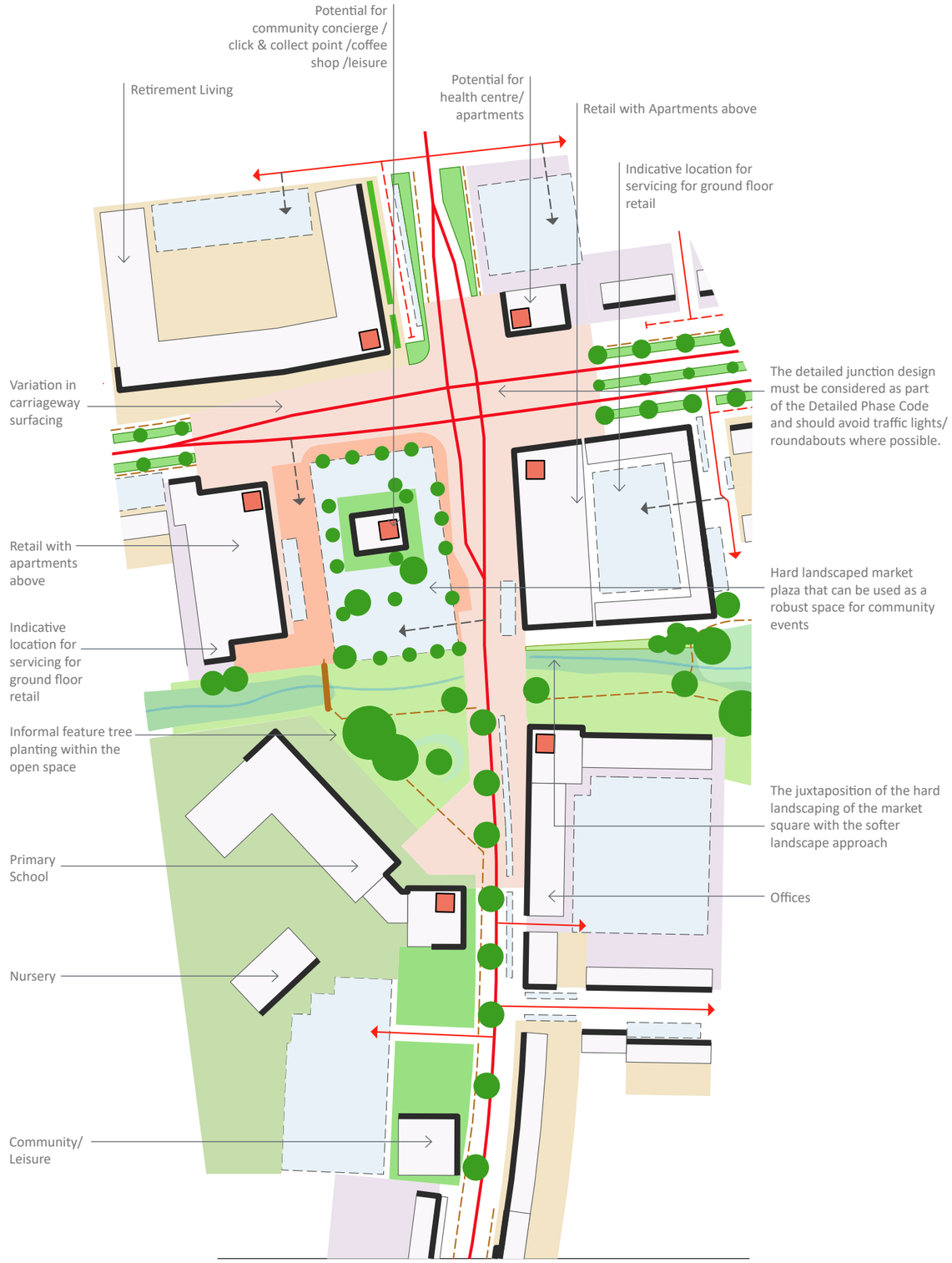


FIGURE 76 DESIGN PRINCIPLES PLAN

FIGURE 77 MARKET SQUARE PRINCIPLES

ELEMENT	SPECIFICATION
Principle	The market square and central green will act as a meeting point for the community. The space will be designed to accommodate a variety of community activities. The space will also effectively integrate the existing stream into the urban environment, ensuring the green and blue infrastructure becomes a key part of the heart of the West Corby Sustainable Urban Extension.
Materials	The market square will read as one space through the use of a constrained palette of materials, block paving units uniting the area between pedestrian and vehicular movement zones. Bollards will also be used control vehicular overrun. Within the adjacent green space a more rural but formal material palette should be used. A consistent public realm furniture palette should be used throughout this central space.
Public Realm and Landscape	Trees within the market square will be a couple of species of medium mature size that will provide some form of ornamental value. These trees should be large enough to provide instant impact. Large native trees within the river and stream corridor and the associated greenspace can be of a smaller specification. Car parking serving facilities should be appropriately landscaped to minimise the visual impact of cars. The stream channel itself should be accessible in safe locations and allow for dynamic hydrology process to continue e.g. pool riffle sequences.

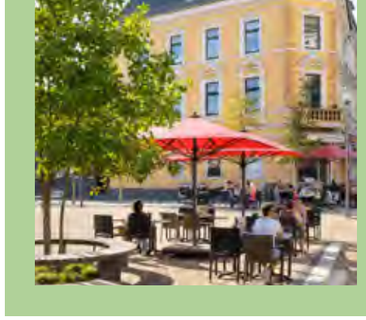
MARKET SQUARE LANDSCAPE PRECEDENT IMAGES

Imaginative play opportunities

Market Square

Informal tree planting within green space

Market Square



Network of footpaths within the POS

BUILT FORM PRECEDENT IMAGES

Contemporary interpretation of a market building

Historic precedent for market building within a public square from Market Harborough

VILLAGE GREEN

The village green will provide the sense of arrival at the development from the southern entrance. The space itself will be open with a simple palette of tree of hedge planting demarcating the edge of the space. This sense of openness will create commanding views over the space, creating a stage for the housing beyond. Within the space a dedicated play area equipment sensitively designed into the landscape providing opportunities for formal recreation. Paths across the green will provide direct circulation between entrance points whilst subdividing the space into different activity zones. The car park located to the south of the village green will have a soft appearance through the planting of trees and shrubs.

FIGURE 78 ILLUSTRATIVE PERSPECTIVE SKETCH - VIEW FROM PRIMARY STREET LOOKING NORTH-WEST

FIGURE 79 VILLAGE GREEN PRINCIPLES

ELEMENT	SPECIFICATION
Principle	The village green will act as a meeting point for the community containing a primary school, community centre, local shops and play area. The space will be designed to accommodate a variety of community activities.
Materials	The village green will read as one space through the use of a limited palette of materials, block paving units uniting the area with low granite kerbs between pedestrian and vehicular movement zones. Bollards will also be used control vehicular overrun. Within the adjacent green space a more rural but formal material palette should be used. A consistent public realm furniture palette should be used throughout this central space.
Public Realm and Landscape	Trees within the village green will be a couple of species of medium mature size that will provide some form of ornamental value. These trees should be large enough to provide instant impact. Car parking serving facilities should be appropriately landscaped to minimise the visual impact of cars.

FIGURE 80 LOCATION PLAN

IDENTITY - I1, I2 & I3

BUILT FORM B1, B2 & B3

PUBLIC PLACES P1, P2 & P3

USES U1, U2 & U3

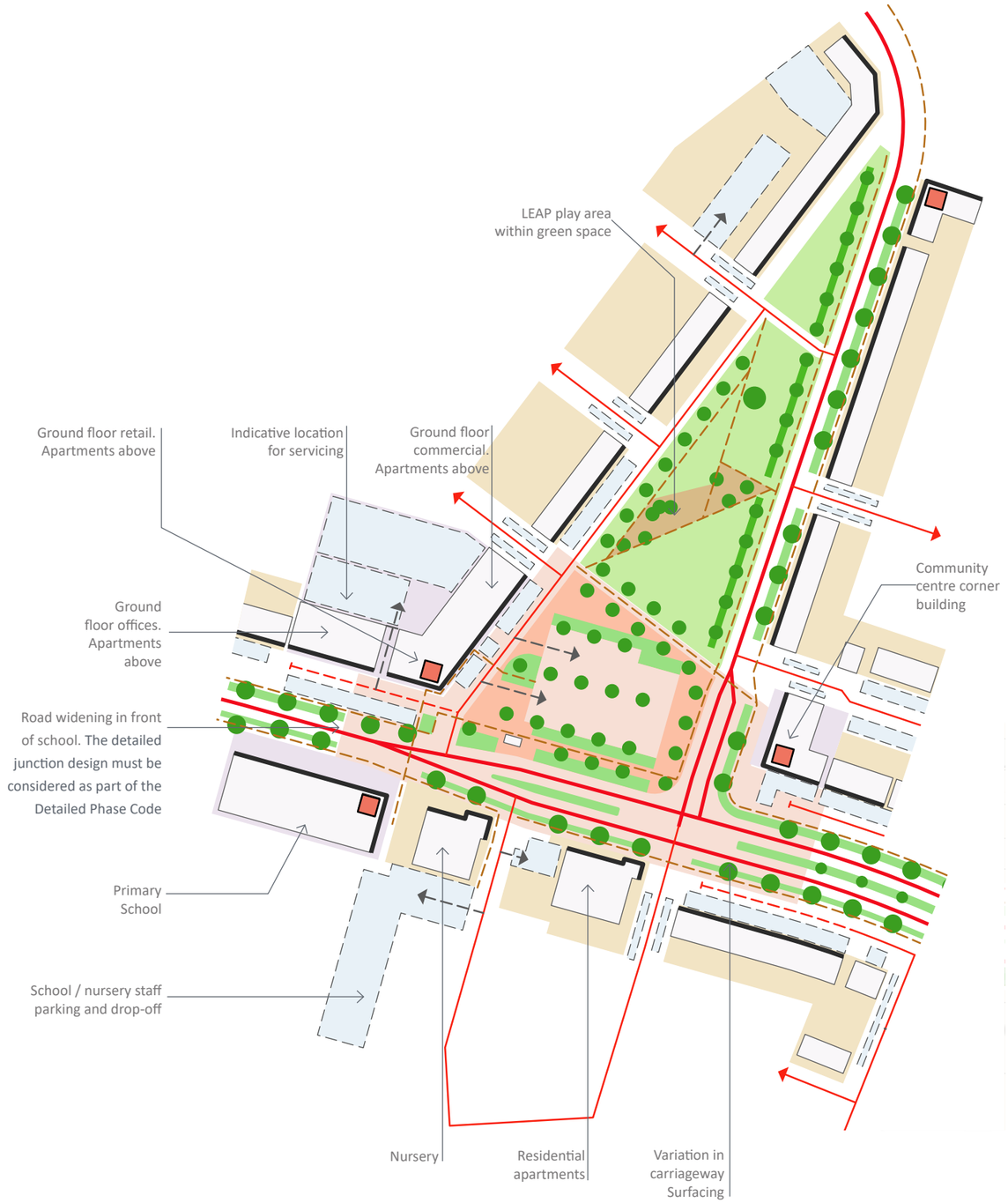


FIGURE 81 DESIGN PRINCIPLES PLAN

VILLAGE GREEN URBAN FORM PRECEDENT IMAGES

Contemporary local centre buildings with ground floor retail

VILLAGE GREEN LANDSCAPE PRECEDENT IMAGES

LEAP Play area within POS

Village Green recreational oppotunitites

Outdoor seating for Community Centre

Shared surfaces

Natural play

Village Green meeting point

PRIMARY KEY SPACE 1

At the 'elbow' of the mixed use Primary Street immediately north of the Village Green, this space is a key wayfinding point within the site. Various higher order streets and a strategic green corridor converge at this point, providing opportunities to access key facilities within the site by a variety of modes.

The East-West Stream Corridor strategic green space defines the space to the south and will be spanned by a causeway emphasising the point at which people leave the Village Green and arrive in Primary Key Space 1.

A Secondary Street heads north west from this space towards the Secondary School, another heads east serving the residential parcels of the Undulating Claylands character area, and the Primary Street itself heads north towards the Market Square.

The confluence of these routes make this key space one of the nodes on the Mixed Use Primary Street where non residential uses are likely to take hold first. As such, the bend in the Primary Street alignment has been utilised to create a small space, providing an opportunity to make this a modest but important incidental destination within the wider site. It also has the ability to provide a linking space or stepping stone between the mixed use elements at the southern edge of the Village Green to the south and the mixed use Market Square to the north.

FIGURE 82 LOCATION PLAN

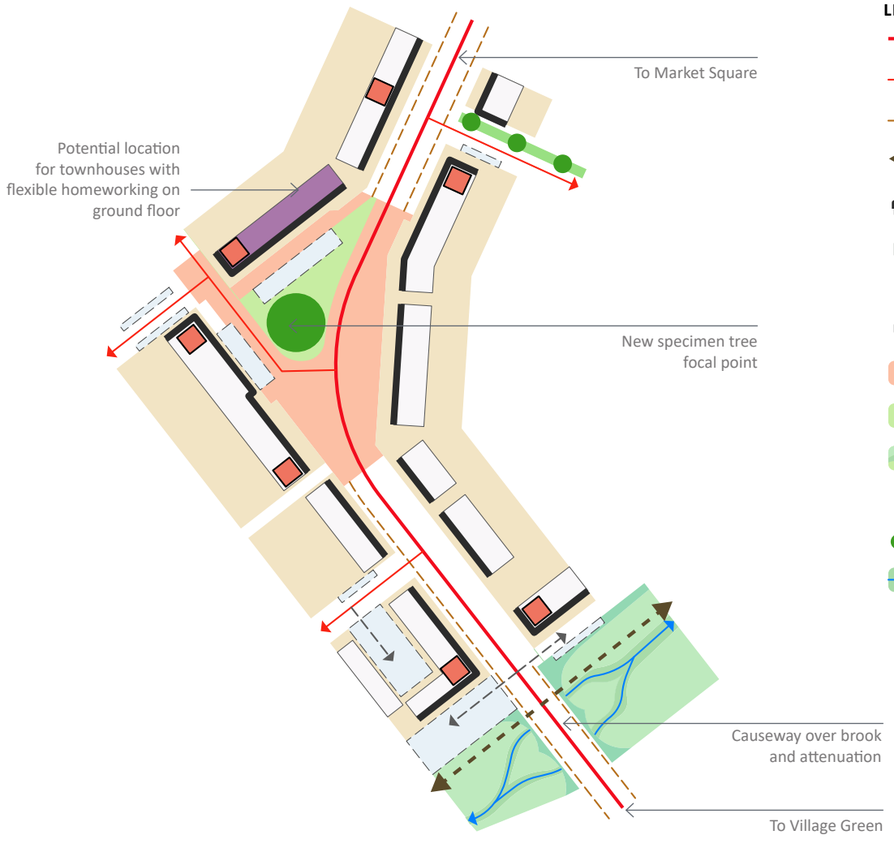


FIGURE 83 DESIGN PRINCIPLES PLAN

LANDSCAPE PRECEDENT IMAGES

Causeway over brook and attenuation

New specimen tree / focal point

BUILT FORM PRECEDENT IMAGES

Townhouses fronting onto a key space create a landmark feature

IDENTITY - I1, I2 & I3 **BUILT FORM B1, B2 & B3** **PUBLIC PLACES P1, P2 & P3**

PRIMARY KEY SPACE 2

Located on the one of the most westerly points of the Primary Street network, this key space will mark a change in character from the tighter more formal and enclosed character to the east. Dwellings will provide a subtle recessive frame to a large soft landscape space, with a visual connection to the Ancient Woodland to the south west that provides the inspiration for the Wooded Enclosures character area.

FIGURE 84 LOCATION PLAN

FIGURE 85 DESIGN PRINCIPLES PLAN

LANDSCAPE PRECEDENT IMAGES

Precedent for mown paths within the Primary Key Space 2

Transitions to the existing ancient woodland

BUILT FORM PRECEDENT IMAGE

Precedent for low density residential development fronting onto greenspace

IDENTITY - I1, I2 & I3 **BUILT FORM B1, B2 & B3** **PUBLIC PLACES P1, P2 & P3**

PRIMARY KEY SPACE 3

Primary Key Space 3 marks a key corner of the site, at the point at which the Primary Street turns through 90º and the proposed Primary School site and employment land to the west and north interface with the adjacent residential uses to the south. A substantial wedge of informal green space on the inside of the bend in the Primary Street, incorporating surface water attenuation features, will provide a natural buffer between the employment and residential uses.

The diagram below establishes layout principles rather than providing a requirement for form and shape of the school site, building, and parking. These elements are to be confirmed within the relevant Detailed Phase Design Code. However the school site must comply with the S106 agreement associated with the outline planning approval. This sets out the following requirements for the school site, it must have:

- A minimum of two pedestrian access points one of which shall be non-vehicular.
- One pedestrian entrance provided on the front boundary, a second on an alternative boundary.
- a minimum of two vehicular entrances (either in conjunction with or separate to the pedestrian entrance) with steel gates complete with crossovers of pavements.

FIGURE 86 LOCATION PLAN

FIGURE 87 DESIGN PRINCIPLES PLAN

LANDSCAPE PRECEDENT IMAGES

Multi-functional attenuation basins with drainage, ecology and play value

BUILT FORM PRECEDENT IMAGES

Precedents for school and office buildings providing attractive active frontages to street and open space

IDENTITY - I1, I2 & I3 **BUILT FORM B1, B2 & B3** **PUBLIC PLACES P1, P2 & P3**

PRIMARY KEY SPACE 4

Primary Key Space 4 lies at a key intersection of the Green Spine running north to south and the Primary Street aligned east to west. The confluence of these two features takes on greater significance in the context of the surrounding land uses. The Secondary School site lies to the south west, employment land to the north west and residential uses to the north and south east. The Green Spine provides a buffer between these adjacent features and is wider on the southern side of the Primary Street to accommodate an attenuation feature, setting the school site back behind an area of green space.

The diagram below establishes layout principles rather than providing a requirement for form and shape of the school site, building, and parking. These elements are to be confirmed within the relevant Detailed Phase Design Code. However the school site must comply with the S106 agreement associated with the outline planning approval. This sets out the following requirements for the school site, it must have:

- A minimum of two pedestrian access points one of which shall be non-vehicular;
- One pedestrian entrance provided on the front boundary, a second on an alternative boundary; and
- A minimum of three vehicular entrances (either in conjunction with or separate to the pedestrian entrance) with steel gates complete with crossovers of pavements.

FIGURE 88 LOCATION PLAN

FIGURE 89 DESIGN PRINCIPLES PLAN

LANDSCAPE PRECEDENT IMAGES

Multi-functional attenuation basin with drainage, ecology and amenity value

BUILT FORM PRECEDENT IMAGES

Potential for the school building to use more contemporary design approach set behind an area of green space

Built form with potential office use, reflecting the forms within the residential parcels as a sensitive transition to the employment area

IDENTITY - I1, I2 & I3 **BUILT FORM B1, B2 & B3** **PUBLIC PLACES P1, P2 & P3**

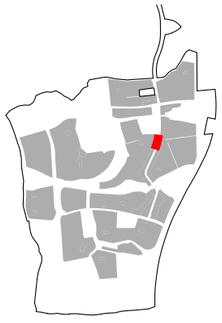


FIGURE 90 LOCATION PLAN

LOCAL KEY SPACE 1

Situated just south of the Market Square, this key space will be comparatively low key by comparison. It will subtly signpost the intersecting Secondary Streets to the east and west through a combination of judiciously placed landmark buildings, subtle widening of the street and a change in carriageway surfacing. This key space will have a largely linear feel, reflecting its function as part of the mixed use Primary Street, subservient to the main spaces.

Located within the 'Up to 4 Storey' zone dwellings fronting the street will be greater than 2 storeys, up to 4 storeys at landmark locations.

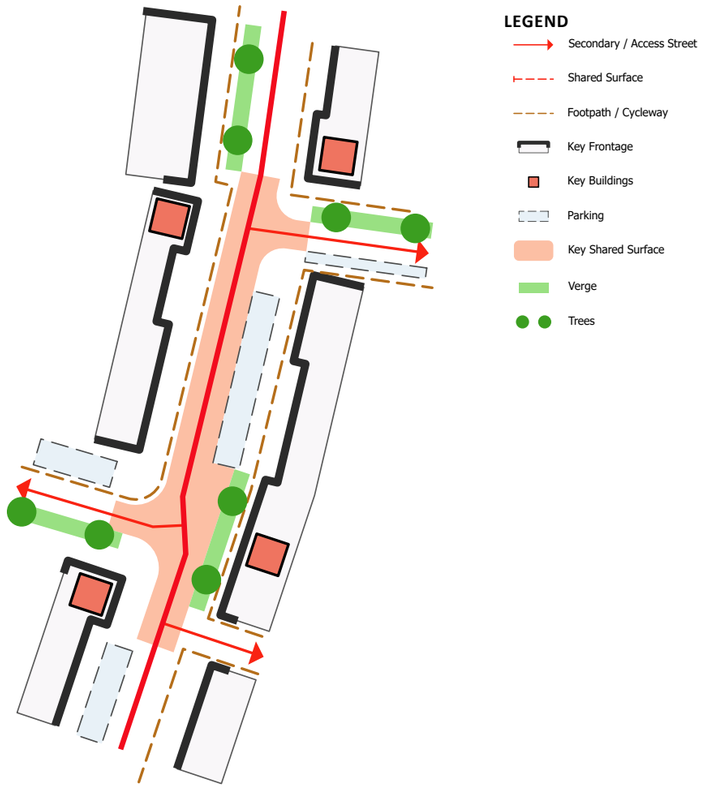


FIGURE 91 DESIGN PRINCIPLES PLAN

LANDSCAPE PRECEDENT IMAGE

Parking spaces integrated within planting and swales

BUILT FORM PRECEDENT IMAGE

The height of the townhouses provides enclosure to the mixed use primary street

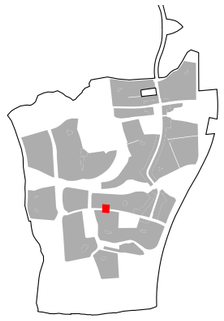


FIGURE 92 LOCATION PLAN

LOCAL KEY SPACE 2

An existing retained tree immediately north of the Primary Street and east of an intersecting Secondary Street from the north provides a natural nodal point on the main circulatory route. Retention of the tree within a small green space in conjunction with a recessed building line forms a subtle arrival space, accentuated through a change in the carriageway surface material and a break in the tree lined avenue.

Located within the lower density Wooded Enclosures character area. Dwellings fronting the primary street here will be predominantly 2 storeys, up to 3 storeys in key locations.

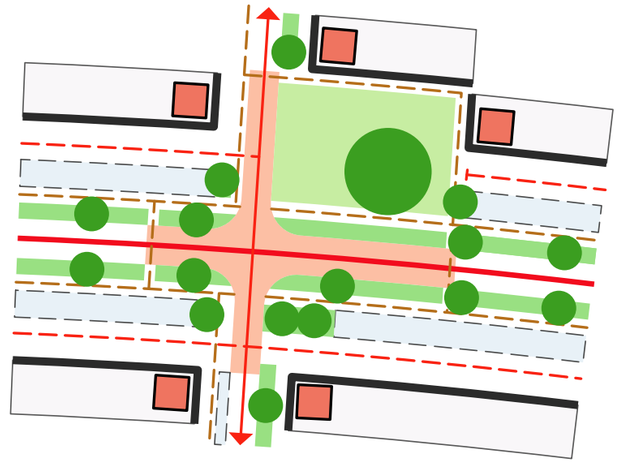


FIGURE 93 DESIGN PRINCIPLES PLAN

LANDSCAPE PRECEDENT IMAGE

Potential for seating overlooking the retained tree that acts as a key feature

BUILT FORM PRECEDENT IMAGE

Continuous frontage providing enclosure to key space

IDENTITY - I1, I2 & I3 **BUILT FORM B1, B2 & B3** **PUBLIC PLACES P1, P2 & P3**

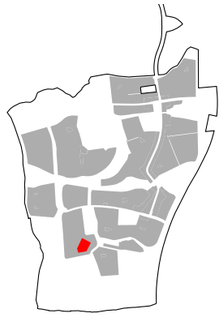


FIGURE 94 LOCATION PLAN

LOCAL KEY SPACE 3

Consistent with other Local Key Spaces, the retention of an existing tree in proximity to the alignment of a higher order street provides the rationale behind this key space. The informal arrangment of buildings around the space perpetuates the organic character of the Wooded Enclosures character area.

