LOVE'S FARM EAST

DESIGN CODE

December 2021

CONTENTS

FIGURES

SECTION A

INTRODUCTION

1. STATUS AND PURPOSE OF THE DESIGN CODE

1.1.1. This Design Code sets out a specific form of detailed design guidance comprising a set of written and graphic rules to establish the precise two and three dimensional design elements of Love's Farm East. The extent of the Design Code area is identified at Figure 05.

1.1.2. This Code has been prepared to balance the regulatory requirements of the planning system with the aspirations of urban design associated with the art of making a place that works within its context.

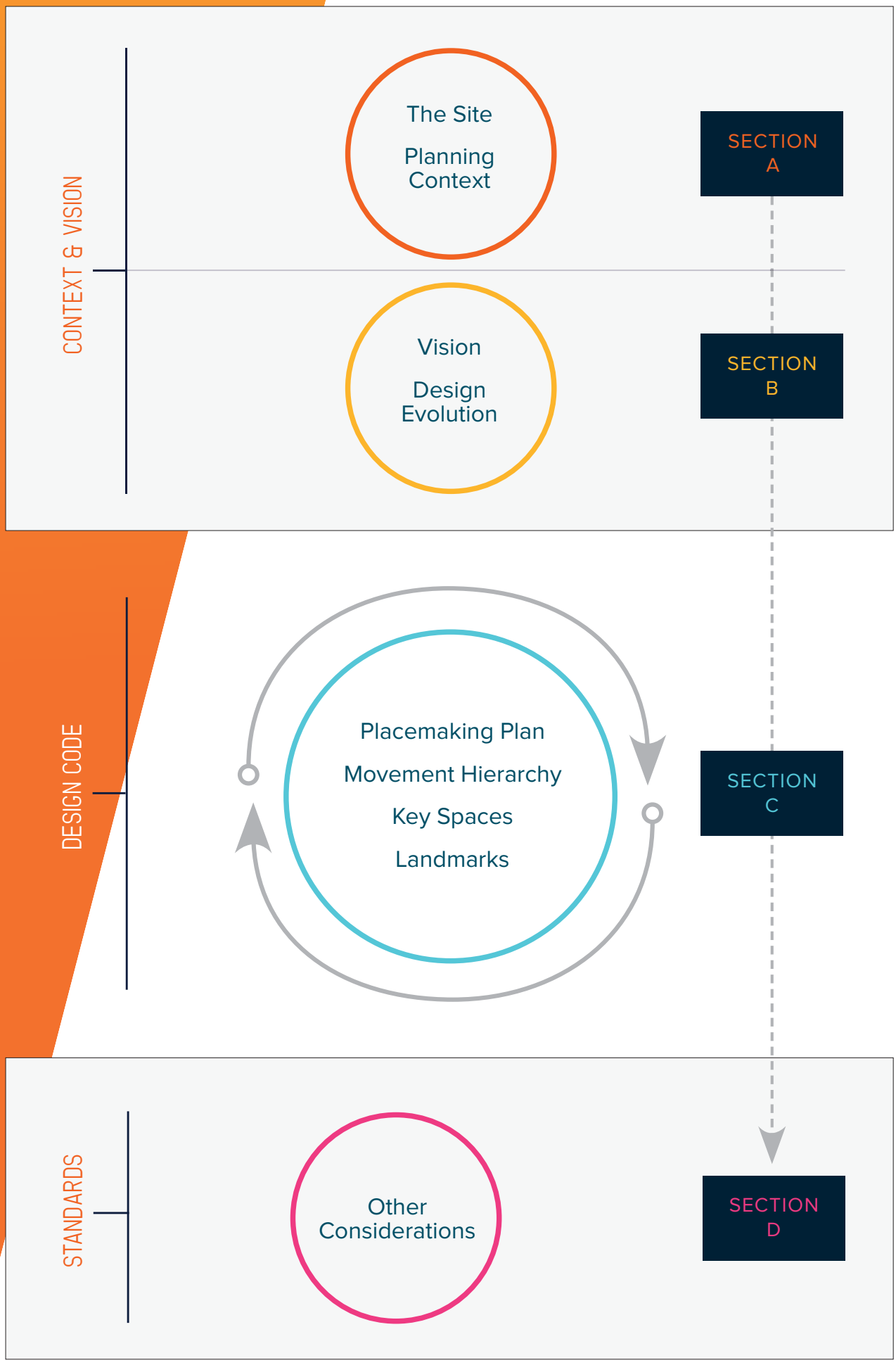
1.1.3. The Design Code instructs the user upon the design of physical components within the Design Code area in order to deliver the placemaking vision identified for the site at Outline stage. This Design Code provides a series of instructions that are:

- Essentially graphic, supported by written rules that are technical in nature
- Precise in their design considerations
- Based on the design vision in the Masterplan and development brief
- Three dimensional in scope, focused primarily on urban design considerations
- Focused on mandatory design characteristics

1.1.4. The preparation and approval of the Design Code for Love's Farm East is a requirement of Condition 7 attached to Planning Permission 1300388OUT.

2. STRUCTURE OF THE DESIGN CODE

2.1.1. The document comprises four logically-sequenced sections that explain the formulation of the masterplan and the coded elements together with relevant standards that are required to be applied to final development; the Design Code occupying the main body of the document.


CONTEXT & VISION
The Site
Planning Context
SECTION A
Vision
Design Evolution
SECTION B
DESIGN CODE
Placemaking Plan
Movement Hierarchy
Key Spaces
Landmarks
SECTION C
STANDARDS
Other Considerations
SECTION D

3. PLANNING CONTEXT

Planning Policy Context

3.1.1. A full analysis of the context and constraints that are relevant to the Love's Farm East site are contained within the DAS that was submitted in support of the Outline Planning Permission.

3.1.2. The site, along with Wintringham Park to the south of Cambridge Road, forms part of the St Neots East Strategic Expansion Location which is allocated in the adopted Huntingdonshire Local Plan (2019) for mixed use development (Policy SEL 2).

3.1.3. In addition to the Local Plan, the St Neots Neighbourhood Plan (2017) and the Huntingdonshire Design Guide SPD (2017) are of relevance to this site.

Outline Planning Permission

3.1.4. Outline planning permission was granted at Loves Farm East on 5th August 2019 (reference 1300388OUT) for:

Phased outline application for the development of up to 1,020 dwellings, up to 7.6ha of mixed uses including a nursery/crèche (Use Class D1), public house (Use Class A4), hotel (Use Class C1), care accommodation (Use Class C2) and employment uses (Use Class B1), a primary school (Use Class D1), formation of new access junctions onto Cambridge Road, connections with Loves Farm, on-site roads and pedestrian / cycle routes and other related infrastructure.

3.1.5. This application was accompanied by the following Parameter Plans:

- Outline Development Plan
- Storey Heights Plan
- Open Space and Landscape Plan
- Access and Links

Condition 7

3.1.6. Condition 7 of the outline planning permission requires a Design Code to be submitted to and approved by the Local Planning Authority.

3.1.7. It states that the Design Code should include:

a) Development densities across the site;

b) Principles of building types, heights and location of key buildings/frontages and Character Areas;

c) The approach to incorporation of ancillary infrastructure such as pipes, flues, vents, meter boxes, fibres, wires and cables required by statutory undertakers as part of building design;

d) The street hierarchy and movement network, including the principles of adopting highway infrastructure, footpaths and cycleway links and typical street cross-sections.

e) General approach to public open space, recreation facilities and green infrastructure;

f) Principles for hard and soft landscaping and boundary treatments for public and private realm;

g) Parking arrangements - motor vehicles and cycle parking;

h) The principles for the approach of the public realm to include public art and its approximate locations, materials, signage, utilities and any other street furniture.

i) The principles for the approach to the lighting strategy and how this will be applied to different areas of the development with different lighting needs, so as to maximise energy efficiency, minimise light pollution having regard to biodiversity impacts and amenity and avoid street clutter;

j) Details of waste and recycling provision for all building types;

k) Details of measures to minimise opportunities for crime;

l) Details of locations and typologies of play areas;

m) Details of Design Code review procedure and of circumstances where a review shall be implemented.

4. PARAMETER PLANS

Parameter Plans

4.1.1. The Parameter Plans approved as part of the Outline Planning Permission serve as a framework for development from which more detailed proposals can be generated. Four Parameter Plans have been approved as follows:

- Outline Development Plan Rev K
- Storey Heights Plan Rev K
- Open Space and Landscape Plan Rev K
- Access and Links Plan Rev K

4.1.2. Please note the plans approved as part of the outline planning permission have been updated and approved under 21/00777/NMA. Each of these plans are provided for ease of reference.

Outline Development Plan

4.1.3. The overall concept of the elements which comprise the outline planning permission are expressed in the Outline Development Plan. The plan sets out the proposed distribution of residential, commercial, open space and other key areas infrastructure across the site.

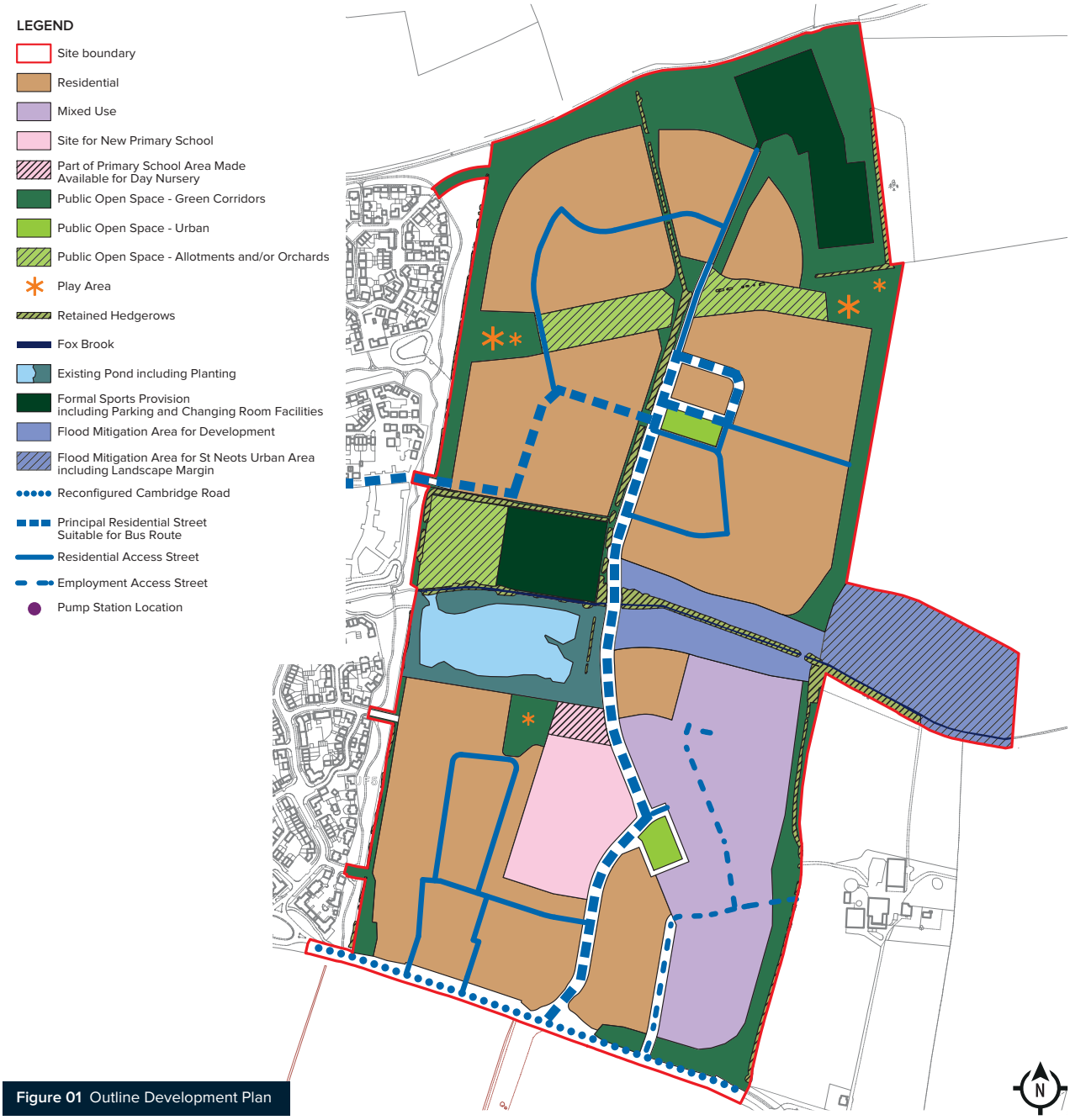


Figure 01 Outline Development Plan

Storey Heights Plan

4.1.4. The Storey Heights Plan shows a maximum of 3-storey residential development along the Cambridge Road frontage stepping down to 2.5-storey across the majority of the site, with 2-storey development proposed along the northern perimeter of the site.

4.1.5. Regarding mixed use development, three storey development in proposed the south eastern corner of the site, stepping back to 2-storey across the remainder of the mixed use areas.

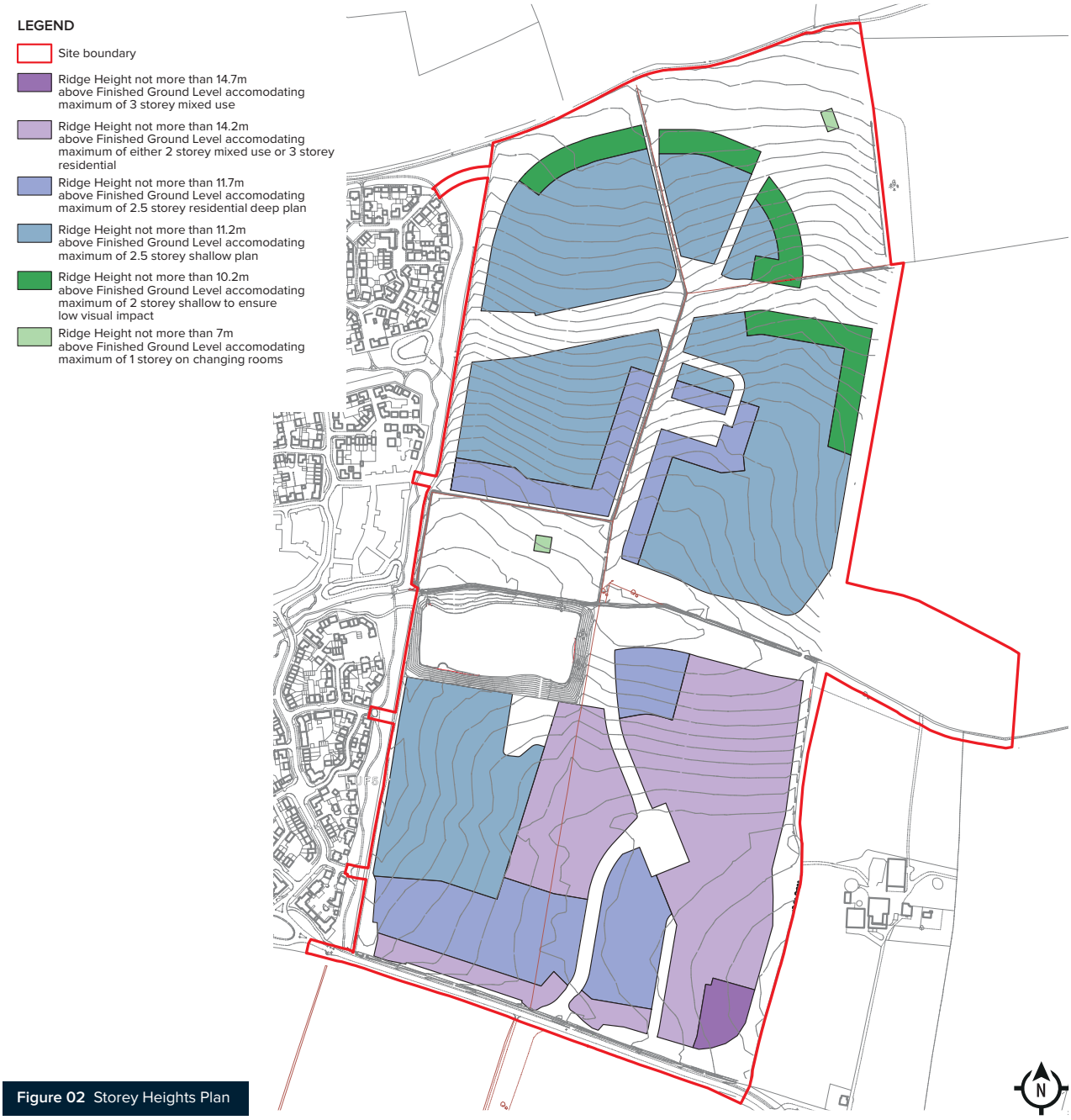


Figure 02 Storey Heights Plan

Open Space and Landscape Plan

4.1.6. The Open Space and Landscape Plan identifies proposed locations for public open spaces including formal and informal play areas, allotments and areas set aside for nature conservation.

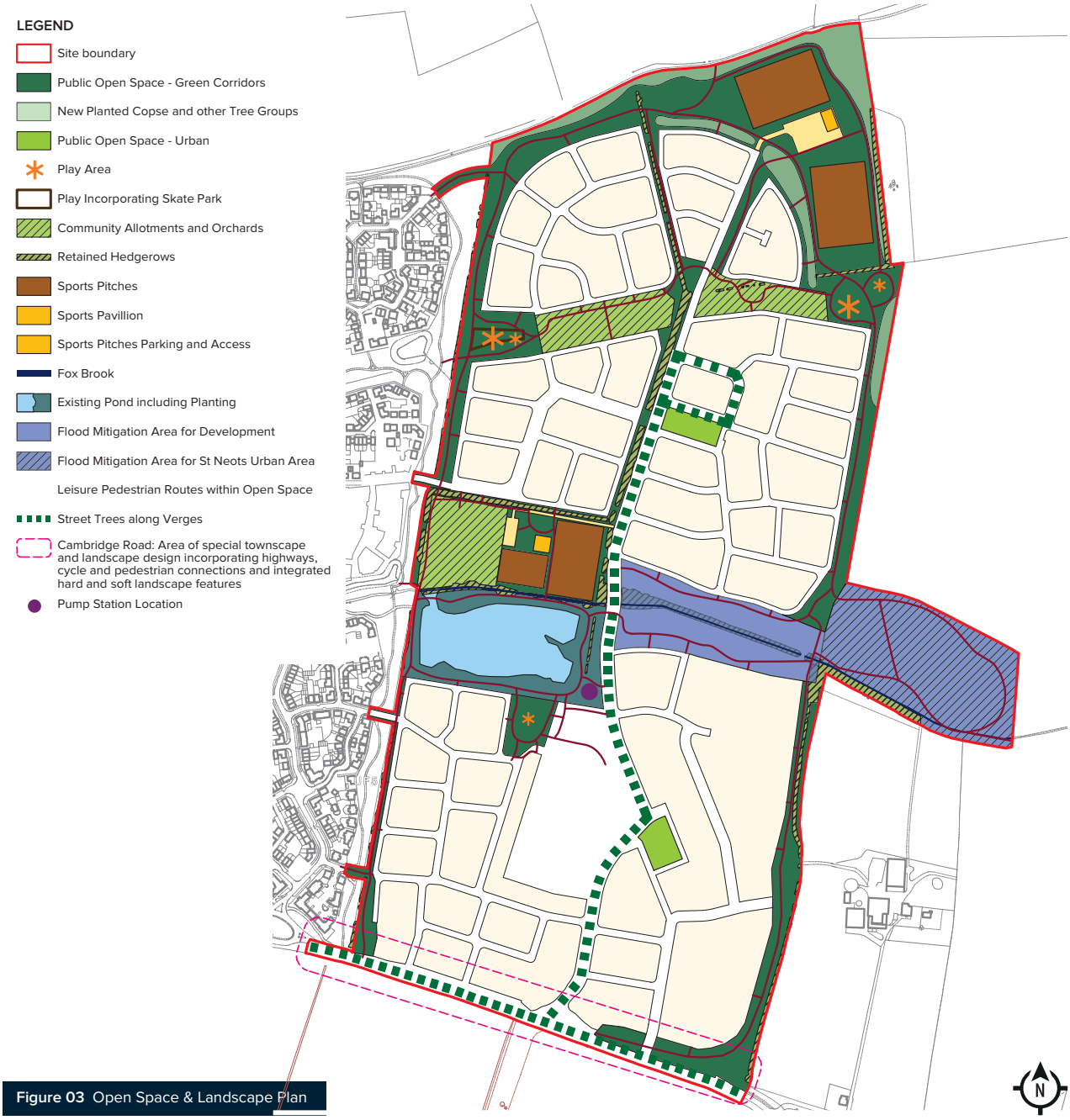


Figure 03 Open Space & Landscape Plan

Access and Links Plan

4.1.7. The Access and Links Plan identifies a hierarchy of streets and key access points between the site and Loves Farm West. The main vehicular access into the site will be provided from a new roundabout on Cambridge Road which will serve both Loves Farm and Wintringham Park. Vehicular access into the site will also be provided from three junctions off Cambridge Road. Pedestrian and cycle links will be provided between the site and Loves Farm West.

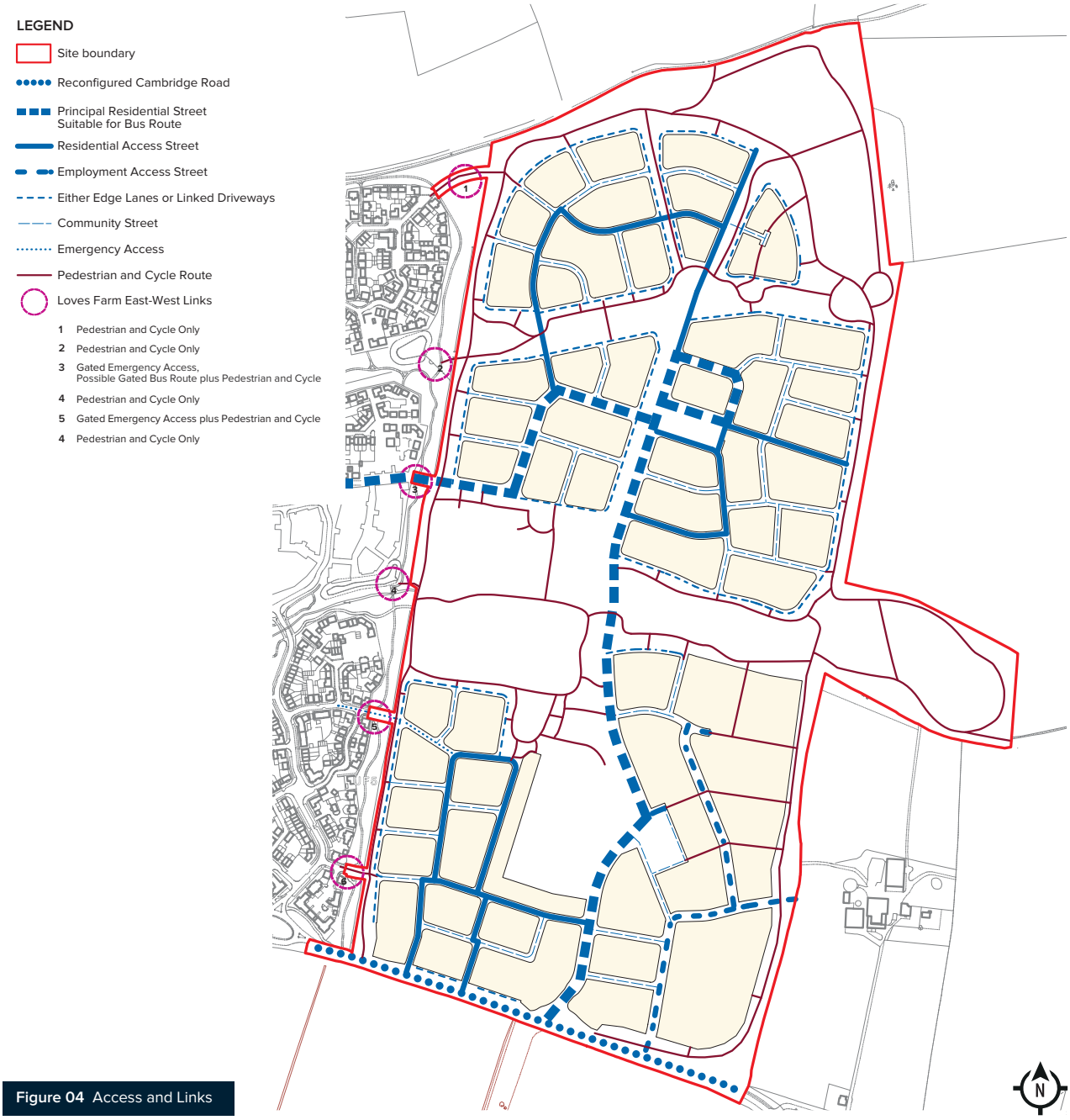


Figure 04 Access and Links

5. THE DESIGN CODE AREA

5.1.1. A full analysis of the context and constraints that are relevant to the Love's Farm East site are contained within the DAS that was submitted in support of the Outline Planning Permission.

5.1.2. In summary, Love's Farm East is located to the immediate east of the new residential and mixed use development of Love's Farm West (also known as Love's Farm Phase 1). At present the site is divided into a series of agricultural fields, with established field boundary hedgerows. The existing Love's Farm attenuation pond is a central feature to the site. The Fox Brook Corridor is located in the centre of the site connecting from the Fox Brook Corridor at Love's Farm to open countryside to the east.

5.1.3. Near the eastern boundary is Tithe Farm that has a Grade II Listing to the Tithe Barn. The farm is enclosed by hedges and does not impose any significant restrictions to the development. The remaining land use beyond the eastern boundary is agricultural land. A public footpath and Priory Hill farm track (leading to Monks Hardwick) bound the northern edge of the site. To the south the site is bounded by Cambridge Street and the junction with the A428. The land south of Cambridge Street forms part of the Eastern Expansion Area (also known as Wintringham Park).