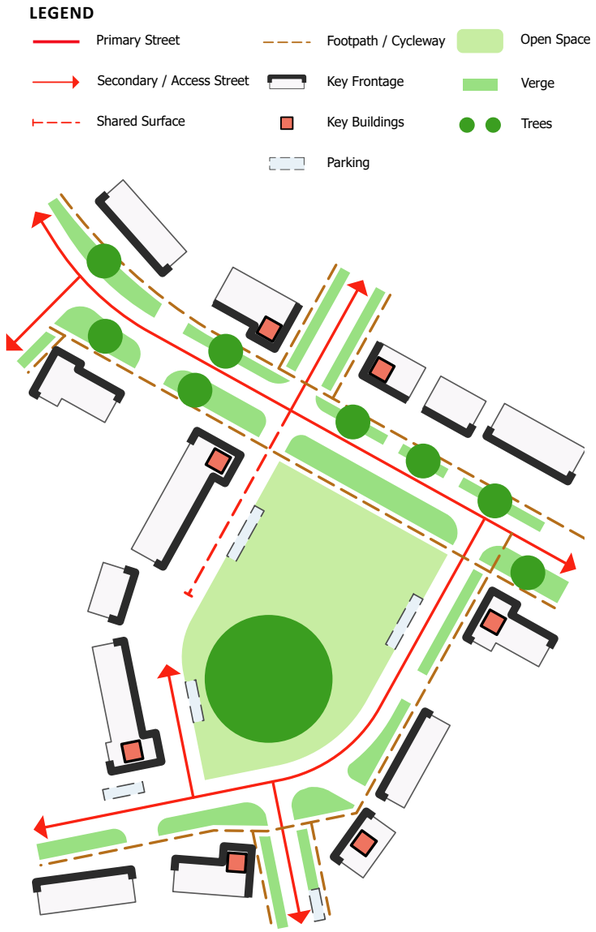


FIGURE 95 DESIGN PRINCIPLES PLAN

LANDSCAPE PRECEDENT IMAGE

Informal green space with retained existing tree

BUILT FORM PRECEDENT IMAGE

Dwellings with traditional architectural detailing enclosing a green space

FIGURE 96 LOCATION PLAN

LOCAL KEY SPACE 4

Local Key Space 4 will provide a punctuation point on the Primary Street as it crosses the East West Stream Corridor. The arrangement of buildings, including landmarks, will emphasise this intersections as part of creating a distinct place on the primary movement network, aiding legibility.

FIGURE 97 DESIGN PRINCIPLES PLAN

LANDSCAPE PRECEDENT IMAGE

Multi-functional attenuation ponds as an integral part of the POS having drainage, recreational and amenity value.

BUILT FORM PRECEDENT IMAGE

Distinctive large, detached dwellings using a consistent material palette and varied roof line

IDENTITY - I1, I2 & I3 **BUILT FORM B1, B2 & B3** **PUBLIC PLACES P1, P2 & P3**

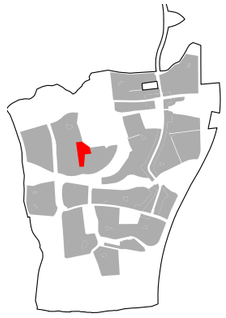


FIGURE 98 LOCATION PLAN

LOCAL KEY SPACE 5

Located at the confluence of Secondary Streets, the southern boundary of the Secondary School site and an existing section of hedgerow with individual trees worthy of retention, this space will act as an important local node. Residential dwellings shall positively front onto and enclose this space to create an informal village green that can be utilised for a variety of amenity functions.

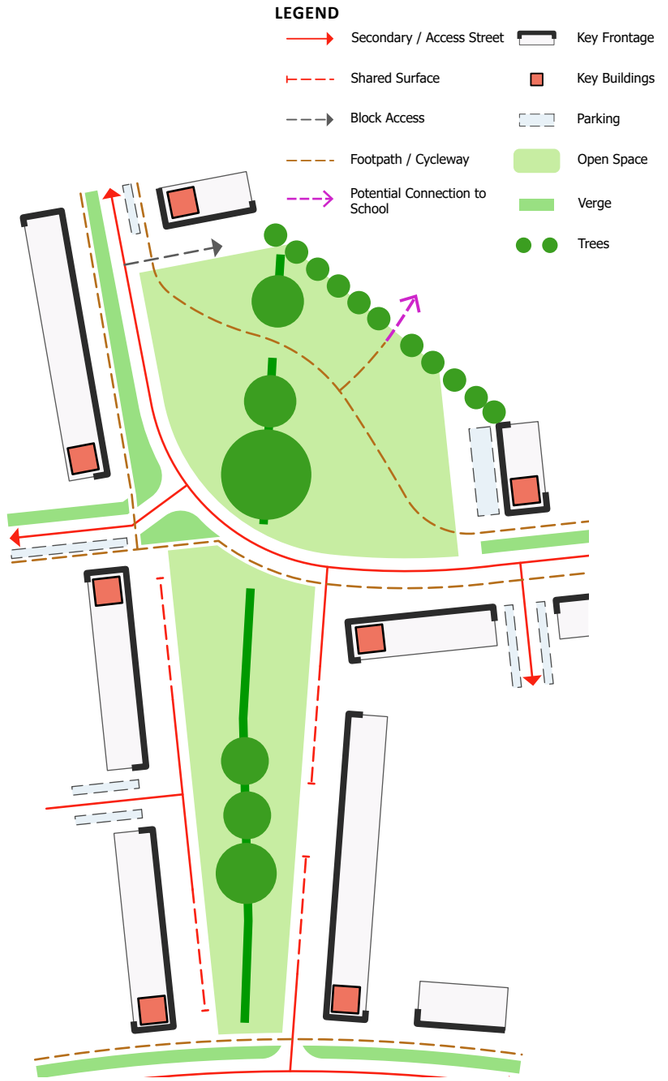


FIGURE 99 DESIGN PRINCIPLES PLAN

LANDSCAPE PRECEDENTS

Sustainable network of movement routes along the existing trees and hedgrows

Biodiversity enhancement and play opportunities stimulate the kids experience on the way to school

BUILT FORM PRECEDENT IMAGE

Local character precedent showing dwellings fronting onto a public green space

URBAN DESIGN
KEY BUILDINGS

IDENTITY - I1, I2 & I3 **BUILT FORM B1, B2 & B3**

Key buildings and groupings will be positioned throughout the residential areas in places that contribute to the overall quality of the townscape, way-finding and legibility. Key buildings will be significant due to their location and will be emphasised by changes in scale, materials and detailing.

The important design components of key buildings are as follows:

- Higher architectural quality;
- Contrasting materials;
- Increased architectural detailing; and
- An increased scale.

VIEWS

The positioning of landmark buildings should respond to the unique topography of the site to enable a series of long and shorter range views to be created. This will enhance legibility and navigability through the scheme.

Key/landmark buildings with distinctive architectural features should be located at key nodes and at end points of views, in order to aid navigation, enrich the streetscape and create high quality public realm.

Changes in material and / or roof orientation can be used to punctuate key nodes.

It is of particular importance within cool areas that key buildings which end views and those at key nodes are carefully designed to ensure they provide high architectural quality.

CORNER BUILDINGS

Each dwelling that occupies a corner plot will be expected to provide an active frontage to each facade that has a direct relationship with the public realm. This will ensure proper surveillance of the public realm and avoid unsightly or ill considered elevations that will detract from the quality and richness of the street scene. The key principles governing corner turning buildings are as follows:

- A dwelling entrance shall be on a least one of the façades facing the public realm;
- Windows to habitable rooms shall be positioned on both façades to provide surveillance of the public realm;
- Where possible, windows to non-habitable rooms will also be positioned on these elevations as part of an overall composition that avoids large areas of blank elevation;
- Buildings shall be set back from the highway to maintain privacy and allow for integration of boundary treatments or planting;
- Corner units in prominent locations and in areas of higher pedestrian activity may benefit from low boundary walls to ensure ongoing strong definition between the public and private realm.

KEY BUILDING PRECEDENT IMAGES

Increased scale, material and architectural detailing create striking landmark buildings which stands out from surrounding buildings

A key/landmark buildings occupying a corner location with windows on all public facing frontages.

URBAN DESIGN

NON-DOMESTIC BUILDINGS

FIGURE 100 LOCATION PLAN

NON-RESIDENTIAL DEVELOPMENT

Employment, education, retail and community uses should create well designed, attractive environments that people enjoy using. (shown in Figure 100) They should add to the quality and character of the place and help to maintain or increase its appeal. Non-residential development proposals should be designed to accord with the following principles:

PLACE-MAKING

- Retain and exploit the distinctive features of the site and local context, including topography, structures or buildings, landscape and ecological features;
- Respond to key views and create a positive impression on arrival for people arriving by all modes of transport;
- Buildings should face towards the street and accommodate the principal entrance and 'active' windows onto the street (other than school buildings where privacy is required);
- The building line should typically define and enclose the public realm with exceptions permitted where the design and quality of boundary treatments can provide an equally successful place;
- Large floorplate uses should be designed to minimise impact on their context. Where possible a mix of uses or unit types will be encouraged to wrap the perimeter to avoid blank walls along the street or screen service areas.

SITE LAYOUT

- Car parking should be positioned away from the street frontage. They should be designed as attractive spaces including space for planting trees and shrubs to break down the scale of the car park. Visibility of the car park from the street should be minimised;
- The impact of service areas should be minimised, with reference to one or more of the following:
  - › located away from the main arrival points and street frontages
  - › positioned to ensure noise and lighting will not cause nuisance to adjacent uses
  - › screened and potentially covered where the above objective cannot be achieved by location alone, and designed to maximise the quality of the public realm

Boundary treatments should form an integral part of the design proposals for non-residential development.

BUILDING DESIGN

- Building height, bulk and massing should be designed to relate well to the local context;
- Where there are significant differences in height and/ or bulk between immediately neighbouring buildings, the design approach must moderate its impact by one or more of the following:
  - › articulation of the building line and or roof line;
  - › grouping elements on elevations to influence their rhythm and proportions;
  - › the use of colours and materials
- Roofs and roofscapes need to be carefully designed in relation to the context and should respond to their visibility in key views;

COLOUR AND MATERIALS

- Reference should be made to the palette of materials relevant to the Character Area. A contemporary design approach may be appropriate, therefore materials other than those specified may be suitable, providing there is still consistency in the overall palette.
- High quality materials should be used with a focus on detailing and finishes around entrances or along the street frontage where people come into close contact with the building.

IDENTITY - I1, I2 & I3 | BUILT FORM B1, B2 & B3 | USES U1, U2 & U3

BUILT FORM PRECEDENT IMAGES

Examples of non-residential buildings where height, bulk and massing relates well to the surrounding context utilizing both traditional and contemporary materials.

URBAN DESIGN
COMMERICAL AREA

EMPLOYMENT USES

The outline permission granted permission for planning classes B1 and B2 within the area shown in purple in Figure 101. This includes offices and light industrial premises. Offices are also permitted within the Market Square and Village Green.

In addition to the general principles covered on the previous pages, the employment area occupies a sensitive location at the northern boundary of the site. Buildings in this location will be visible in long distance views from the north. This area interfaces with a residential neighbourhood and school site on its southern side, therefore it is of particular importance that the following principles followed.

BUILT FORM

- In line with the approved Building Heights Parameter Plan, the maximum building height is 20m above ordnance datum.
- Orientation of buildings must create a active street frontage which provides a safe environment for pedestrians and cyclists.
- Buildings must have clear hierarchy of elevations with primary elevations fronting road accesses.
- Plots must be designed in relation to adjacent plots and surrounding context in particular where facing residential dwellings and school sites.
- Entrances to each plot must create a sense of arrival through strong legible design emphasis.

COLOUR AND MATERIALS

- Building should make reference to the palette of materials belonging to the relevant Character Area. A contemporary design approach may be appropriate, therefore materials other than those specified may be suitable, providing they are complementary with the overall palette.
- To blend in with their surroundings, elevations facing the northern boundary must be light in colour and take into consideration the existing context. The use of timber cladding or other natural materials on commercial elevations is encouraged.

LANDSCAPING

- The planting design for each plot must be designed to enhance the experience of the pedestrian and cyclist, to minimise where possible, the visual impact of yards, security fencing whilst ensuring the type of planting does not block natural surveillance of areas such as car parks,entrances and yard areas.
- Planting should incorporate a combination of taller shrub species (achieving in excess of one metre ultimate height) to provide stature at key points and low ground cover species. Ornamental shrub planting should be concentrated at entrance locations, at key pedestrian routes and within staff amenity areas.
- Each plot must select from a consistent and harmonised palette of furniture, paving and fencing to improve the overall aesthetic quality of the area whilst minimising street clutter, simplifying maintenance and providing a strong placemaking ethos.

LIGHTING

- A consistent approach to architectural lighting should be used across the site to enhance the overall quality of the built environment.

FIGURE 101 LOCATION PLAN

- Lighting must appear aligned and consistent with other elements of the building facade.
- Care shall also be taken to ensure the luminance of building façades, taking into account the reflectance of the cladding finish, and the flood lighting of external areas, does not exceed levels set out within relevant guidance.

SIGNAGE

- Signage must not create visual clutter or be detrimental to the overall quality of the built environment.
- Signage must align and be consistent with other elements of the building facade.

SERVICING

- Building services (e.g. plant, refuse storage, compactors, sprinkler tanks) must be positioned to minimise impact on the public realm and the pedestrian environment. Architectural screens must be used to enclose these elements to reduce visual clutter.

Further detail will be provides with the relevant Detailed Phase Design Code.

BUILT FORM PRECEDENT IMAGES

Examples of office buildings where height, bulk and massing relates well to the surrounding context using contemporary design responses

Below: Modern materials and design approaches may be appropriate where consistent with the principles outlined opposite

URBAN DESIGN
ADAPTABILITY

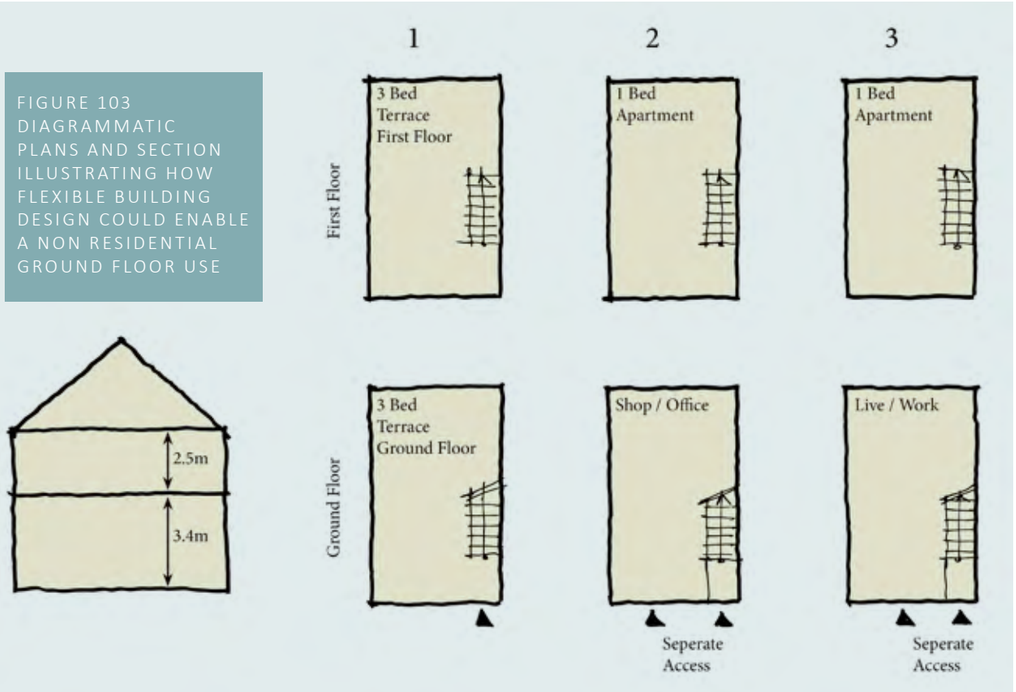
Many of our best loved places have grown and evolved over time to create diverse, interesting and attractive streets. This is often most evident in traditional high streets where buildings have been modified and personalised to accommodate their various functions.

In a contemporary development it is rarely possible, or desirable, to recreate the character and support the range of uses typically found in a high street. However, it is desirable that within some of the streets and places where footfall and movement patterns are more intense, there are a proportion of buildings that are readily capable of adaptation. This will allow, over time, individual premises to accommodate other uses, as part of creating a sustainable community for the future.

The location plan opposite identifies the Market Square, Village Green and the Mixed Use High Street as locations where delivering buildings capable of adaptation is particularly relevant. In these locations a proportion of the residential dwellings should be capable of accommodating a non residential use and include minimum ground floor to ceiling heights of 3.4 metres as part of achieving this objective.

FIGURE 102 LOCATION PLAN

FIGURE 103 DIAGRAMMATIC PLANS AND SECTION ILLUSTRATING HOW FLEXIBLE BUILDING DESIGN COULD ENABLE A NON RESIDENTIAL GROUND FLOOR USE



'A PROPORTION OF THE RESIDENTIAL DWELLINGS WITHIN SELECTED AREAS SHOULD BE CAPABLE OF ACCOMMODATING A NON RESIDENTIAL USE AND INCLUDE MINIMUM FLOOR TO CEILING HEIGHTS'

BUILT FORM PRECEDENT IMAGES

A carefully designed facade allows the ground floor to work as either a commercial use or as a residential dwelling

An example of a traditional High Street where the built form can flexibly accommodate either residential dwellings of retail premises according to demand

BUILT FORM B2 LIFESPAN L2

URBAN DESIGN

RESPONSE TO TOPOGRAPHY

Good design at West Corby will seek to work with the grain of the landscape as part of creating a locally distinct design response that reinforces a sense of place. This approach will also contribute towards meeting the requirements of Building Regulations, by providing 'reasonable provision for most people, including wheelchair users, to approach and enter dwellings and access habitable rooms and sanitary facilities on the entrance storey'.

Working with the prevailing topography of the site is also one of the ways in which development at West Corby will be adaptable to changing demographics, particularly the needs of an ageing population.

The design approach to changes in level will consider the following issues where buildings and streets run perpendicular to the contours:

- plots will typically comprise a series of stepped platforms to minimise the need for steps or ramps unless an intrinsic part of the intended design approach and character;
- in terraces, the level between stepped platforms will be regular and sufficient to provide a marked clearance between roofs and verges;
- ridgelines and roof pitches may vary provided they are consistent with the above and clearly form part of an intended design strategy, such as creating an informal street composition;
- buildings of an increased storey height from adjacent buildings may be used to emphasise key corners/ buildings as an integral part of the composition.

It is crucial to understand how height, roof pitch, eaves, verges, gable details, and even the basic form of the houses themselves will work in the 3rd dimension.

Some dwelling types should only be connected when they are both at the same level, while others are ideal for stepping or staggering the levels or the building frontage. Sensible transitions between different heights, scales and forms should be achieved to respond to changes in level and create street rhythm appropriate to each character area.

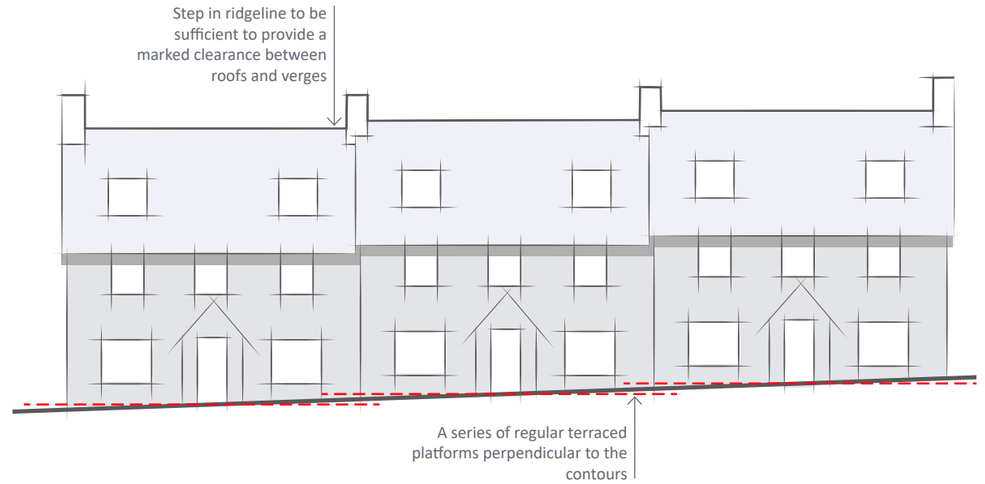
Non-residential uses such as employment, schools and public open space also need to address topography changes positively and may potentially require retaining walls to achieve desired development platforms. Materials for retaining walls should reflect the palettes set out in each Character Area.

LOCAL CHARACTER REFERENCES - ROCKINGHAM

A terrace has been formed on a common development platform with consistent ridgeline, on steeply sloping ground. This approach to topography creates the need for stepped entrance doors and is therefore problematic in contemporary development.

Detached, wide fronted dwellings are more commonplace, typically with the development platforms stepped to ensure doorways coincide with ground level thus avoiding the need for entrance steps or ramps.

FIGURE 104 RESPONSE TO TOPOGRAPHY PRINCIPLES



BEST PRACTICE DESIGN APPROACH - FAIRFIELD PARK

A well considered and consistent step avoids an uncomfortable juxtaposition of roofs and verges

Chimneys accentuate the regular rhythm of the stepped terrace

The stepped terrace facilitates level thresholds to individual properties

CONTEXT - C1 **HOMES & BUILDINGS H1, H2 &H3**

URBAN DESIGN

BOUNDARY TREATMENTS

Boundary treatments provide the transition and define the relationship between the public and private realms.

Each of the three character areas have their own instructions in terms of type of boundary treatment and appropriate materials. These can be found as follows:

- Undulating Claylands Character Area - pages 34-35;
- Clayland Plateau Character Area - pages 52-53; and
- Wooded Enclosures Character Area - pages 68-69.

RESIDENTIAL BOUNDARIES

Four different types of boundary conditions exist across all the character areas listed above. These types are:

- Front boundary, where buildings front onto streets;
- Side boundary, where two properties meet and where corner properties edge the street;
- Rear boundary, where properties have a boundary or shared access to secure central courtyards;
- Rear or side boundary with new residential properties.

FRONT GARDEN BOUNDARIES

The boundary treatments to front gardens are key to providing clear definition between the public and private realm and contributing to the overall character and quality of the development at West Corby. The following requirements will apply to all front garden boundaries:

- The boundary treatment will respond appropriately to the building set-back range articulated for each character area in the subsequent Detailed Design Codes;
- The height of any walls, railings, fences or hedges that demarcate the property line will not exceed 1.2 metres high to ensure adequate surveillance of the adjacent properties;
- Privacy strips will provide a strong contrast with the adjacent footpath or shared surface in terms of materials, colour or detailing;
- Careful consideration shall be given to the co-ordination of boundaries along streets, particularly where variety is sought to provide a pleasing aesthetic;
- Front boundary treatments will typically comprise one of the following typologies: Estate railing; brick piers and wall/ clipped hedge; or hedge and timber/ metal posts.

Street furniture and utility equipment shall not be positioned such that they provide climbing aids over boundaries.

SIDE BOUNDARIES

The requirements for the treatment of side boundaries between gardens are as follows:

- Boundaries between gardens will have screens consisting of a 1.8m high fence;
- The screen will be visually impermeable adjacent to the house, and for a distance of at least 3m from the back of the house;
- Adjacent to the public realm, side boundaries will consist of 1.8m high brick walls;
- Any walls or fences adjacent to access points, where they are not providing privacy to rear gardens, shall be no higher than 600mm. This will ensure that pedestrian safety is secured.

REAR BOUNDARIES

- The codes for the treatment of rear boundaries to communal spaces, including car parking or community gardens, are as follows:
- The rear boundary of homes which share a secure central courtyard must allow surveillance of the parking area from habitable rooms whilst maintaining privacy within the rear garden area;
- Within the courtyard, the inclusion of planting, such as climbers, will be encouraged to green the fencing and provide visual variety and contrast;
- Where a gate is allowed between the courtyard and an individual property it will reflect the height of the boundary, it will be of high quality materials and design such as timber and it will be lockable from both sides.

The boundary between two rear gardens will be a secure and visually impermeable timber fence of 1.8m to provide security and to ensure maximum privacy within the gardens.

FENCING

Fencing, where permitted, shall provide suitable privacy between dwellings, and should therefore be:

- Posts shall be finished with a suitable capping;
- Close boarded fencing shall be used in areas that relate to semi-public realm [i.e. car parking courts] or private realms only;
- Panel fence systems can only be used between properties;
- The use of trellis of no more than 300mm upon a fence of 1.5m in height is allowed, and should be used where the boundary is considered exposed to the risk of intruder access;

NON-DOMESTIC BOUNDARY TREATMENTS

Specification details to be provided within the relevant Detailed Phase Design Code.

RETAINING WALLS

Where localised use of retaining walls are required, these shall be faced in a material consistent with the adjacent dwelling.

BOUNDARY TREATMENTS WITHIN THE PUBLIC REALM

A consistent approach to boundary treatment will be required in streets and open spaces throughout the development, including along phasing boundaries and along the edges of strategic Green infrastructure spaces to ensure a coherent character.

Specification details to be provided within the relevant Detailed Phase Design Code.