5.1.4. The area which is the subject of this Design Code is identified at Figure 1.

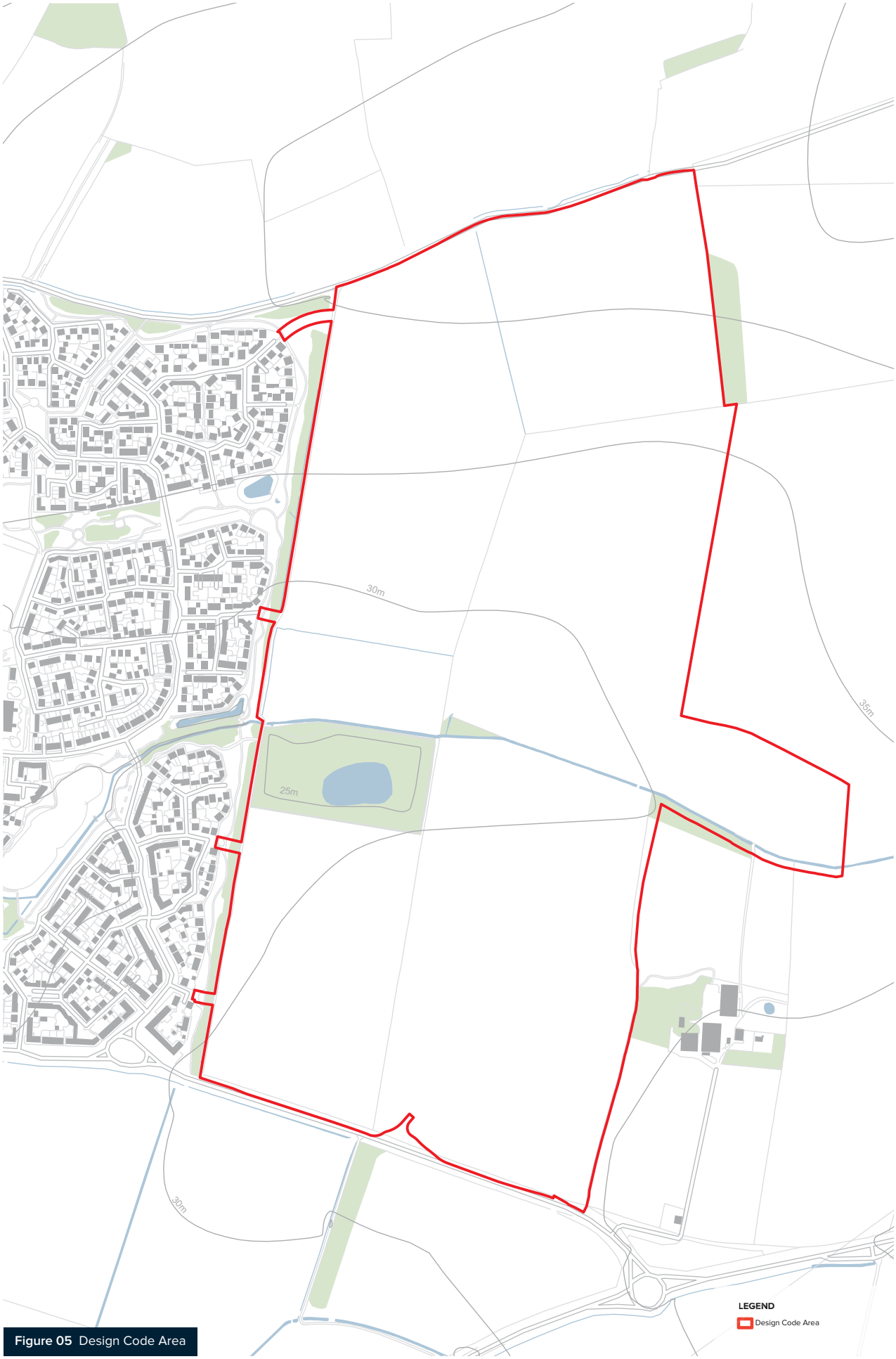


Figure 05 Design Code Area

SECTION B

VISION AND PLACEMAKIN

6. VISION

6.1.1. The vision for Love's Farm East is already articulated in the DAS submitted in support of the Outline Planning Permission for the site.

6.1.2. The ambition is for a comprehensive extension to the east of St Neots that complements the development at Love's Farm West and the Wintringham Park development and creates a sustainable walkable neighbourhood where living, working, learning, and leisure are all in close proximity. Amenities, schools, open spaces, cycle networks, and bus stops are all within convenient distance from new homes.

6.1.3. Embedded in the vision is a need for an approach that is ‘future-proofed’ and acknowledges that proposals are not fixed in time and space. As such, the Design Code will need to be flexible enough to respond to both changes in general trends that affect lifestyle as well as neighbourhood needs as they emerge.

6.1.4. A series of key 'Placemaking Principles' were generated for both the Love's Farm East and West sites and listed in the DAS submitted in support of the outline application. These are recalled below to provide a narrative for Design Code Principles provided in Section C of this document.

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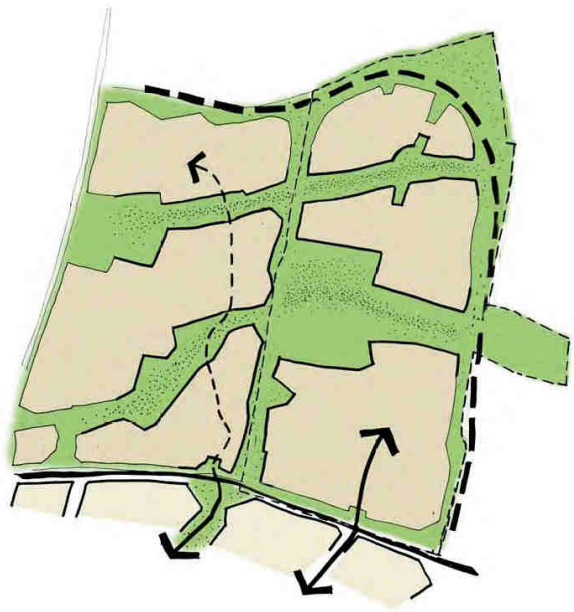
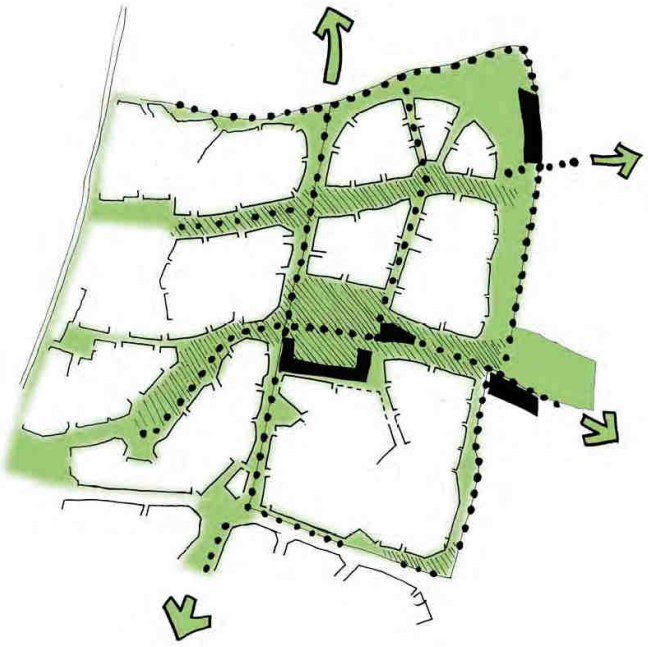
7. PLACEMAKING PRINCIPLES



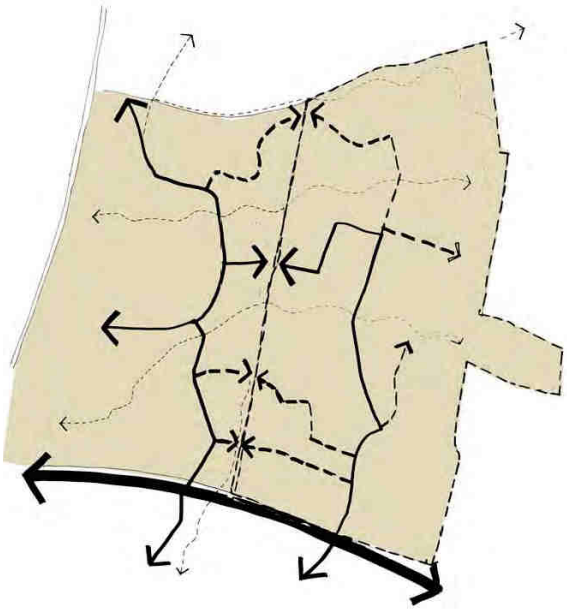


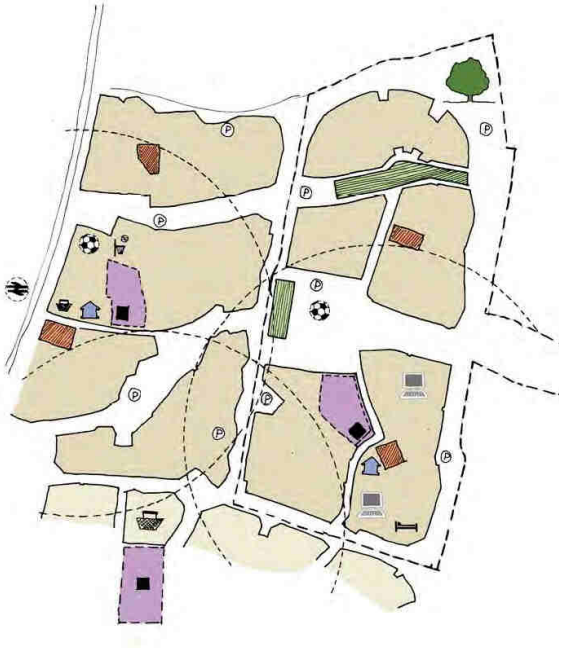
Creating a Sustainable Neighbourhood

- The site forms part of the eastern expansion area and can deliver up to 1,020 residential units.
- Provision of a series of multifunctional open spaces, that are accessible to all promoting a healthy outdoor lifestyle.
- The development area will follow the existing Love's Farm West block structure, retaining key landscape features and green corridors.
- Safe walking and cycling routes will connect in with the Love's Farm movement network, linking to the train station and local facilities, reducing the need to travel by car.
- A new eastern edge to St. Neots creating a high quality rural interface with the open countryside.
- Local facilities situated at the centre of the development.

Love's Farm East Green Grid

- A series of landscape corridors connecting to the green infrastructure framework of Love's Farm West.
- A dynamic green grid with habitat corridors extending to open countryside to the east, north and south.
- Retention and enhancement of the natural assets of the site.
- Creation of a north-south green corridor providing a central spine and a shareable space between neighbourhoods.
- Retained hedgerows provided within green corridors to link open space with woodland areas enhancing the ecological value of the site.





A Connected Place

- A network of leisure routes connecting residential areas with open countryside.
- A permeable urban structure for ease of movement.
- Neighbourhoods and local facilities linked by direct and attractive pedestrian and cycle routes.
- A re-configured Cambridge Street will respond to the transition of countryside to town through landscape and built form design.

Walkable Neighbourhoods and A Mix of Activities

- Neighbourhoods with a variety of characters dependent on their immediate context and complementing local existing character.
- Landscape structure to reinforce the character of each neighbourhood providing different edge treatments.
- Primary school and day nursery to be clustered together around the main civic space creating an activity node.
- The main civic space will be designed to provide school bus and car drop off point. Building types fronting the space will be adaptable to change of use.
- A range of play areas and activity spaces to be strategically located across the site to ensure easy accessible and a diversity of uses.

8. CONSULTATION

Outline Planning Consultation

8.1.1. The proposals that were approved by the Outline Planning Permission evolved through a collaborative approach engaging and consulting the local community and key stakeholders. Consultation was conducted in line with best practice guidance and HDCs Statement of Community Involvement.

8.1.2. In addition to the general public, key stakeholders involved during the planning application process included:

- HDC (Planning, Urban Design, Housing and Landscape departments)
- CCC (Transport and Education departments)
- Environment Agency
- Highways Agency
- Anglian Water
- Natural England
- St Neots Town Council
- Love's Farm Community Association
- St Neots Town Centre Initiative

8.1.3. Comments and suggestions were recorded throughout the application process and where appropriate revisions were made. Key consultation meeting dates are recorded in the DAS submitted in support of the outline application.

Design Code Consultation

8.1.4. Following the grant of Outline Planning Permission, consultation has continued, supporting the preparation of the Design Code. The collaborative approach has involved the design team and key consultees working closely together to formulate an appropriate approach that satisfies the Outline Planning Permission, policy requirements and ultimately, is deliverable.

8.1.5. The collaborative approach to Design Code production has been conducted through a formalised project programme that was agreed between the design team and HDC from the outset and referenced in agreed Delivery Principles for the site.

8.1.6. The project programme included liaison with key stakeholders including:

- HDC (Planning, Urban Design, Housing and Landscape departments)
- CCC (Transport and Education departments)
- Love's Farm Community Association

8.1.7. In addition, specific dialogue and technical meetings have taken place to address specific aspects of the Design Code where necessary.

Consultation boards used for Outline Planning consultation

9. DESIGN EVOLUTION

Development Framework Refinement

9.1.1. The Development Framework that supports this Design Code (shown right) has evolved from the proposals that were granted Outline Planning Permission in August 2019 through further consultation with stakeholders and general optimisation of the proposals.

9.1.2. As noted above, the Development Framework is underpinned by extensive consultation, design, environmental and technical work to ensure that proposals create the best possible outcome for the benefit of new and existing residents.

9.1.3. Key matters that have been addressed further since Outline Planning Permission was granted include:

- The arrangement of key spaces on the site; particularly Cromwell Copse, Fox Brook (West) and Tithe Square
- The formation of the Mixed Use (Employment) area allowing for flexibility in the future.
- The treatment of the Primary Street through the development and sections of it that should and should not allow for direct access to dwellings.

10. DEVELOPMENT FRAMEWORK

Site Boundary

Land Use

Residential Blocks
Primary School & Pre-school / Early Years Nursery
Potential Location of Extra Care
Pub
Hotel
Employment

Movement

Primary Movement
Primary Movement - One Way Bus Route
Secondary Movement - Residential Area
Secondary Movement - Employment Area
Emergency Access
Circular Pedestrian / Cycle Leisure Route
Pedestrian / Cylce Route

Landscape

Public Open Space / Green Corridors
Sports
Allotments
Urban Square
Neighbourhood Green
SUDS
Structural Planting
Play Area - NEAP
Play Area - LEAP
Play Area - LAP
Skate Park

Figure 06 Development Framework

11. DEVELOPMENT DENSITIES

Housing Density

11.1.1. In accordance with Condition 7(a), the proposed density associated with each development block at Love's Farm East is shown in the Density Diagram at Figure 07.

11.1.2. As noted above, the distribution of residential densities on the site are in general conformity with the density assumptions shown in the DAS submitted in support of the outline application. A mix of housing will be provided in Love's Farm East ranging from 1-bed apartments to 5-bed houses.

Density	Dph	Colour	Total
High	52.5		63
Medium-High	40.0		161
Medium-Low	35.0		616
Low	25.0		180
		TOTAL	1020

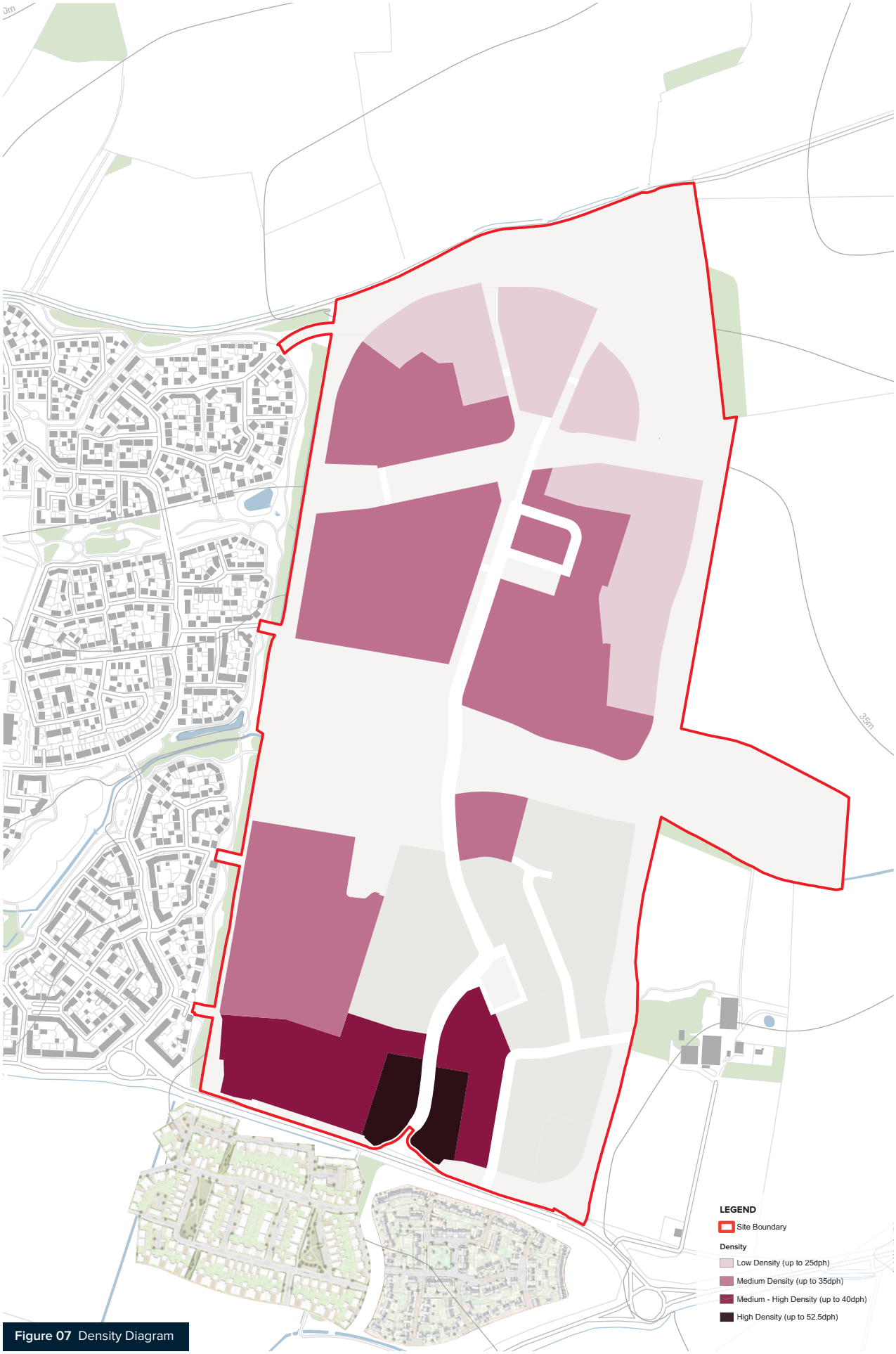


Figure 07 Density Diagram

12. BUILDING HEIGHTS

Building Heights

12.1.1. Building heights at Love's Farm East will respond to the density zones set out at Figure 08. Building heights will vary, reflecting their function and position within the site and will depend upon the character of the area within which buildings are located and the relationship that buildings have with streets and public spaces.

12.1.2. The proposed range of building heights are set out on the approved Building Storey Plan Rev K (and illustrated for ease of reference on Page 11 of this document).

Figure 08 Building Heights Diagram

SECTION C

DESIGN CODE

13. CODING REQUIREMENTS

13.1.1. This section of the document specifically addresses the requirements of Condition 7 attached to Outline Planning Permission 1300388OUT. All development situated within the area identified at Figure 09 must therefore adhere to the coding principles set out below unless good design reasons can be demonstrated.

13.1.2. The purpose of the code is to plan and guide new residential development at Love's Farm East in order to achieve a high standard of design and create a strong sense of place. This code sets out a specific form of detailed guidance, comprising written and graphic material to establish the precise two and three dimensional design elements. The code instructs the user upon the physical components of the design of Love's Farm East to aid the delivery of the vision set out within the Site Wide Masterplan and principles set out in the AMP sections of this document and guide emerging Reserved Matters planning applications for the coding area.

14. CODING PRINCIPLES

14.1.1. Design code principles are clearly identified within status boxes on the right hand side of each page (see example provided right), which contain the requirements for the approach to design. The principles provided on the pages hereafter relate to the following matters as required by Condition 7:

- Character areas;
- Street hierarchy and movement network;
- Parking arrangements (motor vehicles and cycle parking);
- Building types;
- Building heights;
- Key buildings/frontages;
- Public open space including play areas, recreation facilities and green infrastructure provision;
- Hard and soft landscaping and boundary treatments (public and private realm);
- Public art and street furniture;
- Lighting
- Ancillary infrastructure (e.g. pipes, flues, vents, meter boxes, fibres, wires and cables);
- Waste and recycling provision;
- Measures to minimise opportunities for crime.

14.1.2. In accordance with Condition 7(m), details of Design Code review procedure and the circumstances in which a review shall be implemented are also provided (see Section D).

14.1.3. All Coding Principles are mandatory. Any departure from mandatory elements at reserved matters application stage will require justification. Illustrative material is used to support Coding Principles but is intended to show indicatively how Coding Principles can be fulfilled.

14.1.4. This document seeks to balance prescription with flexibility. As such, illustrative material and design precedents are also provided, facilitating individual interpretation and creativity whilst remaining in keeping with the wider objectives set by the required elements.

14.1.5. This approach is consistent with the Planning Practice Guidance note on Design (October 2019) which states that “a (design) code can be a way of simplifying the processes associated with new development to give more certainty to all those involved and help to make high quality places” and explains that “to promote speed of implementation, avoid stifling responsible innovation and provide flexibility, design codes should wherever possible avoid overly prescriptive detail and encourage sense of place and variety”.

A 'Coding Principles' box is located on the lower right hand corner of Design Code spreads containing mandatory coding information.

CODING PRINCIPLES

1 **Building Principles (Cond. 7 b)**

- **Building heights** - 2 to 3 storeys
- **Building forms** - Linked form with principal elevations facing the street and minimal set back to enhance the sense of enclosure. Alternatively limited use of private drives to the front of the properties will increase the width of the corridor.
- **Character** - Formal in character (widest street corridor) with eaves and roof line consistent on both street sides

2 **Street Design (Cond. 7d)**

- **Carriageway width** - 6.5m
- **Footpath / cycleway** - 3m wide shared footpath / cycleway either side of carriageway to reflect street hierarchy

3 **Hard and Soft Landscaping (Cond. 7f)**

- **Verge** - 3m on both sides
- **Street trees** - Symmetrical semi-columnar trees planted at semi-mature size with 2-2.5m clear stem
- **Planting** - Under-story planting within verges and below trees that supports the design narrative and do not restrict visibility whilst are aligned with the planting strategy as set out in the Public Realm Strategy
- **Surface finishes** - Blacktop asphalt as standard
- **Other finishes** - Bound aggregate and stone / concrete paving finishes at points of interface with key public open spaces, and may include variation in block paving sizes to signal spill-out areas, bus stops, and social spaces

15. PLACEMAKING REGULATORY PLAN

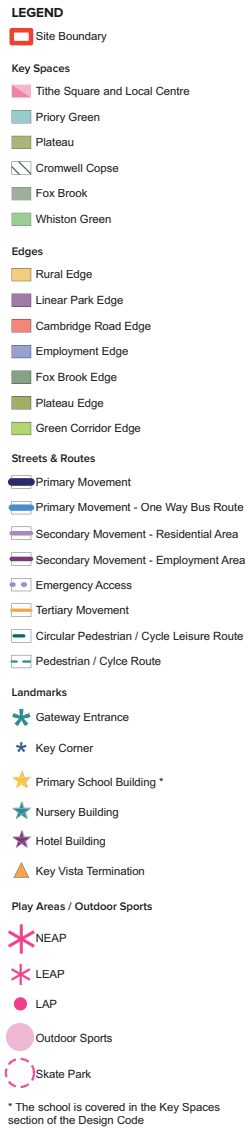
15.1.1. The Placemaking Regulatory Plan (shown right) has evolved directly from the Development Framework and approved Parameters Plans attached to Outline Planning Permission 1300388OUT. The plan identifies the placemaking components of the Development Framework that should be coded so that the framework can be realised.

15.1.2. The key components of the masterplanning approach which the Coding Principles relate are shown on the Placemaking Regulatory Plan and are as follows:

- Key Spaces
- Edges
- Streets
- Landmarks

15.1.3. Key details of the placemaking components (including, for example dimensions of key spaces) can be found later in this section of the document.

15.1.4. Design and Access Statements accompanying future Reserved Matters applications should make reference to the way in which Coding Principles have been addressed and how the respective requirements have been met.



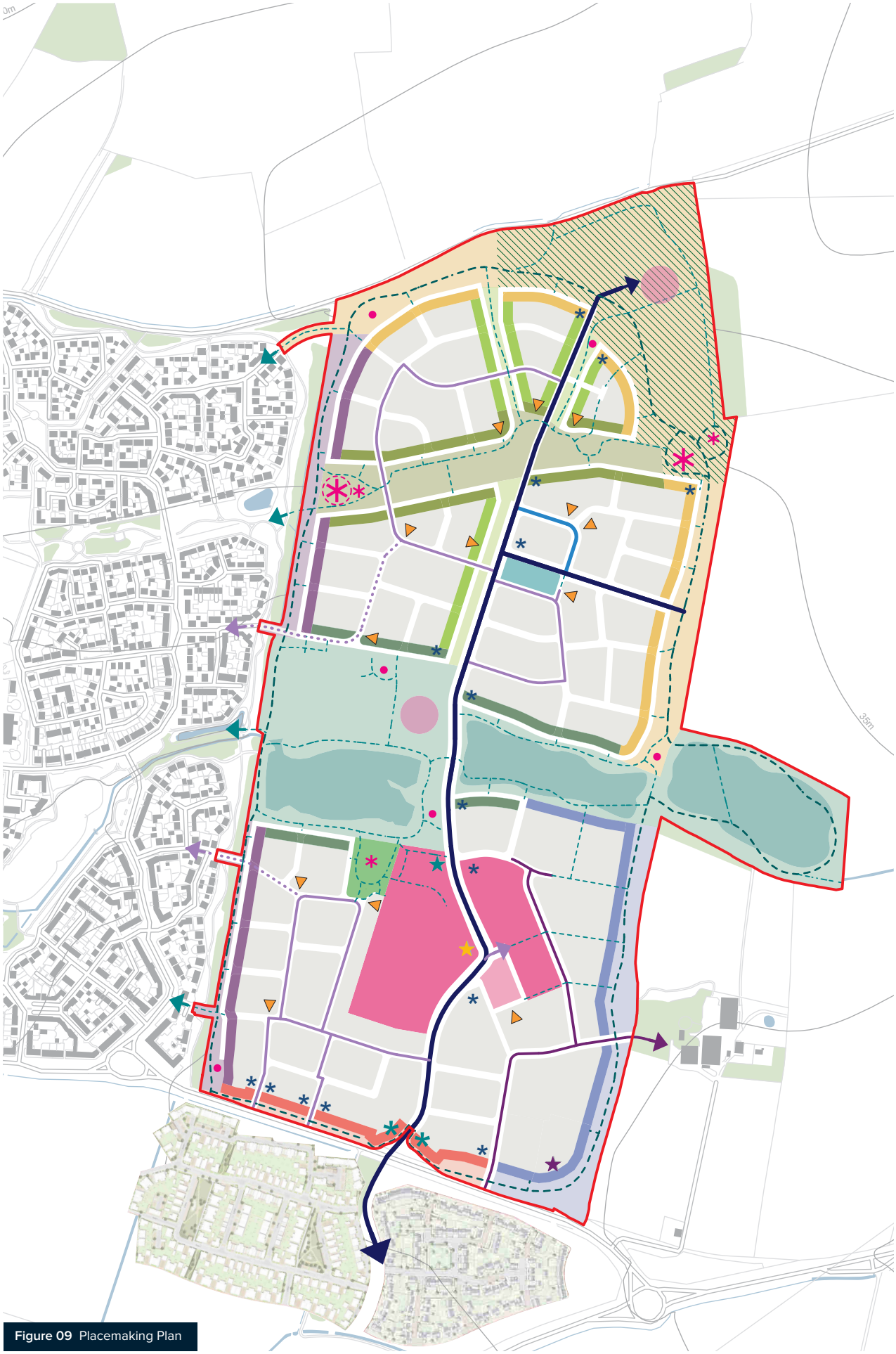


Figure 09 Placemaking Plan

CHARACTER

16. CHARACTER AREAS

16.1.1. The Love's Farm East Design Code area contains three distinct Character Areas separated by the Fox Brook which runs east-west through the middle of the site. These are:

1) Northern Informal
2) Southern Urban
3) Mixed Use

16.1.2. The description of the Character Areas below provides a narrative for which specific placemaking components (block structures, building typologies, street typologies, architecture and landscape choices) can then be applied.

Figure 10 Character Areas

16.1 NORTHERN INFORMAL CHARACTER AREA

North of Fox Brook, the area will be deliberately green in character in order to make a soft transition to the open countryside beyond. As indicated above, the area will accommodate a lower density of development; detached and semi-detached housing will be provided in an informal arrangement where spacing between dwellings varies in width with variety in the positioning of buildings relevant to the route they face.

The objective is a rural character of development, avoiding formality in the arrangement of dwellings and landscape areas. Plots will vary in size and will contain planted front gardens to help transition to the countryside and provide a softer interface as per illustrative images shown right.

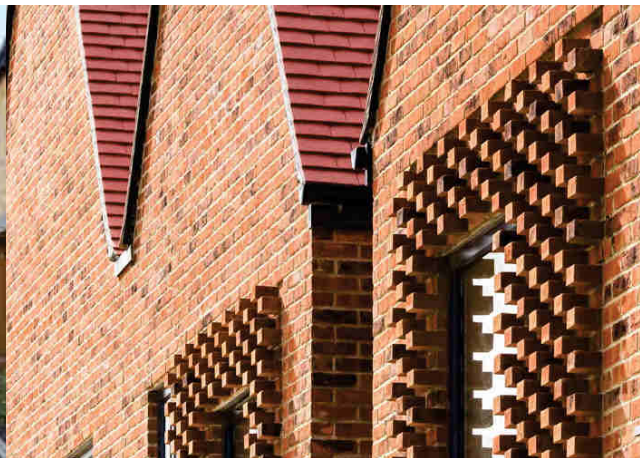
PRECEDENT IMAGES

16.2 SOUTHERN URBAN CHARACTER AREA

South of Fox Brook, the character will be more urban in character to accommodate non-residential uses including the Primary School, Nursery and Care Home. As noted above, the area will be characterised by medium and high density housing with taller, denser forms fronting Cambridge Road. The area will be arranged in a formal and orthogonal layout of 2 and 3 storey buildings.

There will be a strong degree of enclosure and definition to primary routes and spaces, with detached, semi-detached and terraced homes arranged in coherent, regularly-spaced alignments with limited stepping in the building line. The objective is to achieve a coherent environment of formally laid out streets and spaces.

PRECEDENT IMAGES



16.3 MIXED USE (EMPLOYMENT) CHARACTER AREA

The Mixed Use (Employment) Character Area is on the east side of the Coding Area to the south of Fox Brook. The area, which fronts directly onto the Tithe Square and the civic centre of the development, will accommodate B1 offices as well as a hotel and pub/restaurant, will be formed of a series of pavilion buildings that positively front the edges of the Character Area which include Fox Brook, open farmland to the east (which includes the Grade II Listed Tithe Farm) and Cambridge Road to the south.

The area will be characterised by large footprint buildings set within a green landscaped environment to give the feel of a campus arrangement. All movement and servicing will be enclosed within the centre and west of the Character Area to ensure that, for example, car parking, does not dominate the green edges of the development.

The eastern edge of the Character Area will pay regard to the materials and forms used on the Tithe Farm in order to respect the importance of this building. Green buffers to the edges of the Character Area will be generous and merge seamlessly into the green campus setting of the proposed buildings to ensure that a positive interface is achieved, particularly from the east.

PRECEDENT IMAGES

MOVEMENT NETWORK

17. MOVEMENT NETWORK

17.1.1. All street typologies have been designed in conjunction with CCC and using the relevant guidance. The movement hierarchy proposed takes a 'Manual for Streets'-led approach to design reflecting the capacity and role of each route whilst complementing the development that will front them. In general, streets must be designed in conjunction with the built form and landscape architecture to shape the overall appearance and sense of enclosure and definition. Together these elements will create the foundations for a successful and sustainable development with a strong sense of place.

17.1.2. A central component of the movement strategy is to provide full public access for pedestrians and cyclists on all edge streets (whether adopted or unadopted) to ensure maximum permeability for non-vehicular modes.

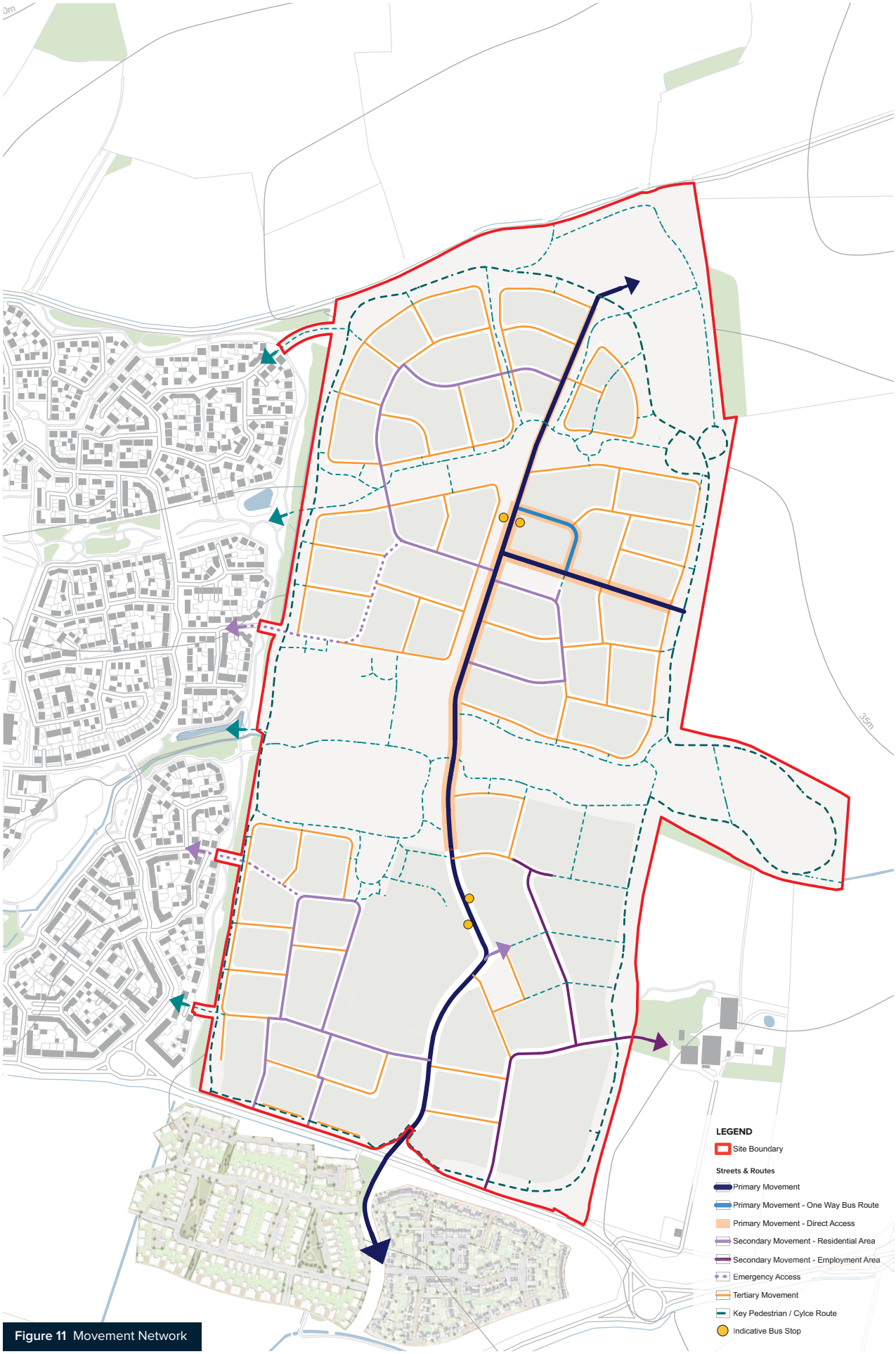
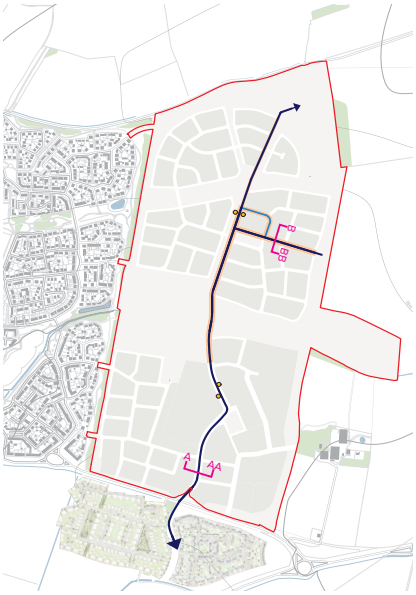


Figure 11 Movement Network

17.1 PRIMARY STREET – NON DIRECT ACCESS / DIRECT ACCESS



17.1.3. The Primary Street provides the main vehicular route through Love's Farm East. As the principal residential route, the Primary Street will have a sense of formality with tree-lined verges either side of the main carriageway and an integrated footway / cycleway to both sides. There will be no parking bays on this main route to allow for the free flow of vehicles.

17.1.4. At its very south, for a very limited stretch of the route, there will be no direct access due to higher numbers of vehicle movements associated with the Primary School, Nursery and other non-residential uses. North of the Primary School/Local Centre Square, there will be direct access to plots.

17.1.5. All plans/sections provided are illustrative to show, indicatively, the configuration of the street corridor using the Coding Principles.

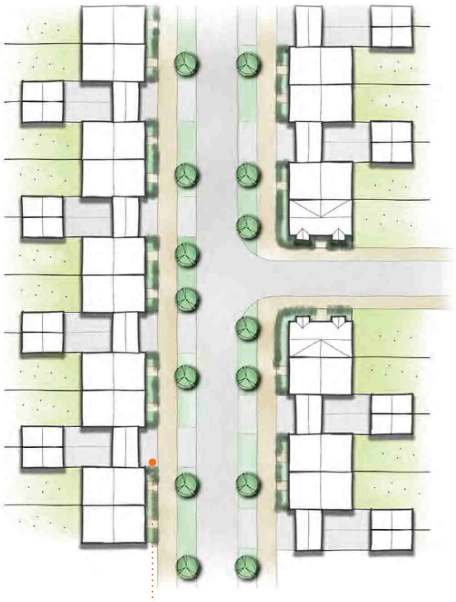
NON DIRECT ACCESS

4 No direct access to plots, parking to rear courts for apartments

4 No direct access to plots, parking to the rear in courts of limited size

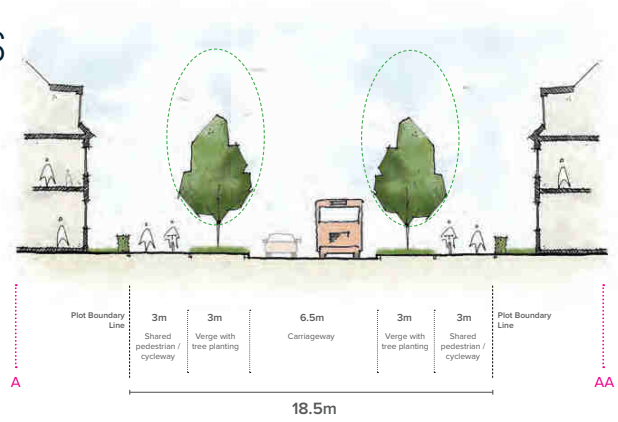
4 No direct access to plots, parking to the side street

DIRECT ACCESS



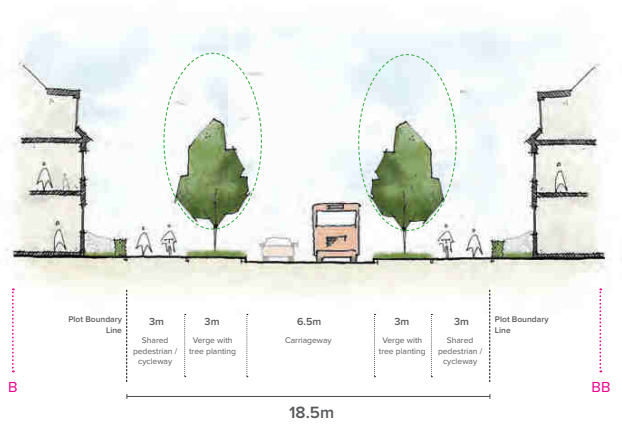
4 Direct access to plots, parking to the side of the properties

NON DIRECT ACCESS



Approximate tree size after 15 years

DIRECT ACCESS



CODING PRINCIPLES

1 Building Principles (Cond. 7 b)

- **Building heights** - 2 to 3 storeys
- **Building forms** - Linked form with principal elevations facing the street and minimal set back to enhance the sense of enclosure
- **Character** - Formal in character (widest street corridor) with eaves and roof line consistent on both street sides

2 Street Design (Cond. 7d)

- **Carriageway width** - 6.5m
- **Footpath / cycleway** - 3m wide shared footpath / cycleway either side of carriageway to reflect street hierarchy
- **Traffic calming** - Raised tables, pedestrian refuges and horizontal shifts in carriageway spaced at 80-110m intervals to slow traffic and create awareness
- **Crossing points** - Pedestrian and bicycle points are to be level with the intersection to maximise accessibility / crossing will have to be designed to LTN 1/20 and need confirmation from CCC
- **Public transport route** - Yes
- **Design speed** - 20-30mph
- **Junction radii** - 6-15m
- **Visibility splays** - 48m / 2m x 2m visibility at drives

3 Hard and Soft Landscaping (Cond. 7f)

- **Verge** - 3m on both sides
- **Street trees** - Symmetrical semi-columnar trees planted at semi-mature size with 2-2.5m clear stem
- **Planting** - Under-story planting within verges and below trees that supports the design narrative and do not restrict visibility whilst are aligned with the planting strategy as set out in the Public Realm Strategy / Only visibility splay should be adopted / Areas outside the visibility splay will be maintained by a management company
- **Surface finishes (see materials section below)** - Blacktop asphalt as standard
- **Other finishes (see materials section below)** - Bound aggregate and stone / concrete paving finishes at points of interface with key public open spaces, and may include variation in block paving sizes to signal spill-out areas, bus stops, and social spaces
- **Tactile paving** - Tactile blocks to crossing points and bus stops
- **Boundary treatments** - Max. 3m depth front garden with consistent semi-formal low boundary hedgerow and/or wall / railing on both sides

4 Parking Arrangements (Cond. 7g)

- **Direct access to homes** - No / Yes
- **Street parking** - No
- **Garages** - Where used these should be set to the back of the plot (accessible by side driveway of 3.3m minimum width) to reduce the number of cars in the street scene
- **Plot parking** - Provided in courts of a limited size / to the side of the properties

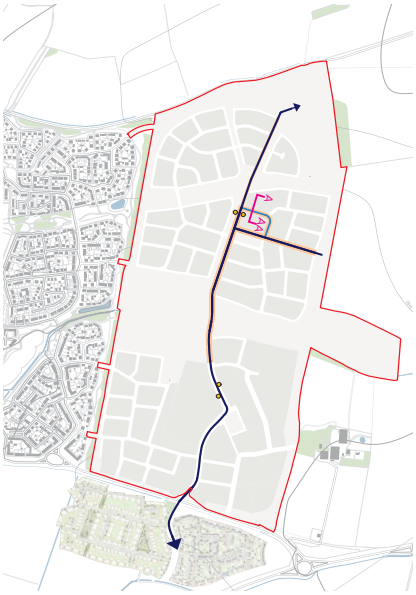
5 Public Realm (Cond. 7h)

- **Utilities** - Sewers under carriageway and other utilities under footway
- **Street furniture** - Bench seating and litter bins provided at strategic 'resting points' and coordinated with adjacent public open spaces where possible (including dog waste bins according to LPA requirements)

6 Street Lighting (Cond. 7i)

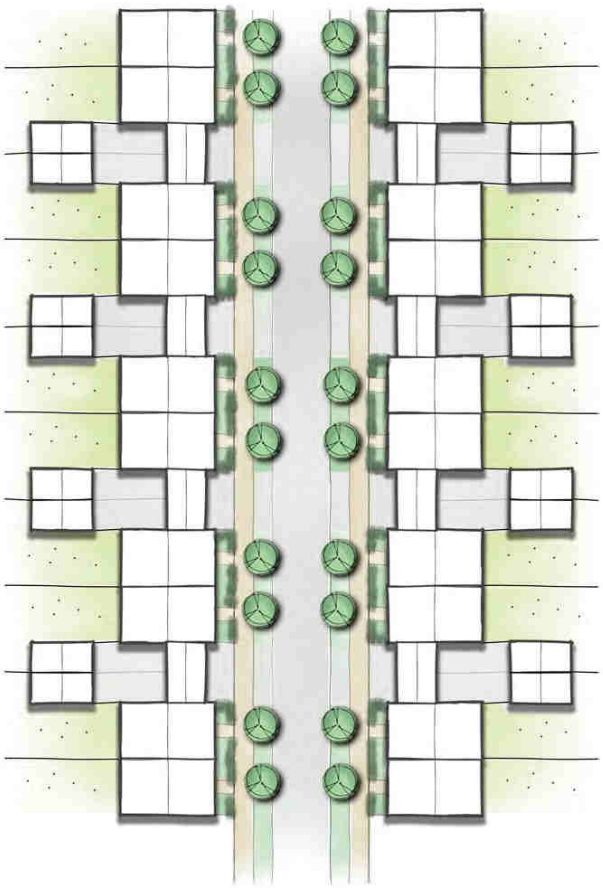
- **Street lighting** - Highway lighting columns co-ordinated in colour and set to back of footway / cycleway (away from main front windows) and up to 6m height to CCC specification
- **Lantern type** - Urbis Axa

17.2 PRIMARY STREET – ONE WAY BUS ROUTE



17.2.1. At the north of the development, the movement network will need to facilitate bus turning and so a 'primary loop' will be provided within the centre of the Northern Informal Character Area. This street typology will effectively be a sub-typology of the Primary Street providing verges but with a narrow carriageway then the standard Primary Street since it will allow for a one-way bus loop. There will also be footways either side rather than footway/cycleways. Like the standard Primary Route, there will be no parking bays on this route to allow for the free flow of vehicles.

17.2.2. All plans/sections provided are illustrative to show, indicatively, the configuration of the street corridor using the Coding Principles.



CODING PRINCIPLES

1 Building Principles (Cond. 7 b)

- **Building heights** - 2 to 3 storeys
- **Building forms** - Linked form with principal elevations facing the street and minimal set back to enhance the sense of enclosure.
- **Character** - Formal in character with eaves and roof line consistent on both street sides

2 Street Design (Cond. 7d)

- **Carriageway width** - 6m
- **Footpath / cycleway** - 2m wide footpath either side of carriageway to reflect street hierarchy
- **Traffic calming** - Raised tables, pedestrian refuges and horizontal shifts in carriageway spaced at 80-110m intervals to slow traffic and create awareness
- **Crossing points** - Pedestrian and bicycle points are to be level with the intersection to maximise accessibility / crossing will have to be designed to LTN 1/20 and need confirmation from CCC
- **Public transport route** - Yes, one way / two way for others
- **Design speed** - 20-30mph
- **Junction radii** - 6-15m
- **Visibility splays** - 48m / 2m x 2m visibility at drives

3 Hard and Soft Landscaping (Cond. 7f)

- **Verge** - 2m on both sides
- **Street trees** - Symmetrical semi-columnar trees planted at semi-mature size with 2-2.5m clear stem
- **Planting** - Under-story planting within verges and below trees that supports the design narrative and do not restrict visibility whilst are aligned with the planting strategy as set out in the Public Realm Strategy / Only visibility splay should be adopted / Areas outside the visibility splay will be maintained by a management company
- **Surface finishes** - Blacktop asphalt as standard
- **Other finishes** - Bound aggregate and stone / concrete paving finishes at points of interface with key public open spaces, and may include variation in block paving sizes to signal spill-out areas, bus stops, and social spaces
- **Tactile paving** - Blocks to shared surface areas and crossing points
- **Boundary treatments** - Max. 3m depth front garden with consistent semi-formal low boundary hedgerow and/or wall / railing on both sides

4 Parking Arrangements (Cond. 7g)

- **Direct access to homes** - Yes
- **Street parking** - No
- **Garages** - Where used these should be set to the back of the plot (accessible by side driveway of 3.3m minimum width) to reduce the number of cars in the street scene
- **Plot parking** - In general, provided to the side of the properties. Where smaller housetypes are used (e.g. terraced units), frontage parking arrangements should allow for defensible planting in front of dwellings.

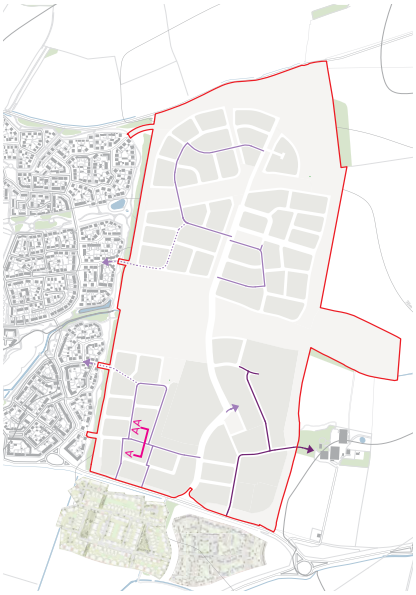
5 Public Realm (Cond. 7h)

- **Utilities** - Sewers under carriageway and other utilities under footway
- **Street furniture** - Bench seating and litter bins provided at strategic 'resting points' and coordinated with adjacent public open spaces where possible (including dog waste bins according to LPA requirements)

6 Street Lighting (Cond. 7i)

- **Street lighting** - Highway lighting columns co-ordinated in colour and set to back of footway / (away from main front windows) and up to 6m height to CCC specification
- **Lantern type** - Urbis Axa

17.3 SECONDARY STREET

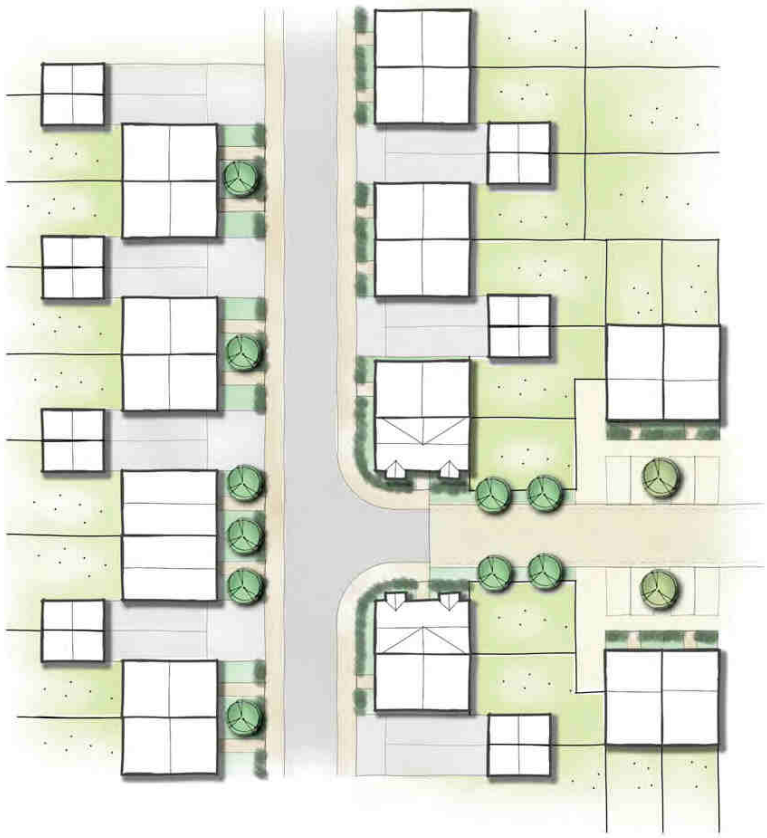


17.3.1. The Secondary Street will serve the key residential and employment parcels and provide a spine within those parcels to lower category streets that will be determined at Reserved Matters stage.

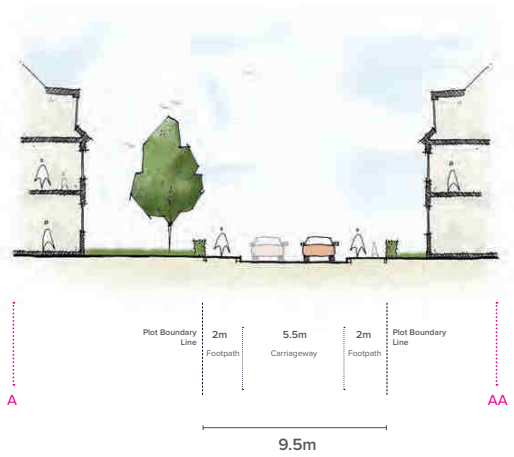
17.3.2. The Secondary Street should provide a safe environment and as such will have minimal carriageway width with traffic calming features to ensure low vehicle speeds. The street will be predominantly hard-surfaced with use of tree grilles in the pavement and intermittent on-street parking bays.

17.3.3. All plans/sections provided are illustrative to show, indicatively, the configuration of the street corridor in residential and employment parcels using the Coding Principles.

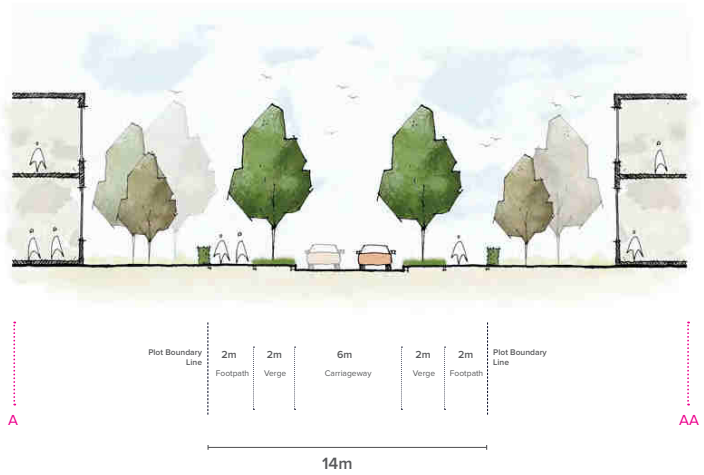
17.3.4. More information regarding the employment secondary street can be found at the employment edge typology section of this document.