FIGURE 105 FRONT GARDEN BOUNDARY TREATMENT EXAMPLES

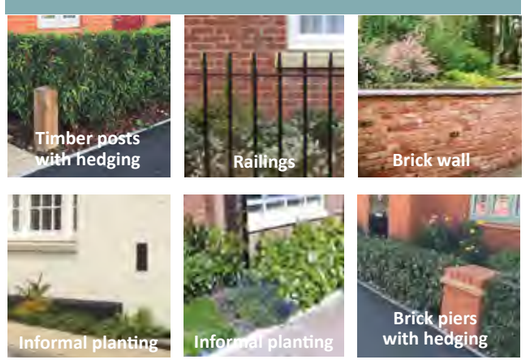
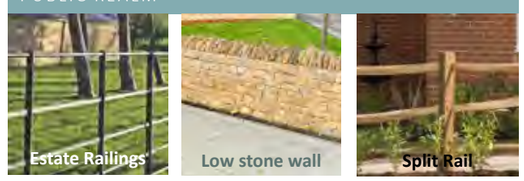


FIGURE 106 BOUNDARY TREATMENTS WITHIN THE PUBLIC REALM



HOMES & BUILDINGS H1, H2 &H3

URBAN DESIGN

REFUSE AND RECYCLING

The way in which domestic and commercial waste is managed will accord with the requirements of all relevant local policy. The storage and collection of refuse and recycling must not detract from the overall appearance of the development. All residents must be provided with adequate internal and external storage and be able to dispose of household waste conveniently. Further details will be provided within each Detailed Phase Design Codes.

FIGURE 107 BIN STORE/ COLLECTION PRECEDENTS

The principles which underpin the approach are as follows:

Domestic:

- The location and positioning of waste and recycling containers will be considered at the outset and as an integral part of the design and layout of housing;
- New development shall be designed to cater for the waste collection regime, currently comprising wheelie bins and recycling boxes;
- There shall be adequate space to place the waste and recycling containers within the property boundary, typically to the rear integrated into the boundary treatment;
- The design of houses and curtilages shall facilitate easy and convenient movement of the waste and recycling containers to the front property boundary on collection days.
- Containers stored to the rear of the property shall have secure independent access to the front of the property from the rear garden or other storage space.
- Apartments will have a communal refuse and recycling areas, which shall be secure, unobtrusive and readily accessible from the road;
- Waste and recycling containers, where stored to the front of the property shall be integrated into the street scene to avoid detracting from the quality of the place.
- Bin collection points shall be provided on shared or private drives to facilitate waste collection on collection days;

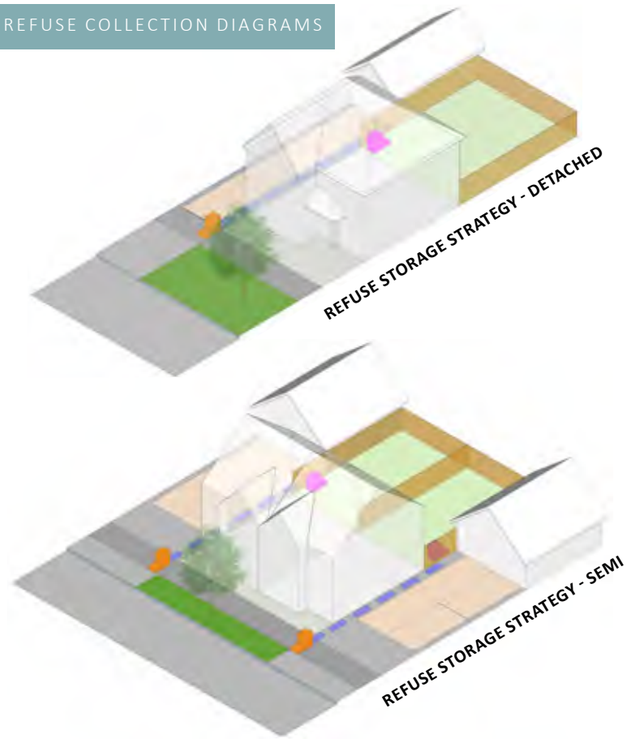
Commercial

- The generous space provided for non residential uses within the outline permission shall be utilised to ensure that the management of waste is carefully integrated into the layout at the outset so not to compromise the quality, attractiveness or vibrancy of the local centre and other areas;
- Communal refuse and recycling areas shall be secure, unobtrusive and readily accessible from the road, typically to the rear of buildings, away from the public 'face'. Areas will be designed for the wheeled communal bins to pushed and pulled to the edge of the public highway;
- Waste and recycling containers, where stored to the front of the property shall be integrated into the street scene to avoid detracting from the quality of the place.
- Access for refuse vehicles shall be integrated into the overall design approach to ensure safe, convenient access which does not compromise the public realm.

All streets in the development will be designed to accommodate collection vehicles. The layout of streets must avoid the need for vehicle reversing except where a turning head is provided specifically for this purpose. Tracking of collection routes will need to be demonstrated to the local authority to ensure the width of roads is sufficient for the safe and efficient collection of refuse and recycling.

HOMES & BUILDINGS H1, H2 &H3

FIGURE 108 DOMESTIC REFUSE COLLECTION DIAGRAMS



URBAN DESIGN

SUSTAINABLE DEVELOPMENT

The purpose of this section in the Code is to reinforce the holistic approach to sustainability at West Corby. This approach makes reference to nationally recognised benchmarks and standards and the Government's policy to move to a carbon zero future. This approach incorporates all aspects of the development design from transport, waste, flood risk and drainage, air quality, ecology and water usage and has therefore informed the parameter plans for which permission was sought.

This goal will have a direct influence on the designers approach to the design of streets, blocks and individual dwellings to create attractive, safe and sustainable places for the future.

SECURED BY DESIGN

West Corby will comply with the requirements of Secured by Design: Homes 2023: Section 1 Development Design and Layout, (or latest version or equivalent industry standard relevant at time of submission of Reserved Matters applications) as part of ensuring a sustainable community for the future.

This will require the layout to address the following key issues:

- Layout of Roads and Footpaths: required to be visually open, direct, well used and should not undermine the defensible space of neighbourhoods;
- Through Roads and Cul-de-Sacs: Security must not be compromised by excessive permeability;
- Footpath Design: Routes for pedestrians, cyclists and vehicles should be integrated;
- Planting next to a Footpath: Where not associated with a dwelling, planting immediately next to a footpath should be avoided to avoid pinch points and places of concealment. A minimum of one metre gap should be allowed between the wall of a dwelling side boundary and a footpath to allow for planting;
- Seating next to a Footpath: Consider the physical and social environmental context to assess if seating will be a valuable amenity or a focus for anti-social behaviour;
- Lighting of Footpaths: Should be determined by local circumstances and context;
- Communal Areas: Should be designed to allow supervision from nearby dwellings with safe routes for people to come and go;
- Dwelling Boundaries: Need to be clearly demarcated and secure whilst still facilitating natural surveillance where appropriate;
- Layout and Orientation of Dwellings: Should incorporate a mix of dwellings and positioned to face each other to allow neighbours to view their surroundings;
- Gable End Walls: Windowless elevations and blank walls should be avoided adjacent to public spaces;
- Rear Access Footpaths: If footpaths are required to the back of properties to give access they should be gated;
- Climbing Aids: Ancillary features to dwellings should be located or designed so not to provide climbing aids that could facilitate access to properties.

The Secured by Design Homes 2023 (or latest equivalent) guidance should be used to understand the issues and design response required in more depth prior to the preparation of reserved matters applications.

RESOURSES R1, R2, R3

LIFESPAN L1, L2, L3

ENERGY CONSUMPTION/ GENERATION

Layout and Orientation: The orientation and layout of the development has the potential to have a significant effect on reducing the heating and cooling requirements in the development. The orientation of buildings, within 30 degrees of south, can also facilitate opportunities for solar gain, particularly when combined with an appropriate architectural response. Where possible, buildings and roofscape should be orientation within 30 degrees of south to take advantage of the opportunities for passive solar gain and the use of solar renewables.

Technology: It is acknowledged that technology is constantly evolving. The development should utilise the current best practice solutions to energy conservation and generation at the time of construction. Solar panels should be located symmetrically on the dwelling roof and where possible on the rear aspect.

Street scene: Notwithstanding that a 'fabric first' approach will be applied at West Corby to reducing energy consumption, if solar renewables are provided, they should not detract from the street scene. The orientation of dwellings should also not be at the expense of key sustainability considerations, including creating high quality places. Equally any meter boxes or air source heat pumps should be located on side or rear elevations so they do not have detrimental impact on the street scene.

Shade and Cooling: New development will be expected to have regard to the need for appropriate levels of shade, cooling, ventilation and opportunities to maximise solar gain. The Master Plan can facilitate this approach through the retention of existing trees and providing suitable streets and spaces that can incorporate native, typically deciduous trees. These will provide shade and cooling in the summer and allow light penetration and opportunities for solar gain in the winter.

The proposed energy strategy will be dealt with in detail within the energy statements submitted alongside Reserved Matters applications.

CUSTOM BUILD

Areas for custom build homes will be identified within the relevant Detailed Phase Design Code. Custom build homes give people the opportunity to create a unique home that meets their needs, lifestyle and preferences. This will utilise one of two development models where the developer delivers single, one-off homes or groups of homes with bespoke customisation for the individual.

BUILDING FOR A HEALTHY LIFE

Building for a Healthy Life is a government endorsed industry standard for well-designed homes and neighbourhoods. (or any subsequent amendments or revised guidance) Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live. It is also designed to allow local authorities to assess the quality of proposed and completed development.

ADAPTABILITY

The proposed development will be designed to have an inherent flexibility and adaptability to changes in demographics, particularly the needs of an aging population, both site-wide and at the level of the individual plot and dwelling. This will be provided through:

- the provision of retirement living and crèche within the local centre;
- the consideration of accessibility throughout the public realm;
- the provision of a balanced mix of dwelling types within each phase that deliver a range of different accommodation for single people, couples, downsizers (3 bed dwellings) and families; and
- the potential for adaptation of homes on a bespoke basis to cater for the particular requirements of older people, those with reduced mobility and wheelchair users.

Section 5: Landscape and Open Space

STRATEGIC GREEN SPACES

LANDSCAPE MASTERPLAN

KEY AREAS

PLAY STRATEGY

FORMAL SPORTS PITCH PROVISION

LANDSCAPE & OPEN SPACE

STRATEGIC GREEN SPACES

The key objectives emerging from the Strategic Green and Blue Infrastructure aim to address the main landscape principles that are significant within the Public Open Space, and the Sustainable Urban Drainage Systems (SuDS). These are the following:

- Create strong green corridors across the site to connect previously isolated woodland blocks together and become an integral part of the green matrix around Corby;
- Enhance areas that would benefit from additional planting and increasing vegetation cover pursuant to the above objective;
- Provide a cohesive drainage network across the site with areas of storage being connected through swales, streams and rills. As part of the sitewide placemaking strategy, some of the ponds are being designed in a way to include permanent standing water;
- Utilise the existing vegetative boundaries to help differentiate between character areas and allow the proposed green spaces to respond to the various existing characters of the landscape;
- Retain and enhance the existing ancient woodland and manage this asset to guide public access without damaging the existing wildlife value;
- Provide formal open space opportunities around the southern open space;
- Utilise the Primary Street alignment to create a green avenue through the site and part of the integrated approach to green infrastructure;
- Embrace the attenuation requirements by designing basins as part of the wider green infrastructure network, including provision of associated wetland and tree planting;
- Provision of a sensitive landscape edge to Uppingham Road as part of providing a soft transition from the built up area of Corby to the wider landscape.

As part of giving expression and meaning to these objectives, two key areas are illustrated towards the emerging soft landscape approach: the Green Spine; and Eastern Public Open Space. The following pages of this code consider these area in greater detail and identify three additional key areas including: Ancient Woodland; Formal Sports/ Open Space to south; and the East West Stream Corridor. The combination of these spaces provides a comprehensive set of design instructions governing the green infrastructure framework for the site.

- Green Spine
- Eastern Public Open Space
- Woodland
- Formal Open Space
- East West Stream Corridor

MANAGEMENT AND MAINTENANCE

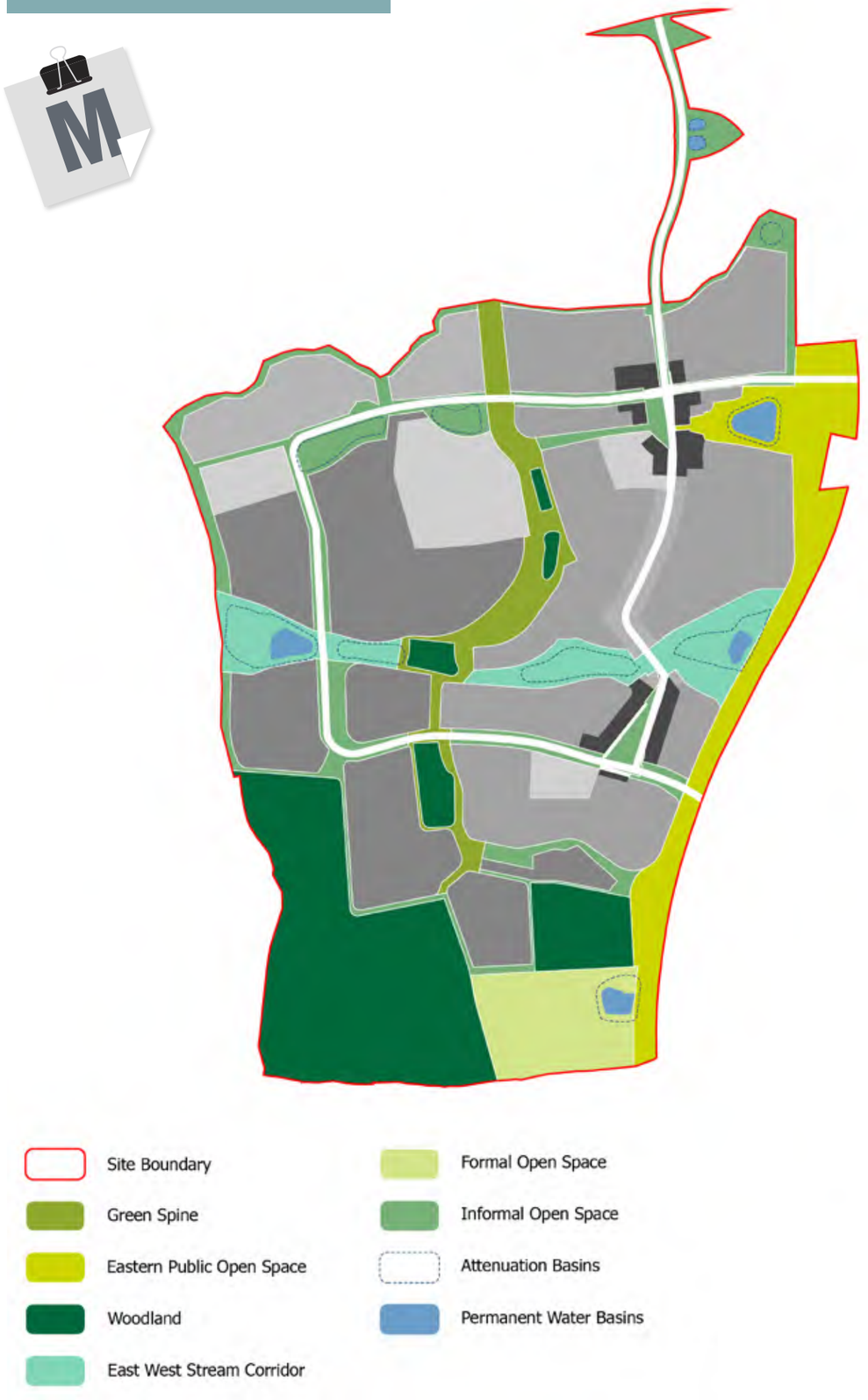
The areas of public open space and associated facilities within the development, outside of those within private curtilages will be managed and maintained in perpetuity by either or both of the following means:

- Adoption by the Parish or Borough Council with payment of a commuted sum; and
- Adoption by a Management Body or Community Trust with payment of a management charge per dwelling, commuted sum or a combination of both.

Highway verges will be managed by either a management body or a community trust. In the case of adoption by the local highway authority, then these will be managed by either a management body or community trust under license.

NATURE - N1

FIGURE 109 LANDSCAPE TYPOLOGY PLAN



LANDSCAPE & OPEN SPACE

LANDSCAPE MASTERPLAN

The design approach for West Corby, has been informed by the appreciation of the existing landscape setting and the attributes within the site.

The Illustrative Masterplan presented opposite, demonstrates the potential arrangement of the development and Open Space. This aims to deliver:

A NEW NEIGHBOURHOOD INTEGRATED WITHIN THE LANDSCAPE

The provision of this new mixed-use neighbourhood will provide:

- A range of housing typologies and tenures;
- Four school areas, including formal playing fields accessible under a Community Use agreement;
- Nurseries;
- Employment areas (1 no. combined B1 and B2 area and 2no. B1 areas);
- A Health centre;
- The Middleton lodge;
- Community centres;
- Public Open Space;
- Green and blue infrastructure, including areas of woodland and basins; and
- Informal and formal play and recreational opportunities, including sports pitches, LEAPs and NEAPs.

GREEN AND BLUE INFRASTRUCTURE TO REFLECT THE LOCAL CHARACTER AND CREATE A SENSE OF PLACE

A well-connected and extensive green and blue infrastructure network comprised of:

- A variety of open green and key spaces, easily accessible via pedestrian and cycle links;
- Open Space and strategic planting to key areas, including boundary buffer planting, supportive planting to the SuDS and formal and informal planting to enhance biodiversity and response to the climate change;
- Areas of woodland and hedgerows to provide habitat and foraging opportunities for bats and other species present on site;
- Existing retained vegetation wherever is possible; and
- The blue infrastructure network function not only as a flood control measure and recreational areas but also provide biodiversity benefits to nature by including wetland, marginal planting, foraging, breeding and feeding opportunities to habitats. They also provide informal natural play and educational opportunities for the neighboring schools. The blue infrastructure includes SuDS / attenuation ponds and swales. Some of the ponds are being designed in a way to include permanent standing water as part of the sitewide placemaking strategy, as shown on the opposite plan, Landscape Masterplan (Figure [110]).

A PLACE FOR ALL

Inclusive areas within the landscape and urban fabric will be provided to bring together the residents of different age groups. More specifically:

- Key urban spaces;
- Key landscape areas;
- A local centre; and
- Areas of formal and informal recreational and play opportunities to address the lack of the provision of these spaces in the wider area.

NATURE - N1, N2, N3

FIGURE 110 LANDSCAPE MASTERPLAN

LANDSCAPE & OPEN SPACE

KEY AREAS

PUBLIC PLACES P1, P2, P3

GREEN SPINE

The Green Spine connects through the site from north to south. The spine varies greatly in width from 30m to 75m, this variation in width means that the character of the green spine and landscape mosaic formed will differ dramatically across spine. The main aim is to provide a linear space that can function as strong movement corridor for wildlife and residents. Interface with neighbouring development parcels must be considered in terms of providing adequate surveillance over the space but also with planting providing a transition from the ornamental species within the development parcels to the more native and natural species planted within the corridor.

FIGURE 111 LOCATION PLAN

FIGURE 112 ILLUSTRATIVE SECTION

FIGURE 113 ILLUSTRATIVE SECTION

Note: The building heights shown on the above sections are indicative only and for illustrative purposes.

FIGURE 114 ILLUSTRATIVE PLAN VIGNETTE

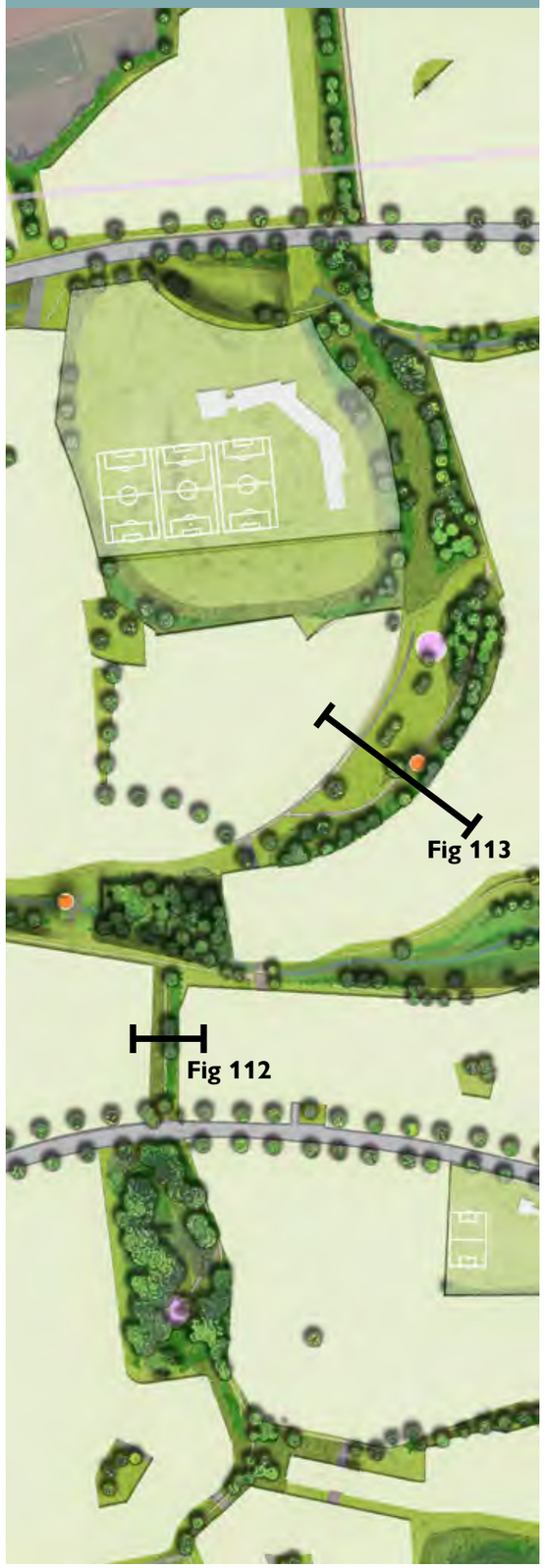


FIGURE 115 KEY PRINCIPLES

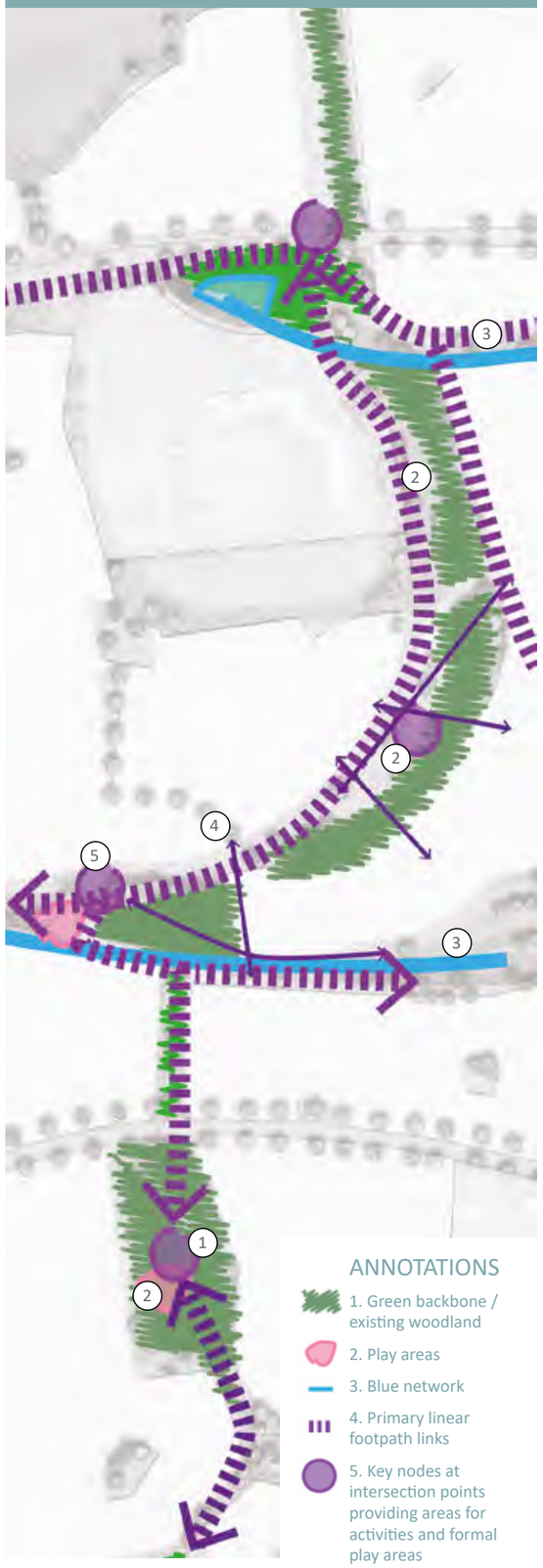


FIGURE 116 PRECEDENT IMAGES

Natural play

Recreational opportunities

Network of movement

Areas of grassland

Informal play

Woodland planting

Natural play

Trim trail

Hedgerow planting

Mown paths

FIGURE 117 HARD AND SOFT LANDSCAPE SPECIFICATIONS TABLE

ELEMENT	DESCRIPTION	ELEMENT	DESCRIPTION
SOFT LANDSCAPE		HARD LANDSCAPE	
Hedgerows	Defining plot boundary and providing defensible space.	Primary Pathways	Informal pathway providing an all year round circulation route through the space in keeping with its natural surroundings.
Woodland	New woodland copses.	Secondary Pathways	Informal pathway providing seasonal route through the space in keeping with its natural surroundings.
Feature trees	Trees to provide landmarks and features throughout the landscape.	Pedestrian Bridges over SuDS	Natural material that will be in keeping with the proposed parkland character.
Primary Street trees	Trees to create green avenues	Play features	Informal play routes with play pieces.
SuDS	Marginal planting dependant on water level with damp meadow grass.	SuDS	Marginal planting dependant on water level with damp meadow grass.