RESIDENTIAL



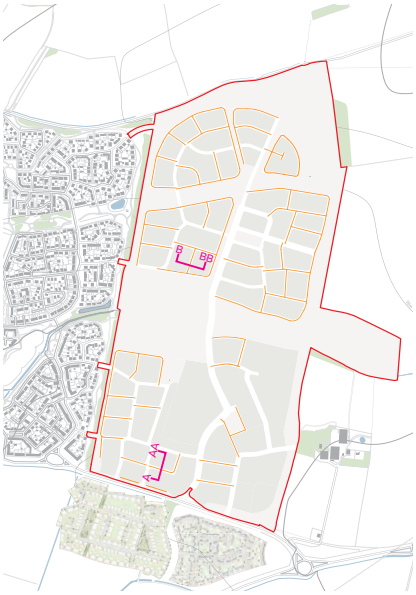
EMPLOYMENT



CODING PRINCIPLES

1. **Building Principles (Cond. 7 b)**
   - **Building heights** - 2 to 3 storeys as appropriate to character area
   - **Building forms** - Detached, semi-detached and terraced housing with principal elevations facing the street / Pavilion office buildings
   - **Character** - Formal in character with eaves and roof line consistent on both street sides
2. **Street Design (Cond. 7d)**
   - **Carriageway width** - 5.5m / 6m
   - **Footpath / cycleway** - 2m wide footpath either side of carriageway to reflect street hierarchy
   - **Traffic calming** - Raised tables, chicanes and horizontal shifts spaced at 60-90m intervals to slow traffic and create awareness
   - **Crossing points** - Pedestrian points are to be level with the intersection to maximise accessibility / crossing will have to be designed to LTN 1/20 and need confirmation from CCC
   - **Design speed** - 20mph
   - **Junction radii** - 6m
   - **Visibility splays** - 33m / 2m x 2m visibility at drives
3. **Hard and Soft Landscaping (Cond. 7f)**
   - **Verge** - None / 2m on either side
   - **Street trees** - No / Symmetrical semi-columnar trees planted at semi-mature size with 2-2.5m clear stem
   - **Planting** - None / Under-story planting within verges and below trees that supports the design narrative and do not restrict visibility whilst are aligned with the planting strategy as set out in the Public Realm Strategy / Only visibility splay should be adopted / Areas outside the visibility splay will be maintained by a management company
   - **Surface finishes** - Blacktop asphalt as standard
   - **Other finishes** - Bound aggregate and stone / concrete paving finishes at points of interface with key public open spaces, and may include variation in block paving sizes to signal spill-out areas, bus stops, and social spaces
   - **Tactile paving** - Blocks to shared surface areas and crossing points
   - **Boundary treatments** - minimum 5m depth front garden to accommodate trees with consistent semi-formal low boundary hedgerow and/or wall / railing on both sides as appropriate to character area / Generous setbacks with semi-formal hedgerow boundary and substantial planting
4. **Parking Arrangements (Cond. 7g)**
   - **Direct access to homes** - Yes / Parking/servicing to be contained within the centre of the character area
   - **Street parking** - Potential provision for on-street parking, to be confirmed in detailed design
   - **Garages** - Where used these should be set to the back of the plot (accessible by side driveway of 3.3m minimum width) to reduce the number of cars in the street scene
   - **Frontage parking** - for smaller housing typologies (e.g. terraced units) 'bookended' by larger house typologies to create a sense of enclosure. Trees necessary to break up rows of parking (no more than 4 spaces in a row). Frontage parking arrangements should allow for defensible planting in front of dwellings.
5. **Public Realm (Cond. 7h)**
   - **Utilities** - Sewers under carriageway and other utilities under footway
   - **Street furniture** - Bench seating and litter bins provided at strategic 'resting points' and coordinated with adjacent public open spaces where possible (including dog waste bins according to LPA requirements)
6. **Street Lighting (Cond. 7i)**
   - **Street lighting** - Highway lighting columns co-ordinated in colour and set to back of footway (away from main front windows) and up to 6m height to CCC specification
   - **Lantern type** - Urbis Axa

17.4 TERTIARY STREET – STANDARD / SHARED SURFACE

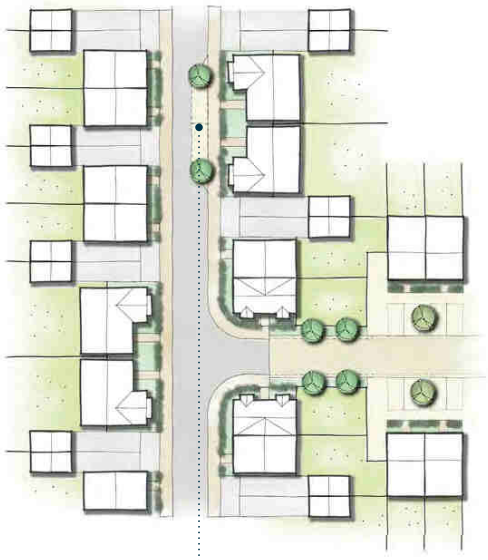


17.4.1. Tertiary Streets are the lowest category in the range of street typologies. Their location will not be determined until blocks have been fully designed in detail as they depend on the configuration of individual plots.

17.4.2. Tertiary Streets should provide a very safe residential environment where for example children can play safely. Measures should be used to ensure very slow vehicle speeds.

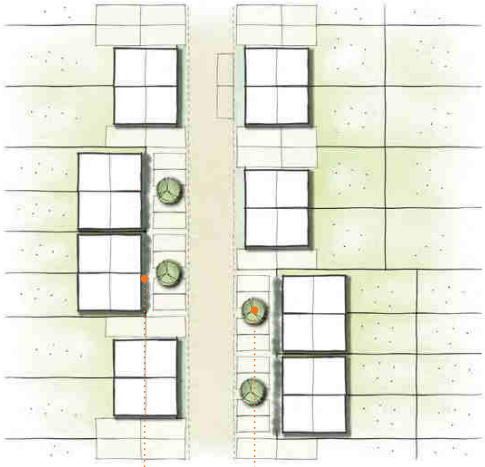
17.4.3. All plans/sections provided are illustrative to show, indicatively, the configuration of the street corridor using the Coding Principles.

STANDARD



2 Chicanes and horizontal shifts to slow traffic and create awareness

SHARED SURFACE

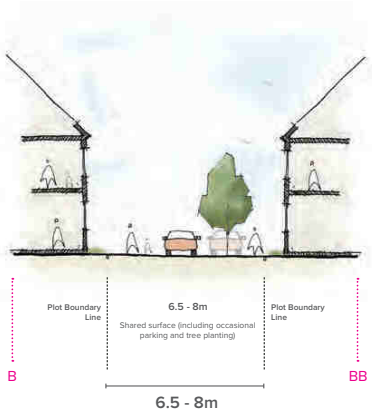


3 Frontage parking arrangements to allow for defensible planting in front of the dwellings

3 Trees necessary to break up rows of parking (no more than 4 spaces in a row)

STANDARD

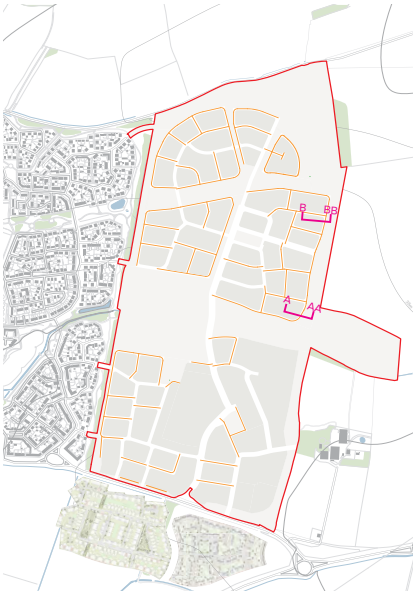
SHARED SURFACE



CODING PRINCIPLES

1. **Building Principles (Cond. 7 b)**
   - **Building heights** - 1 to 2.5 storeys as appropriate to character area
   - **Building forms** - Detached, semi-detached and terraced housing with principal elevations facing the street
   - **Character** - Less formal or smaller scale in character with eaves and roof line consistent on both street sides
2. **Street Design (Cond. 7d)**
   - **Carriageway width** - 5m +0.5m service strip on either side
   - **Footpath** - 2m wide footpath either side of carriageway to reflect street hierarchy / Access Ramps located on entry to any shared surface street with footway extending into shared surface by 2m
   - **Traffic calming** - Raised tables, chicanes and horizontal shifts spaced at 80m intervals to slow traffic and create awareness
   - **Design speed** - 20mph / 5-10mph
   - **Junction radii** - 6m
   - **Visibility splays** - 25m / 2m x 2m visibility at drives
3. **Hard and Soft Landscaping (Cond. 7f)**
   - **Verge** - None
   - **Street Trees** - None / When applicable - Trees within tree grilles
   - **Surface finishes** - Blacktop asphalt as standard and concrete edging / Block paving for adopted shared surface streets / Block paving throughout where adopted
   - **Other finishes** - Bound aggregate and stone / concrete paving finishes where appropriate and for shared surfaces and crossing points
   - **Boundary treatments** - 0.6-1.2m depth front garden with consistent semi-formal low boundary hedgerow and/or wall / railing on both sides as appropriate to character area
4. **Parking Arrangements (Cond. 7g)**
   - **Direct access to homes** - Yes
   - **Street parking** - Potential provision for on-street parking, to be confirmed in detailed design (2.5m parallel)
   - **Garages** - Where used these should be set to the back of the plot (accessible by side driveway of 3.3m minimum width) to reduce the number of cars in the street scene)
   - **Frontage parking** - for smaller housing typologies (e.g. terraced units) 'bookended' by larger house typologies to create a sense of enclosure. Trees necessary to break up rows of parking (no more than 4 spaces in a row). Frontage parking arrangements should allow for defensible planting in front of dwellings.
5. **Public Realm (Cond. 7h)**
   - **Utilities** - Sewers under carriageway and other utilities under footway / under shared surface
   - **Street furniture** - None (will be provided in Public Open Space if relevant)
6. **Street Lighting (Cond. 7i)**
   - **Street lighting** - Highway lighting columns co-ordinated in colour and set to back of footway (away from main front windows) and up to 4m height to CCC specification
   - Lantern type - Urbis Axa

17.5 TERTIARY STREET – ADOPTED EDGE / PRIVATE DRIVE EDGE

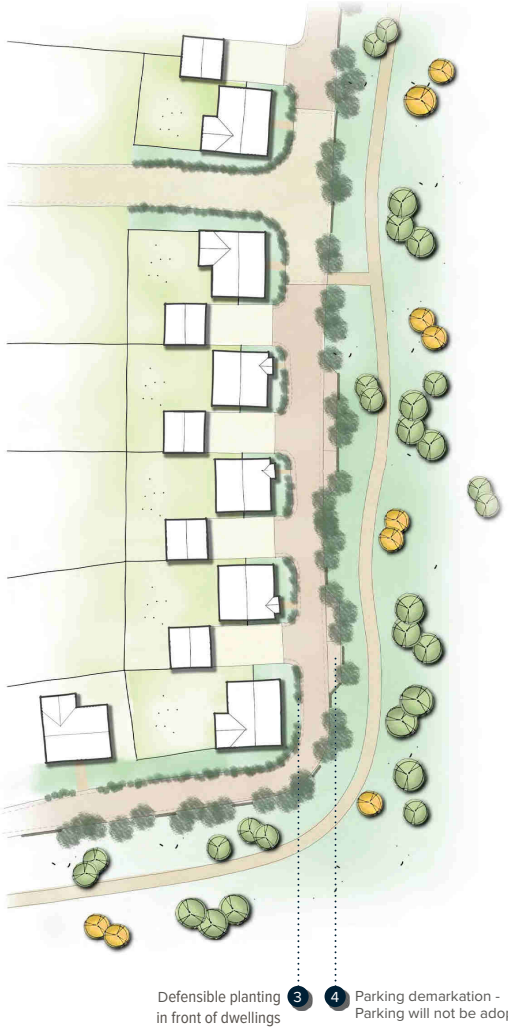


17.5.1. The edges of the development provide a critical point of interface between the surrounding context of the scheme and the development itself. Specific edge typologies are set out below providing the coding principles for the built form; in addition to these requirements, there is also a requirement to provide a specific approach to highways design.

17.5.2. The general approach to Edge Tertiary Streets is to achieve a very safe residential environment where for example children can play safely. Given that typically, edges of development interface with green infrastructure, provision should be made for additional planting on edges between dwellings so as to ensure a 'soft' transition between development and green space.

17.5.3. All plans/sections provided are illustrative to show, indicatively, the configuration of the street corridor using the Coding Principles.

ADOPTED EDGE



PRIVATE DRIVE EDGE

ADOPTED EDGE

PRIVATE DRIVE EDGE

CODING PRINCIPLES

1. **Building Principles (Cond. 7 b)**
   - **Building heights** - 1 to 2.5 storeys as appropriate to character area
   - **Building forms** - Detached and semi-detached dwellings with principal elevations facing the street
   - **Character** - Less formal than other tertiary street options with shared surface design approach
2. **Street Design (Cond. 7d)**
   - **Carriageway width** - 5.5m +0.5m service strip on either side / 3-4.5m*. **
   - **Footpath** - No (as part of the open space)
   - **Traffic calming** - No
   - **Design speed** - 5 mph
   - **Junction radii** - 6m / - 4m
   - **Visibility splays** - 2m x 2m visibility at drives
3. **Hard and Soft Landscaping (Cond. 7f)**
   - **Street trees** - between carriageway and loop footpath to complement semi-natural feel beyond / part of public realm
   - **Surface finishes** - Bound aggregate/surface dressed tarmac/block paving is encouraged for informal character
   - **Boundary treatments** - 2-6m depth front garden with either no boundary or semi-formal low boundary hedgerow and/or wall / railing as appropriate to character area Coding Principles. Planting between dwellings provided as appropriate to character area Coding Principles
   - **Carriageway edge** - use of low planting/bollards/low timber rail to prevent vehicle access to open spaces
4. **Parking Arrangements (Cond. 7g)**
   - **Direct access to homes** - Yes
   - **Street parking** - Potential visitor parking in parallel bays adjacent to the carriageway (not adopted) / No
   - **Garages** - Where used these should be set to the back of the plot (accessible by side driveway of 3.3m minimum width) to reduce the number of cars in the street scene with integral parking to the side of the properties
   - **Plot parking** - In general, provided to the side of the properties. Where smaller housetypes are used (e.g. terraced units), frontage parking arrangements should allow for defensible planting in front of dwellings.
5. **Public Realm (Cond. 7h)**
   - **Utilities** - Sewers under shared surface / under private drive
   - **Street furniture** - None (will be provided in Public Open Space if relevant)
6. **Street Lighting (Cond. 7i)**
   - **Street lighting** - To be agreed at RMA stage

* Subject to Fire Strategy. 3.7m minimum up to 45m from furthest dwelling
** Private drives must be able to cater for refuse vehicles

17.6 PRIVATE PARKING TYPOLOGIES

01 - PARKING TO THE SIDE

Car parking provided to the side is the preferred parking arrangement for most street typologies as it allows buildings to relate positively and directly with the street without being interrupted by cars. Car parking spaces must be set behind the building frontage line in order for the approach to work effectively.

Where car parking is provided to the side of properties, spaces should be observable from a ground floor window to ensure adequate surveillance. Driveways should have a minimum width of 3.3m to allow bins/bikes to be manoeuvred past parked cars.

02 - PARKING TO THE FRONT

For tighter forms of housing (e.g. terraced housing) typically on Tertiary Streets, car parking spaces provided to the front of the property will be suitable. Surface treatments should coordinate as part of the wider palette of materials for adjacent footways.

Parking bays should be defined with contrasting sets/studs (white painted lines not acceptable). Trees are necessary to break up rows of parking (no more than 4 parking spaces in a row). Minimum 1m depth defensible planted strip to be provided to the front of dwellings.

03 - INTEGRAL PARKING

Dwellings utilising integral parking will be used to create linked form that contains spaces. Essentially a variant of 'parking to the side' with the inclusion of accommodation over side spaces to create continuous built form. Side windows should be provided at ground level to ensure surveillance of the parking area.

Garage doors should not be provided by this option to ensure parking remains in perpetuity and not used for storage. Parking areas should be a minimum width of 3.3m to allow bins/bikes to be manoeuvred past parked cars. Parking areas can be utilised for access to rear gardens.

04 - FRONT PARKING COURTS

Frontage parking courts will be limited to serve no more than 6 dwellings/12 parking spaces (apartments excepted). High quality surface treatments and soft landscaping will be required (extensive areas of tarmac will not be acceptable).

Parking bays should be defined with contrasting sets/studs (white painted lines not acceptable). Trees are necessary to break up rows of parking (no more than 4 parking spaces in a row). Minimum 1m depth defensible planted strip to be provided to the front of dwellings.

05 - REAR PARKING COURTS

Rear parking courts will be limited to serve up to 6 dwellings/12 parking spaces (apartments excepted). High quality surface treatments, lighting and soft landscaping will be required (extensive areas of tarmac will not be acceptable). Where necessary, 1.5m high brick boundary walls with 0.3 railings/perforated brickwork to be provided to aid surveillance with frontage soft landscaping where visible from the public realm.

Rear parking courts for apartments are the preferred solution for parking where active surveillance is provided. Where used for dwellings they must also provide FOGs/ individual dwellings to provide surveillance.

06 - ADDITIONAL PARKING TYPOLOGIES (E.G. FOGs, CAR BARNS)

Where appropriate, other parking typologies such as car barns and FOGs can be used where they can be suitably accommodated into the development.

Such approaches should not dominate the parking solutions for the development and should be sited subserviently to residential dwellings which provide the main component to the development. All dimensions must comply with the Garage Standards set out on P58.

17.7 GARAGE/DRIVEWAY STANDARDS

17.7.1. Garages are often best designed as free- standing structures, or carefully designed additive forms, as integral garages can dominate and detract from the appearance of a house, as well as reduce the amount of active frontage to the street. Integral garages should not be encouraged unless they are part of a wide fronted house design influenced by distinctive 'outbuilding' house types.

17.7.2. Where garages/integral garages are used as allocated parking spaces, perforate garage doors should be used to discourage the garage being used for storage and to keep the parking space available at all times. Separate personnel doors allow access into and out of the building and improve access where cycles are stored within the garage.

17.7.3. Garages can often be employed to link elements within the street scene (in conjunction with walls or hedges), or to help enclose properties and create privacy between gardens. Garages are ancillary to the house and should not become prominent features. Single garages, each serving a number of properties, should often be combined into one well designed structure to maximise the opportunity for creating attractive and usable external spaces, as well as enabling more attractive building compositions, often in a mews type environment.

Garage Design Measurements

17.7.6. Minimum internal clear width as follows:

- 3.3m if cycle storage is to the side of garage
- 3.0m if cycle storage is to the rear of garage
- 5.5m for double garage with no internal wall
- Minimum internal clear length 6m
- Minimum single garage door width of 2.4m
- Additional length preferable to provide sufficient space to allow options for storage of bicycles and bins.
- Separate personnel doors are encouraged to improve access when a vehicle is parked in the garage.

Driveway Design Measurements

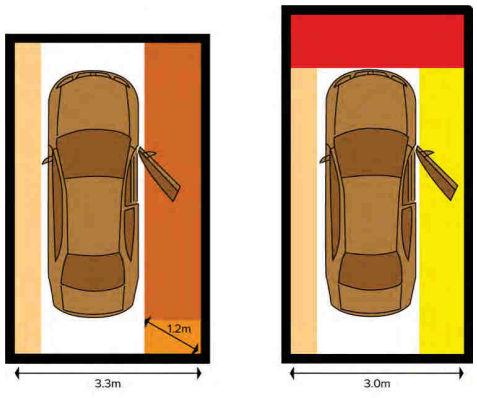
17.7.7. Minimum width of driveway to allow bins and bikes to be manoeuvred past parked cars.

- Single drive = 3.3m width
- Double drive = 6.3m width

17.7.4. Garages must be large enough to accommodate cycle storage (see below) if cycle storage is not to be provided separately in a secure building within the garden. Garages that are used for cycle storage must be a minimum of 3.3m width internally or include additional length beyond the minimum 6m to allow bins/bikes to be accommodated and manoeuvred past parked cars.

17.7.5. Garages also need to be large enough to be used to park a car comfortably. Key principles to be considered in the design of garages include:

1. Garages to be aligned with, or set back from the building frontage.
2. Single garages must have a minimum of 3m clear internal dimension to allow the door of a parked car to be opened once inside the garage.
3. Garages with a pitched roof should reflect the roof pitch of the existing building and should not result in unresolved and unbalanced building elevations.
4. Garages should complement the architectural style of the existing dwelling or streetscape and be built of similar materials to the existing property or use materials that reflect its use as an 'out- building' or subservient building.
5. Houses with integral garages should seek to use design techniques to minimise the impact of the garage on the street frontage such as within subservient element and or set back from the main frontage of the dwelling.



17.8 CYCLE PARKING STANDARDS

17.8.1. All cycle parking must be provided in accordance with the HDC Design Guide (2017) or successor Design Guides. The Following extracts are noted in respect of development at Love's Farm East.

Residential Standards

17.8.2. A minimum of two cycles per dwelling is required with then a minimum of one cycle per bedroom for dwellings of two bedrooms and above.

17.8.3. Residential cycle parking must be provided in a covered and secure location. Cycle parking may be provided within a garage as long as there remains sufficient space for a car. Garages that are used for cycle storage must be a minimum of 3.3m internal width to allow bins/bikes to be manoeuvred past parked cars.

Non-Residential Standards

17.8.4. Secure cycle parking should be provided adjacent to public buildings and in key public spaces. Cycle parking should be well-overlooked by the active frontages of adjacent buildings, preferably close to front doors and entrances.

17.8.5. In line with Sustrans' national Cycle Design Guide (2014), commercial premises and community uses secure and covered cycle parking for staff with showering and locker facilities provided within buildings.

17.9 EV CHARGING

17.9.1. Electric vehicles (EV) offer a clean and energy efficient alternative to vehicles with an internal combustion engine. There is an expectation that EV users will need to top-up their batteries regularly, and there will be a demand for the facility to do this whilst parked in a car park.

17.9.2. In non-residential areas, EV charging points may be accommodated where appropriate. Possible locations may include parking for the Primary School, mixed use or commercial areas. These should be in designated bays that are marked and clearly signed for electric vehicles. Similarly, apartment blocks should provide EV charging points in designated bays.

17.9.3. Provision will be made on each dwelling for the installation of an electrical charging point. In practice (as per the CALA proposals in the Wintringham Park development (submission for 19/80192/COND)), this has meant providing a cable between the consumer unit and the parking space for all dwelling houses and apartments with communal parking. The ends of the ducts have a cover which allows the EV charger to be installed at a later date; which is important as it allows different types of chargers to be installed in the future.

17.9.4. For houses with on plot parking, the cable should be routed around/through the dwelling with the EV charger installed on a side walls.

KEY SPACES

18. KEY SPACES

18.1.1. Within the coding area, there are several distinct ‘key spaces’ (identified at Figure 12) that form recognisable elements of the Placemaking Plan. Key spaces have been considered in the context of a site-wide 'Health, Wellbeing and Open Space Strategy' identified (Figure 13) and described below whilst also ensuring compliance with the approved 'Public Open Space Schedule' (Figure 14). The Illustrative Landscape Plan (Figure 15) shows how the spaces combine to form the full green infrastructure network with Coding Principles for each of these spaces defined on the following pages.

18.1.2. The detailed landscape treatment within key spaces will be described in more detail within Design and Access Statement that will accompany respective Reserved Matters applications; the Coding Principles set out below focus on the general design principles in terms of the formation of the spaces, their functions, particular landscape treatments and details that should be specified at Reserved Matters stage.

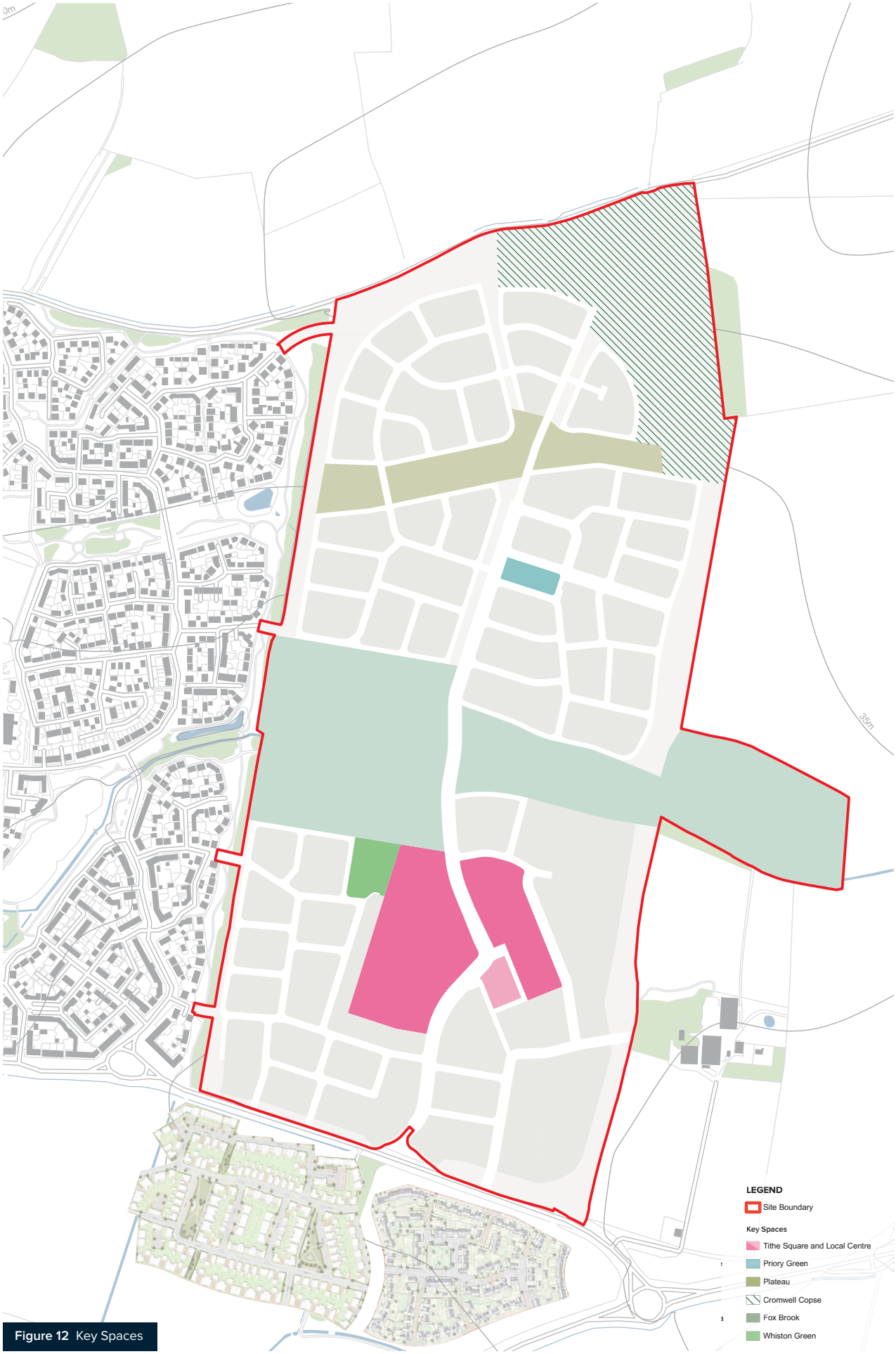


Figure 12 Key Spaces

18.1 HEALTH, WELLBEING & OPEN SPACE STRATEGY

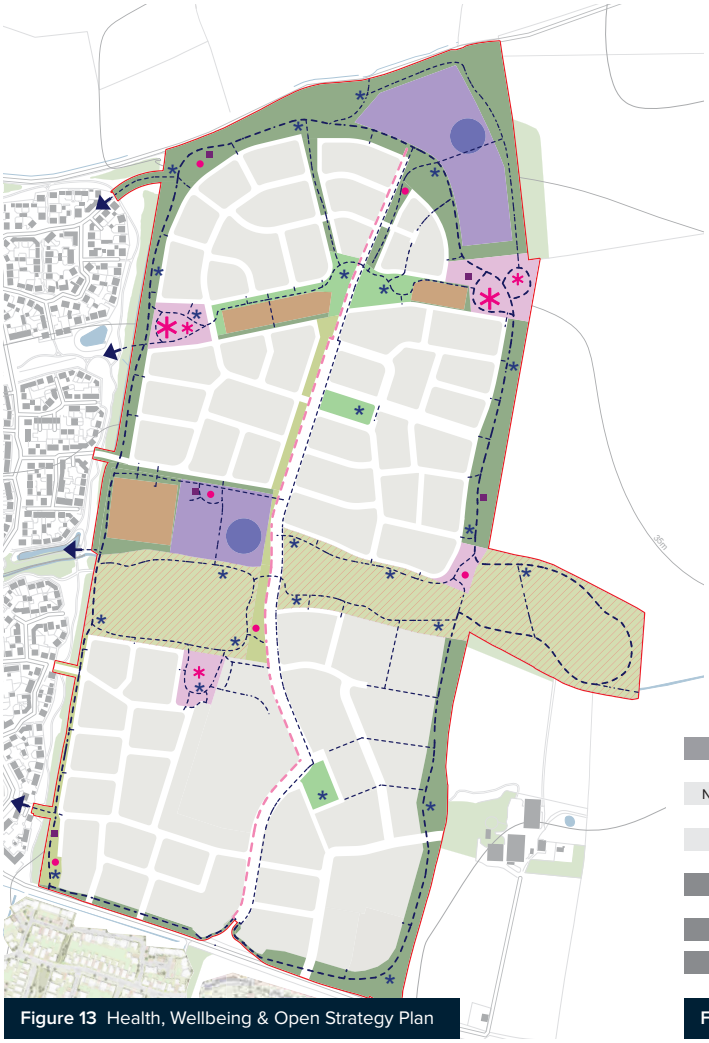


Figure 13 Health, Wellbeing & Open Strategy Plan

Open Space Category	Colour	Site Provision (Ha)
Parks and Gardens		1.31
Natural and Semi Natural Green Space		1.11
Amenity Green Space		9.57
Play Space		2.06
Allotments		1.55
Informal Total		**15.61**
Outdoor Sports		3.97
Formal Total		**3.97**
Grand Total		**19.58**

Figure 14 Approved Public Open Space Schedule

18.1.3. Following a study of several key documents[1] that focus on Health and Wellbeing, there are several distinct facets (shown in Figure 13) that can then be interwoven into the landscape and public realm:

18.1.4. Social - A number of social civic spaces are proposed at Love's Farm East that provide an opportunity for the community to come together. Tithe Square which the local centre uses front onto provides a central social space; other more intimate spaces will be found within the parks around the development. There are a number of opportunities for the inclusion of public art within the civic spaces in the development.