LANDSCAPE & OPEN SPACE KEY AREAS

EASTERN PUBLIC OPEN SPACE

The boundary of the site varies in width with large open areas to the south and east with narrower strips containing existing retained boundary hedgerow (wherever possible) and new proposed boundary trees and hedgerow planting to the north and west. Planting will respond to this diversity in space and function, with larger trees where space permits with large spreading canopies to provide a continuous cover for bats and other wildlife. This area will have native species that relate to the surrounding landscape but also more ornamental trees to provide intrinsic features to the site. Entrance ways into the site will provide a clear sense of arrival to the scheme.

FIGURE 118 LOCATION PLAN

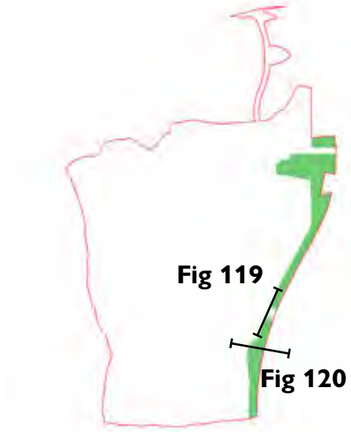


FIGURE 119 ILLUSTRATIVE SECTION

FIGURE 120 ILLUSTRATIVE SECTION

FIGURE 121 ILLUSTRATIVE PLAN VIGNETTE

FIGURE 122 KEY PRINCIPLES

ANNOTATIONS

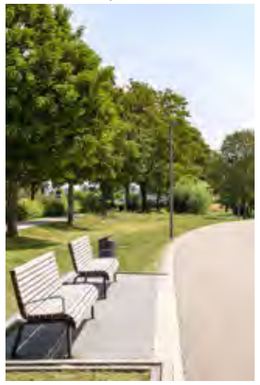
1. Glimpsed views
2. SuDS basin to become a seasonable usable space that provides a green stage for the development
3. Attractive 'feature pond' with permanent water in key locations
4. Vegetation to soften development and serve as a green wildlife corridor
5. Ensure adequate screening to mitigate views to elements
6. Key nodes to provide a sense of arrival

FIGURE 123 HARD AND SOFT LANDSCAPE SPECIFICATIONS

ELEMENT	DESCRIPTION	ELEMENT	DESCRIPTION
SOFT LANDSCAPE		HARD LANDSCAPE	
Boundary buffer planting	Woodland mix of shrub and tree species with a wildflower/ long grassland edge. An edge/ ecotone to be created on edge of buffer.	Primary Pathways	Informal pathway providing an all year round circulation route through the space in keeping with its natural surroundings.
Plot hedgerows	To provide plot definition of private defensible space and public areas.	Secondary Pathways	Informal pathway providing seasonal route through the space in keeping with its natural surroundings.
Amenity areas	Amenity grass cut frequently to allow for the space to be used for informal activities. Infrequent areas of ornamental with shrub planting to maintain openness of the space. Feature trees planted as landmarks.	Pedestrian Bridges over SuDS	Natural material that will be in keeping with the proposed parkland character.
		Furniture	Furniture to be provided in key locations material and form to be of an informal and natural style.

FIGURE 124 PRECEDENT IMAGES

Furniture in key locations



Recreational activities

Parkland trees

Pedestrian bridge - SuDS

Boundary buffer planting

Buffer planting with informal footpaths

Buffer planting / wildflower

LANDSCAPE & OPEN SPACE
KEY AREAS

WOODLAND

Ancient woodland is a valuable natural asset important for: wildlife (which includes rare and threatened species) - there is also standing advice for protected species, soils, carbon capture and storage contributing to the seed bank and genetic diversity, recreation, health and wellbeing, cultural, historical and landscape value. It is also a national designation and is being protected in the NPPF (Section 15, paragraphs 174a, 179 and 180).

The design objectives and minimum interventions on this key area seeks to protect, conserve and enhance the valuable natural asset of the existing Ancient Woodland and its associated soils through management regimes. Primary woodland path installed to ensure controlled access is maintained to the woodland. A buffer zone of at least 15 metres from the boundary of the Ancient Woodland should be applied to avoid root damage (known as the root protection area). This buffer zone is created with the introduction and maintenance of a woodland shrub edge. The buffer zone:

- contribute to wider ecological networks
- is part of the green infrastructure of the area.
- consist of semi-natural habitats such as: woodland, a mix of scrub, grassland, heathland
- create and establish habitats with local and appropriate native species in the buffer zone.

Secondary pathways will provide informal themed / activity play routes through the Ancient Woodland.

Street tree planting will reflect the character of the ancient woodland. Tree species will include native and non-native plants. Street tree planting will seek to strengthen the visual connections of the character area with the existing Ancient Woodland, provide resilience and bio-security to the development and mitigate the impacts of climate change by sequestering carbon dioxide among others.

FIGURE 125 LOCATION PLAN

FIGURE 126 ILLUSTRATIVE SECTION

FIGURE 127 ILLUSTRATIVE SECTION

Note: The building heights shown on the above sections are indicative only and for illustrative purposes.

FIGURE 128 KEY PRINCIPLES

ANNOTATIONS

1. A central primary path with good visibility
2. Woodland edge created discouraging desire lines
3. Rides maintained to increase species diversity
4. Wayfinding strategy to increase legibility and to contain movement to paths provided.

FIGURE 129 ILLUSTRATIVE PLAN VIGNETTE

FIGURE 131 PRECEDENT IMAGES

Primary woodland pathways

Secondary pathways

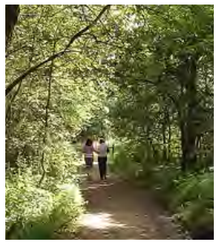
Woodland planting

Woodland edge

Primary woodland pathways

Woodland planting

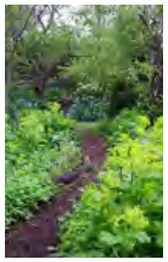
Primary woodland pathways



Woodland planting

Woodland planting amd informal routes

Informal routes



Signage and seating

FIGURE 132 HARD AND SOFT LANDSCAPE SPECIFICATIONS TABLE

ELEMENT	DESCRIPTION	ELEMENT	DESCRIPTION
SOFT LANDSCAPE		HARD LANDSCAPE	
Woodland edge	A dense edge controlling pedestrian access to defined access points into the woodland.	Primary Pathways	Main central path provided direct link through the woodland. Vegetation either side to be maintained to ensure good visibility.
Woodland	To comprise of a variety of different vegetation layers improving biodiversity.	Secondary Pathways	Informal routes more adventurous routes with potential for themed routes.
Rides	Compromised of predominantly herbaceous and field layers.	Signage	Timber way-markers to provide legible routes through the woodland.

LANDSCAPE & OPEN SPACE
KEY AREAS

EAST WEST STREAM CORRIDOR

The stream corridor will be a key dynamic linear feature through the site containing areas of wetland and SuDS along the stream corridor. These will comprise of areas seasonally wet basins with pools and channels of water. This dynamic habitat will have fluctuating water levels and the tree selection will respond to this. Willow and Alder will both thrive in the damp conditions and soak up water aiding the function of the basins in storing water. More ornamental non native species could be used where these areas interface with the high street.

FIGURE 133 LOCATION PLAN

FIGURE 134 ILLUSTRATIVE SECTION

FIGURE 135 ILLUSTRATIVE SECTION

Note: The building heights shown on the above sections are indicative only and for illustrative purposes.

FIGURE 136 ILLUSTRATIVE PLAN VIGNETTE

FIGURE 137 KEY PRINCIPLES

ANNOTATIONS

1. Stretches of board walk retaining stream side walks
2. Areas of wildflower meadow / grassland
3. Primary linear footpath connection along stream
4. Clear span pedestrian bridges where required for north / south connections
5. Informal secondary routes
6. Central green mode
7. Key nodes at intersection points providing areas for activities and formal play areas
8. SuDS / attenuation basins

FIGURE 138 HARD AND SOFT LANDSCAPE SPECIFICATIONS

ELEMENT	ELEMENT	ELEMENT	ELEMENT
SOFT LANDSCAPE		HARD LANDSCAPE	
SuDS	Marginal planting dependant on water level with damp meadow grass.	Primary Pathways	Informal pathway providing an all year round circulation route through the space in keeping with its natural surroundings.
Lower stream corridor	Tree planting to be set back from river channel. To grade down to shrub and then marginal species close to the channel edge.	Secondary Pathways	Informal pathway providing seasonal route through the space in keeping with its natural surroundings.
Upper stream corridor	Informal groups of tree planting with areas of long grass and meadow planting. Space left as areas for informal amenity activities. Planting to become more ornamental towards development.	Pedestrian Bridges over SuDS	Natural material that will be in keeping with the proposed parkland character.

FIGURE 139 PRECEDENT IMAGES

Timber boardwalk

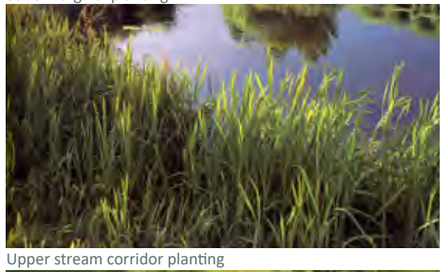
Pedestrian bridges over SuDS

Timber decking

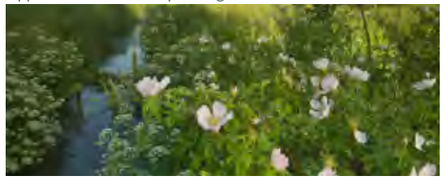
Wildflower / meadow

SuDS marginal planting

SuDS marginal planting



Upper stream corridor planting



Lower stream corridor

LANDSCAPE & OPEN SPACE
KEY AREAS

FORMAL OPEN SPACE

The south of the site will provide significant formal recreation opportunities with the capacity for four football pitches and a pavilion. The attenuation basin will be designed sensitively so that the space will be robust during times of flooding. The various formal recreation elements will have boundaries that are sensitively designed to provide separation between activities without isolating each individual element. The SuDS will be incorporated so that the they provide a dynamic but safe feature.

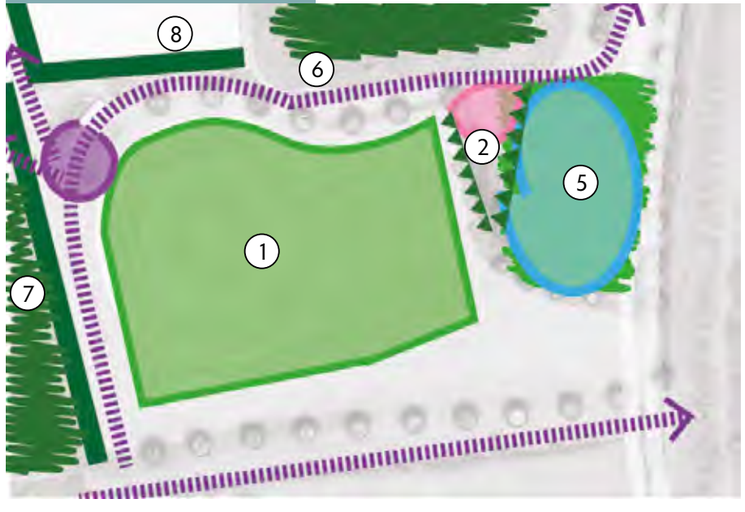
FIGURE 140 LOCATION PLAN

FIGURE 141 ILLUSTRATIVE SECTION

FIGURE 142 ILLUSTRATIVE SECTION

FIGURE 143 ILLUSTRATIVE PLAN VIGNETTE

FIGURE 144 KEY PRINCIPLES



ANNOTATIONS

1. Formal recreation facilities
2. Central large play area
3. Pavilion overlooking sports facilities
4. Car park to pavilion building softened with tree planting
5. Attenuation basin
6. Primary footpath connection
7. Ancient Woodland edge created with dense planting to control access
8. Green edge to development

FIGURE 145 PRECEDENT IMAGES

NEAP

Sports pitches

Sports pitches

Community engagement

Pavilion

Pavilion landscape

Pavilion pedetrian access

Sports pitches

FIGURE 146 HARD AND SOFT LANDSCAPE SPECIFICATIONS TABLE

ELEMENT	DESCRIPTION	ELEMENT	DESCRIPTION
SOFT LANDSCAPE		HARD LANDSCAPE	
Sports pitches	Space allowed for formal recreation and sports to be designed to be Sports England compliant.	Primary Pathways	More formal footpath providing an all year round circulation route through the space in keeping with its natural surroundings.
Hedgerows	Species maintained at 1.2m to provide plot definition of private defensible space and private lanes.	Pavilion envelope landscape	Hard landscape materials are to be soft and informal responding to the nature of the pavilion itself. Car park to be informal country park in style.
Woodland edge	A dense edge controlling pedestrian access to defined access points into the woodland.	Furniture	Furniture to be provided in key locations material and form to be of an informal and natural style. Verge protection posts to demarcate access routes.
Access road landscape and pavilion landscape	Tree planting to providing an informal access route to the pavilion. Car park to be broken with shrub and tree planting.		

Sports grounds and pavilion landscape

PLAY STRATEGY

The overriding objective of the sitewide Play strategy is to create inclusive and diverse play areas with the provision of play opportunities for different age ranges and accessible by children of all abilities. Particular focus is given on the provision of areas covering the needs of older children to address the lack of existing play provision for this group in the wider setting.

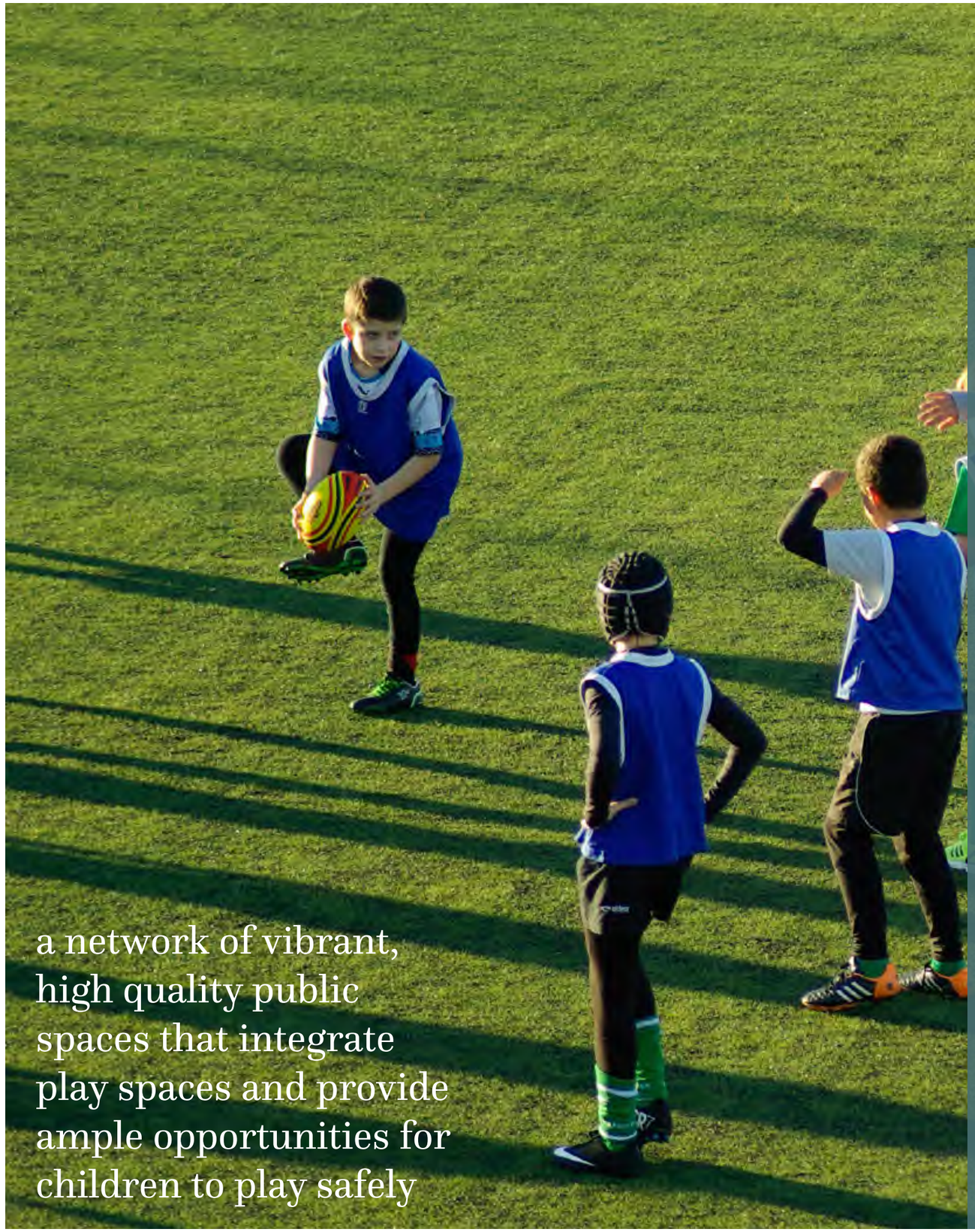
Within this overarching framework, the play strategy requires the site to deliver three types of play areas: formal sports pitch provision; formal play areas (NEAP, LEAPs); and informal natural play opportunities, including a sitewide trim trail with some fitness equipment for young and adult users This approach is part of the promotion of a healthy lifestyle that will have positive impact on the well-being and health of the residents.

All play areas and the trim trail are integrated within the proposed green infrastructure network across the site. The use of the landform and natural materials along with planting areas create sustainable and inclusive environments with a seasonal interest all year around.

The detail design of the play areas and the trim trail are subject to the individual Phasing Design Codes, however the following principles should be considered central to the creation of quality play areas:

- All play areas should be inclusive and accessible to all and according to the statutory requirements as set out by the Equality Act 2010.
- The detailed design of the play areas should be able to tackle anti-social behavior and to promote community engagement and interaction.
- Where is suitable, perimeter fencing should be avoided unless if required for safety reasons.
- All play areas should include areas of seating, natural play equipment and materials, and cycle parking.
- Where possible natural play equipment and other materials should be sourced from any tree removals required on the Site as part of the proposals.

FIGURE 147 PLAY STRATEGY PLAN



a network of vibrant, high quality public spaces that integrate play spaces and provide ample opportunities for children to play safely

FORMAL SPORTS PITCH PROVISION

Formal sports provision, accessible to the public, shall be provided in the locations shown in Figure 146, including pitches within the Secondary School site and within the three 2FE Primary School sites. A formal open space pitch cluster shall also be provided within the public open space to the south of the site.

The details of the formal open space cluster as one the strategic landscape spaces is instructed in section 5 of this Code.

FORMAL PLAY AREA PROVISION

Landscaped Area of Play (LAP): A small area of play positioned close to housing with a walking distance of 1 minute focused at children younger than 6 years old. The activity zone will comprise a minimum of 100m2 and have a buffer zone of 5 metres to the nearest dwelling. Planting will define the edges of the space, with colour and scent representing key qualities in the species chosen.

LAPs will be positioned so that they have good surveillance from neighbouring properties and desire lines to provide a safe environments. LAPs need not be equipped, but will be designed to focus on the development of motor skills through natural play

Local Equipped Areas of Play (LEAP): Designed for children who are becoming more independent, LEAPs will be located within a 5 minute walking distance catchment and have an activity space that covers a minimum of 400m2 with a 20 metre buffer to the nearest dwelling.

LEAPs will be positioned within larger open spaces with both appropriate buffers to residential dwellings and good natural surveillance to ensure both the amenity of residents is maintained and children can feel safe. LEAPs will integrate into their immediate surroundings, with the expectation that the style and form will vary accordingly throughout the site.

Neighbourhood Equipped Area of Play (NEAP): A large area of play designed for older children, the NEAP will be situated within a larger area of open space with a minimum 30 metre buffer to the nearest residential dwelling and have a 15 minute walking distance catchment.

The NEAP may include a Multi Use Games Area (MUGA) and the equipment will offer at least nine different play experiences.

INFORMAL NATURAL LEISURE OPPORTUNITIES

The transition from the formal play areas to the surrounding green infrastructure network will be blurred to allow children to interact with the landscape as a whole. This will be done in the following ways:

- Natural play elements will be integrated into the design of the formal play areas;
- Tree trunks, boulders and mounds provide rich opportunities for exploration, imagination and inventiveness;
- Low level planting, swales and ditches will frame play areas, facilitating good natural surveillance whilst providing a sense of enclosure;
- SuDS features can be integrated and designed into play areas for older children.

It is a mandatory requirement to create a network of vibrant, high quality public spaces that integrate play spaces and provide ample opportunities for children to play safely. It will be the responsibility of the housebuilder to demonstrate that this objective is met for each Phase.

The design of informal open space will be inclusive for all age groups, including older people, to provide an accessible and attractive environment with which all can interact and enjoy.

Section 6:
Movement and Streets

STREET HIERARCHY
PUBLIC TRANSPORT
STREET NETWORK
PARKING STRATEGY
TRAFFIC CALMING
STREET FURNITURE
TREE PLANTING
UTILITY SERVICES

SECTION 6: MOVEMENT AND STREETS

MOVEMENT M1, M2, M3

STREET HIERARCHY

SAFE, ATTRACTIVE AND DIRECT ROUTES WILL ENCOURAGE PEOPLE TO WALK AND CYCLE

ROUTES AND CONNECTIONS

One of the key principles underpinning the master plan approach set out in the DAS is to provide a high degree of pedestrian, cycle and vehicular permeability, both within the site and connecting to the surrounding area. Key destinations include:

- Corby Town Centre;
- Corby Railway Station;
- Major employment area east of the railway;
- School Sites;
- Proposed Local Centre and Mixed Use 'High Street'.

The layout will make walking and cycling within the site the preferred option. It will facilitate safe routes to the primary schools, secondary schools, local centre and mixed use 'high street' in particular. Connections beyond the site, will encourage movement by cycling and public transport to Corby Town Centre, railway station and major employment area. The key movement routes and associated design criteria are set out on the following pages.

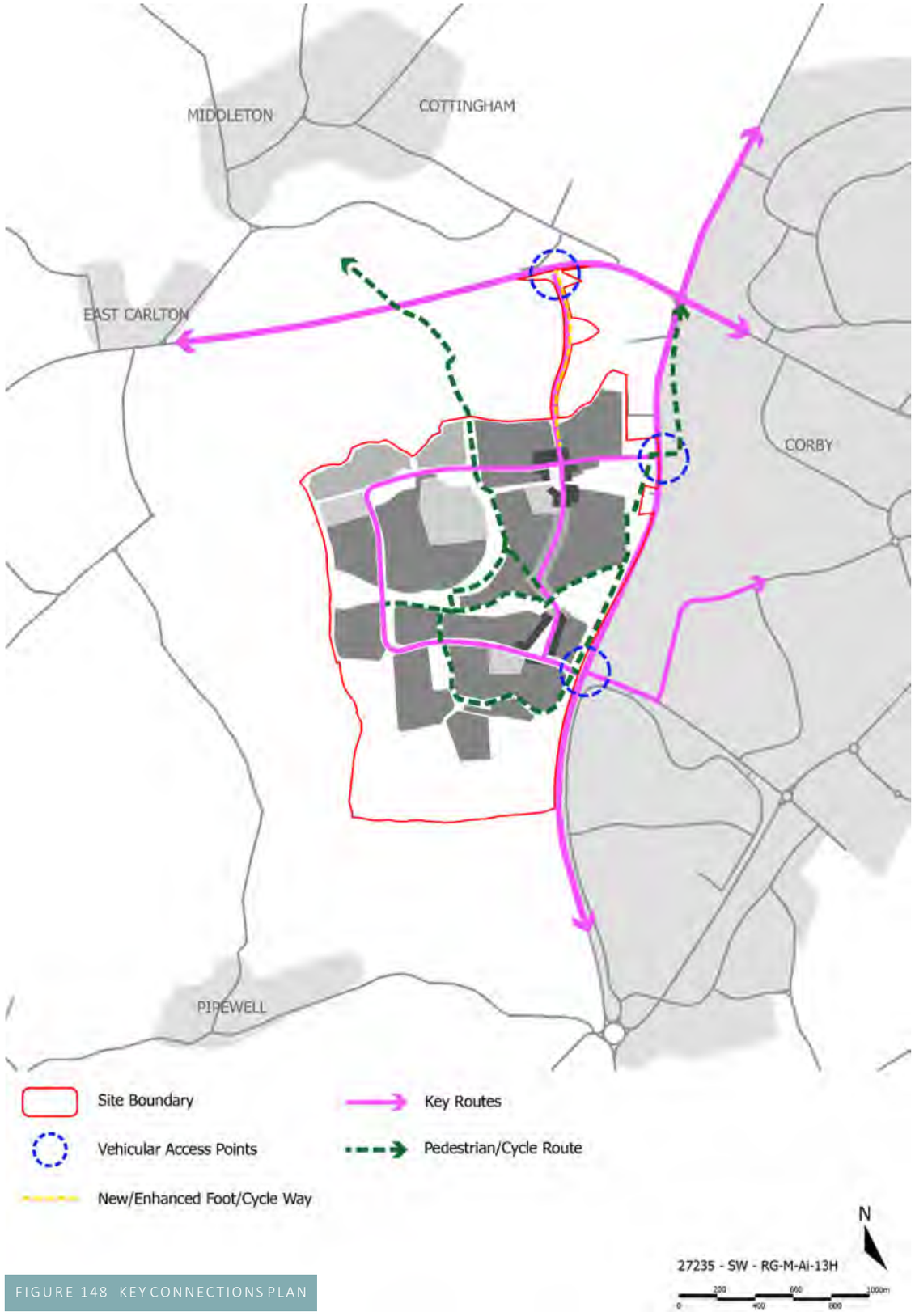


FIGURE 148 KEY CONNECTIONS PLAN

PEDESTRIANS AND CYCLISTS

Manual for Streets and LTN 1-20 place a high priority on meeting the needs of pedestrians and cyclists as part of promoting sustainable modes over travel above the needs of private motor vehicles. Well-designed streets have an important part to play in the delivery of sustainable communities for the future, creating a virtuous circle associated with increased pedestrian usage, reduced traffic speeds, improved personal security, strengthening communities and sense of ownership.