18.1.5. Environmental - The Fox Brook and rural edges of the site in particular are existing natural assets that emerging design proposals should make use of. Landscape designs should look to enhance the environment with a variety of different natural and semi-natural landscape characters.

18.1.6. Recreation- The green infrastructure within and around Love's Farm East should be connected by a network of pedestrian and cycle movement, encouraging active travel and providing safe routes to school. Within this network, there are a collection of spaces that provide a variety of activities and aid legibility.

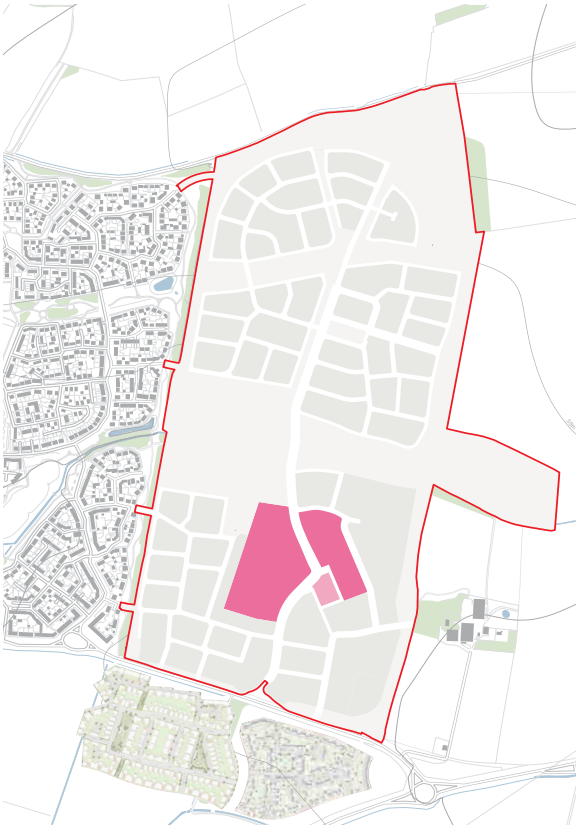
18.1.7. Play - There will be several formal play spaces and each one will have a different concept or size and scale. It is important that these also have a social element too, being part of a wider park rather than segregated and self contained. Each formal play space to have its own identity to act as a meeting points. Within the public realm there is also potential for imaginative play too. In some cases these are equipped with play equipment to create slides or climbing opportunities over banks. There may also be the opportunity for the inclusion of pocket parks within individual parcels.

18.1.8. Education - There will be a variety of different spaces around the site that provide an opportunity for outside learning. It is key that the school community is involved with the wider site using the parks and natural landscape as a resource for learning. The local community will be encouraged through working and management groups for the parks. Within parks people can give their time helping organise social events such as bike riding groups or community barbecues.

[1] Mental Capital and Wellbeing' Making the Most of Ourselves in the 21st Century. The Government Office for Science, 2008; Health Equity in England: Marmot Review 10 Years On, 2020; Future health: sustainable places for health and well-being, Cabe, 2009.

Figure 15 Illustrative Landscape Plan

18.2 TITHE SQUARE & LOCAL CENTRE

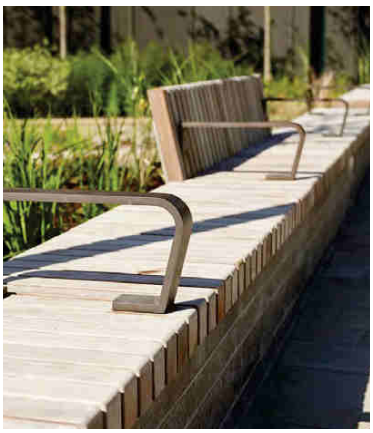


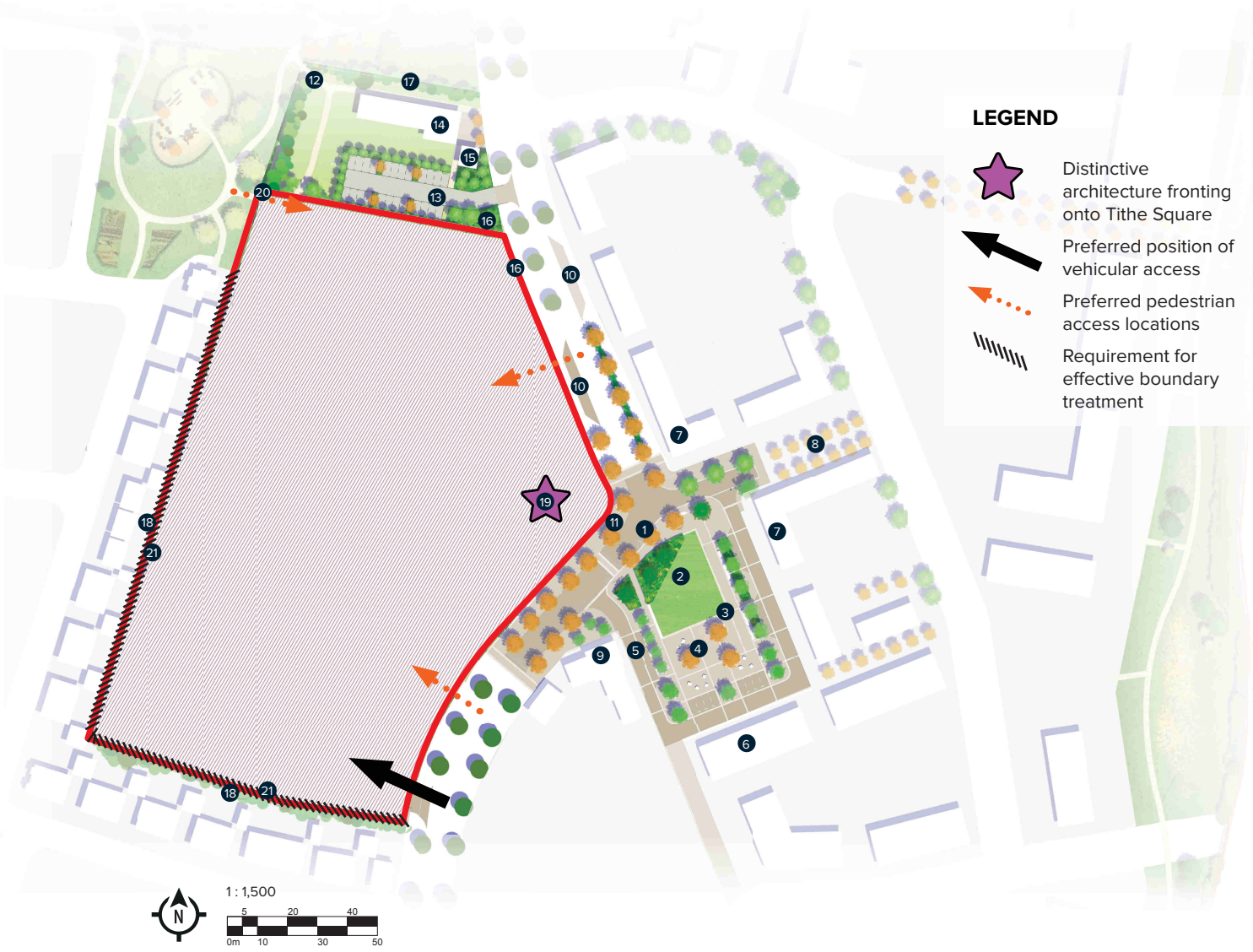
18.2.1. Tithe Square will be a formal neighbourhood square, characterised by high quality hard landscaping and incorporating formal tree planting and a central lawn. The space will cater for various activities and functions including school and nursery drop-off and lunch-time dwell time associated with the neighbouring mixed use area.

18.2.2. The materials palette for the space should be influenced by the nearby Tithe Farm with the full palette being agreed at Reserved Matters Application stage.

18.2.3. Safe pedestrian and cycle routes to the school will be required through the space.

18.2.4. The space can act as a secondary market square to the main St. Neots Market Square which hosts events throughout the year.





CODING PRINCIPLES: TITHE SQUARE & NURSERY

1. Distinctive tree species to help add special character to space.
2. A 'Village Green' located in the centre of the space.
3. Decorative banding of contrasting sets to visually break up areas of surfacing.
4. Open plaza, this provides the opportunity for community events such as markets. Coordinated street furniture (benches, bins, lighting columns, cycle parking) to ensure successful composition - full details to be agreed at RMA stage.
5. One way road around square that can be used as informal drop-off point for school combined with visitor parking.
6. Office building to front Tithe Square.
7. Extra care buildings to front Tithe Square and school with parking to the rear, accessed from the employment road.
8. Pedestrian / cycle connection from Tithe Square to the Employment area to increase permeability and mixed-use trips.
9. Larger apartment building on the corner to contain and reveal the square from the south.
10. Indicative location of bus lay-by in front of school.
11. Slight set-back of the school building to offer additional plaza dispersal space and provide planting that complements the school building frontage. Plaza area to contain feature landscaping / benches and cycle parking. The section of the street in front of the plaza will not have a green verge and trees will need generous tree pits with grills.
12. Secondary pedestrian / cycle connections to Whiston Green / Fox Brook West.
13. Staff car parking for nursery, surrounded by soft landscape for screening.
14. Nursery building to front onto Fox Brook and Primary Road, acting as a vista stop with junction opposite.
15. Cycle parking for nursery to encourage sustainable travel.
16. Landscaping required to soften extensive boundary of school / nursery with primary road and soften car-parking.
17. Interface between the nursery and Fox Brook - Boundary treatments separating the nursery site and public realm need to robust and high quality. Suitable landscaping should be considered as a means of softening extensive boundaries.
18. Provision of a fence and/or structural landscaping should be provided by residential properties on their curtilage fronting the primary school to ensure privacy.

CODING PRINCIPLES: PRIMARY SCHOOL SITE *

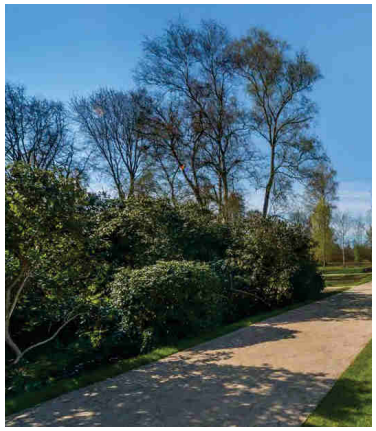
19. The following principles apply to the school building:
    - The main frontage of the school building to front onto the square and set back.
    - Distinctive contemporary architecture and material palette that heightens the modernity of the buildings in the context of the Tithe Square and Fox Brook.
    - Buildings to be arranged within the site to meet the design specification of the school provider.
    - Any parking to be delivered within school site to be softened by landscaping.
    - Secure cycle sheds to be located adjacent to the school building.
    - Ridge height up to 14.2m with the tallest building elements used to define the main frontage of the building.
20. Opportunity for pedestrian/cycle connections to Whiston Green and Fox Brook.
21. Appropriate planting should be provided along the school boundary along with other necessary means to provide privacy security.

* (to be delivered by CCC with details to be agreed at RMA stage)

18.3 PRIORY GREEN

18.3.1. Priory Green will be a formal neighbourhood space with a village green character of soft landscaping with feature trees and formal areas of shrub planting.

18.3.2. The 'Priory Green' name relates back to the early settlement of a monastery on the banks of the River Ouse and the nearby market place. When the St. Neots Priory was closed, the materials were recycled to build new local buildings. The design and form of this space could use similar materials (potentially using details that can be found in nearby villages such as Abbotsley and Great Paxton)to connect with the local character and the historical context with the full palette being agreed at Reserved Matters Application stage. The materials palette should complement the materials of buildings that front onto the square.



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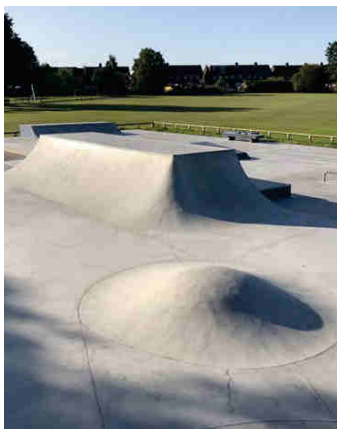
CODING PRINCIPLES

1. Formal greens for passive recreation such as picnics and frisbee framed with paved areas.
2. Ornamental planting to edges to define the space
3. Formal feature trees to add visual interest and help define the edges of the space.
4. Coordinated street furniture (benches, bins, lighting) to ensure successful composition - full details to be agreed at RMA stage.
5. Inclusion of parallel parking bays on streets around the edge of the space.
6. Key building at the eastern end of the green to terminate views and frame the space.
7. Use of materials that reflect the local character and the historical context of Tithe Farm. Full materials palette and boundary treatments to be agreed at RMA stage and should complement the materials of buildings that front onto the square.

18.4 THE PLATEAU

18.4.1. The Plateau will have a semi-open character including semi-natural planting, community allotments and fruit orchards. The Plateau will also provide a combined NEAP and LEAP playspace on its western edge close to the boundary with Love's Farm West.

18.4.2. The location responds to the gentle slope incline and southerly-aspect that provide a perfect location for a series of activity gardens including residential allotments, community garden, orchard and play area which will combine to create an attractive semi-formal landscape. Collectively they will form a secondary east-west green corridor connecting to Love's Farm West.



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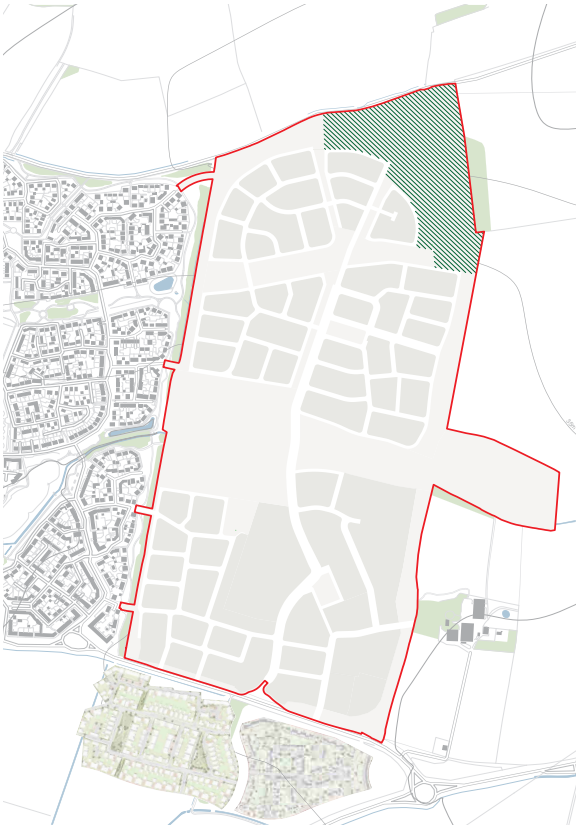
CODING PRINCIPLES

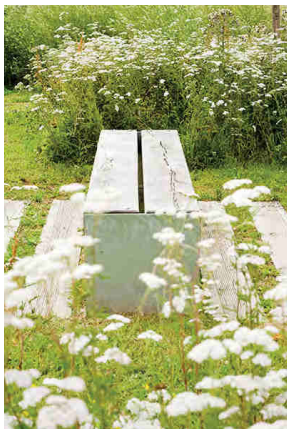
1. Allotment areas/community grow spaces enclosed in hedgerows
2. Orchards are placed throughout and around the plateau area, the trees will provide produce as well as seasonal interest
3. Large play area including skate park area with fruit trees surrounding the space to reflect the characteristics of the nearby allotments and orchards whilst hedges and opportunity for grow enclose the space.
4. Coordinated street furniture (benches, bins, lighting, cycle parking) to ensure successful composition - full details to be agreed at RMA stage.
5. Pedestrian linkages provided through the space to ensure high levels of accessibility for adjacent areas of housing.
6. Min. 1m thick boundary hedge incorporating rabbit-proof fencing around allotment area.
7. Central communal parking area with water supply location for allotment users.
8. Shallow drainage basins (no standing water) with semi-natural planting surrounding.
9. Opportunity for a key building to terminate views to the north and frame the space.

18.5 CROMWELL COPSE



18.5.1. Cromwell Copse provides the main sports facilities for the development at the north east of the site. Two full-sized pitches will be provided in accordance with the specification outlined in the S106 Agreement attached to the Outline Planning Permission with pitch and run off areas to comply with “The FA Guide Pitch and Goalpost Dimensions” standards (July 2012). The pitches will be supported by ancillary facilities including a pavilion (with changing rooms, function room, kitchen), parking area with provision for overflow and coach parking and cycle parking. Cromwell Copse will also provide a NEAP, a LEAP and outdoor gym at its south east.

18.5.2. This key space provides an interface between the development and open countryside to the north. A dense planted buffer will be introduced on the northern boundary and wrapping around the north eastern corner to ensure an effective semi-natural transition to the open countryside.



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CODING PRINCIPLES

1. Swathes of native matrix woodland planting will define the edge of the development and provide a wildlife corridor running through the space. Species will include but not limited to:
   Ilex aquifolium (Holly)
   Crataegus monogyna (Hawthorn)
   Corylus avellana (Hazel)
   Acer campastre (Maple)
   Quercus robur (Oak)
   Tilia cordata (Lime)
   Betula pendula (Birch)

2. Access to the wider public footpath network.

3. Two full-sized pitches will be provided in accordance with the specification outlined in the S106 Agreement attached to the Outline Planning Permission with pitch and run off areas to comply with "The FA Guide Pitch and Goalpost Dimensions" standards (July 2012). The pitches will be supported by ancillary facilities including a pavilion (with changing rooms, function room, kitchen), parking area with provision for overflow and coach parking and cycle parking. Pavilion to be timber clad to complement adjacent buffer planting. Full pavilion details (size, dimensions, specification) to be provided at RMA stage in accordance with the S106 Agreement.

4. Car park with a minimum of 28 spaces to provide access to the sports facilities and play area. Hard surface wrapped with planting for screening. Cycle parking to be provided immediately adjacent to sports pavilion/parking area. Landscape treatments to include mixed native hedge and trees, hard surfacing broken up with different materials, softer material for parking spaces such as self-binding gravel. Full details to be agreed at Reserved Matters Application stage.

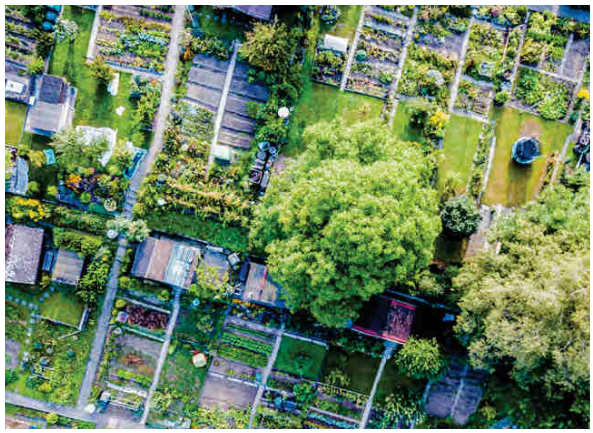
5. Space incorporates NEAP, LEAP and outdoor gym with adjacent cycle parking that further encourage active lifestyles.

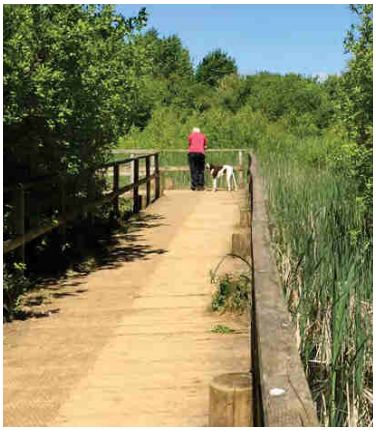
18.6 FOX BROOK (WEST)

18.6.1. Fox Brook West is a multifunctional space providing junior sports facilities, a LAP, allotments and a semi-natural area providing drainage attenuation. The various functions of the open space will be connected by a network of footways that connect to Love's Farm West and to the eastern side of the Fox Brook corridor.

18.6.2. One full-sized pitch and one junior pitch will be provided in accordance with the specification outlined in the S106 Agreement attached to the Outline Planning Permission with pitch and run off areas to comply with "The FA Guide Pitch and Goalpost Dimensions" standards (July 2012). The pitches will be supported by ancillary facilities including a pavilion (with changing rooms, function room, kitchen), parking area with provision for overflow parking and cycle parking.

18.6.3. The drainage attenuation area (formed from the existing drainage basin) will be semi-natural in character providing opportunities for boardwalk areas that create viewpoint and learning opportunities about the Fox Brook Nature Corridor.





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CODING PRINCIPLES

1. Community allotments providing storage space and water tap and enclosed within a native hedgerow min. 1m thick incorporating rabbit-proof fencing. Allotment parking on hard standing and along the road.

2. Sports facilities to include a full sized pitch and a junior pitch in accordance with the specification outlined in the S106 Agreement attached to the Outline Planning Permission with pitch and run off areas to comply with "The FA Guide Pitch and Goalpost Dimensions" standards (July 2012). The pitches will be supported by ancillary facilities including a pavilion (with changing rooms, function room, kitchen), parking area with provision for overflow and coach parking and cycle parking. Pavilion to be timber clad to complement adjacent buffer planting. Full pavilion details (size, dimensions, specification) to be provided at RMA stage in accordance with the S106 Agreement.

3. Car park with a minimum of 28 spaces to provide access to the sports facilities and play area. Cycle parking to be provided immediately adjacent to sports pavilion/parking area.

4. Earth mounding to form LAP and allow for informal seating for sports spectators.

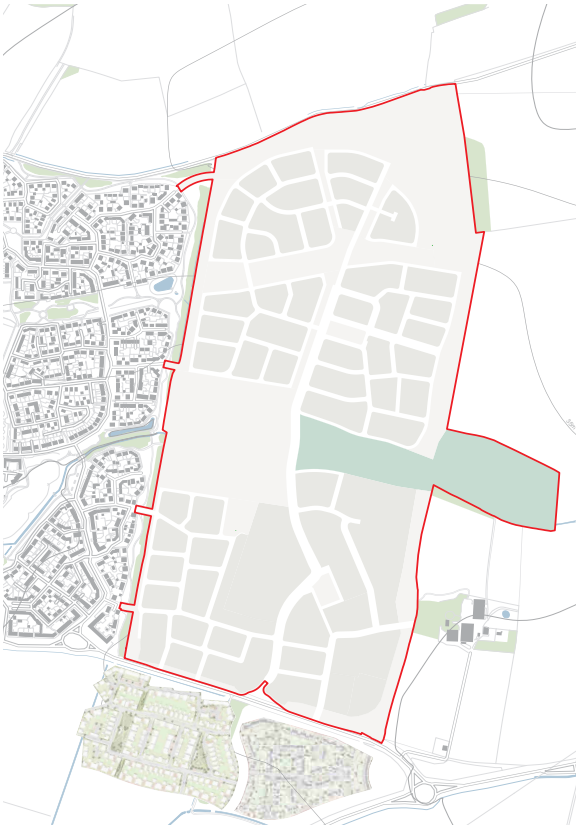
5. Existing wetland area, enhanced with native planting that encourages and supports wildlife.

6. New pedestrian footpaths and boardwalks that create viewpoint and learning opportunities about the Fox Brook Nature Corridor with footpath connecting directly into Whiston Green and residential blocks to the south, as well as to the nursery site.

7. Crossing of Primary Street finished in contrasting material (to be agreed with HDC and CCC at RMA stage) and with dropped curbs either side to form a courtesy crossing of the leisure route between Fox Brook West and East.

8. Footpath to connect with existing footpaths on Loves Farm West at the western edge of the coding area.

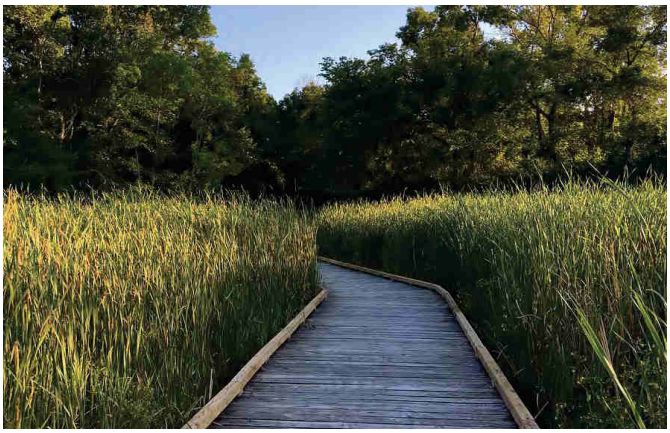
18.7 FOX BROOK (EAST)

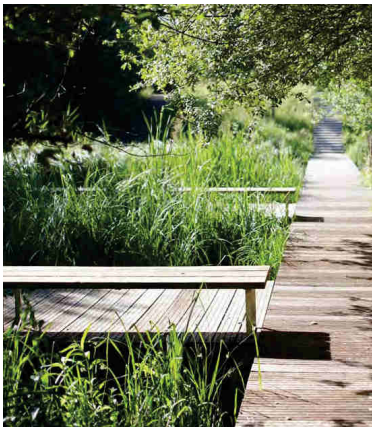


18.7.1. Fox Brook East essentially forms the eastern extent of the semi-natural environment within Fox Brook West. A series of attenuation basins and the Fox Brook itself will provide the varying earthform for a biodiverse area that supports wildlife conservation and habitat creation.

18.7.2. The area will accommodate a LAP themed to suit the surrounding environment using natural materials such as timber balancing beams and stepping stones.

18.7.3. The drainage attenuation areas will be semi-natural in character providing opportunities for boardwalk areas that create viewpoint and learning opportunities about the Fox Brook Nature Corridor.





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CODING PRINCIPLES

1. Proposed attenuation basin, planted with a mix of native species to include mixed meadows, submerged and maringal vegetation as well as wet woodlands that encourages and supports wildlife. Full details to be agreed with HDC and County Ecologist at Reserved Matters Application stage.
2. New pedestrian footpaths and boardwalks that create viewpoint and learning opportunities about the Fox Brook Nature Corridor with connections provided to streets north and south of the space.
3. Local area for play, themed to suit the surrounding environment using natural materials such as timber balancing beams and stepping stones.
4. Isolated planted areas for wildlife, suitably distant from the footpaths to support wildlife conservation and protection, varying in terms of species from Cromwell Copse (to be agreed at RMA stage with HDC and County Ecologist).

18.8 WHISTON GREEN

18.8.1. Whiston Green will be positioned between the Primary School to the south and the Fox Brook corridor to the north effectively providing a green link (and safe route to school) from the north of the site.

18.8.2. This neighbourhood green will be characterised by a vibrant social atmosphere with children's play area (LEAP) at its heart for day-to-day enjoyment and recreational activities and community grow spaces around the edge which (along with the Fox Brook corridor) could be used for outdoor school lessons (such as the Forest School ethos). Clusters of ornamental trees are dispersed throughout the green to provide structure, seasonal interest and create areas of dappled shade.

1 : 500

0m 5 10 25

CODING PRINCIPLES

1. Local equipped area for play, ornamental trees provide shelter and seasonal displays throughout the space.
2. Community grow spaces using beds and raised planters, framed by hedgerows which could also be planted with productive species.
3. Formal trees follow the footpaths around the Green.
4. Direct connections into the school and nursery to allow uninterrupted safe routes to through green areas and safe after school space for children.
5. Coordinated street furniture (benches, bins, lighting, cycle parking) to ensure successful composition - full details to be agreed at RMA stage.

EDGES

19. EDGES

19.1.1. Edge typologies set out rules for where the proposed development interfaces with external features such as outlying countryside or the adjacent Love's Farm West development.

19.1.2. There are seven edge typologies that relate to the site as follows:

- Rural Edge
- Linear Park Edge
- Cambridge Road Edge
- Employment Edge
- Fox Brook Edge
- Plateau Edge
- Green Corridor Edge

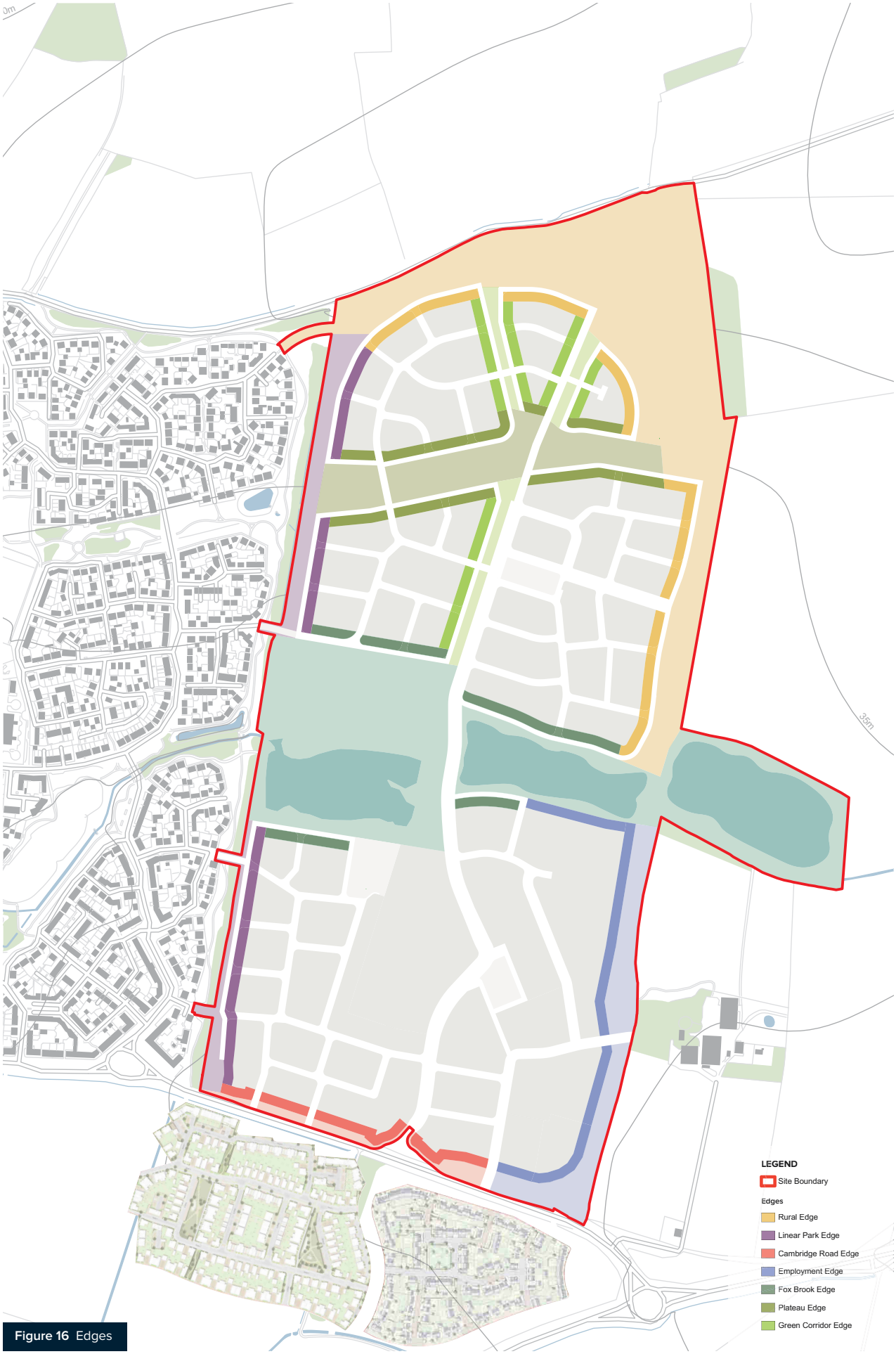
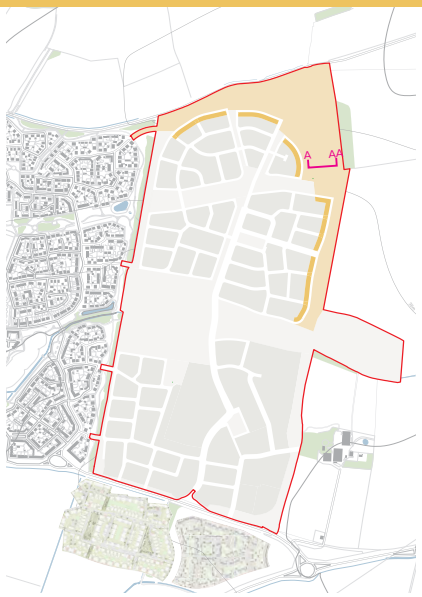


Figure 16 Edges

19.1 RURAL EDGE



19.1.3. The Rural Edge faces out north and west onto the Cambridgeshire countryside beyond; when complete, this edge will form the north eastern extent of the wider St Neots area. The Rural Edge coding principles therefore have a responsibility to ensure that the development can transition sympathetically to the countryside beyond.

19.1.4. Buildings on the Rural Edge will be loose in their arrangement and should face directly out from the edge and provide opportunities for planting between dwellings that can complement the setting and soften the impact of the built form. The Rural Edge sits within the Northern Informal Character Area, so typically, dwellings on this edge will be detached in order to meet the character aspirations for this area and achieve the low density response envisaged by the Outline Planning Permission.

CODING PRINCIPLES

1 Building Typologies (see Building Typologies section below)

- Detached
- Semi-detached

2 Parking Arrangements

- Direct access to plots
- Informal visitor parking on adopted edge/private drive edge street
- Garages to be set to the back of the plot (accessible by side driveway of 3.3m minimum width) to reduce the number of cars in the street scene

3 Boundary Treatments

- Front garden informal planting with low hedge/bollards/knee-rail fence between street and open space
- Brick screen walls to match brick type to host dwelling it relates to

4 Set Back

- Min. 3m depth (excluding private drive)

5 Materials (see Materials Palette section below)

Walls - Common

- Medium red blend or similar

Roofs

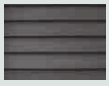
- Slate or similar

- Cambridgeshire mix clay tiles or similar

Walls - Accent

- Light red blend or similar

- Cream/sand render



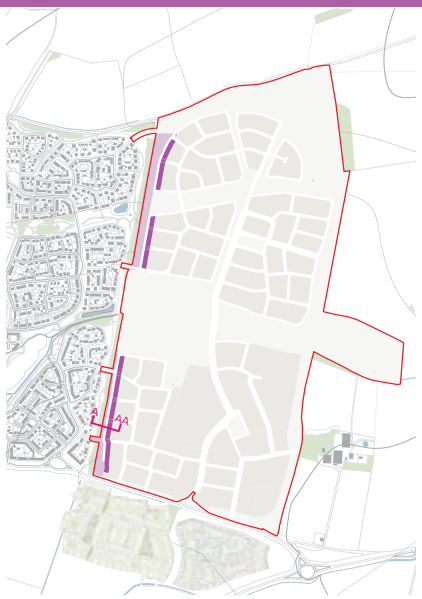
- Dark/Blackened weatherboard or similar

- Green/Light weatherboard or similar

6 Key Principles

- All buildings front out towards the edge
- Generous set-backs
- Looser, informal response to the edge
- Garages to the side of the properties set to the back of the plot
- Minimum 3.3m wide single driveways
- Minimum 6.3m wide double driveways

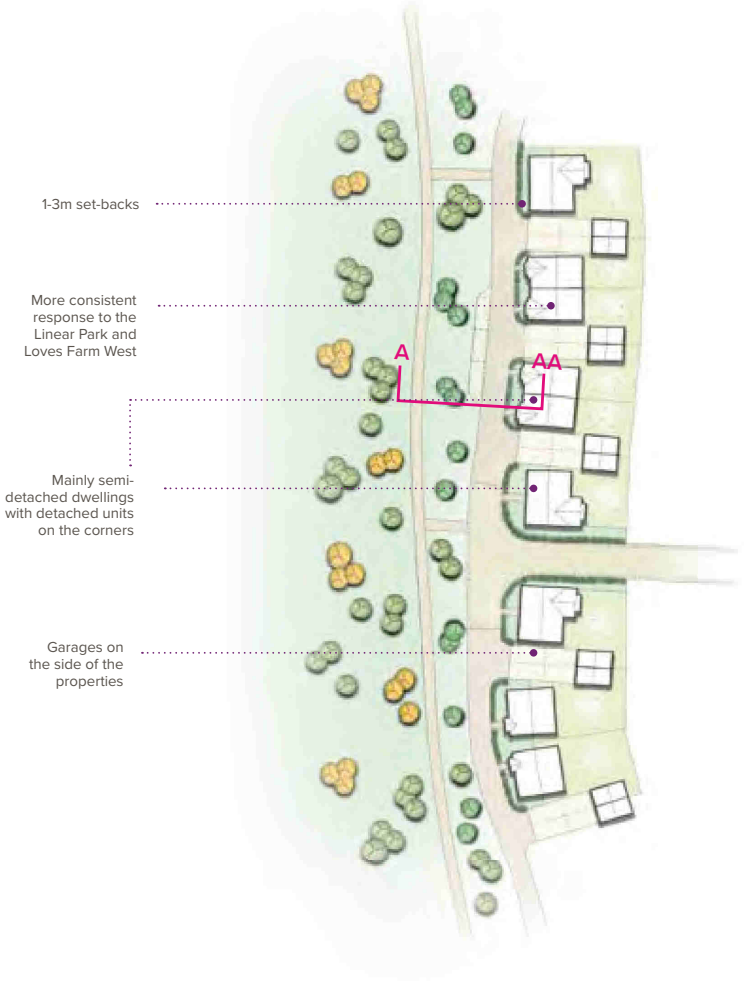
19.2 LINEAR PARK EDGE

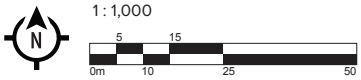


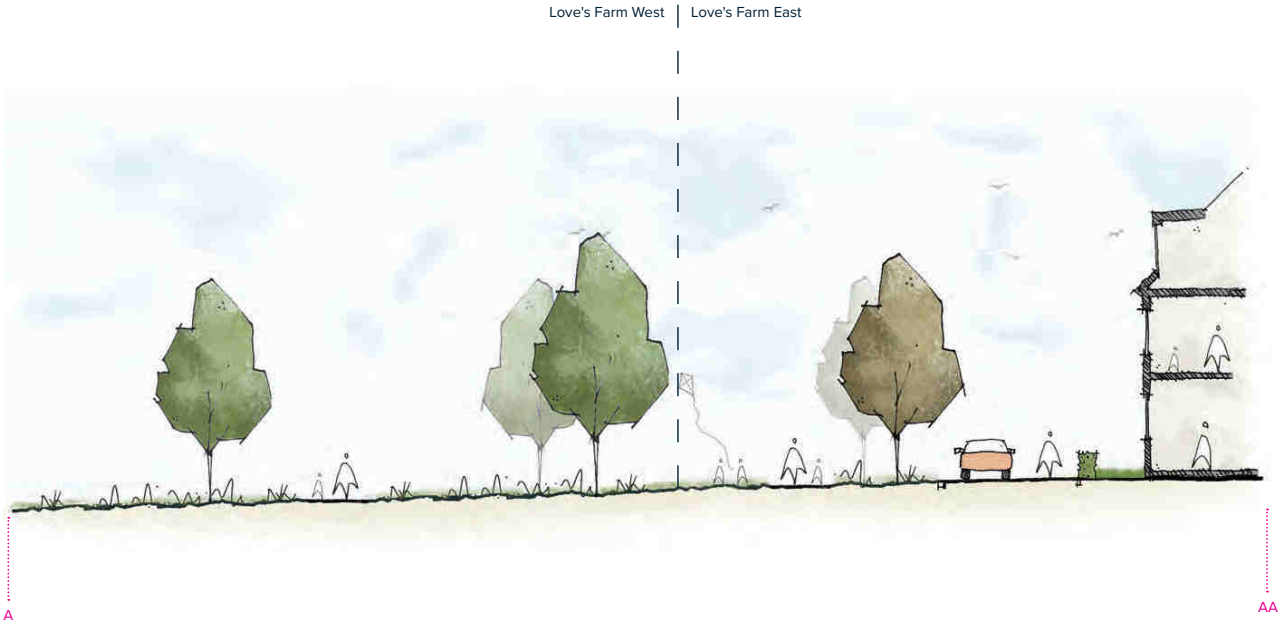
19.2.1. The Linear Park provides a green corridor between Love's Farm West and Love's Farm East. Development in Love's Farm West already faces onto the linear park and new development in Love's Farm East will be required to also to in effect complete the enclosure of the space.

19.2.2. Buildings on the Linear Park Edge will be required to respond to the existing development on the other side of the Linear Park and materials and coding principles have been selected that would complement the buildings that already exist there.

19.2.3. The Linear Park Edge runs the entire length of the site straddling the Northern Informal Character Area and Southern Urban Character Area; as such, a range of low, medium and high density housing typologies will be required here (see Density Diagram p. 25).



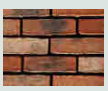




CODING PRINCIPLES

1. **Building Typologies (see Building Typologies section below)**
   - Detached
   - Semi-detached
   - Terraced
2. **Parking Arrangements**
   - Direct access to plots
   - Formal visitor parking on adopted edge/private drive edge street
   - Garages to be set to the back of the plot (accessible by side driveway of 3.3m minimum width) to reduce the number of cars in the street scene
3. **Boundary Treatments**
   - Front garden informal planting with low hedge/bollards/knee-rail fence between street and open space
   - Brick screen walls to match brick type to host dwelling it relates to
4. **Set Back**
   - 1-3m depth (excluding private drive)
5. **Materials (see Materials Palette section below)**

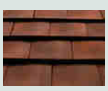
Walls - Common



- Medium red blend or similar

Roofs

- Slate or similar



- Red/Brown clay tiles or similar

Walls - Accent

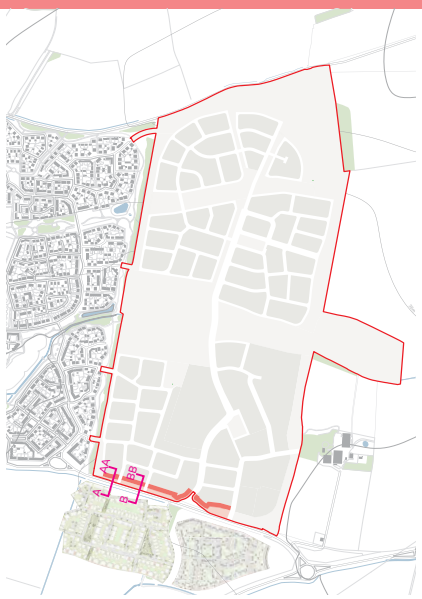
-Buff blend or similar

- Neutral Render

- Light timber or similar

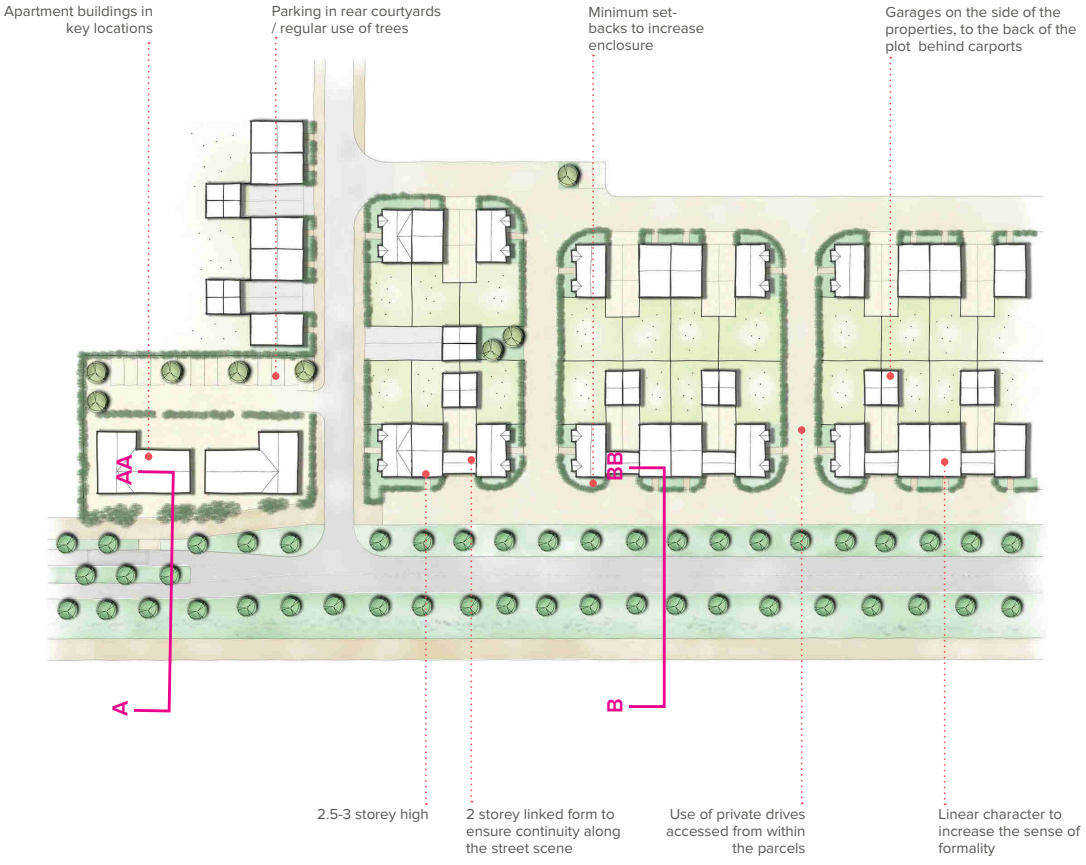
6. **Key Principles**
   - All buildings front out towards the edge
   - Low/Medium Density on north part of the edge (within the Northern Informal Character Area) and Medium/High Density on the south part of the edge (within the Southern Urban Character Area) - see Density Diagram on P25
   - Seamless integration with the existing Linear Park Edge on Loves Farm West boundary
   - Formal/orthogonal arrangement of buildings fronting the edge
   - Garages to the side of the properties set to the back of the plot
   - Minimum 3.3m wide single driveways
   - Minimum 6.3m wide double driveways

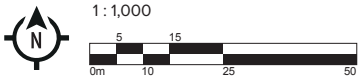
19.3 CAMBRIDGE ROAD EDGE



19.3.1. The Cambridge Road Edge is where Love's Farm East is at its most visible from the public realm. This part of the site fronts directly onto Cambridge Road and is opposite Wintringham Park (which is subject to a separate Design Code and several Reserved Matters Planning Applications). The edge also forms a continuation of the frontage of Love's Farm West which is to the immediate west of Love's Farm East on Cambridge Road. There is therefore a need in urban design terms, for consistency that can tie together the frontages of these important development sites.

19.3.2. As is the case with Love's Farm West and Wintringham Park, the Cambridge Road frontage will have a sense of formality with larger high density buildings sitting behind tree-lined verges. There will be no direct access to frontage properties and built form will be characterised by taller building forms with minimal setbacks.





CODING PRINCIPLES

1 Building Typologies (see Building Typologies section below)

- Apartments
- Semi-detached
- Terraced

2 Parking Arrangements

- No direct access to plots
- All parking to the side and rear of buildings
- Garages to be set to the back of the plot (accessible by side driveway of 3.3m minimum width) to reduce the number of cars in the street scene

3 Boundary Treatments

- Low clipped hedge and/or shrub planting directly in front of apartments or on opposite verge where frontage private drive exists
- Formal Hedge: Ligustrum ovalifolium (Privet). Evergreen. 1.2m high clipped. 3 plant's per linear metre. Clipped. Evergreen (red)
- Brick screen walls to match brick type to host dwelling it relates to

4 Set Back

- 1-1.5m depth (excluding private drive)

5 Materials (see Materials Palette section below)

Walls - Common

- Buff blend or similar

Walls - Accent

-Light blend or similar

- Neutral Render

Roofs

- Slate or similar

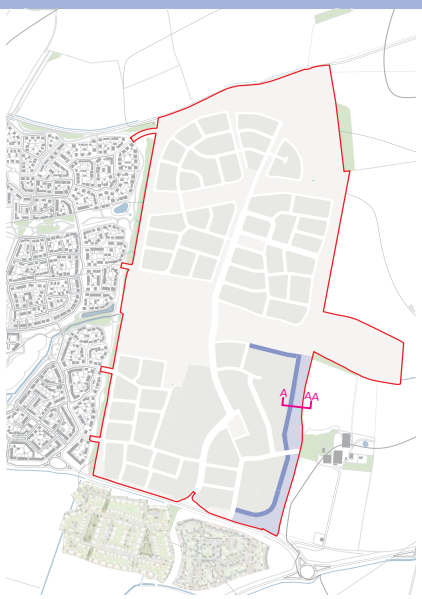
- Red/Brown clay tiles or similar

- Light timber or similar

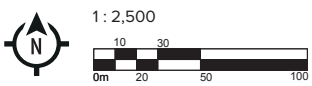
6 Key Principles

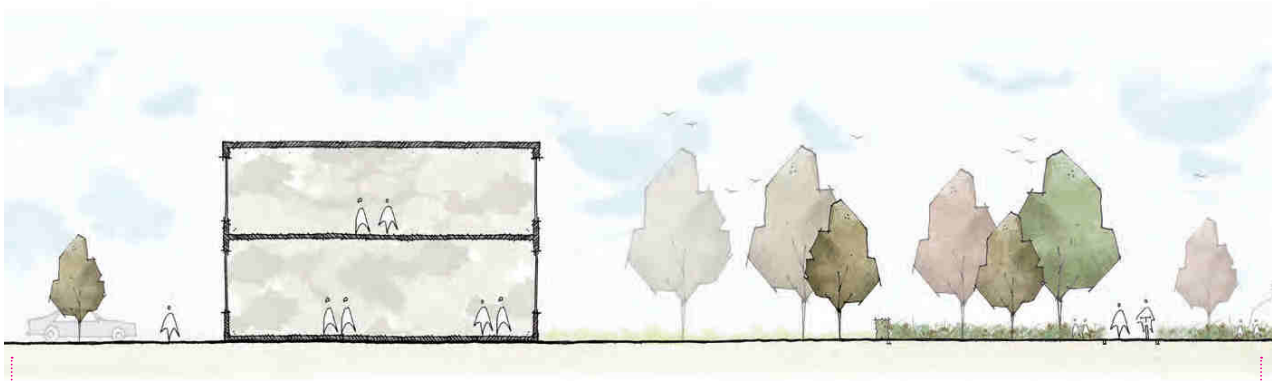
- All buildings front out towards the edge
- High density housing typologies to provide consistency with Love's Farm West Cambridge Road frontage with building heights provided in accordance with approved parameters
- 2-storey linked form to ensure continuity and formality along the street frontage
- Accommodation on top of the links
- Formal/orthogonal arrangement of buildings fronting the edge
- Garages to the side of the properties set to the back of the plot
- Minimum 3.3m wide single driveways
- Minimum 6.3m wide double driveways
- Continual shared surface running parallel with Cambridge Road with access for all modes.