Development at West Corby will create an attractive and well connected permeable street network that encourages people to walk and cycle to local destinations. Routes will be overlooked, direct and designed as multi-functional, shared spaces wherever possible.

There will be a presumption against routes serving pedestrians and cyclists only away from the street. However, where these are unavoidable, proposed pedestrian and cycle only routes must be wide, open, short and overlooked. Moreover, routes should be necessary and lead directly where people want to go.

The design and layout of public space, especially pedestrian and cycle routes, parks and key spaces in residential areas need to ensure that those who are less mobile are able to easily move around the development.

WELL DESIGNED STREETS HAVE AN IMPORTANT PART TO PLAY IN THE DELIVERY OF SUSTAINABLE COMMUNITIES FOR THE FUTURE

FIGURE 149 PEDESTRIAN AND CYCLE MOVEMENT PLAN

MOVEMENT M2

SECTION 6: THE SITE WIDE DESIGN CODE

PUBLIC TRANSPORT

The DAS identifies that a bus service will be provided from an early stage to serve the development with a 30 minute frequency initially and a 15 minute frequency once fully developed. The proposed new bus route through the site will take the form of a loop along the Primary Street and will ensure that all new development lies within an acceptable walking distance of a bus stop and within 400m (5 minute walk) wherever possible. All stops will have shelters, seating and provision for a real time information display service.

Bus stops will be provided 'on line' within the carriageway (not within bays) as part of prioritising movement by sustainable modes and help to regulate traffic speeds.

Figure 164 shows the proposed new bus routes through the site, approximate bus stop locations in relation to key facilities and linkages to key destinations within Corby.

The preparation of the subsequent Detailed Design Codes will be informed by discussions with bus operators, who may wish to provide other local services to the route shown in Figure 164. This may combine the Primary and Secondary Street network (where the Secondary Streets have width of 6.5 metres in accordance with the Northamptonshire standards) through the site.

The precise location of bus stops will be dictated by the Design Codes for each phase. At this stage, the siting of bus stops will have regard to the following criteria:

Ensure they can be easily accessed by foot, including by disabled people;

Located near junctions (but not disrupt junction operations) so they can be easily accessed by more than one route on foot, or near specific passenger destinations, such as schools, shops etc;

Ensure footway widths are not impeded by the shelter and waiting passengers, which may require localised widening;

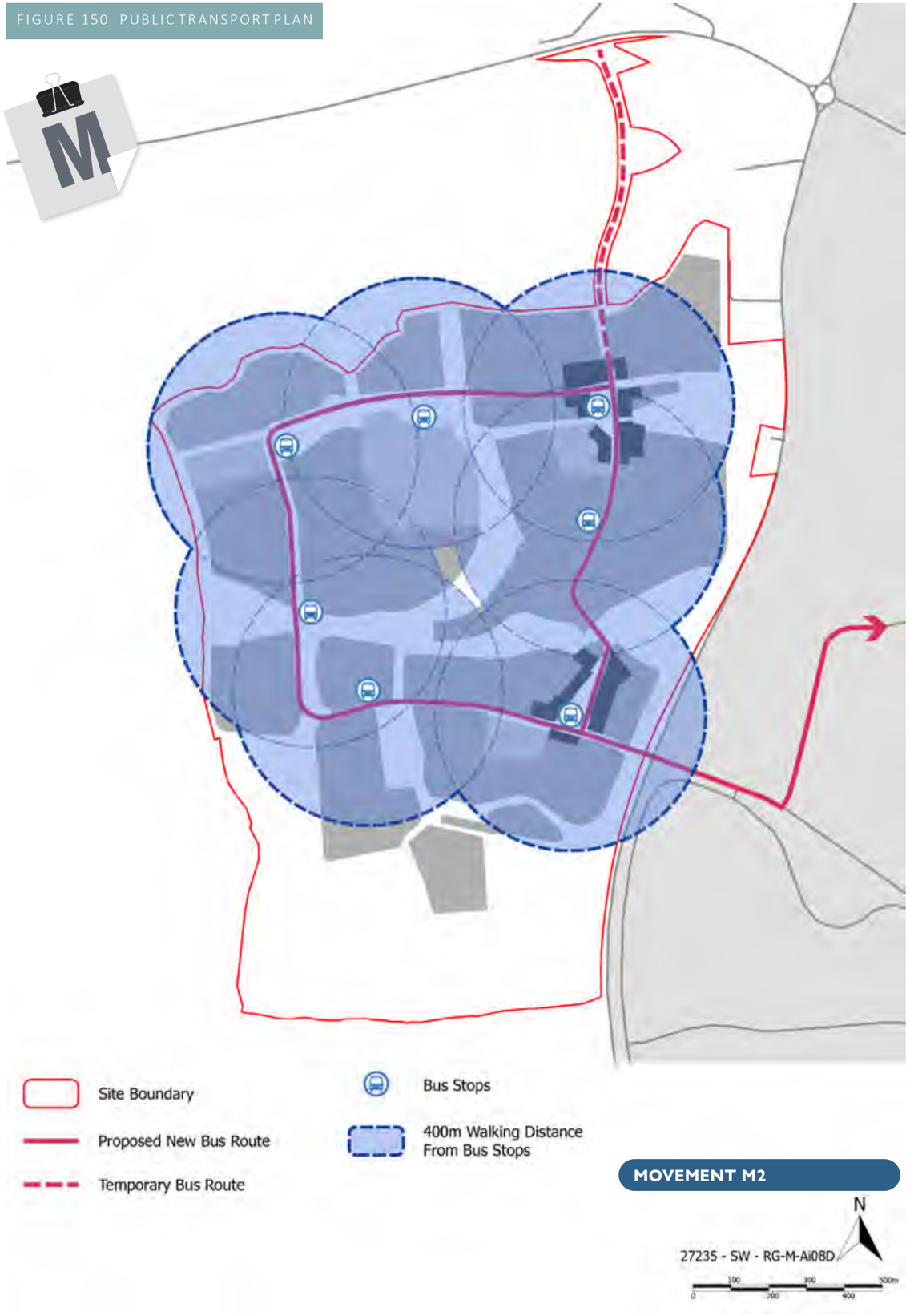
Consider the potential noise nuisance and impact on residential amenity when located adjacent or in proximity to residential uses;

Consider the benefits of prioritising public transport usage through on-line stops, which can help hold back and control the speed of private motor vehicles during peak times.

Consider the impact of the location of bus stops on the marketability and value of adjacent market housing, with an expectation that smaller housing typologies will provide a buffer between the bus stop and larger dwellings.

THE MAJORITY OF NEW DEVELOPMENT WILL BE WITHIN 400M OF A BUS STOP

FIGURE 150 PUBLIC TRANSPORT PLAN



SECTION 6: THE SITE WIDE DESIGN CODE

STREET NETWORK

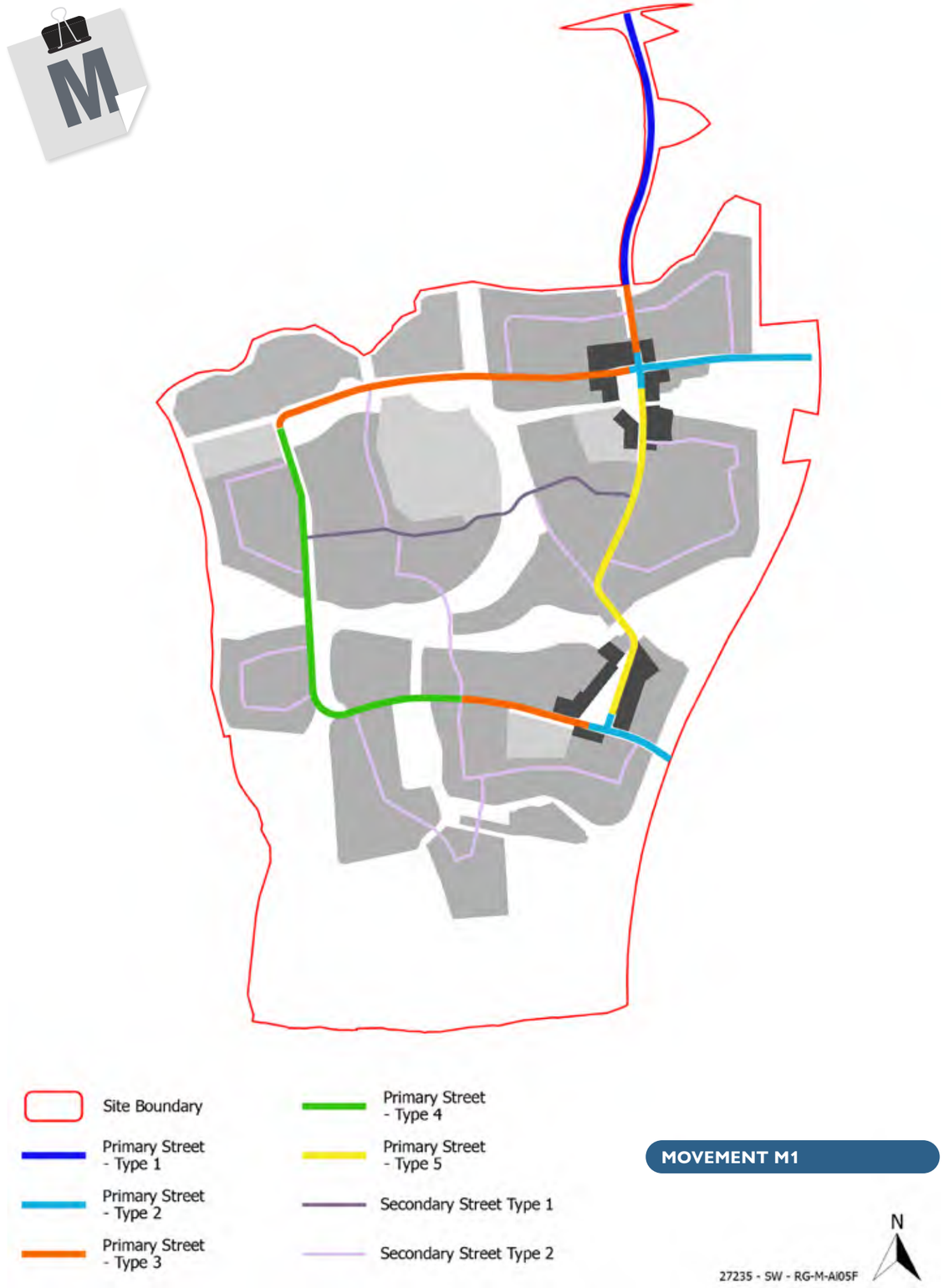
The outline planning application established the principle of three site accesses and an internal spine road (Figure 6.3.1 Land Use Parameter Plan) connecting the development at West Corby with the adjacent A6003 and A427. The DAS also identifies a Street Hierarchy Plan (Figure A1.2) as one of four key plans on which the subsequent coding instructions should be based. This shows the indicative alignment of Secondary Streets, forming a series of loops springing from and connecting back to the Primary Street.

The Street Hierarchy Plan shown in Figure 165 embraces the street hierarchy principles set out at the outline application stage and supplements the hierarchy with detailed design criteria for each street typology. All Streets must be designed in accordance with Manual for Streets principles and the requirements of the Northamptonshire Place and Movement Guide (December 2008). Streets must be designed as a connected, permeable network that are easy to navigate through and encourages walking and cycling. Permeable, legible networks will be reinforced by the provision of a clear hierarchy of streets.

There will be instances along the Primary Street where one street type merges into another. The most stark example of this is where the urban dual carriageway changes into a single carriageway to the west of the signalised junctions at the Village Green and Market Square. The precise configuration of these transitions will be determined at the detailed stage, but should be undertaken in consideration with the form and layout of adjacent development to ensure an integrated and smooth transition that does not give undue emphasis to the highway function of the space.

Within the Primary Street network characterised by urban dual carriageway, the design of pedestrian and cycle crossing shall be given particular attention. Where possible, these should be located on desire lines and provided at a frequency to deter informal crossing points becoming established. Where possible, crossings should also be direct, avoiding chicanes and restraint barriers, prioritising movement by sustainable modes.

FIGURE 151 STREET HIERARCHY PLAN



PRIMARY STREET TYPE 1

This section of the Primary Street will provide the key vehicular access into the site from the north. It will accommodate public transport and contains several proposed bus stops in the vicinity of Phase 1. Recreating the character of a rural lane, this road type will have a segregated foot/cycleway. Views out across the landscape are inspired by the royal estates of the locality.

The Primary Street specifications shown on the facing page relate to the predominate Primary Street typology (Type 3 from the DAS) within the Site. The variations to the Primary Street typology on the remainder of the network are identified on the following pages.

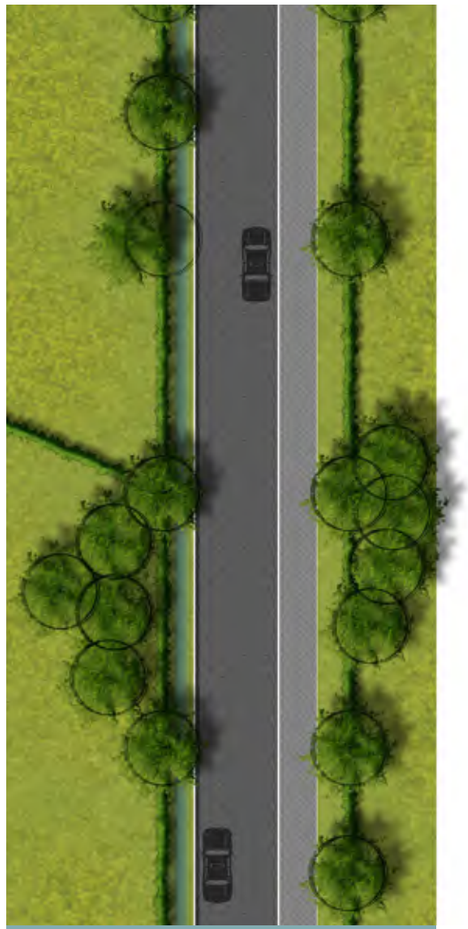


FIGURE 152 ILLUSTRATIVE PLAN

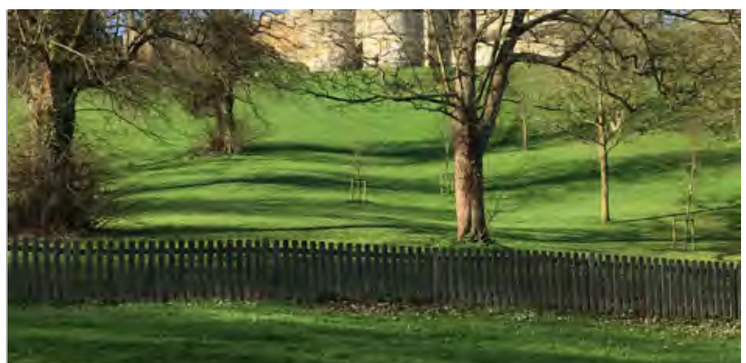
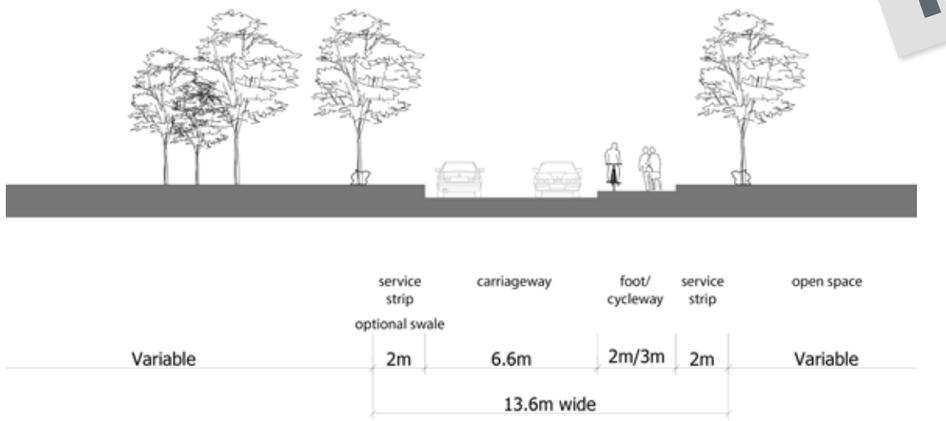


FIGURE 153 PRECEDENT IMAGES

FIGURE 154 STREETSECTION



HIGHWAY DESIGN

DESIGN LIMITS	
Speed Limit	To be set on receipt of detailed design.
Control Speed	To be set on receipt of detailed design.
Maximum Number of Properties Served	N/A
STREET DIMENSIONS AND CHARACTER	
Minimum Carriageway Width	6.5m
Footway	Yes (as part of 3m cycleway on eastern side)
Verge	2m
PUBLIC TRANSPORT	
Bus Route	No
Bus Stops	No
STREET DESIGN DETAILS	
Traffic Calming	Gateway design and horizontal features.
Vehicle Swept Path to be accommodated	40T HGV versus large family car
Gradients	1:40 max at junctions, 1:15 max elsewhere; 1:100 minimum.
Minimum Forward Visibility	To be set on receipt of detailed design.
Minimum Junction Sightlines (x,y)	To be set on receipt of detailed design.
Maximum Junction Radii	10.5/12m subject to tracking
Kerb Height	125mm
STATUTORY SERVICES AND DRAINAGE	
Statutory Services	2m service corridor in verge
Drainage	Piped or swale
DIRECT ACCESS	
Vehicular Access to Individual Properties/ Courtyards	No

PARKING

	PRIMARY
Private Parking Provision	None
	SECONDARY
Private Parking Provision	None
Visitor Parking Provision	None
On Street Parking	None
Splay into Parking Bay	N/A
Maximum Number of Grouped Parallel Bays	N/A
Direct Vehicular Access to Properties	N/A

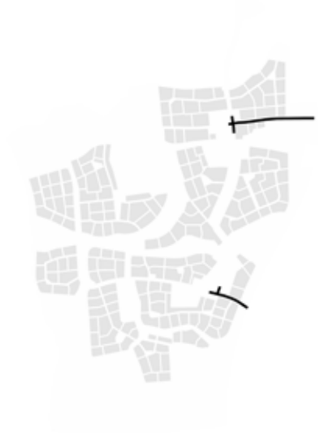
MATERIALS

STREET MATERIALS	
Footway Surfacing	N/A
Parking Zone	N/A
Kerbing (between footway and parking)	Concrete Kerbs
Carriageway Surfacing	Black Macadam
Pedestrian Crossing	N/A
Traffic Deflection Island	N/A
Drive Over Strip	None

STREET FURNITURE AND PLANTING

STREET FURNITURE	
Street Lighting and Street Furniture	See page 192-195 for details
STREET PLANTING	
Street Trees, Feature Trees	Permitted 2.5m beyond the highway boundary
Street Trees to be clear stemmed	To be clear of visibility splays.
Tree Spacing	Irregular groups and individual trees.

FIGURE 155 SPECIFICATIONS



PRIMARY STREET TYPE 2

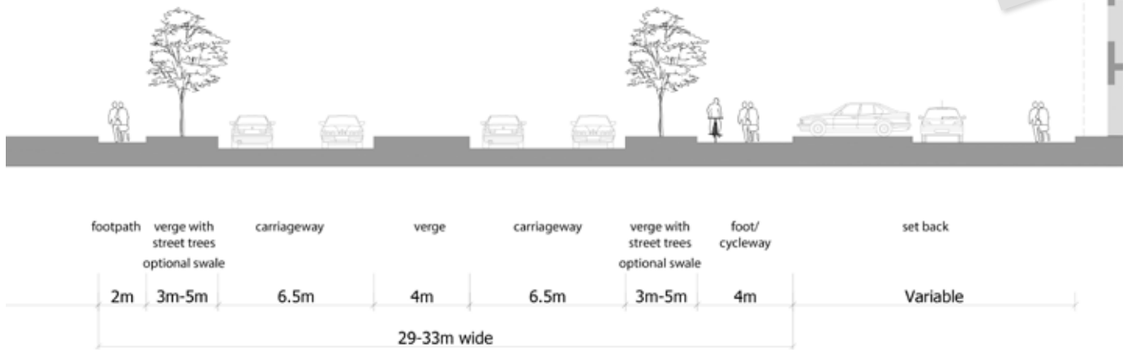
This road type has a dual carriageway with a 4 metre central reserve, a segregated foot/ cycleways to one side and a footway the other. It forms the southern access road into the development from the roundabout on the Uppingham Road. This road type will narrow from dual carriageway to a single carriageway when it reaches the 'village green' key space.

Once the road crosses the peripheral landscape belt and enters the development it develops an 'urban' character. No direct access into individual properties will ensure the free flow of this route with dwellings fronting onto the street being served from shared surface streets behind the foot/cycleway.

FIGURE 156 ILLUSTRATIVE PLAN

FIGURE 157 PRECEDENT IMAGES - AVENUE TREE PLANTING CREATING A SENSE OF ARRIVAL

FIGURE 158 STREETSECTION



HIGHWAY DESIGN

DESIGN LIMITS	
Speed Limit	To be set on receipt of detailed design.
Control Speed	To be set on receipt of detailed design.
Maximum Number of Properties Served	To be advised
STREET DIMENSIONS AND CHARACTER	
Minimum Carriageway Width	6.5m
Footway	Yes (2m one side, 4m foot/ cycleway other side)
Central Reserve	4m minimum
PUBLIC TRANSPORT	
Bus Route	Yes
Bus Stops	Yes
STREET DESIGN DETAILS	
Traffic Calming	Gateway design features and horizontal deflection
Vehicle Swept Path to be accommodated	Tracking by bus and 40T HGV versus large family car
Gradients	1:40 max at junctions, 1:15 max elsewhere; 1:100 minimum.
Minimum Forward Visibility	To be set on receipt of detailed design.
Minimum Junction Sightlines (x,y)	To be set on receipt of detailed design.
Maximum Junction Radii	10.5/12m subject to tracking
Kerb Height	125mm
STATUTORY SERVICES AND DRAINAGE	
Statutory Services	2m service corridor in footpath/ cycleway
Drainage	Piped or swales
DIRECT ACCESS	
Vehicular Access to Individual Properties/ Courtyards	No

PARKING

	PRIMARY
Private Parking Provision	None
	SECONDARY
Private Parking Provision	None
Visitor Parking Provision	None
On Street Parking	None
Splay into Parking Bay	N/A
Maximum Number of Grouped Parallel Bays	N/A
Direct Vehicular Access to Properties	No

MATERIALS

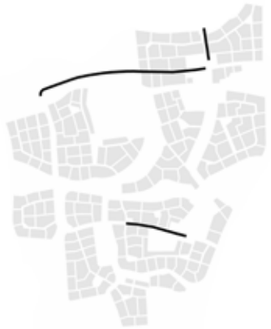
STREET MATERIALS*	
Footway Surfacing	Black Macadam
Parking Zone	N/A
Kerbing (between footway and parking)	Concrete Kerbs
Carriageway Surfacing	Black Macadam - except in key areas subject to discussions with NCC
Pedestrian Crossing	Yes
Traffic Deflection Island	Yes
Drive Over Strip	None

STREET FURNITURE AND PLANTING

STREET FURNITURE	
Street Lighting and Street Furniture	See page 192-195 for details
STREET PLANTING	
Street Trees, Feature Trees	See page 196-197 for details
Street Trees to be clear stemmed	2.5m
Tree Spacing	15m

*Note: Street Materials may vary within Key Spaces and Gateways. In these instances, the Coding instructions for the Key Spaces and Gateways will take precedence over the information contained in this table.

FIGURE 159 SPECIFICATIONS



PRIMARY STREET TYPE 3

This road type is the single carriageway element of the principal circulatory loop around the development. 4 metre wide segregated foot/cycle ways run on one side only of the carriageway.

No direct access into individual properties will ensure the free flow of this route which will accommodate a bus service. Dwellings fronting onto the street will be served from shared surface streets behind the foot/cycleway, which will serve up to 25 dwellings.

A hierarchy of tree planting will provide clear legibility between access streets for private properties and primary street. Trees should take into account services and lighting positioned in accordance with guidance from the National Joint Utilities Group NJUG.

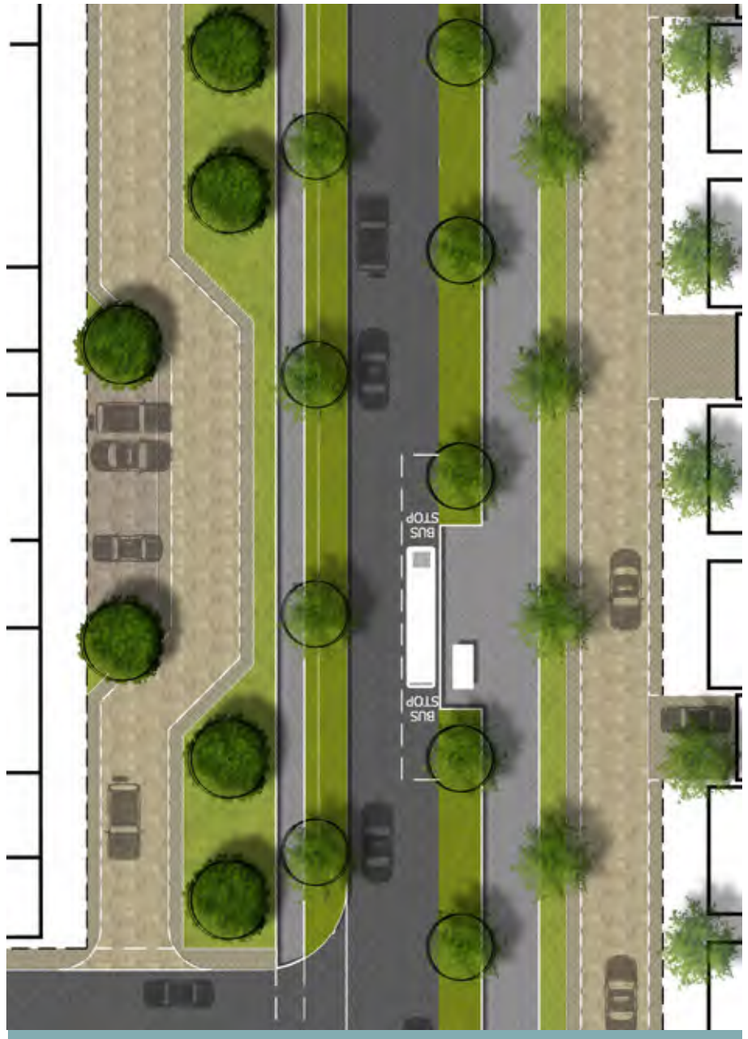
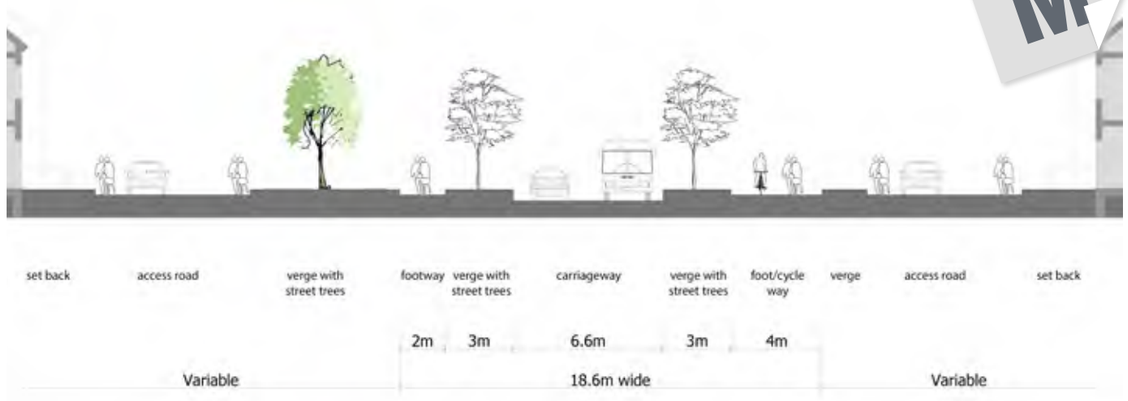


FIGURE 160 ILLUSTRATIVE PLAN

FIGURE 161 PRECEDENT IMAGES

FIGURE 162 STREETSECTION



HIGHWAY DESIGN

DESIGN LIMITS	
Speed Limit	To be set on receipt of detailed design.
Control Speed	To be set on receipt of detailed design.
Maximum Number of Properties Served	N/A
STREET DIMENSIONS AND CHARACTER	
Minimum Carriageway Width	6.6m (7.3m in front of school)
Footway	Yes (as part of 3m cycleway either side)
Verge	3m minimum
PUBLIC TRANSPORT	
Bus Route	Yes
Bus Stops	Yes
STREET DESIGN DETAILS	
Traffic Calming	Landscape design features and horizontal deflection
Vehicle Swept Path to be accommodated	Tracking by bus and 40T HGV versus large family car
Gradients	1:40 max at junctions, 1:15 max elsewhere; 1:100 minimum.
Minimum Forward Visibility	To be set on receipt of detailed design.
Minimum Junction Sightlines (x,y)	To be set on receipt of detailed design.
Maximum Junction Radii	10.5/12m subject to tracking
Kerb Height	125mm
STATUTORY SERVICES AND DRAINAGE	
Statutory Services	2m service corridor in footpath/ cycleway
Drainage	Piped or swales
DIRECT ACCESS	
Vehicular Access to Individual Properties/ Courtyards	No

PARKING

	PRIMARY
Private Parking Provision	None
	SECONDARY
Private Parking Provision	None
Visitor Parking Provision	On street
On Street Parking	Parallel
Splay into Parking Bay	45°
Maximum Number of Grouped Parallel Bays	3
Direct Vehicular Access to Properties	No

MATERIALS*

STREET MATERIALS	
Footway Surfacing	Black Macadam
Parking Zone	N/A
Kerbing (between footway and parking)	Concrete Kerbs
Carriageway Surfacing	Black Macadam
Pedestrian Crossing	Yes
Traffic Deflection Island	Yes
Drive Over Strip	None

STREET FURNITURE AND PLANTING

STREET FURNITURE	
Street Lighting and Street Furniture	See page 192-195 for details
STREET PLANTING	
Street Trees, Feature Trees	See page 192-195 for details
Street Trees to be clear stemmed	2.5m
Tree Spacing	10m Alternate

*Note: Street Materials may vary within Key Spaces and Gateways. In these instances, the Coding instructions for the Key Spaces and Gateways will take precedence over the information contained in this table.

FIGURE 163 SPECIFICATIONS

PRIMARY STREET TYPE 4

This road type forms part of the principal circulatory loop around the development and consists of 4 metre wide segregated foot/cycle way on one side and a 2 metre footway on the other.

This stretch of the Primary Street will accommodate a bus service however it is considered appropriate for direct access to individual properties to be gained on one side only.

The set back of the dwellings from the street will be variable according to the character area instructions.

With extensive space for tree planting outside of private curtilage tree species can be large with an eventual spread that will fill the space appropriately. Within the large areas of verge bulb planting can also be incorporated.

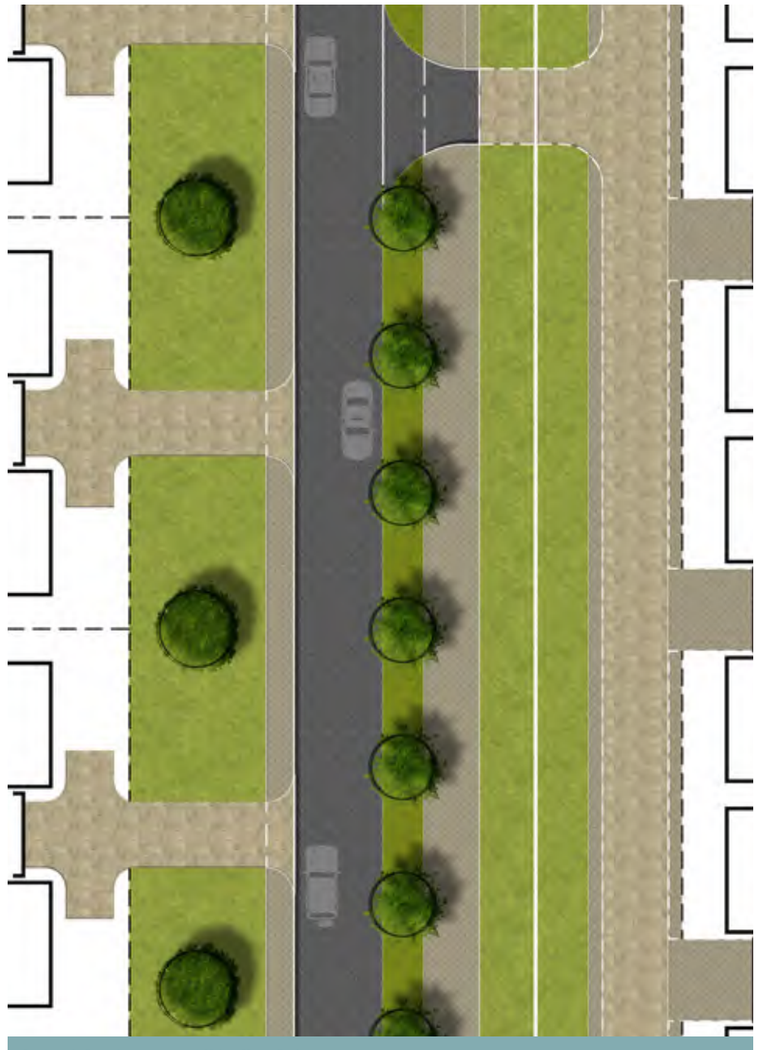


FIGURE 164 ILLUSTRATIVE PLAN

FIGURE 165 PRECEDENT IMAGES

FIGURE 166 STREETSECTION

HIGHWAY DESIGN

DESIGN LIMITS	
Speed Limit	To be set on receipt of detailed design.
Control Speed	To be set on receipt of detailed design.
Maximum Number of Properties Served	N/A
STREET DIMENSIONS AND CHARACTER	
Minimum Carriageway Width	6.5m
Footway	Yes (2m one side, 4m foot/ cycleway other side)
Verge	3m minimum one side
PUBLIC TRANSPORT	
Bus Route	Yes
Bus Stops	Yes
STREET DESIGN DETAILS	
Traffic Calming	Landscape design features and horizontal deflection
Vehicle Swept Path to be accommodated	Tracking by bus and 40T HGV versus large family car
Gradients	1:40 max at junctions, 1:15 max elsewhere; 1:100 minimum.
Minimum Forward Visibility	To be set on receipt of detailed design.
Minimum Junction Sightlines (x,y)	To be set on receipt of detailed design.
Maximum Junction Radii	10.5/12m subject to tracking
Kerb Height	125mm
STATUTORY SERVICES AND DRAINAGE	
Statutory Services	2m service corridor in footpath/ cycleway
Drainage	Piped or swale
DIRECT ACCESS	
Vehicular Access to Individual Properties/ Courtyards	Yes

PARKING

	PRIMARY
Private Parking Provision	None
	SECONDARY
Private Parking Provision	None
Visitor Parking Provision	On street
On Street Parking	Parallel. Bays must not be detrimental to junction visibility.
Splay into Parking Bay	45°
Maximum Number of Grouped Parallel Bays	3
Direct Vehicular Access to Properties	Yes

MATERIALS*

STREET MATERIALS	
Footway Surfacing	Black Macadam
Parking Zone	N/A
Kerbing (between footway and parking)	Concrete Kerbs
Carriageway Surfacing	Black Macadam
Pedestrian Crossing	Yes
Traffic Deflection Island	Yes
Drive Over Strip	None

STREET FURNITURE AND PLANTING

STREET FURNITURE	
Street Lighting and Street Furniture	See page 192-195 for details
STREET PLANTING	
Street Trees, Feature Trees	See page 196-197 for details
Street Trees to be clear stemmed	2.5m
Tree Spacing	Variable

*Note: Street Materials may vary within Key Spaces and Gateways. In these instances, the Coding instructions for the Key Spaces and Gateways will take precedence over the information contained in this table.

FIGURE 167 SPECIFICATIONS

PRIMARY STREET TYPE 5

This section of the Primary Street permits perpendicular parking on one side of the carriageway with verge and street tree planting on the opposing side. Also permitted is perpendicular parking opposed by parallel parking on the other side.

Street tree planting to be more generous in size creating a green backdrop to the street setting. Tree planting in between areas of parallel parking visually breaking up potentially large areas of hard landscape

Material change in areas to indicate change in speed and nature of the street.

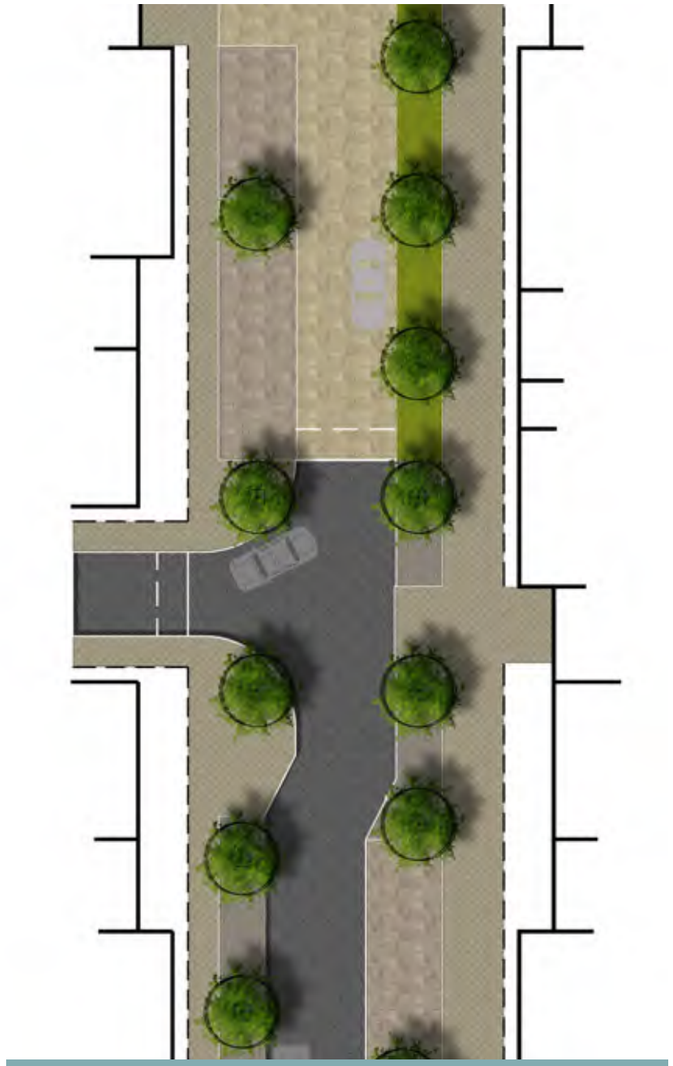
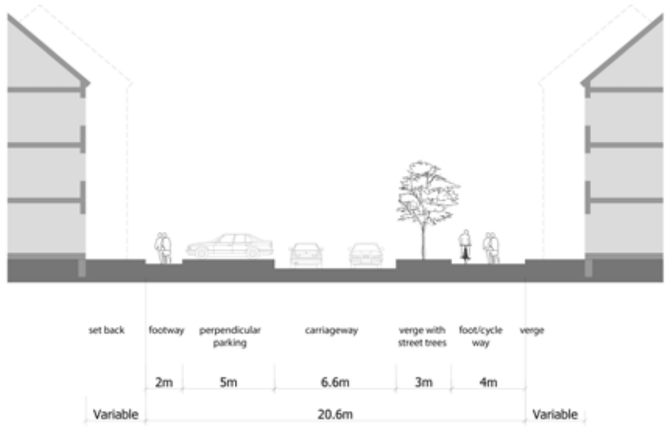


FIGURE 168 ILLUSTRATIVE PLAN

FIGURE 169 CONTINUOUS FRONTAGE ALONG THE STREET

FIGURE 170 STREETSECTION



HIGHWAY DESIGN

DESIGN LIMITS	
Speed Limit	To be set on receipt of detailed design.
Control Speed	To be set on receipt of detailed design.
Maximum Number of Properties Served	N/A
STREET DIMENSIONS AND CHARACTER	
Minimum Carriageway Width	6.5m
Footway	Yes (2m one side, 4m foot/ cycleway other side)
Verge	3m minimum (one side, switching)
PUBLIC TRANSPORT	
Bus Route	Yes
Bus Stops	Yes
STREET DESIGN DETAILS	
Traffic Calming	Landscape design features and horizontal deflection
Vehicle Swept Path to be accommodated	Tracking by bus and 40T HGV versus large family car
Gradients	1:40 max at junctions, 1:15 max elsewhere; 1:100 minimum.
Minimum Forward Visibility	To be set on receipt of detailed design.
Minimum Junction Sightlines (x,y)	To be set on receipt of detailed design.
Maximum Junction Radii	10.5/12m subject to tracking
Kerb Height	125mm
STATUTORY SERVICES AND DRAINAGE	
Statutory Services	2m service corridor in footpath/ cycleway
Drainage	Piped or swales
DIRECT ACCESS	
Vehicular Access to Individual Properties/ Courtyards	Yes

PARKING

	PRIMARY
Private Parking Provision	None
	SECONDARY
Private Parking Provision	None
Visitor Parking Provision	On street
On Street Parking	Parallel, Perpendicular. Bays must not be detrimental to junction visibility.
Splay into Parking Bay	Parallel: 45° . Perpendicular: 90°
Maximum Number of Grouped Bays	Parallel: 3. Perpendicular: 4
Direct Vehicular Access to Properties	No

MATERIALS*

STREET MATERIALS	
Footway Surfacing	Black Macadam
Parking Zone	N/A
Kerbing (between footway and parking)	Concrete Kerbs
Carriageway Surfacing	Black Macadam or block paving
Pedestrian Crossing	Yes
Traffic Deflection Island	Yes
Drive Over Strip	None

STREET FURNITURE AND PLANTING

STREET FURNITURE	
Street Lighting and Street Furniture	See page 192-195 for details
STREET PLANTING	
Street Trees, Feature Trees	See page 196-197 for details
Street Trees to be clear stemmed	2.5m
Tree Spacing	15m

*Note: Street Materials may vary within Key Spaces and Gateways. In these instances, the Coding instructions for the Key Spaces and Gateways will take precedence over the information contained in this table.

FIGURE 171 SPECIFICATIONS

SECONDARY STREET TYPE 1

Secondary Streets will be the primary means by which traffic is distributed within the residential areas, providing a transition to lower order streets. They have a verge on one side and footways on both sides of the carriageway. Direct access to individual properties is acceptable on both sides of the carriageway. Dwellings are set variable distances from the street.

Secondary Streets will link incidental areas of open space containing existing trees, and loop back to the Primary Streets reinforcing legibility within the site.

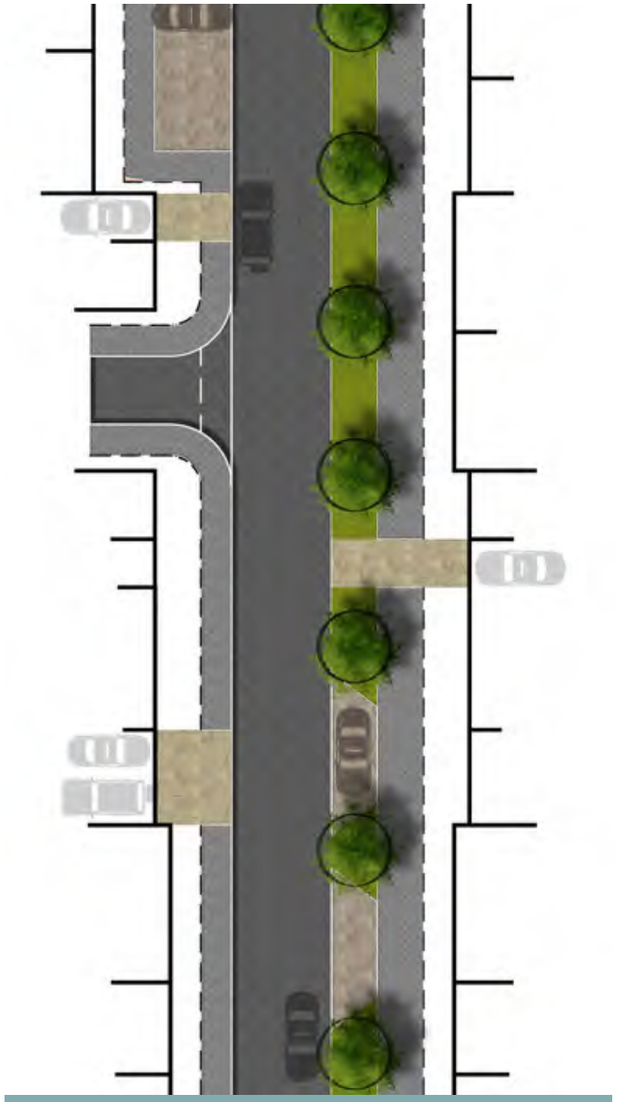
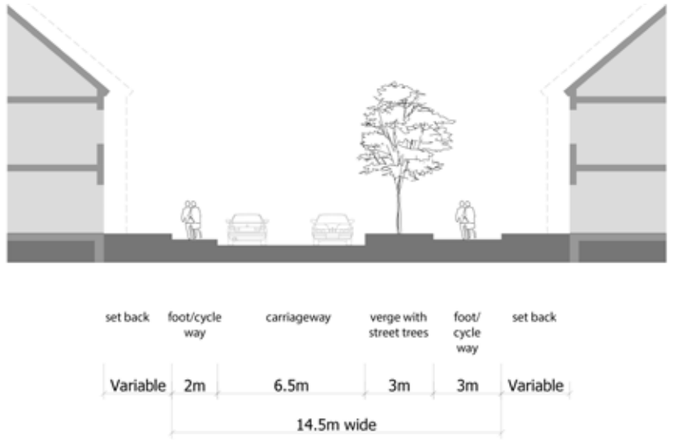


FIGURE 172 ILLUSTRATIVE PLAN

FIGURE 173 PRECEDENT IMAGES FOR SECONDARY STREETS TYPE 1

FIGURE 174 STREETSECTION



HIGHWAY DESIGN

DESIGN LIMITS	
Speed Limit	To be set on receipt of detailed design.
Control Speed	To be set on receipt of detailed design.
Maximum Number of Properties Served	Over 200
STREET DIMENSIONS AND CHARACTER	
Minimum Carriageway Width	6.5m
Footway	Yes (2m one side, 3m foot/ cycleway other side)
Verge	3m minimum (one side, switching)
PUBLIC TRANSPORT	
Bus Route	Potential Future
Bus Stops	Potential Future
STREET DESIGN DETAILS	
Traffic Calming	Landscape design features and horizontal deflection
Vehicle Swept Path to be accommodated	Tracking by bus and versus large family car
Gradients	1:40 max at junctions, 1:15 max elsewhere; 1:100 minimum.
Minimum Forward Visibility	To be set on receipt of detailed design.
Minimum Junction Sightlines (x,y)	To be set on receipt of detailed design.
Maximum Junction Radii	10.5/12m subject to tracking
Kerb Height	125mm
STATUTORY SERVICES AND DRAINAGE	
Statutory Services	2m service corridor in footpath/ cycleway
Drainage	Piped
DIRECT ACCESS	
Vehicular Access to Individual Properties/ Courtyards	Yes

PARKING

	PRIMARY
Private Parking Provision	On plot
	SECONDARY
Private Parking Provision	As above
Visitor Parking Provision	On street
On Street Parking	Parallel. Bays must not be detrimental to junction visibility.
Splay into Parking Bay	Parallel: 45° . Perpendicular: 90°
Maximum Number of Grouped Bays	Parallel: 3. Perpendicular: 4
Direct Vehicular Access to Properties	Yes

MATERIALS

STREET MATERIALS	
Footway Surfacing	Black Macadam
Parking Zone	N/A
Kerbing (between footway and parking)	Concrete Kerbs
Carriageway Surfacing	Black Macadam
Pedestrian Crossing	No
Traffic Deflection Island	No
Drive Over Strip	None

STREET FURNITURE AND PLANTING

STREET FURNITURE	
Street Lighting and Street Furniture	See page 192-195 for details
STREET PLANTING	
Street Trees, Feature Trees	See page 196-197 for details
Street Trees to be clear stemmed	2.5m
Tree Spacing	15m Single-sided

FIGURE 175 SPECIFICATIONS

SECONDARY STREET TYPE 2

Secondary Streets will be the primary means by which traffic is distributed within the residential areas, providing a transition to lower order streets. These streets have a carriageway with of 5.5 metres and so are a lower order than the type 1 secondary streets. Direct access to individual properties is acceptable on both sides of the carriageway. A single grassed verge with street tree planting runs along one side of the carriageway.