19.4 EMPLOYMENT EDGE



19.4.1. The Employment Edge is visible from the east and will form the backdrop to the Tithe Farm. Built Form on the Employment Edge should face directly onto the edge behind generous green buffers that include a perimeter hedge line, substantial planting and new trees which will soften the impact of new built form and can complement the setting. The Employment Edge will be formed of a series of pavilion buildings that positively front the edges which include Fox Brook, open farmland to the east (which includes the Grade II Listed Tithe Farm) and Cambridge Road to the south. Green buffers to the edges of the Character Area will be generous and merge seamlessly into the green campus setting of the proposed buildings to ensure that a positive interface is achieved, particularly from the east. The eastern edge in particular will pay regard to the materials and forms used on the Tithe Farm in order to respect the importance of this building.





CODING PRINCIPLES

1 Building Typologies

- Pavilion Office Buildings
- L-shaped Hotel (see landmarks)
- Pavilion pub

2 Parking Arrangements

- Parking courts set behind buildings away from edges

3 Boundary Treatments (see Materials Palette section below)

- Consistent perimeter hedge line (1.6m+ high)
- Deep buffers (10m+) with substantial planting and new trees
- Brick screen walls to match brick type to host dwelling it relates to

4 Set Back

- Buildings set back a minimum of 10m from Coding Area boundary/adjacent open spaces

5 Materials

-Light blend or similar

- Neutral Render

- Light timber or similar

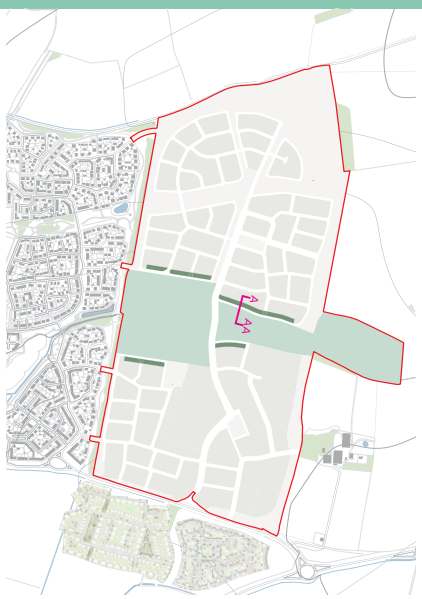
- Metal Cladding

-Glass

6 Key Principles

- Pavilion Buildings within a green setting to create a campus-feel
- Deep buffers to soften the impact of large footprint buildings
- All parking/servicing to be contained within the centre of the Character Area to ensure that edges retain greenness and tranquillity
- Pedestrian / cycle connections to be provided between employment area and Tithe Square
- Pedestrian / cycle connections to be provided to adjacent leisure routes in the Fox Brook corridor.
- Positive interface between employment area and residential parcels
- Discrete bin storage provision
- Cycle storage provision

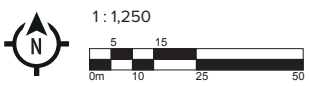
19.5 FOX BROOK EDGE

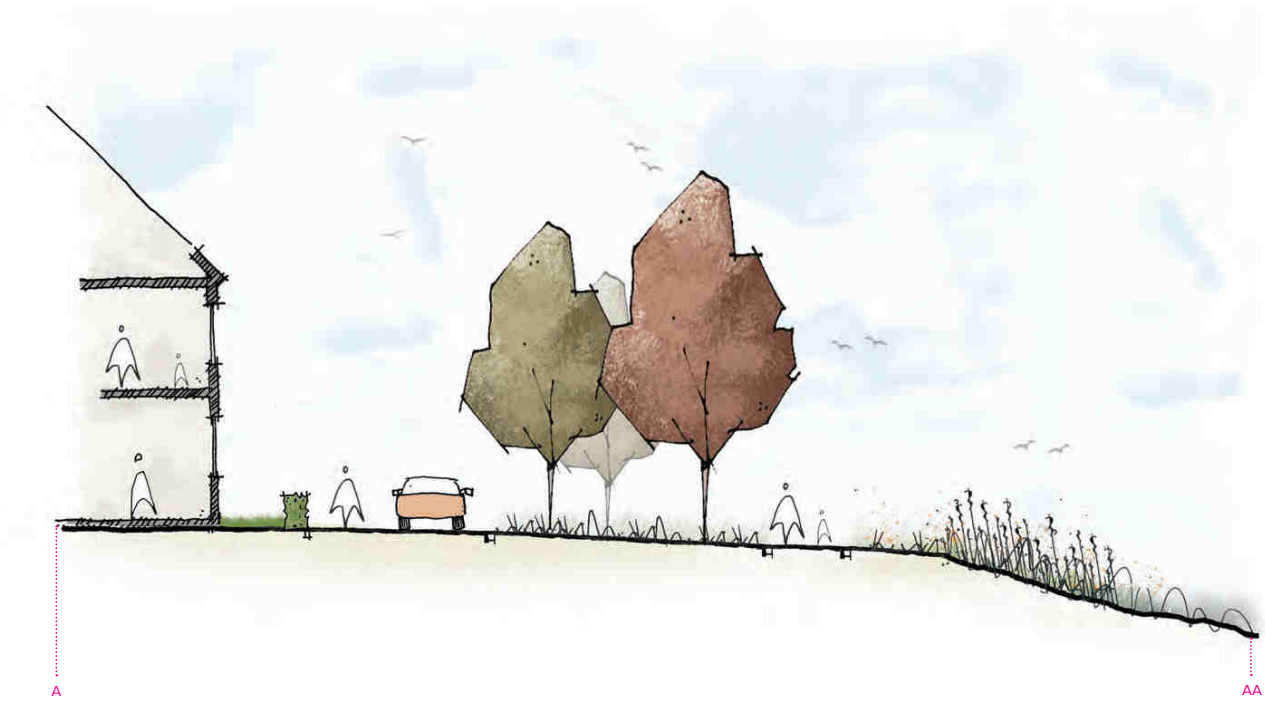


19.5.1. The Fox Brook is main component of the open space network on the site. It will contain a mixture of functional areas (sports pitches and allotments) as well as semi-natural areas derived from drainage and ecology requirements.

19.5.2. The Fox Brook Corridor also provides the threshold between the two main Character Areas of the site and a transition from an urban-formal to a suburban-informal setting. This said, there is a need to ensure that there is a completeness to the built form response on the two edges of the space despite being in two different Character Areas which can be achieved by form, arrangement and materiality.

19.5.3. Buildings on the Fox Brook Edge should face directly onto the corridor and provide opportunities for planting between dwellings that can complement the setting.





CODING PRINCIPLES

1. **Building Typologies (see Building Typologies section below)**
   - Detached
   - Semi-detached
   - Terraced
2. **Parking Arrangements**
   - Direct access to plots
   - Informal visitor parking on adopted edge/private drive edge street
   - Garages to be set to the back of the plot (accessible by side driveway of 3.3m minimum width) to reduce the number of cars in the street scene
3. **Boundary Treatments**
   - Informal Hedge: Carpinus betulas (Hornbeam) 1.2m high clipped. 3 plants per linear metre. Clipped. Deciduous. Low hedge between street and open space
   - Brick screen walls to match brick type to host dwelling it relates to
4. **Set Back**
   - 1-3m depth (excluding private drive)
5. **Materials (see Materials Palette section below)**

Walls - Common

- Medium red blend or similar

Roofs

- Cambridgeshire mix clay tiles or similar

Walls - Accent

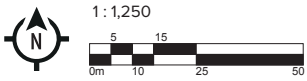
- Neutral Render

6. **Key Principles**
   - All buildings front out towards the edge
   - Looser, informal response to the edge
   - Garages to the side of the properties set to the back of the plot
   - Minimum 3.3m wide single driveways
   - Minimum 6.3m wide double driveways

19.6 PLATEAU EDGE

19.6.1. The Plateau provides a functional linear open space through the Northern Informal Character Area which will contribute to the 'green-ness' of this part of the site. There is a need to ensure that there is a completeness to the built form response on the two edges of the space that will ultimately support the success of the space and allow it to be read as one. This can be achieved by form, arrangement and materiality used in buildings on either side of the space.

19.6.2. Buildings on the Plateau Edge should face directly onto the space in informal groupings with opportunities for planting between dwellings that can complement the setting.



CODING PRINCIPLES

1 Building Typologies (see Building Typologies section below)

- Detached
- Semi-detached

2 Parking Arrangements

- Direct access to plots
- All parking to the side and rear of buildings
- Garages to be set to the back of the plot (accessible by side driveway of 3.3m minimum width) to reduce the number of cars in the street scene

3 Boundary Treatments

- Informal Hedge: Carpinus betulas (Hornbeam) 1.2m high clipped. 3 plants per linear metre. Clipped. Deciduous. Low hedgerow between street and open space
- Brick screen walls to match brick type to host dwelling it relates to

4 Set Back

- Min. 3m depth (excluding private drive)

5 Materials (see Materials Palette section below)

Walls - Common

- Medium red blend or similar

Roofs

- Cambridgeshire mix clay tiles or similar

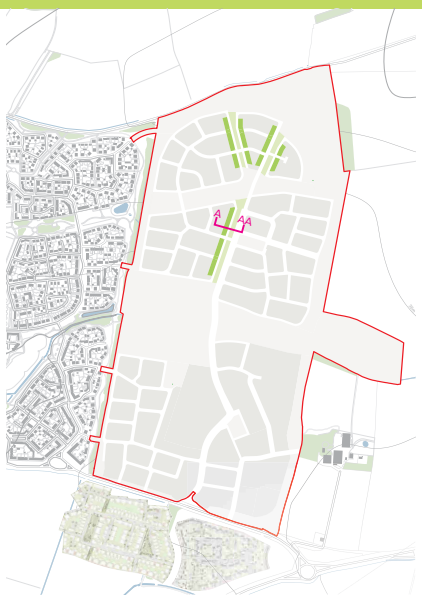
Walls - Accent

- Neutral Render

6 Key Principles

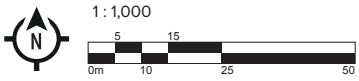
- Groupings (max. 5 units) on a private drive facing the Green Corridor allowing dwellings to front and side (but not back) onto the Green Corridor
- Looser, informal response to the edge
- Generous set-backs
- Garages to the side of the properties set to the back of the plot
- Minimum 3.3m wide single driveways
- Minimum 6.3m wide double driveways

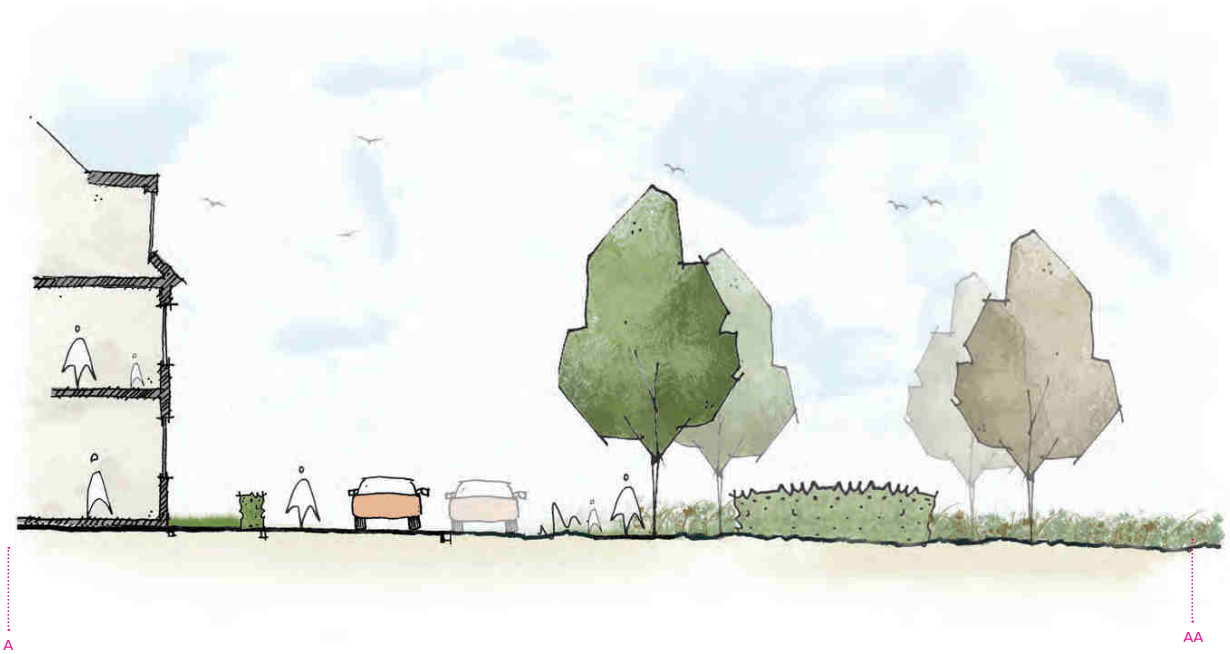
19.7 GREEN CORRIDOR EDGE



19.7.1. The Green Corridor includes both retained and new hedgerow planting in the Northern Informal Character Area. The Green Corridor will significantly contribute to the 'green-ness' of this part of the site and provide an essential component that allows transition between built form and the countryside to the north and east.

19.7.2. Buildings on the Green Corridor Edge therefore have a responsibility to respond well to the Green Corridors to ensure that these can be meaningful and characteristic spaces. Buildings on the Green Corridor Edge will be semi-formal in their arrangement allowing for small groupings that face onto the corridor and providing opportunities for planting between dwellings that can complement the Green Corridor.





CODING PRINCIPLES

1 Building Typologies (see Building Typologies section below)

- Detached
- Semi-detached

2 Parking Arrangements

- No direct access to plots
- All parking to the side and rear of buildings
- Garages to be set to the back of the plot (accessible by side driveway of 3.3m minimum width) to reduce the number of cars in the street scene

3 Boundary Treatments

- Formal ornamental shrub and small tree planting. Low hedge/bollards/knee-rail fence between street and open space
- Brick screen walls to match brick type to host dwelling it relates to

4 Set Back

- 1-3m depth (excluding private drive)

5 Materials (see Materials Palette section below)

Walls - Common

- Medium red blend or similar

Walls - Accent

- Neutral Render

Roofs

- Cambridgeshire mix clay tiles or similar

6 Key Principles

- Groupings (max. 5 units) on a private drive facing the Green Corridor allowing dwellings to front and side (but not back) onto the Green Corridor
- Formal/orthogonal arrangement of buildings fronting the edge
- Garages to the side of the properties set to the back of the plot
- Minimum 3.3m wide single driveways
- Minimum 6.3m wide double driveways

LANDMARKS

20. LANDMARKS

20.1.1. Landmark buildings should be notably distinct within the wider scheme and use additional detailing and accent materials to emphasise particular house-types within their setting.

20.1.2. Such buildings are characterised by their location in relation to the site and are typically highly visible and hold a commanding position that stand out from the context and the neighbourhood, bringing focus and identity. The most appropriate locations for Landmarks are identified on the Placemaking Plan. These locations have been selected in line with the following principles:

- They are in highly visible locations within the pattern of streets and spaces.
- They would be appropriate landmarks for navigation.
- They hold a commanding position that is not shared by other buildings.
- They are distributed throughout the plan in such a way that important pedestrian and vehicular nodes and routes become more memorable.

20.1.3. In order to ensure Landmarks become exemplars, innovative, bold and imaginative design responses are required that are appropriate to their settings. In order to achieve this, architectural considerations may include:

- Reinforcing the character of a particular area in which the building is found.
- Full height windows to provide a vertical proportion.
- Gables, chimneys, bay windows and roof details that imply a vertical emphasis.
- Details that emphasise the corner position of the building, such as ground floor and first floor windows from habitable rooms to face both street frontages.
- Increased proportions of facade glazing.
- Bespoke balconies, porches and screens in contrasting materials.

Figure 17 Landmarks

20.1 GATEWAY ENTRANCE

20.1.4. The entry point to the Primary Street from Cambridge Road should be signified by a pair of key apartment buildings either side of the route that will communicate a gateway into Loves Farm East. The building arrangement will in effect act as a pair of 'book-ends' within an edge typology to create a comfortable interruption that indicates where access into the development is welcomed.

20.1.5. Corners have a heightened urban design responsibility in respect of character, legibility and allowing streets to come together as one network. A number of urban design 'good manners' must be applied to these buildings to emphasise their role and importance as landmarks. Gateway buildings should be of an equivalent scale, mass and form to surrounding buildings but should use distinctive architectural treatments and/or distinct, but complementary, materials selections to indicate the importance of a gateway within the development. Symmetry (either side of the primary route) is also important to articulate the hierarchy of the street typology amongst lesser secondary and tertiary routes.

CODING PRINCIPLES

1. Active frontages to public realm (front doors, ground floor and first floor windows from habitable rooms) with a consistent building line addressing with principal frontages facing both sides of the corner. Parking court to the rear with residential access to ground floor from the parking court and the street for active frontage.
2. Use of subtle increases in height, projected and/or cut out elements. Balconies are required for private amenity space, while adding to the architectural interest of the building.
3. Distinctive treatments and/or distinct, but complementary, materials selections within the palette suitable for the narrative zones that accentuate the corner position of the building and contrast with the adjacent edge/street frontage to signify a gateway.
4. 3 storey as Gateway building.

20.2 KEY CORNER – NORTHERN INFORMAL

20.2.1. Corners have a heightened urban design responsibility in respect of character, legibility and allowing streets to come together as one network. A number of urban design 'good manners' must be applied to these buildings to emphasise their role and importance as landmarks. Increased height features, distinctive treatments and/or distinct, but complementary, materials selections should be used.

20.2.2. Corners should always positively face each street that they address by providing active frontages (front doors, ground floor and first floor windows) onto the public realm.

20.2.3. Key corners in the Northern Informal Character Area should apply these principles in a more subtle way, in terms of height, density and setback.

CODING PRINCIPLES

1. Active frontages to public realm (front doors, ground floor and first floor windows from habitable rooms, use of balconies where appropriate) with a consistent building line addressing with principal frontages facing both sides of the corner.
2. Use of subtle increases in height, projected and/or cut out elements.
3. Distinctive treatments and/or distinct, but complementary, materials selections within the palette suitable for the narrative zones that accentuate the corner position of the building.
4. More generous set-back for a lower degree of enclosure.
5. More informal boundary treatments.
6. Height up to 2.5 storey.

20.3 KEY CORNER – SOUTHERN URBAN

20.3.1. Key corners in the Southern Urban Character Area should apply the same principles in a more prominent way, in terms of height, density and setback, to ensure a strong degree of enclosure and definition.

CODING PRINCIPLES

1. Active frontages to public realm (front doors, ground floor and first floor windows from habitable rooms, use of balconies where appropriate) with a consistent building line addressing with principal frontages facing both sides of the corner.
2. Use of subtle increases in height, projected and/or cut out elements. Balconies could offer extra private amenity space, while adding to the architectural interest of the building.
3. Distinctive treatments and/or distinct, but complementary, materials selections within the palette suitable for the narrative zones that accentuate the corner position of the building.
4. Minimal set-back for a strong degree of enclosure and definition.
5. More formal boundary treatments.
6. Height up to 3 storey.

20.4 KEY VISTA TERMINATION

20.4.1. Termination Landmarks are positioned deliberately at an intended termination of a direct view along a street or path; as such they are more visible than most buildings.

20.4.2. It is essential that Vista Termination Landmarks are designed in such a way that recognises the likelihood of building being viewed directly as a termination to a view.

20.4.3. Views should not terminate on non-primary façades, including blank, semi-blank or uncoordinated elevations, or non-habitable structures (garages or car ports), or gaps between buildings.

CODING PRINCIPLES

1. Distinctive treatments and/or distinct, but complementary, materials selections that accentuate the vista position of the building and a contrast with the adjacent street frontage.
2. Primary building frontage to be viewed from the vista and to be located in such a position that they would be viewed fully.
3. Use of facing gables assist in creating distinctiveness.
4. Driveways and garages to side of vista termination properties to ensure that cars do not disrupt the vista. Parking to be positioned no further than the building frontage line to ensure dwelling elevation is the most dominant.
5. Use of subtle increases in height, projected and/or cut out elements to assist in creating distinctiveness.
6. Where vista buildings are positioned on a corner, principal frontages should face both sides of the corner

20.5 HOTEL & PUB

20.5.1. The hotel building occupies an extremely important position on the south east corner of Loves Farm East signifying development when approaching from the east on Cambridge Road. Taking a taller form, the hotel building will be distinctly noticeable, particularly from the east but from other locations too. The prominence of this landmark should therefore be a key consideration in its design.

20.5.2. Being sited on a corner, the hotel building should respond positively to its position with a cranked / curved frontage (to follow the corner) with an increase in height at the corner to provide articulation. The ground floor of the hotel building should be 'active' on its main frontage with restaurant/bar/lobby areas positioned to have a dialogue with the street outside through use of glazing/fenestration.

20.5.3. All car parking/servicing should be provided to the rear/side of the hotel building away from the main frontage and set within a landscaped area.

CODING PRINCIPLES

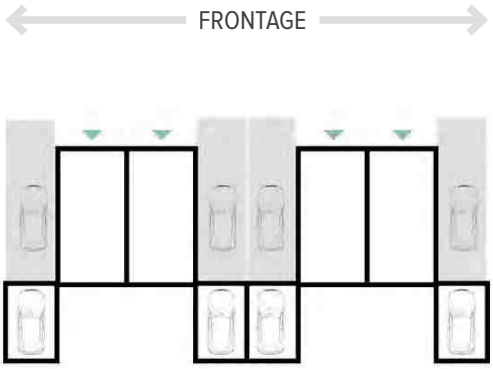
1. Cranked / curved building frontage to address Cambridge Road and Employment Edge.
2. Active ground floor with change in material.
3. Use of subtle increases in height, projected and/or cut out elements and changes in material to assist in creating distinctiveness.
4. Parking and servicing to the rear with car parking set within a landscaped area.
5. Ridge Height up to 14.7m.
6. Pub to be minimum 2 storey in height to respond to the character and built frontage of Cambridge Road with an opportunity for beer garden to provide an engaging active frontage.
7. Key landmark building adjacent to existing rural area therefore materials choices are critical. Potential for use of boarding/timber cladding to provide a soft interface to countryside.

HOUSING TYPOLOGIES

21.0 HOUSING TYPOLOGIES

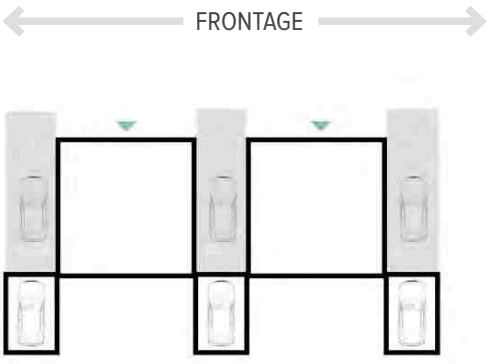
21.1.1. The following diagrammatic information shows conceptually how various housing typologies can be formed on the site to achieve various densities (this information is diagrammatic and should not be regarded as layout information). The Density Plan on page 23 shows where the various typologies will feature on the site. The specific “edges” of the development are shown at pages 84-99 with visual illustrations provided showing how housing typologies can be formed to create various character types.

LOW DENSITY OPTIONS



Parking to the side

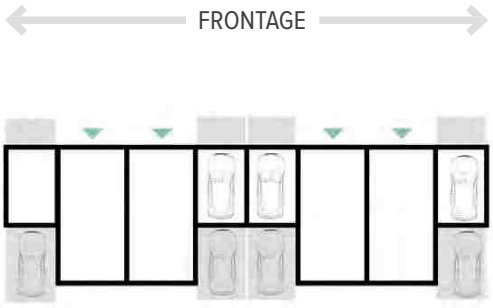
01 - SEMI-DETACHED HOUSES



Parking to the side

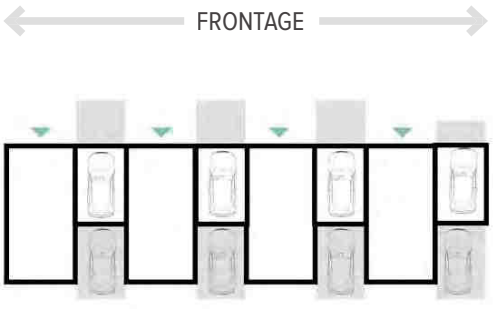
02 - DETACHED HOUSES

MEDIUM DENSITY OPTIONS



Parking to the side under car-ports

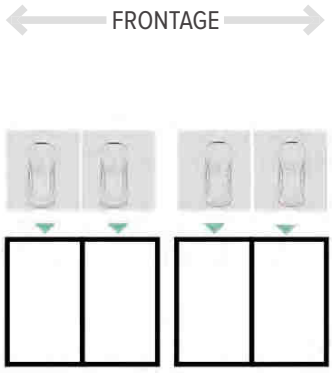
04 - LINKED FORM - OPTION 1



Parking to the side under car-ports

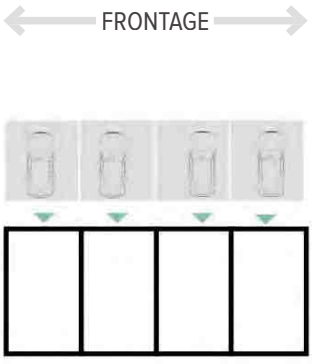
04 - LINKED FORM - OPTION 2

MEDIUM – HIGH DENSITY OPTIONS



Parking to the front
(planted areas to break-up hard surfacing / max. 4 spaces in a run)

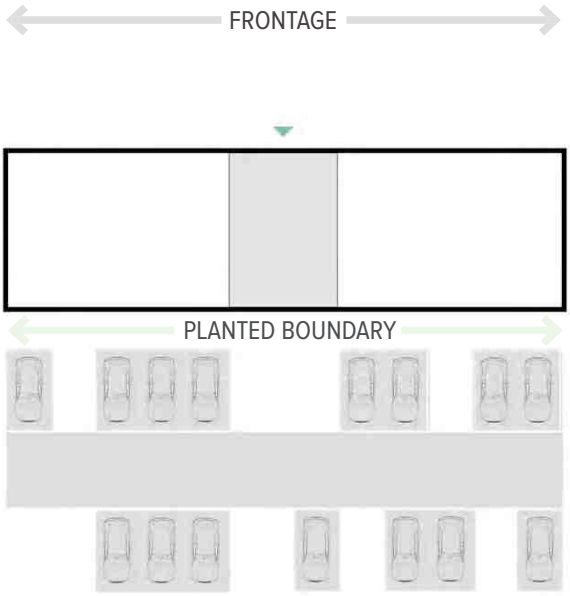
05 - SEMI-DETACHED HOUSES - OPTION 2



Parking to the front
(planted areas to break-up hard surfacing / max. 4 spaces in a run)

06 - TERRACED HOUSES - OPTION 2

HIGH DENSITY OPTIONS



Rear courtyard parking

07 - APARTMENT BUILDINGS

21.2 COLOURS/MATERIALS

21.2.1. A general approach to materials is provided that will allow further detailed discussion to take place at Reserved Matters Application stage. An overarching general principle of consistency in materials on the Primary and Secondary Routes and consistency within specific edges is required unless coding principles outlined above stipulate otherwise.

21.2.2. Building features will be required to be co-ordinated into a cohesive solution for each Reserved Matters Application and to ensure consistency across Primary and Secondary Routes, individual Edges and around individual Key Spaces.

21.2.3. The table on the right indicates the general palette of external materials that would be considered to be acceptable for new development at Loves Farm East. Common and accent materials are suggested; common materials represent the principal material used whilst accent materials can be used on particular features (e.g. on corners or as window surrounds). The palette of accent materials serving to reinforce the distinctiveness and legibility throughout the coding area without detriment to the distinctiveness of the Code Area as a whole.

INDICATIVE EXTERNAL MATERIALS PALETTE

Residential

WALL

COMMON


Medium red blend or similar


Buff blend or similar

ACCENT


Light red blend or similar


Buff blend or similar

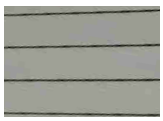

Light blend or similar


Neutral render


Cream / sand render


Light timber or similar


Dark/blackened weatherboard or similar


Green/light weatherboard or similar

ROOF


Slate Composite or similar


Cambridgeshire mix clay tile or similar

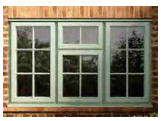

Red/Brown roof tiles or similar

WINDOW


White uPVC


Grey uPVC

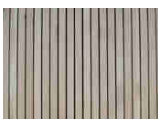

Black uPVC


Green uPVC

Employment (inc. Pub/Hotel)


Light blend or similar

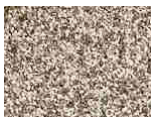

Neutral render


Light timber or similar


Metal Cladding


Glass

SURFACE


Coloured/chipped tarmacadam


Tarmacadam


Tegular block sets


Contrast block sets


Bound gravel


Hogging


Timber decking/ boardwalk

21.3 BUILDING FEATURES

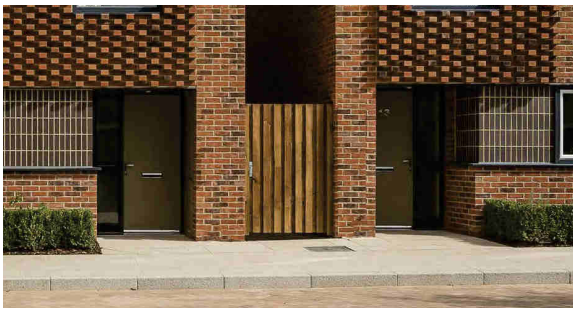
21.3.1. The following principles relating to the various building features on residential built form will be adhered to. The following details should be read in conjunction with the HDC Design Guide SPD (2017). Where appropriate, building features include a list of unacceptable design details which are not permitted for residential built form:

1. Doors and Entrances

- All front doors will be recessed a minimum of 75mm from the brick / finished face.
- All garage doors will be recessed to a minimum of 90mm from the brick / finished face.
- High quality, robust doors will be used.
- If the door does not contain any glazed aperture, then this should be incorporated elsewhere within the main threshold to the house

Unacceptable Design Details

- No uPVC doors will be permitted on elevations which are on a street frontage.



Recessed front doors finished in high quality material

2. Walls

- A maximum of two materials can be chosen for exterior walls of any given building. A common material should be chosen, complemented by an accent material. The common material should be the dominant material.
- When using brick, only one brick colour will be used on a single dwelling.
- When using render, only one render colour will be used on a single dwelling.
- Brick detailing will be simple and match the main brick colour.

Simple use of materials on walls

3. Porches

- Porches will be designed as integral to the entire elevation.
- Porches will either be flat roof or pitched roof.
- Porches need to be sufficiently deep in order to provide shelter.
- Flat-roof porches will have a roof finish of lead, zinc or copper standing seam.
- Pitched-roof porches will match the materials used on the roof of the dwelling.
- Glazed porches are acceptable.
- Porches can be formed by a recessed entrance within the primary elevation.
- Porches will be designed so as not to dominate the building.

Unacceptable Design Details

- No GRP will be permitted for flat roof or pitched porches.
- Small scale porches with insufficient depth so as to provide shelter will not be permitted. Porches will have a minimum depth of 1.2m.

Porch designed as part of the composition with adequate shelter

4. Roofs

- Roofs need to be designed with due consideration of the character area in which they are located.
- Pantiles will predominantly be used for single storey dwellings.
- Large concrete tiles will not be permitted.
- There will be no mix of both hips and gables on any single building.

Flat Roofs

- Flat roofs will be concealed behind a parapet, or the depth of fascia and profile of leading edge carefully detailed.
- Green roofs are encouraged.

Pitched Roofs

- Roofs will be between minimum pitch of 37.5 degrees and maximum pitch of 52 degrees.
- The roof pitch should be of a consistent angle along a terrace or group of buildings.
- Roofs to garages will be pitched.
- Pitched roofs to apartment buildings may show a pitch lower than 37.5 degrees,.

Photovoltaics

- The installation of Photo-voltaics will be encouraged and must be designed into the elevation and be consistent along any terrace or group of buildings on street.
- Photo-voltaic panels will be designed / installed to read coherently with the building elevation and form.

Consistent angle of roof pitch along a terrace

5. Eaves and Verges

- Eaves will be clipped / parged or use a shallow depth black fascia/barge board. If brick detailing is used as an alternative, the detailing will be simple and in the same brick colour as the dwelling.
- Wet verges are preferable. If dry verges are to be used, then a single continuous strip system is preferred. Interlocking systems are bulky and unacceptable. No boxed verges are to be used.

Unacceptable Design Details

- Interruption of eaves by dormers is discouraged.
- Boxed eaves. No white uPVC.

Eaves with simple brick detail

6. Rainwater Goods

- Rainwater goods will not detract from the overall composition of the building elevation or street elevation.
- Rainwater goods including guttering and rainwater pipes will preferably be black in colour or a brushed metal finish.

Unacceptable Design Details

- Rainwater downpipes dominate the composition of the elevation due to ill positioning of dormer windows.

Minimal impact of rainwater goods so as not to detract from design of elevation

7. Chimneys and Vents

- Chimneys and vents will match the primary elevation material.
- Chimneys will be placed symmetrically to the ridgeline.
- Chimneys should rise above the roof to aid an interesting ridge line.
- Lead, zinc and metal can be used.
- Chimneys on end elevations should reach the ground.

Unacceptable Design Details

- Chimneys, the sole purpose of which is decorative, will not be permitted
- The use of GRP will not be permitted.

Chimneys rising above the roof line to add visual interest

8. Windows

- Colour, thickness of frame, quality and design of windows must be consistent on all elevations of a dwelling/apartment building.
- All windows will be recessed a minimum of 90mm from the face of the building elevation.
- Ground level fenestration should be distinctly taller than fenestration on levels above.

Unacceptable Design Details

- Inconsistent window treatment on different elevations.
- Asymmetrically openable window configurations.
- Decorative sash windows are not permitted.

9. Dormer Windows

- Dormer windows will be integral to the composition of the main facade in terms of design and positioning.
- Dormer windows will maintain overall vertical proportions, i.e. be taller than they are wide.
- The number and proximity of dormers which break the eaves line will be discouraged and limited to prohibit unnecessary rainwater goods within the building elevation. GRP roofing will not be permitted.
- Gabled / hipped dormers will use a consistent pitch and material to that of the main roof.
- Hipped dormers will be carefully detailed to avoid oversizing of ridge tiles and hip tiles.
- Flat roof dormers will use standing seam lead, zinc or copper

Unacceptable Design Details

- Ridge and hip tiles that are disproportionately large are not acceptable.

Dormer windows integral to overall composition

10. Bay Windows

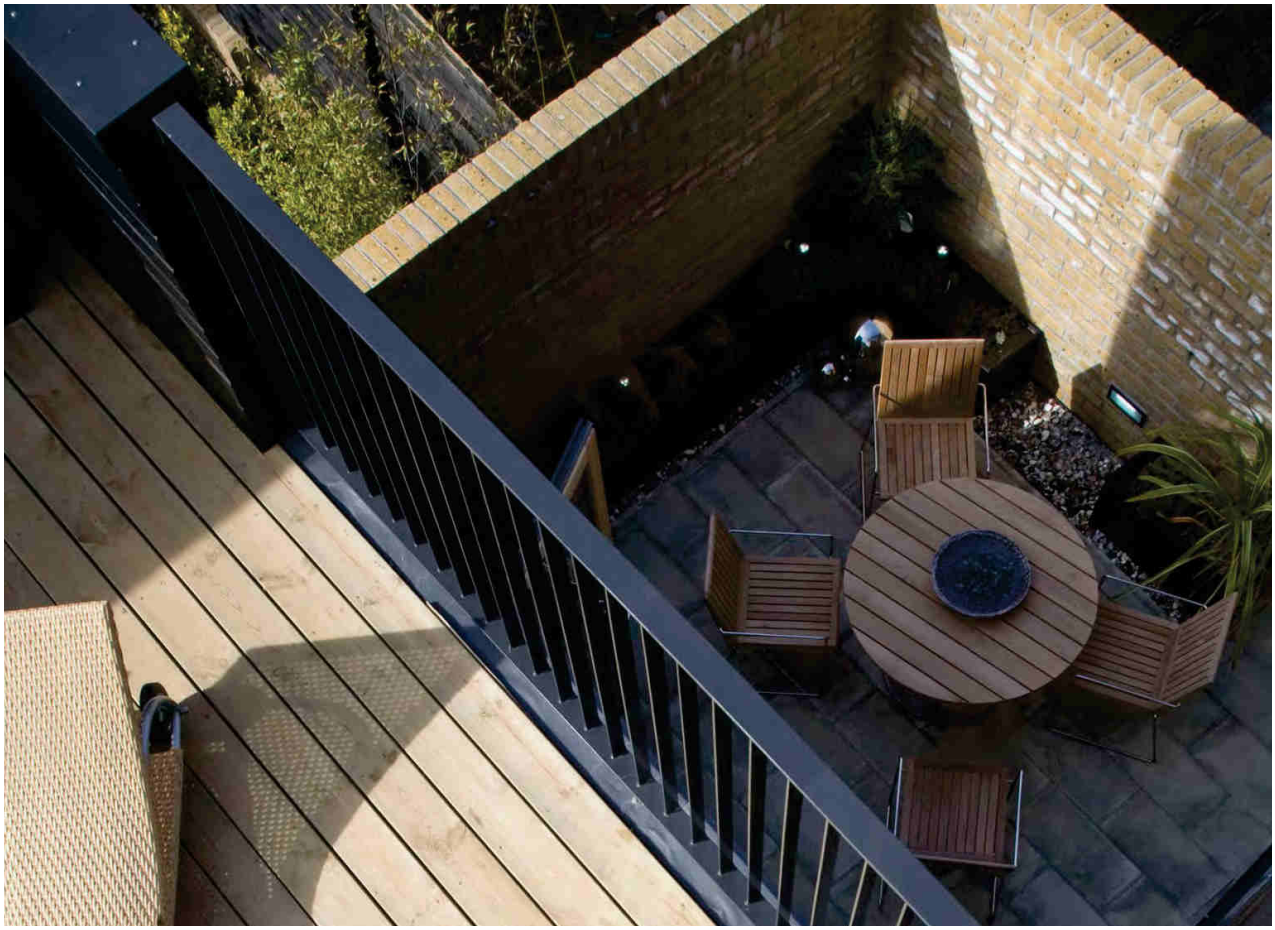
- Bay windows are appropriate if considered as part of the whole elevation.
- No GRP roofing to pitched roof bay windows will be used.
- Frame members and corner posts should be carefully considered to ensure they are neither too bulky nor too flimsy.
- The roofing material of flat roof bay windows will be standing seam lead, zinc or copper.

Bay windows considered as part of whole elevation

21.4 PRIVATE AMENITY SPACE

21.4.1. Private amenity space will be provided appropriate to the size and occupancy of the dwelling it serves. As a minimum, dwellings will be expected to have direct access to private amenity space according to their size and likely number of occupants, as below:

- Detached or semi-detached family homes with three or more bedrooms must have gardens capable of comfortably accommodating outdoor seating for the family, space for children's play, planting beds, space for drying clothes, and room to unobtrusively accommodate a shed or greenhouse.
- Where area for covered bin and bike storage is to be accommodated within private garden areas it must be in addition to the minimum areas quoted in Figure 8a, and must be directly accessible from the street serving the property.
- Compact two- and three-bedroom houses should have sufficient ground-level private amenity space to accommodate the activities of a couple or young family.
- Courtyards and upper level terraces will be considered to contribute towards the requirements of private amenity space.
- If apartments are provided without sufficient amenity space directly accessible from the dwelling then communal gardens, private to the block, may be considered to make up the shortfall.
- All amenity space needs to be usable – e.g. space to accommodate bins and bikes, area to dry washing, space for children to play etc.
- Apartments should have a minimum of 1.5m deep balconies to allow space for a table and chairs and area to dry washing.
- All amenity space should provide adequate daylight and sunlight in accordance with the BRE digest 209 Site Layout Planning for Daylight and Sunlight A Guide to Good Practice, second edition, 2011 or successor document.
- A minimum of 21m should be provided as a back to back distance.



SECTION D

OTHER CONSIDERATIONS

22.0 LIGHTING

22.1.1. Street lighting should be decorative as well as functional. Careful consideration of street lighting should seek to:

- Enliven the whole of the area in a visually coherent and interesting manner.
- Encourage creative thinking in the use of street, building and advertisement lighting within town centres.
- Ensure that streets and green spaces are sufficiently well lit to promote personal safety.
- Ensure that lighting provision between adjacent developments is coordinated to reduce clutter.
- Consider attaching lighting to buildings so as to reduce clutter.
- In predominantly pedestrian spaces, use lighting which is appropriate and does not overwhelm the space.

22.1.2. For private lighting on streets and in spaces that will not be adopted by the County Council, further design considerations are relevant:

- Car Courtyards are semi-public areas used primarily for parking and access to adjacent properties should have appropriate lighting for pedestrians to be seen by drivers, who can also see and be seen going to and from parked cars.
- It is important for there to be facial recognition of people in these areas, this criteria. Bollards are unacceptable as a primary source of lighting, as to achieve facial recognition would require the bollard lighting to be directed upwards, which would cause obtrusive light.
- The vehicle speeds are slow and consequently the lighting in these areas need to be uniform but can be relatively low.
- All private lighting proposals should be made in accordance with the HDC Design Guide or successor documents.

23.0 PUBLIC ART

23.1.1. Public Art should be considered as an intrinsic part of the design of the public realm. Opportunities for public art may include the creation of features inspired by interpretation of the site's characteristics and history within the green infrastructure through planting, landforms, sculptures, signage (including locating past heritage features) and street furniture.

23.1.2. Public art will be required within both formal and semi-natural spaces within the development. Formal spaces including Tithe Square and Priory Green provide opportunities for public art using paving, trees (e.g pleached) and sculptures. Semi-natural spaces including The Plateau, Cromwell Copse, and Whiston Green present opportunities for softer, more organic interventions. The Fox Brook corridor presents an opportunity for water-themed public art (for example, public art potentially showing reeds or ripples).

23.1.3. The circular leisure route around the edge of the development presents a clear opportunity to include a sequence of public art interventions along the route, including for example paving features that reference certain characteristics and the creation of playable landscape 'art' within the informal open spaces along the route.

24.0 REFUSE & WASTE

Waste/Recycling Storage

24.1.1. The storage and collection of refuse and materials' recycling must be carefully considered in the design of the street. Avoiding Rubbish Design - Providing for bin storage on new housing developments (NHBC foundation 2015) contains guidance on accommodating bin storage and collection in the design of new developments with a view to reducing the visual impacts but also improving the convenience for people living in new homes.

24.1.2. The advice states that bins are generally to be located in areas with direct access to street. Suitable collection points should be provided in private drives and/ or refuse stores to rear of apartment buildings. Apartments will contain 1100ltr communal bins, whilst single dwellings will have three domestic bins each.

24.1.3. In the design of waste and recycling facilities the guidance states that the following should be considered:

- The frequency and type of bins to be collected;
- Allowing flexibility as local authority collection strategies may change over time;
- How the design and materials of bin stores can be integrated into the design and appearance of the surrounding development. This may include the use of common architectural treatments and materials or the integration of facilities into the dwelling frontage;
- How communal waste and recycling storage (such as for apartments or terraced housing) can be located so that it is accessible and convenient for all properties and integral to the development's street scene and circulation routes;
- For apartments, how discrete but easily accessible space on the ground floor can be accommodated for the storage of refuse bins for recycling materials and waste. This facility will be out of public view but accessible by refuse collectors from the street;
- Appropriate hard standing areas to the front of buildings for bins to be left before and after bin collection should be provided. This may include dedicated on-street areas for placing bins on collection day to reduce the problems associated with scattered bins (such as causing obstructions or limiting visibility); and
- Storage should be well ventilated and preferably located in the shade. It should be positioned away from windows, vents and extractor fans to prevent odours entering any properties. A lockable door should also be provided.

Waste/Recycling Collection

24.1.4. Manual for Streets (2007) contains generic advice about servicing requirements for waste collection vehicles. Selected extracts on waste collection vehicles are as follows:

- Quality of place will be significantly affected by the type of waste collection and management systems used, because they in turn determine the sort of vehicles that will need to gain access.

- While it is always possible to design new streets to take the largest vehicle that could be manufactured, this would conflict with the desire to create quality places.

24.1.5. BS 5906: 2005 16 notes that the largest waste vehicles currently in use are around 11.6m long, with a turning circle of 20.3m. It recommends a minimum street width of 5m, but smaller widths are acceptable where on-street parking is discouraged. Swept-path analysis can be used to assess layouts for accessibility. Where achieving these standards would undermine quality of place, alternative vehicle sizes and/ or collection methods should be considered.

24.1.6. BS 5906: 2005 recommends a maximum reversing distance of 12m. Longer distances can be considered, but any reversing routes should be straight and free from obstacles or visual obstructions.

24.1.7. 16.1.3. Part H of the Building Regulations (H5 & 6 2010) define locations for the storage and collection of waste. The collection point can be on-street or may be at another location defined by the waste authority. Key points in the Approved Document to Part H are:

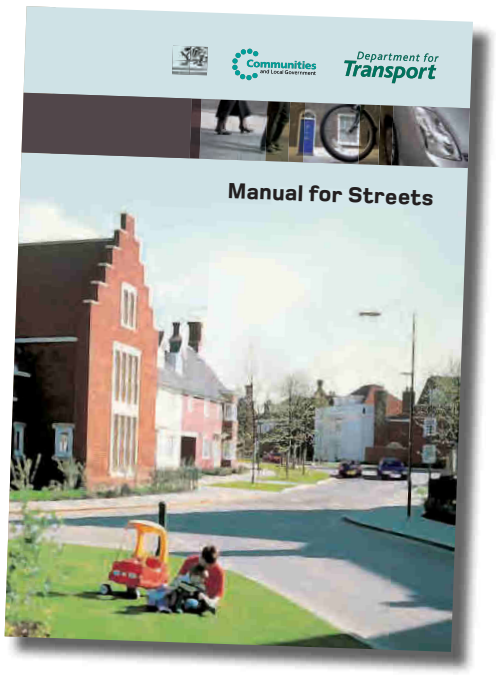
- Residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point;

- Waste collection vehicles should be able to get to within 25m of the storage point (note, BS5906: 200518 recommends shorter distances) and the gradient between the two should not exceed 1:12, and

- 16.1.6. The collection point should be reasonably accessible for vehicles typically used by the waste collection authority.

24.1.8. Based on these parameters, it may not be necessary for a waste vehicle to enter a cul-de-sac less than around 55m in length, although this will involve residents and waste collection operatives moving waste the maximum recommended distances, which is not desirable.

24.1.9. The design of new developments should not require waste bins to be left on the footway as they reduce its effective width. Waste bins on the footway pose a hazard for blind or partially sighted people and may prevent wheelchair and pushchair users from passing.



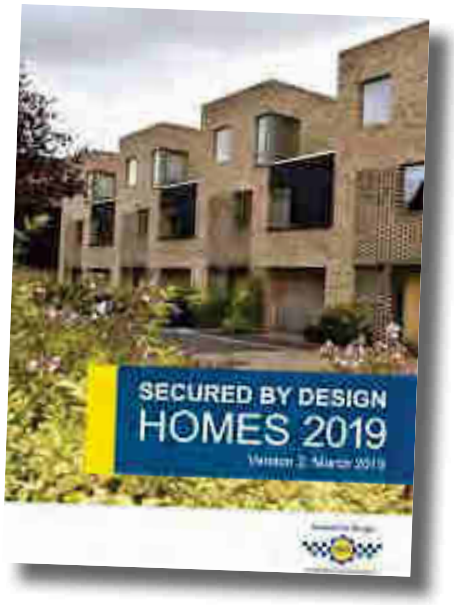
25.0 COMMUNITY SAFETY

25.1.1. The Design Code has been prepared to follow the guidelines set out by “Secured By Design: Homes 2019” (February 2016) which seeks to design out crime through a combination of minimum standards of physical security and proven principles of natural surveillance and defensible space.

25.1.2. The guidance sets out detailed guidance on crime prevention in the layout and design of new housing developments, including:

- Guidance on all aspects of design and layout that impact on the creation of a safe and secure environment, including road layout, footpath design, communal areas, dwelling boundaries, car parking and lighting.
- Physical security of the home. This section provides the ‘Police Preferred Specification’ for all physical security requirements for new or refurbished homes.
- Requirements for a range of additional or optional residential features, such as enhanced glazing, bicycle storage, drying rooms, external bin stores, etc.

25.1.3. All Reserved Matters proposals must accord with Secured By Design principles.



26.0 ANCILLARY INFRASTRUCTURE

Meter Cupboards

26.1.1. The fronts of dwellings need particular attention as they are intensively used. Utility services such as gas and electricity should be integrated into the façade in order to reduce their visual intrusion. The following measures should be applied:

- Use of planting to minimise the visual impact of meter cupboards.
- Locate utilities boxes and meter cupboards discretely away from the 'public' façades but still accessible for meter readings (e.g. on side elevations), not visible from public realm and if within a mid-terrace to match the colour of the wall and softened with planting where possible.
- Use of smart meters preferable.

Vents and Flues

26.1.2. The fronts of dwellings need particular care and therefore flues and vents where allowed should be integrated into the façade in order to reduce their visual intrusion.

26.1.3. Soil and vent stacks should be internal.

26.1.4. Where this is not practical, vent pipes should be clad in lead where they emerge above roof slopes.

26.1.5. Flues must be fully integrated with the building design, with the external flue outlet cowl coloured to match or complement the external walling.

Pumping Stations

26.1.6. Where a pumping station is required, the following guidance must be applied:

26.1.7. The pumping station should be located discretely within the landscape and appropriately screened by planting to minimise its visual impact.

26.1.8. Access arrangements should be integrated into the proposed road and footpath network to minimise their impact. This may include the use of reinforced grass surfaces (such as Grasscrete) and the design of sections of footpath to allow for occasional heavy vehicle movements.

26.1.9. Where the compound is exposed to the surrounding public space and housing areas the perimeter fencing should be designed appropriately reinforced grass surfacing (such as Grasscrete) used to help integrate the pumping station access into the landscape and footpath network.

Access to pumping stations can be provided from an adoptable turning head and should be within a compound complemented by screen planting to help reduce visual impact. Bespoke/decorative treatments should be used on exposed compound edges (such as gates) to elevate the appearance when viewed from adjacent housing areas and public spaces.

Electrical Sub Stations

26.1.10. Where a sub-station is required, it should be accommodated in a building separate from any residential units. Sub-stations must be integrated as part of the overall street scene, and must not be located on corners.

26.1.11. The sub-station building must be of brick construction to be placed on a 4m x 4m concrete slab as required and should be housed in a building that is consistent with the architectural treatment of adjacent dwellings including use of materials, roof pitch and eave details whist having regard for maintenance requirements.

26.1.12. To allow for regular maintenance, the sub-station building must be fitted with a double door that fronts directly onto a public vehicular access.

26.1.13. 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.

26.1.14. Planting should be provided appropriately to minimise the visual impact of the sub-station building.

SECTION F

DESIGN COMPLIANCE

27.0 COMPLIANCE REVIEW

27.1.1. The Design Code Compliance Checklist (right) will be submitted with subsequent Reserved Matters Applications for the site. Reserved Matters proposals will be expected to demonstrated full compliance with the Design Code unless an explanatory statement justifying non-compliance is also submitted for each element that is not complied with.

27.1.2. In the future a review of the Design Code may be required to reflect changing and unforeseen circumstances, including, for example, updates to national and local planning policies. Any review would need full agreement from HDC.

27.0 DESIGN CODE COMPLIANCE CHECKLIST

RESERVED MATTERS APPLICATION DETAILS:

PHASE: _____

PARCEL REFERENCE: _____

DEVELOPER: _____

DESIGN TEAM: _____

NOTES: Wherever 'No' is answered to any compliance question, an explanatory statement justifying non-compliance is required. Explanatory statements will be submitted in support of the completed Compliance Checklist.

This Design Code Compliance Checklist will be completed and submitted with all Reserved Matters Planning Applications.

Tick boxes as appropriate:

	YES	NO	N/A
Proposals have referred to the Regulatory Plan:	☐	☐	☐
Submitted material includes a layout plan that is in accordance with the Placemaking Plan (proposal overlaid on Placemaking Plan):	☐	☐	☐

	YES	NO	N/A
Compliance with the Design Code: Does the proposal fully comply with the Design Code?:	☐	☐	☐
If the above is answered 'No', has a statement of justification been provided?:	☐	☐	☐
Have 'Code Breaker' elements been included in the proposals?:	☐	☐	☐
If the above is answered 'Yes', has a statement of justification been provided?:	☐	☐	☐

	YES	NO	N/A
VISION & PLACEMAKING: Applicant has read and fully understood the contents of this chapter?:	☐	☐	☐

DESIGN CODE:

Are Proposals Compliant?

	YES	NO	N/A
- Character Areas:			
1) Northern Informal	☐	☐	☐
2) Southern Urban	☐	☐	☐
3) Mixed Use	☐	☐	☐
- Movement Network:			
1) Primary Street	☐	☐	☐
2) Secondary Street	☐	☐	☐
3) Tertiary Street	☐	☐	☐
- Key Spaces:			
1) Tithe Square and Local Centre	☐	☐	☐
2) Priory Green	☐	☐	☐
3) Plateau	☐	☐	☐
4) Key Spaces	☐	☐	☐
5) Cromwell Copse	☐	☐	☐
6) Fox Brook (West)	☐	☐	☐
7) Fox Brook (East)	☐	☐	☐
8) Whiston Green	☐	☐	☐

	YES	NO	N/A
- Edges:			
1) Rural Edge	☐	☐	☐
2) Linear Park Edge	☐	☐	☐
3) Cambridge Road Edge	☐	☐	☐
4) Employment Edge	☐	☐	☐
5) Fox Brook Edge	☐	☐	☐
6) Plateau Edge	☐	☐	☐
7) Green Corridor Edge	☐	☐	☐
- Landmarks			
1) Gateway Entrance	☐	☐	☐
2) Key Corner	☐	☐	☐
3) Primary School Building	☐	☐	☐
4) Nursery Building	☐	☐	☐
5) Hotel Building	☐	☐	☐
6) Key Vista Termination	☐	☐	☐
- Housing Typologies	☐	☐	☐

	YES	NO	N/A
OTHER CONSIDERATIONS: Applicant has read and fully understood the contents of this chapter?:	☐	☐	☐

LOVE'S FARM EAST

DEFINE

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