Tree planting within this space will be of narrow fastigiate trees, of one or two species that will provide a consistent appearance to the street.

Verges to be grass with where possible bulb planting.

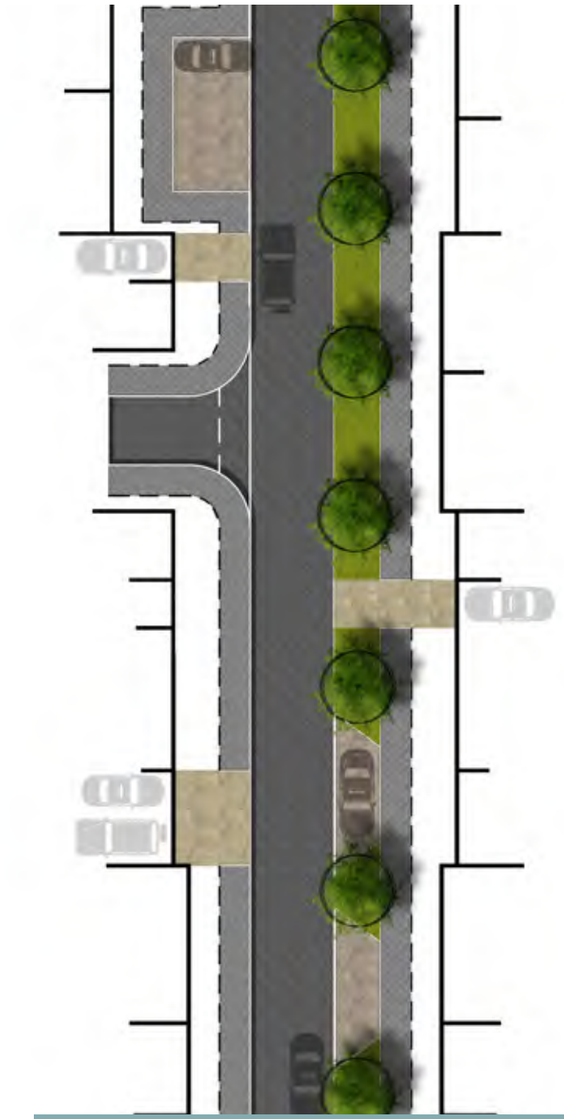
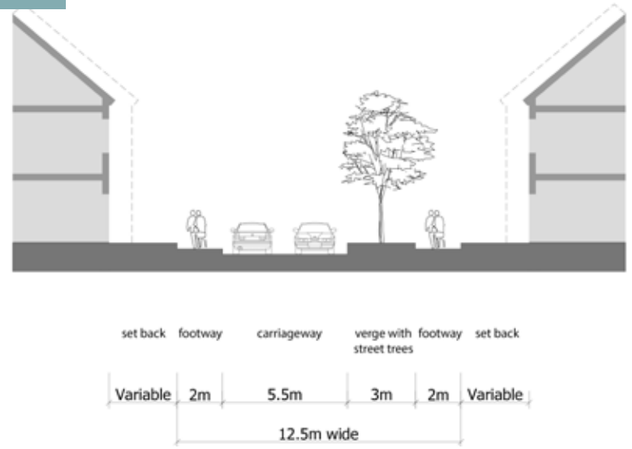


FIGURE 176 ILLUSTRATIVE PLAN

FIGURE 177 PRECEDENT IMAGES FOR SECONDARY STREETS TYPE 2

FIGURE 178 STREETSECTION



HIGHWAY DESIGN

DESIGN LIMITS	
Speed Limit	To be set on receipt of detailed design.
Control Speed	To be set on receipt of detailed design.
Maximum Number of Properties Served	Up to 200
STREET DIMENSIONS AND CHARACTER	
Minimum Carriageway Width	5.5m
Footway	Yes (2m both sides)
Verge	3m minimum (one side, switching)
PUBLIC TRANSPORT	
Bus Route	No
Bus Stops	No
STREET DESIGN DETAILS	
Traffic Calming	Landscape design features and horizontal deflection
Vehicle Swept Path to be accommodated	Tracking by LHA standard refuse truck versus large family car and two large car opposing each other.
Gradients	1:40 max at junctions, 1:15 max elsewhere; 1:100 minimum.
Minimum Forward Visibility	To be set on receipt of detailed design.
Minimum Junction Sightlines (x,y)	To be set on receipt of detailed design.
Maximum Junction Radii	6/7.5m subject to tracking
Kerb Height	125mm
STATUTORY SERVICES AND DRAINAGE	
Statutory Services	2m service corridor in footpath/ cycleway
Drainage	Piped
DIRECT ACCESS	
Vehicular Access to Individual Properties/ Courtyards	Yes

PARKING

	PRIMARY
Private Parking Provision	On plot
	SECONDARY
Private Parking Provision	As above
Visitor Parking Provision	On street
On Street Parking	Parallel. Bays must not be detrimental to junction visibility.
Splay into Parking Bay	Parallel: 45° . Perpendicular: 90°
Maximum Number of Grouped Bays	Parallel: 3. Perpendicular: 4
Direct Vehicular Access to Properties	Yes

MATERIALS

STREET MATERIALS	
Footway Surfacing	Black Macadam
Parking Zone	N/A
Kerbing (between footway and parking)	Concrete Kerbs
Carriageway Surfacing	Black Macadam
Pedestrian Crossing	No
Traffic Deflection Island	No
Drive Over Strip	None

STREET FURNITURE AND PLANTING

STREET FURNITURE	
Street Lighting and Street Furniture	See page 192-195 for details
STREET PLANTING	
Street Trees, Feature Trees	See page 196- 197 for details
Street Trees to be clear stemmed	2.5m
Tree Spacing	15m Single-sided

FIGURE 179 SPECIFICATIONS

ACCESS STREET

Access streets run directly through the residential areas, servicing a limited number of dwellings. They are characterised by a 5.5m carriageway and 2m wide footways to either side. Allocated perpendicular parking will be accommodate within the street, on one side only at any given point.

This street type occur in each of the character areas described in section 5.

Planting will respond to the intimate nature of the street with tree planting being smaller in nature with more gardenesque species of tree. Where planting areas are restricted due to size shrubs and ground-cover will be used instead of lawn.

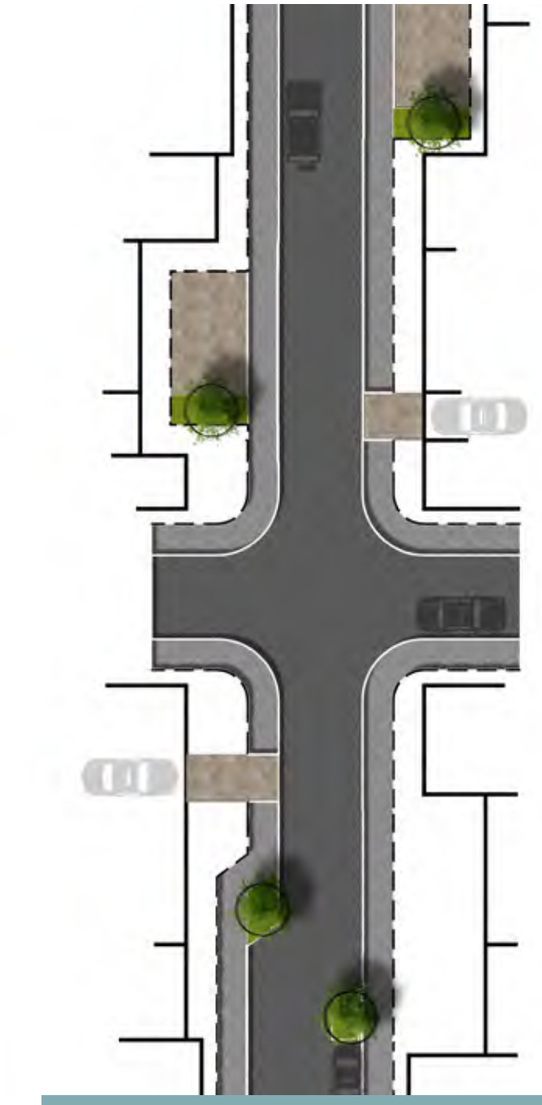
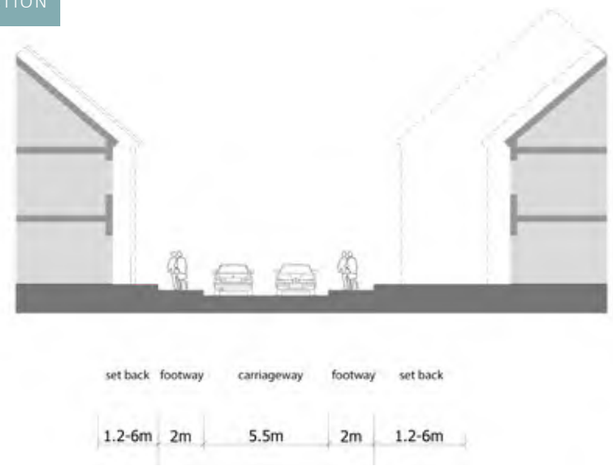


FIGURE 180 ILLUSTRATIVE PLAN

FIGURE 181 PRECEDENT IMAGES FOR ACCESS STREETS

FIGURE 182 STREETSECTION



HIGHWAY DESIGN

DESIGN LIMITS	
Speed Limit	To be set on receipt of detailed design.
Control Speed	To be set on receipt of detailed design.
Maximum Number of Properties Served	Up to 200
STREET DIMENSIONS AND CHARACTER	
Minimum Carriageway Width	5.5m
Footway	Yes (2m both sides)
Verge	No
PUBLIC TRANSPORT	
Bus Route	No
Bus Stops	No
STREET DESIGN DETAILS	
Traffic Calming	Landscape design features and horizontal deflection
Vehicle Swept Path to be accommodated	Tracking by LHA standard refuse truck versus large family car and two large car opposing each other.
Gradients	1:40 max at junctions, 1:15 max elsewhere; 1:100 minimum.
Minimum Forward Visibility	To be set on receipt of detailed design.
Minimum Junction Sightlines (x,y)	To be set on receipt of detailed design.
Maximum Junction Radii	6/7.5m subject to tracking
Kerb Height	125mm
STATUTORY SERVICES AND DRAINAGE	
Statutory Services	2m service corridor in footpath/ cycleway
Drainage	Piped
DIRECT ACCESS	
Vehicular Access to Individual Properties/ Courtyards	Yes

PARKING

	PRIMARY
Private Parking Provision	On plot
	SECONDARY
Private Parking Provision	As above
Visitor Parking Provision	On street
On Street Parking	Parallel. Bays must not be detrimental to junction visibility.
Splay into Parking Bay	Parallel: 45° . Perpendicular: 90°
Maximum Number of Grouped Bays	Parallel: 3. Perpendicular: 4
Direct Vehicular Access to Properties	Yes

MATERIALS

STREET MATERIALS	
Footway Surfacing	Black Macadam
Parking Zone	N/A
Kerbing (between footway and parking)	Concrete Kerbs
Carriageway Surfacing	Black Macadam
Pedestrian Crossing	No
Traffic Deflection Island	No
Drive Over Strip	None

STREET FURNITURE AND PLANTING

STREET FURNITURE	
Street Lighting and Street Furniture	See page 192-195 for details
STREET PLANTING	
Street Trees, Feature Trees	See page 196-197 for details
Street Trees to be clear stemmed	2.5m
Tree Spacing	Variable

FIGURE 183 SPECIFICATIONS

SHARED SURFACE

Shared surface streets comprise the lowest adoptable street in the hierarchy and will serve up to 25 dwellings. These spaces will signal equal priority between pedestrians and motorists by virtue of their physical treatment, including common surface and absence of kerbs. As no through roads, shared surface streets will have an informal amenity function, facilitating opportunities for social interaction and enhanced sense of community.

Planting will respond to the intimate nature of the street with tree planting being smaller in nature with more gardenesque species of tree. Where planting areas are restricted due to size shrubs and ground-cover will be used instead of lawn

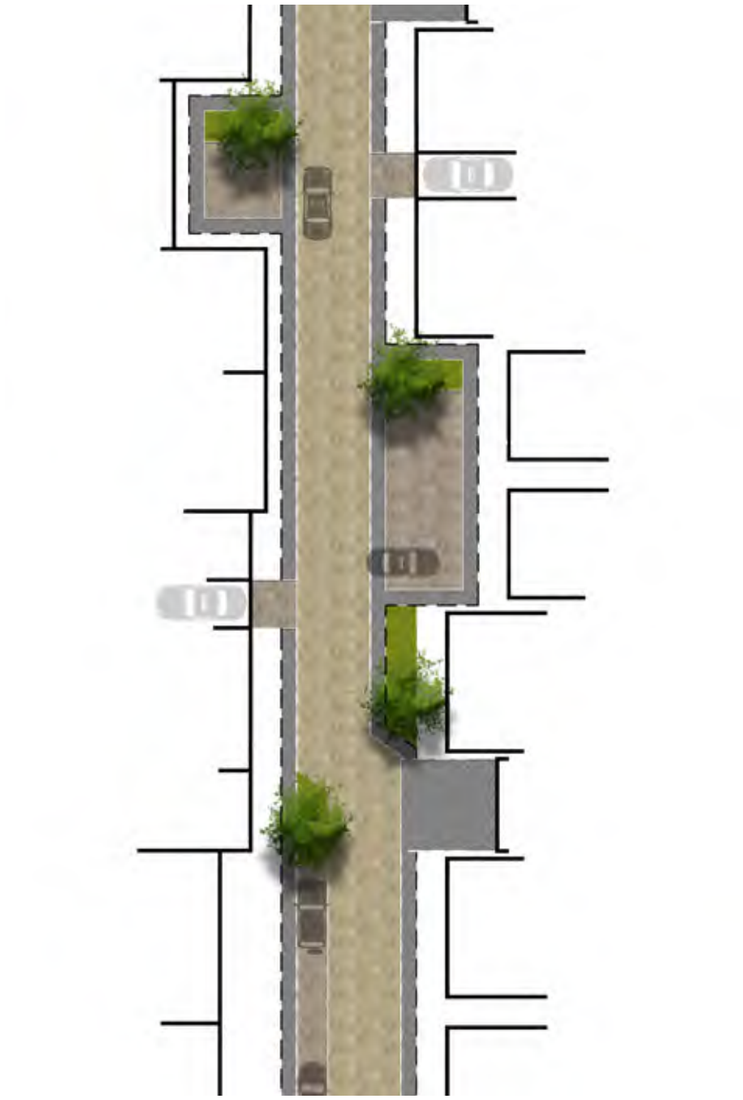
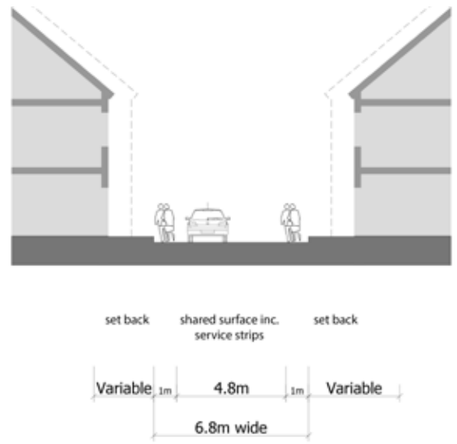


FIGURE 184 ILLUSTRATIVE PLAN

FIGURE 185 PRECEDENT IMAGES

FIGURE 186 STREETSECTION



HIGHWAY DESIGN

DESIGN LIMITS	
Speed Limit	To be set on receipt of detailed design.
Control Speed	To be set on receipt of detailed design.
Maximum Number of Properties Served	Up to 25 (no through route)
STREET DIMENSIONS AND CHARACTER	
Minimum Carriageway Width	4.8m + 2 x 1m service strips
Footway	No
Verge	No
PUBLIC TRANSPORT	
Bus Route	No
Bus Stops	No
STREET DESIGN DETAILS	
Traffic Calming	Landscape design features and horizontal deflection
Vehicle Swept Path to be accommodated	Tracking by LHA standard refuse truck versus large family car and two large car opposing each other.
Gradients	1:40 max at junctions, 1:15 max elsewhere; 1:100 minimum.
Minimum Forward Visibility	To be set on receipt of detailed design.
Minimum Junction Sightlines (x,y)	To be set on receipt of detailed design.
Maximum Junction Radii	6/7.5m subject to tracking
Kerb Height	20mm
STATUTORY SERVICES AND DRAINAGE	
Statutory Services	Service corridor in service strips
Drainage	Piped/ Permeable Paving
DIRECT ACCESS	
Vehicular Access to Individual Properties/ Courtyards	Yes

PARKING

	PRIMARY
Private Parking Provision	On plot
	SECONDARY
Private Parking Provision	As above
Visitor Parking Provision	On street , On plot
On Street Parking	Parallel, Perpendicular. Bays must not be detrimental to junction visibility.
Splay into Parking Bay	Parallel: 45° . Perpendicular: 90°
Maximum Number of Grouped Bays	Parallel: 3. Perpendicular: 4
Direct Vehicular Access to Properties	Yes

MATERIALS

STREET MATERIALS	
Footway Surfacing	N/A
Parking Zone	N/A
Kerbing (between footway and parking)	Block Kerbs
Carriageway Surfacing	Block Paving
Pedestrian Crossing	No
Traffic Deflection Island	No
Drive Over Strip	None

STREET FURNITURE AND PLANTING

STREET FURNITURE	
Street Lighting and Street Furniture	See page 192-195 for details
STREET PLANTING	
Street Trees, Feature Trees	See page 196-197 for details
Street Trees to be clear stemmed	2.5m
Tree Spacing	Variable

FIGURE 187 SPECIFICATIONS

SHARED PRIVATE DRIVE

Shared Private Drives will run at the periphery of the residential areas. Private Drives will serve up to 5 dwellings and comprise a shared surface space with a corresponding change in material, typically block paving. These streets are designed to accommodate very slow vehicle speeds and minimal traffic movement. They have an informal character with soft landscaping and parking alongside dwellings should not be a dominating element.

Verge parking will be restricted to encourage parking within defined lay-bys. This will be done subtly through either mounding or planting to the edge of the carriage way.

Planting to the edge of these will respond to the nature of the space beyond. If open then the planting will provide a good degree of natural surveillance over the space.

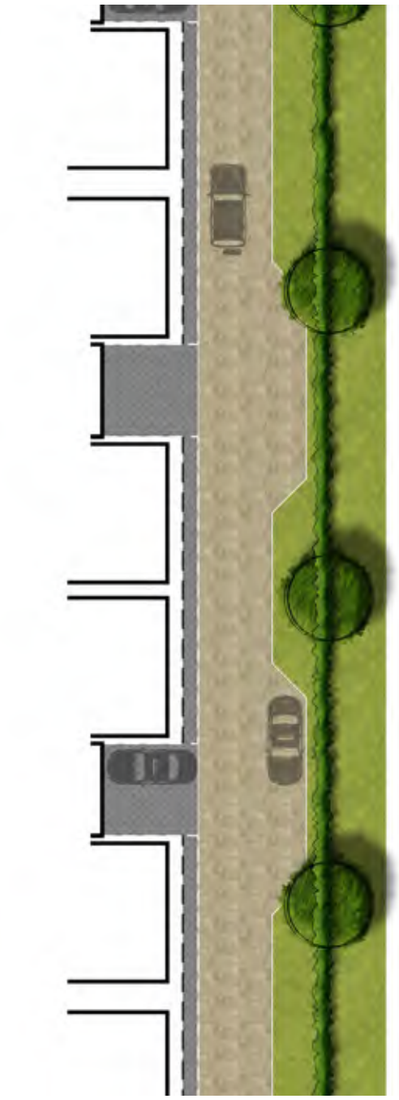
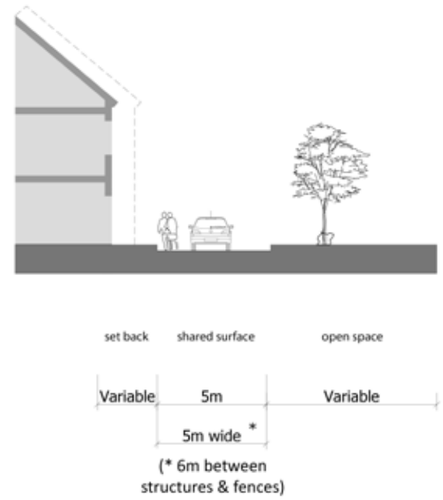


FIGURE 188 ILLUSTRATIVE PLAN

FIGURE 189 PRIVATE DRIVES WILL SERVE UP TO 5 DWELLINGS AND COMPRISE A SHARED SURFACE MATERIAL

FIGURE 190 STREETSECTION



HIGHWAY DESIGN

DESIGN LIMITS	
Speed Limit	To be set on receipt of detailed design.
Control Speed	To be set on receipt of detailed design.
Maximum Number of Properties Served	Up to 5
STREET DIMENSIONS AND CHARACTER	
Minimum Carriageway Width	4.5m (6m between structures and fences)
Footway	No
Verge	No
PUBLIC TRANSPORT	
Bus Route	No
Bus Stops	No
STREET DESIGN DETAILS	
Traffic Calming	Landscape design features and horizontal deflection
Vehicle Swept Path to be accommodated	Tracking by removal vehicle/ large family car
Gradients	Not to exceed 1:15 for the first 5m from the highway boundary
Minimum Forward Visibility	To be set on receipt of detailed design.
Minimum Junction Sightlines (x,y)	To be set on receipt of detailed design.
Maximum Junction Radii	No kerbed radii permitted.
Kerb Height	N/A
STATUTORY SERVICES AND DRAINAGE	
Statutory Services	In shared surface
Drainage	Surface water must not discharge into the highway
DIRECT ACCESS	
Vehicular Access to Individual Properties/ Courtyards	Yes

PARKING

	PRIMARY
Private Parking Provision	On plot
	SECONDARY
Private Parking Provision	As above
Visitor Parking Provision	On street , On plot
On Street Parking	Parallel
Splay into Parking Bay	Parallel: 45°
Maximum Number of Grouped Parallel Bays	3
Direct Vehicular Access to Properties	Yes

MATERIALS

STREET MATERIALS	
Footway Surfacing	N/A
Parking Zone	N/A
Kerbing (between footway and parking)	N/A
Carriageway Surfacing	Block Paving or Tarmac
Pedestrian Crossing	No
Traffic Deflection Island	No
Drive Over Strip	None

STREET FURNITURE AND PLANTING

STREET FURNITURE	
Street Lighting and Street Furniture	See page 192-195 for details
STREET PLANTING	
Street Trees, Feature Trees	See page 196-195 for details
Street Trees to be clear stemmed	2.5m
Tree Spacing	Variable

FIGURE 191 SPECIFICATIONS

PARKING STRATEGY

CYCLE

Providing enough convenient and secure cycle parking at dwellings for both residents and visitors is critical to increasing the use of cycles. In residential developments, designers should aim to make access to cycle storage at least as convenient as access to car parking in accordance with Manual for Streets principles. Cycle parking should be designed as an integral part of the layout, both within key public spaces and within residential dwellings.

Parking Standards: Cycle parking must be provided in accordance with the following standards:

TYPE OF DEVELOPMENT	NUMBER OF SPACES
Residential	1 space per 1 bed unit, 2 spaces for larger units
Retail A1-A5	In accordance with NCC standards
Employment B1 – B2	In accordance with NCC standards
Community and Leisure D1 – D2	In accordance with NCC standards
Education	In accordance with NCC standards

FIGURE 192 CYCLE PARKING STANDARDS (Vehicle (incl. disabled spaces) and Cycle parking space numbers available in Chapter 9 of Northamptonshire Parking Standards; Dependant on gross floor area (GFA) which differs per Building Class)

Long stay cycle parking should be within a covered, lockable enclosure, such as a garage or shed. Short stay cycle parking should be secure, easily accessible and convenient to use.

Cycle Parking in the Public Realm: Within key public spaces, secure cycle parking and storage should be provided. This should typically utilise hooped stands with 0.9m centres and be designed to deter theft, avoid obstructing routes, convenient to the user and be easy to maintain.

Access to storage and racks should be easy to navigate with gates and passages a minimum of 1m wide. Commercial uses should be designed to encourage the use of this sustainable transport method, such as lockers, changing rooms and showers.

CAR PARKING

Within the Site there should be a balanced mix of on street, off street and on plot parking spaces as part of creating successful and attractive streets. On plot spaces will be provided for larger dwellings and include garages, integral garages and allocated spaces.

Visitor parking provision will be accommodated through a combination of on plot and on street provision in appropriate locations that do not dominate or compromise the quality of the street.

A range of car parking solutions are set out opposite. This range of typologies provides the designer with a variety of possible solutions to fit the character and form of different areas of the development. The transition from adopted areas to private parking areas / courts needs to be clearly marked at the entrance (with different material, or block strip/rumble strip etc).

The range of parking typologies relevant to each character area will be further developed in the Detailed Design Codes for each phase.

Rear Parking Courts: On plot and on street parking solutions shall be utilized ahead of rear parking courts to provide accessible and convenient parking opportunities as an integrated, non dominant part of the street scene. Where rear parking courts are required, these should comply with the following principles:

- The court should be designed as a clearly private space and should not incorporate visitor parking, which should be provided on-street;
- Tree and shrub planting should be incorporated as an integral part of the design approach to soften the parking court and should be provided in addition to private amenity space;
- Parking should not compromise the usability and quantum of private amenity space;
- Where the parking court is not gated, habitable rooms should overlook the parking court to provide natural surveillance;
- Materials should contribute to the intimate feel of the space and be distinct from the public realm. Tarmac, concrete or clay block paving, granite or concrete setts may all be appropriate.

Parking Standards: New development will be expected to provide the following allocated and unallocated provision:

RESIDENTIAL	ALLOCATED SPACES
1b apartment	1 space
2b apartment	2 spaces
2b house	2 spaces
3b house	2 spaces
4b+ house	3+ spaces (excluding garage)
	VISITORS SPACES
	0.25 per dwelling

FIGURE 193 VEHICULAR PARKING STANDARDS

Notes: Spaces should be a minimum of 5m long, lengthened to 5.5m where they are immediately to the rear of the highway and 6m where they are enclosed. Parallel parking bays should be 6m long by 2m wide.

No tandem parking in blocks of 3 permitted.

A single garage can be counted as a parking space provided additional ancillary external storage is provided.

Disabled parking bays should have an overall dimension of 6.2m long by 3.6m wide.

LGV parking and un/loading bays should be 3.5 x 7.5m and HGV bays 3.5 x 12m.

MOVEMENT M3

MEWS COURTYARD

INTEGRAL GARAGE

CUT OUT OR DRIVE THROUGH

ATTACHED GARAGE

REAR COURT

DETACHED GARAGE

PARALLEL

FRONT COURT

GARAGES

Where the provision of a garage will contribute towards meeting the parking requirement for any given dwellings these shall conform with the Northamptonshire Highways standards. These shall include:

Single garages shall have a minimum internal dimension of 3.3m x 6m;

Double garages shall have a minimum internal dimension of 5.8m x 6m;

The above criteria include integral garages and FOGs and are clear of piers.

Garage floor levels should be designed such that driveway gradients are not steeper than 1 in 15 (negative) and 1 in 10 (positive) for the first 5 metres from the adoptable highway.

Garage doors must be set back 5.5m from the rear of the highway boundary to allow a vehicle to park clear of the highway boundary, in front of the garage and the garage door to be opened.

ELECTRIC CAR CHARGING

Development at West Corby will facilitate the trend towards alternative fuel vehicles including electric cars and plug-in hybrid electric vehicles by providing electric car charging points within the site.

Electric Car parking provision will be in line with "The Building Regulations etc. (Amendment) (England) (No. 2) Regulations 2021, PART 9B Infrastructure for the charging of electric vehicles".

It is appropriate that electric charging points are provided within the curtilages of non residential uses within the site. This may include those uses within the local centre, community buildings, schools and the sports pavilion.

TRAFFIC CALMING

Speed restraint measures should be an integral part of the design approach at West Corby to ensure that design speeds are not exceeded as part of creating a safe, attractive and sustainable place for the future. All traffic calming measures will be fully integrated with the built form design response including buildings, landscape and public realm treatments.

Manual for Streets suggests that on streets where it desirable to achieve speeds of 20mph or less, speed controlling features are required at no more than 70 metre intervals. Straight or uninterrupted sections of street should be limited to this distance to provide a natural traffic calming effect. Detailed design codes will provide further information on traffic calming measures across the site to achieve low speed, pedestrian friendly streets.

A range of traffic calming measures will be appropriate throughout the site. The precise combination of measures will be dictated by the design speed, function of character of each street. These measure may include:

Physical features: will be based on horizontal deflection techniques, rather than vertical features which are discouraged by Northamptonshire;

Changes in Priority: roundabouts, traffic lights and other junctions are effective in disrupting flows and bringing speeds down;

Street Dimensions: will have a significant influence on speeds, particularly where limiting lengths of streets between junctions. Narrowing of the carriageway within residential streets (or build outs) are discouraged by Northamptonshire;

Reduced Visibility: reducing forward visibility within set parameters is permissible;

Psychology and Perception: street features and human activity are recognised as having an influence on traffic speed and may include:

- Edge treatments that visually narrow the carriageway, including textured surfacing and landscape;
- Proximity of buildings to the road;
- Pedestrian refuges;
- On street parking;
- Land uses, particularly where associated with greater numbers of people, such as schools and shops;
- Pedestrian activity;
- Key spaces with changes in treatment and landscape measures.

MOVEMENT M3

RESOURCES R3

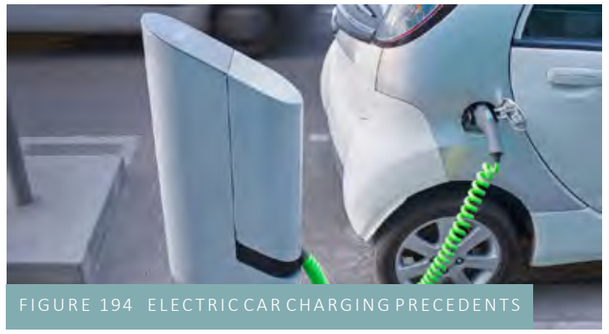


FIGURE 194 ELECTRIC CAR CHARGING PRECEDENTS

FIGURE 195 TRAFFIC CALMING PRECEDENTS

STREET FURNITURE

The selection of street furniture must be considered in a comprehensive manner to ensure that a common language is maintained across the public realm, and provide a unifying element for the development across the various character areas. The furniture should also reflect the street hierarchy across the site. In choosing street furniture consideration should be given to the use of materials that have been or can be recycled and/ or that are biodegradable and the use of FSC certified timbers. Street furniture will complement building design and materials.

A palette of designs is shown in Figure 205 opposite and on the follwoing pages 198-199. The final choice of furniture to be used within adoptable areas will be subject to approval by the appropriate Authority who will need to consider implications for future maintenance, repair and replacement.

Where provided, the use and placement of street furniture should reflect the following general principles:

- Ensure that furniture is kept to a minimum;
- Ensure that it is robust, high quality and durable, with hidden/ recessed anti vandal fixings;
- The location of street furniture should give consideration to the direction of pedestrian movement maintaining clear unimpeded access corridors for all, but with particular consideration for the elderly, and the visually and mobility impaired;
- Signage and bins should be fixed to existing poles/posts such as lighting columns with written permission of the Highway Authority. Signage fixed to buildings should be secured at high street level and subject to the required legal easements and agreements to continue its maintenance and replacement.
- Street furniture should be placed a minimum of 0.45m from the carriageway kerb to avoid being struck by vehicles;
- Street furniture should be obtained from established manufacturers and suppliers.

Further guidelines for detailed design within open spaces include:

- Seating should always be orientated towards the adjacent open space or street/movement corridor. Ensure that seating is perceived to be 'safe' from nearby vehicular traffic;
- Litter bins should be provided at key pedestrian nodes, PRoW and entrance points and approximately 3-4 metres away from seating areas. Along streets, litter bins should be fixed to existing poles such as lighting columns;
- Dog litter bins should be provided in appropriate open spaces and as approved by the Local Authority;
- Bollards must be of solid and robust design, potentially have reflective bands, especially where adjacent to vehicular traffic. Bollards must not impinge upon the minimum footway/ cycleway width.

THE SIMPLE PALETTE OF STREET FURNITURE WILL REFLECT THE LOCAL VERNACULAR IN FORM AND MATERIALS. THERE WILL BE A DISTINCTION IN THE STYLE OF FURNITURE DEPENDING ON THE CHARACTER OF THE AREA ON SITE. EMBELLISHMENTS IN THE DESIGN OF VARIOUS ITEMS OF STREET FURNITURE WILL HELP DEFINE KEY SPACES AND PRIMARY STREETS.

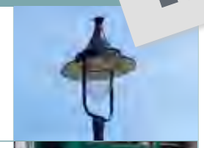
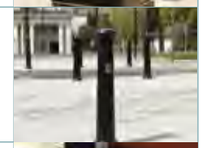
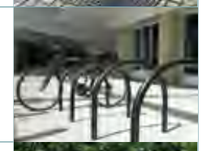
STREET LIGHTING

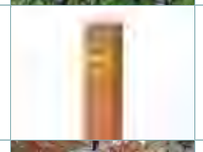
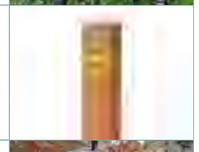
All lighting should reflect the general palette of street furniture and keep light pollution to a minimum. Street lighting in proximity to ecologically sensitive areas will be carefully designed to mitigate any adverse impact. Public realm lighting should be suited to use at a variety of heights and in a variety of situations.

Street lighting for adoptable roads must be to Highway Authority standards. Lighting must be sensitively located respecting adjacent building uses. The location of lighting and position of trees should be considered together so that one does not detrimentally affect the other.

Street lighting may be mounted on the façade of buildings, particularly on lower order streets. However, where this approach is pursued, early consultation is required with all stakeholders to ensure a mutually convenient location and legal position can be agreed. On streets fronting open space and in association with private drives, low level bollard lighting will be encouraged to provide an appropriate transition to the soft edge.

FIGURE 196 STREET FURNITURE MATRIX

	KEY SPACES		PRIMARY STREETS	
Lighting	Brackley or similar (with potential brackets to hang flower baskets) Street lights to be provided in adoptable areas only (5m in height)		Brackley or similar (with potential brackets to hang flower baskets) Street lights to be provided in adoptable areas only (5m in height)	
Seating	New forest seat Furnitubes or similar		Lakeside Seat BX 2060 Broxap or similar	
Litter Bins	Round Medium Cast Iron Bin BX 2319 Broxap or similar		Square Standard Cast Iron Bin BX 2315 Broxap or similar	
Bollards	Callender Cast Iron Bollard BX 1571 Broxap or similar		Hanchurch Ductile Iron Bollard BX 1621 Broxap or similar	
Tree Grills	Tree frame Monoscape or similar		Liverpool Tree Grille & Guard LV 1045 Furnitubes or similar	
Tree Guards	Oxford Tree Guard Furnitubes or similar Broxap or similar		Liverpool Tree Guard Furnitubes or similar	
Cycle Stands	BXMW/GS/Sheffield-Stand Green Broxap or similar		BXMW/GH-Harrogate-Stand Broxap or similar	
Interpretation	Cropwell Display Case CROPWELL		Urmston Display Case BX URMSTON Broxap or similar	
Way marking	Fixed Hardwood Timber Bollard with elaboration Woodscape or similar		Fixed Hardwood Timber Flat Top Bollards with coloured band Woodscape or similar	
Sign posts	Woking Signage Column Painted green BX14 4325 Broxap or similar		Woking Signage Column BX14 4325 Broxap or similar	
Street names	Westminster Style or similar		Westminster Style or similar	
	Design Form: The furniture within the key spaces should be simple in design form with embellishments within the signage to provide a sense of character to the space. Subtle variations in colours should provide and dictate a change in character.		Design Form: Street furniture within the primary streets should be more elaborate in form with in a traditional style. Materials should be more formal with cast iron and metal being the dominant material choice.	

	SECONDARY STREETS		TERTIARY STREETS	
Lighting	King fisher Tauri or similar Street lights to be provided in adoptable areas only (5m in height)		King fisher villa or similar Street lights to be provided in adoptable areas only (5m in height)	
Seating	Riverside Seat BX 2041-BP Broxap or similar		Riverside Seat BX 2041-BP Broxap or similar	
Litter Bins	Square Standard Iron Bin BX 2315 Broxap or similar		Derby E Double Slimline Litter Bin BX45 2596-E-DDS or similar	
Bollards	Holborn Bollard HOL 520 Furnitubes or similar		Holborn Bollard HOL 520 Furnitubes or similar	
Tree Grills	Oxford Tree Grille OS 1230 Furnitubes or similar		Tree frame Monoscape or similar	
Tree Guards	Oxford Tree Guard Furnitubes or similar		Oxford Tree Guard Furnitubes or similar	
Cycle Stands	BXMW/GH-Harrogate-Stand Broxap or similar		BXMW/GS/Sheffield-Stand Green Broxap or similar	
Interpretation	Urmston Display Case BX URMSTON Broxap or similar		Urmston Display Case BX URMSTON Broxap or similar	
Way marking	Fixed Hardwood Timber Flat Top Bollards with coloured band Woodscape or similar		Fixed Hardwood Timber Flat Top Bollards with coloured band Woodscape or similar	
Sign posts	Woking Signage Column BX14 4325 Broxap or similar		Woking Signage Column BX14 4325 Broxap or similar	
Street names	Westminster Style or similar		Westminster Style or similar	
	Design Form: Street furniture within the Secondary streets should become less formal in style with a less elaborate form.		Design Form: Street furniture within the Tertiary streets should be simple and subtle. With some elements painted green to create and timber used to create a more rural effect.	

	PARKLAND	
Lighting	Illuminated Hardwood Timber Bollards Woodscape or similar	
Seating	Tooting Seat Woodscape or similar	
Litter Bins	Square Lockable Litter Bin, Fixed Top LBS 112	
Bollards	Fixed Hardwood Timber Round Bollards Woodscape or similar	
Cycle Stands	West Cross Cycle Stand BXMW/WCC Broxap or similar	
Interpretation	Information Panels – Traditional Woodscape or similar	
Way marking	Fixed Hardwood Timber Dome Top Bollard with coloured band Woodscape or similar	
Sign posts	Timber Finger Post Sign Woodscape or similar	
	Design Form: Within the parkland street furniture should use wood as a dominant material but still be simple in form with limited embellishments. The form should still relate to the street furniture from the site as a whole with the litter bins being orthogonal. Lighting should be sensitive to the more rural surrounds and where possible be low level.	

TREE PLANTING

The retention of existing woodland, groups and individual trees is a fundamental part of the design approach at West Corby. The parameters plans submitted with the outline application provide a fix on these elements and indicate the principle of new tree planting, particularly within public open spaces. This Site Wide Design Code provides the next layer of detail, articulating for each of the key spaces and streets the location, species range and specifications that are appropriate. Figure 197 instructs the potential tree species for each of the street typologies within the site. Where the information in relation to the street typologies overlaps with those instructions relating to Gateways, Key Spaces and Strategic Green Spaces, the latter will take priority.

AVOIDANCE OF CONFLICTS: ROOTS, BRANCHES, LEAVES AND SHADING

Trees must be positioned with careful consideration of the requirements of service runs, highway standards, public safety, lighting standards, owner liability, species type and useful life expectancy, and adoption and whole life costs.

The coding of street trees can only be delivered through an integrated approach to the conflicts and costs associated with the planting and ownership of street trees.

A coordinated approach is to be undertaken that engages service providers, adopting organisations, and the detail design team. Service zones will be clearly established in the public domain, but these must be controlled and regulated throughout the entire delivery process. The intention is to define the importance of the tree locations, ensure that any conflicts are avoided or mitigated thereby avoiding a situation where planting objectives cannot be achieved.

Trees that drop sap or sticky buds must not be planted in areas where their deposits will cause a nuisance to car owners and residents.

Private trees must not be planted within 2.5m of the rear of the highway boundary. Highway trees require a minimum 2m verge, dependent on species, but must be clear of visibility splays

TREE SPECIES: RIGHT PLANT, RIGHT PLACE

Trees along with other landscape features provide habitat, shading, cooling, air quality improvements, carbon caption and sequestration, as well as being a vital component of attractive places.

Appropriate native and non native tree species have been listed in this document to suit the particular environment of the site. This is an overarching list of selected trees and it is not exhaustive with more tree species to be included during the Reserved Matters application. The choice of trees will also aid definition of place.

The species will change with the street type, reflecting the location and function within the street hierarchy. For more open areas and feature trees, the selection of appropriate species has been left more open to introduce variation to the palette. The selected trees will provide valuable habitat, biodiversity, biosecurity resilience. Biosecurity measures to be followed at all times and at all stages of works to ensure no pests and diseases are brought into site.

The trees have been selected based on the local character, climate conditions, characteristics and functions. The selection has been made based on the following factors:

- Local character and climate conditions
- Species, characteristics and functions
- Size and position, and
- Services, specification and application on the ground.

Planting location and conditions are critical in tree selection. In streets space can be restricted above and below ground and trees with an appropriate rooting structure and low to medium water demand have been selected Species for these locations will also have a narrow crown, with modest leaf and branch drop. Where space is less restricted species with wider crowns can be used.

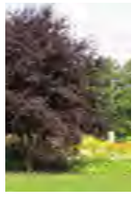
Planting location and conditions are critical in tree selection. In streets space can be restricted above and below ground and trees with an appropriate rooting structure and low to medium water demand have been selected Species for these locations will also have narrow crown, with modest leaf and branch drop. Where space is less restricted species with wider crowns can be used.

TREE PITS AND SURFACE FINISHES

All trees will be planted into well prepared tree pits using Urban Tree soil (or similar if in paved surfaces). Tree anchors should be used on all semi-mature stock. Drainage requirements will be reviewed by an engineer and provided, where necessary, for all trees planted within paved areas.

NATURE - N1, N3

FIGURE 197 STREET TREE PLANTING

		PRIMARY STREET			ACCESS STREET	SHARED SURFACE	SHARED PRIVATE DRIVE
Street Trees	Clear stems to 2.5m minimum. Narrow, columnar or fastigiate form	Species List	Species List	Species List	Species List	Species List	Species List
		Acer platanoides 	Acer pseudoplatanus 	Carpinus betulus 	Sorbus aria 	Betula utilis 	Amelanchier lamarki 
		Quercus 'Fastigiata 'Koster 	Tilia cordata greenspire 	Pyrus calleryana ‘Chanticleer’ 	Carpinus betulus 'Frans fontaine' 	Acer campestre 'Streetwise' 	Malus floribunda 
Feature Trees	Clear stems to 2.5m minimum. Even crowned upright form.	Species List	Species List		Species List	Species List	Species List
		Gingko biloba 	Liquidambar styraciflua 	Prunus cerasifera 	Crataegus laevigata 'Paul's scarlet' 	Prunus subhirtella 	Acer palmatum 'Osakazuki' 
		Quercus coccinea 	Tilia cordata 	Zelkova serrata 	Prunus Pissardii 'Nigra' 	Prunus avium 	Cornus controversa 'varigata' 

SECTION 6: THE SITE WIDE DESIGN CODE

UTILITY SERVICES

Utility mains, such as gas, electricity, water and telecommunications will be located within a 2 metre services corridor within the adopted highway. Where practicable this will be installed beneath the footway but in certain locations may fall beneath car parking bays (unallocated spaces only). The foul and surface water sewers will be located in the carriageway of the adopted highway.

Generally the services trench will follow the back of kerb to the parking bays or roads and must avoid being set within a pedestrian crossing. All tree pits adjacent to the trench will be lined with anti-rot barrier, at least on the services side if trees are planted in a trench. If trees are planted in individual pits the anti-rot barrier will be extended to three sides of the pit.

Developers will use a common service corridor and adopt an integrated approach to positioning services, trees, lighting columns and other street furniture.

Services will be incorporated within the common service zone as illustrated in Figure 197 below.

Individual service connections will need to be carefully considered and integrated with the public realm design, particularly where these cross verges containing tree planting to avoid disrupting the rhythm or loosing individual trees.

Utility boxes and service entries will be hidden within the entrances or side elevations of individual houses and should not be clearly visible from the street or impinge upon the footway/ cycleway when opened.

Careful consideration should be given to the sitting of grills, vents and pipe work to ensure the building façades are not cluttered.

Electrical charging points within the Local Centre, public realm areas and within private curtilages (where not enclosed within the building envelope) shall be located as an integral and unobtrusive part of the street scene.

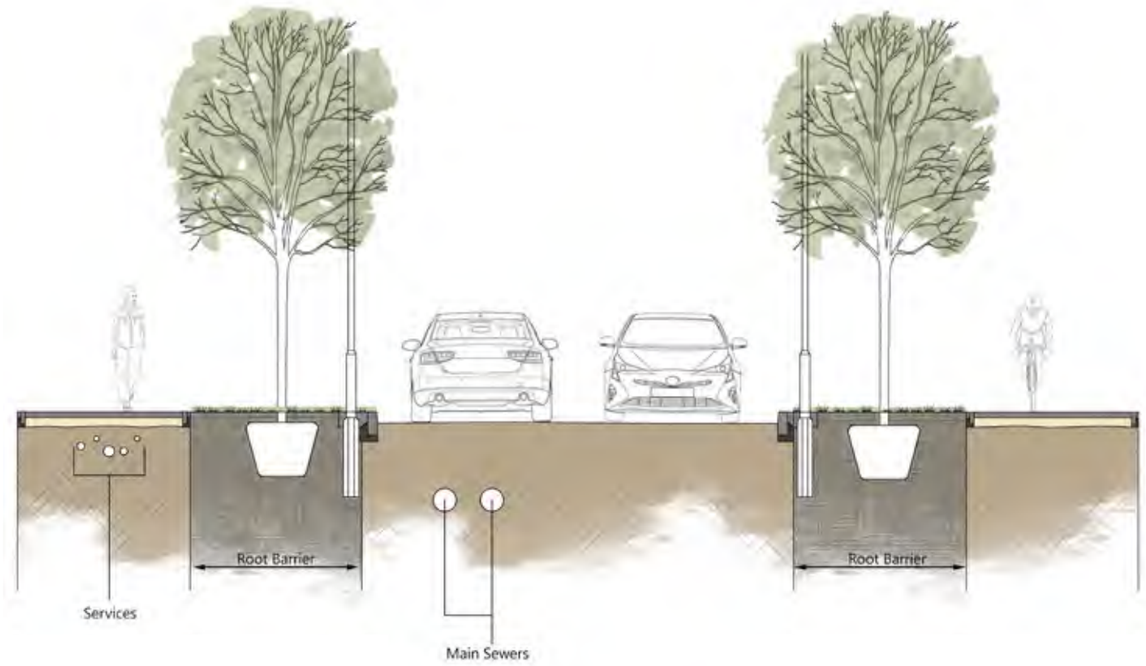


FIGURE 198 TYPICAL SERVICE LOCATION CROSS SECTION

Flues, air bricks/grilles and meter boxes on front elevations and prominent elevations/ corners are to be avoided. Where this cannot be avoided they are to be of a colour appropriate to their background and not in contrast and with a consistent height and spacing. Only electrical meter boxes will be permitted in elevations, with gas in ground boxes.

SUB STATIONS AND PUMPING STATIONS

Where a sub-station is required, the following guidance must be observed:

- The sub-station must be accommodated in a building separate from any residential units and be located away from primary frontages;
- To enable regular maintenance, the sub-station building must be fitted with a double door that fronts directly onto a public vehicular access and does not obstruct the footway/ cycleway when opened;
- If the sub-station building is set back from the carriageway, a 'cable easement zone' covering the distance from kerb edge to sub-station itself will be necessary;
- The sub-station building should reflect the character and be landscaped
- The sub-station building must be designed to integrate with the surrounding development in terms of materials such as similar brick to adjacent houses, scale and architecture and should not be located forward of the building line.
- Foul pumping station(s) shall be carefully located within the site, with: appropriate buffers to residential dwellings; and planting treatment to the boundaries to ensure residential amenity is maintained and that the pumping station is successfully integrated within the green infrastructure network. Vehicular access must be incorporated within the design that allows for access and turning of the largest vehicles likely to use the site.

Poor substation design and materials with high visual impact

Good substation design and materials - brickwork and landscaping

Section 7: Code Compliance

SUBMITTING A RESERVED MATTERS APPLICATION

DEMONSTRATING COMPLIANCE

SECTION 7: CODE COMPLIANCE

Design Codes are acknowledged as a powerful tool in delivering high quality development. The production of design codes in themselves, however, are only part of a process that needs to focus on quality in order to ensure the outcomes demanded by the NPPF. Central to delivering this quality is the extent to which the Code is understood and embraced by designers, the commitment of the developer and landowners, and the extent to which the provisions of the Code are assessed and upheld. Clearly, there is an important role for both the developer, landowners and the local authority in this process.

The role of this Site Wide Design Code is not to be overly prescriptive but set the overarching design instructions that will apply across the site and establish the framework for more detailed codes to be prepared for each phase. As such, there is no substitute for designers working up reserved matters applications to understand what makes successful, locally distinctive buildings and places. The Local Planning Authority must also be robust in their decision making process to ensure the high design quality aspirations are upheld.

SUBMITTING A RESERVED MATTERS APPLICATION

During the preparation of reserved matters applications, designers will maintain an open dialogue between the developer and the local planning authority from the earliest stage. This will allow consensus can be reached on the way in which the instructions contained within the Code are interpreted to both parties satisfaction and will facilitate swift determination of the application post submission. Reserved matters applications are required to be compliant with the provisions of this Site Wide Design Code and the relevant more detailed code for the appropriate phase of development.

DEMONSTRATING COMPLIANCE

To facilitate a swift assessment of the design against the requirements of this Site Wide Design Code by the Local Planning Authority, designers will clearly set out requirements to the Code together with a short statement indicating how these requirements have been met. It is recommended that this is presented in the form of a table and may be appropriate to supplement with annotated plans as appropriate. It is understood that there will be a greater level of prescription in the sale particulars which will give landowners control over the design quality of sale parcels.

WEST CORBY

Sustainable Urban Extension