

STREETScape & TYPOLOGIES

The Outline Planning Approval set an illustrative housing mix comprising:

Affordable Homes - 18no.

- 1-bedroom = 6no.
- 2-bedroom = 4no.
- 3-bedroom = 7no.
- 4-bedroom = 1no.

Private Homes - 28no.

- 2-bedroom = 2no.
- 3-bedroom = 19no
- 4-bedroom = 6no.
- 5-bedroom = 2no.

As described by the Illustrative Masterplan this will achieve a characterful form of development, as a mix of detached ***'big houses'***, semi-detached ***'villas'***, terraced ***'townhouse'*** dwellings, and ***'cottage flat'*** maisonettes. It is proposed that this mix be retained as closely as practical through detailed design and Reserved Matters, subject to wider context and considerations.

The typologies described above must relate to each other and their context in a comprehensive manner, and are accordingly more than just 'dwellings'; each will have its own character-appropriate street tree planting, boundary treatments, parking configurations, external materials, and architectural details.

The specific treatments in each circumstance will be subject to final detailed design during a Reserved Matters application, but it is imperative in all eventualities that car parking be carefully designed into the proposals. This is in the interest of minimising the unintended dominance of urbanising features (eg. parking spaces, bollard lights, EV charging points, etc) where they would not be appropriate in the public realm.

Larger dwellings will have on-plot parking, possibly as garages or car-ports. Given the likelihood that these larger plots will have a closer association with formal open space, this will help safeguard the landscape character of these places by reducing potential nuisance parking and the impact of above-mentioned urbanising features.

As dwellings decrease in size (and reduced in formality of character) they will have simpler car-ports, surface parking adjacent, or frontage parking in mews courtyards. This will typically have a less direct relationships to public landscape, which therefore allows greater 'designing in' of car-related features such as parking spaces, bollards, signage, etc.



Typical 'big house' architectural treatment



Typical 'villa' architectural treatment



Typical 'townhouse' architectural treatment

MATERIALS & DETAILING

The proposed materials and detailing, although appearing at the ‘finer’ end of the scale in terms of placemaking, are nevertheless equally as vital in contributing to overall character as broader concepts of massing: the character of places and hierarchy of spaces *must* be reinforced by the quality of materials and the fidelity of detailing.

There is a precedent and preference for undertaking the development in a sympathetic Georgian character. This aspiration provides its own parameters and prompts in terms of materials and detailing, and how these elements may be used to reinforce strategies of hierarchy, wayfinding and placemaking overall:

Key Dwellings

Larger detached properties to project setting across larger spaces, full red brick frontages with brick coursing details, dentilated brick under eaves, end/flank projecting chimneys, regency-style windows and brick (matching or contrast colour) arches over, plinth details where appropriate, mixture of front doors but predominantly 6-panel with surrounds and canopies, projecting bay windows, mixture of front boundary treatments, including metal railings, native hedges and formal ornamental planting behind.

Continuous Frontage Dwellings

Semi-detached and terraced properties to horizontal streetscape emphasis, yellow or buff brick over rusticated render base with appropriate detailing, dentilated or plain boxed eaves, mid-ridge chimneys in matching brick, regency-style windows and brick or stone splayed arches over, consistent front doors, typically 6-panel in mixed colours, simpler doorcasing and canopies, consistent front boundary treatments, including metal railings, limited frontage planting behind.

Mews Courtyards

Semi-detached and terraced properties, full yellow/buff brick or full smooth light-coloured render with simpler detailing, boxed eaves, mid-ridge or no chimneys, casement windows with a vertical emphasis with soldier course headers, minimal front boundaries but may include some planting.

Note. All dwellings will have brick garden walls (1.8m to 2.1m) to public realm areas. Specific detailing may vary according to character.



Typical window detail



Typical eaves detail

Chapter VI

Technical Considerations

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SITE ACCESS & PARKING

The entrance to the site is intended to be established off High Street through an already sanctioned Section 278 bellmouth connection in line with the approved access details submitted.

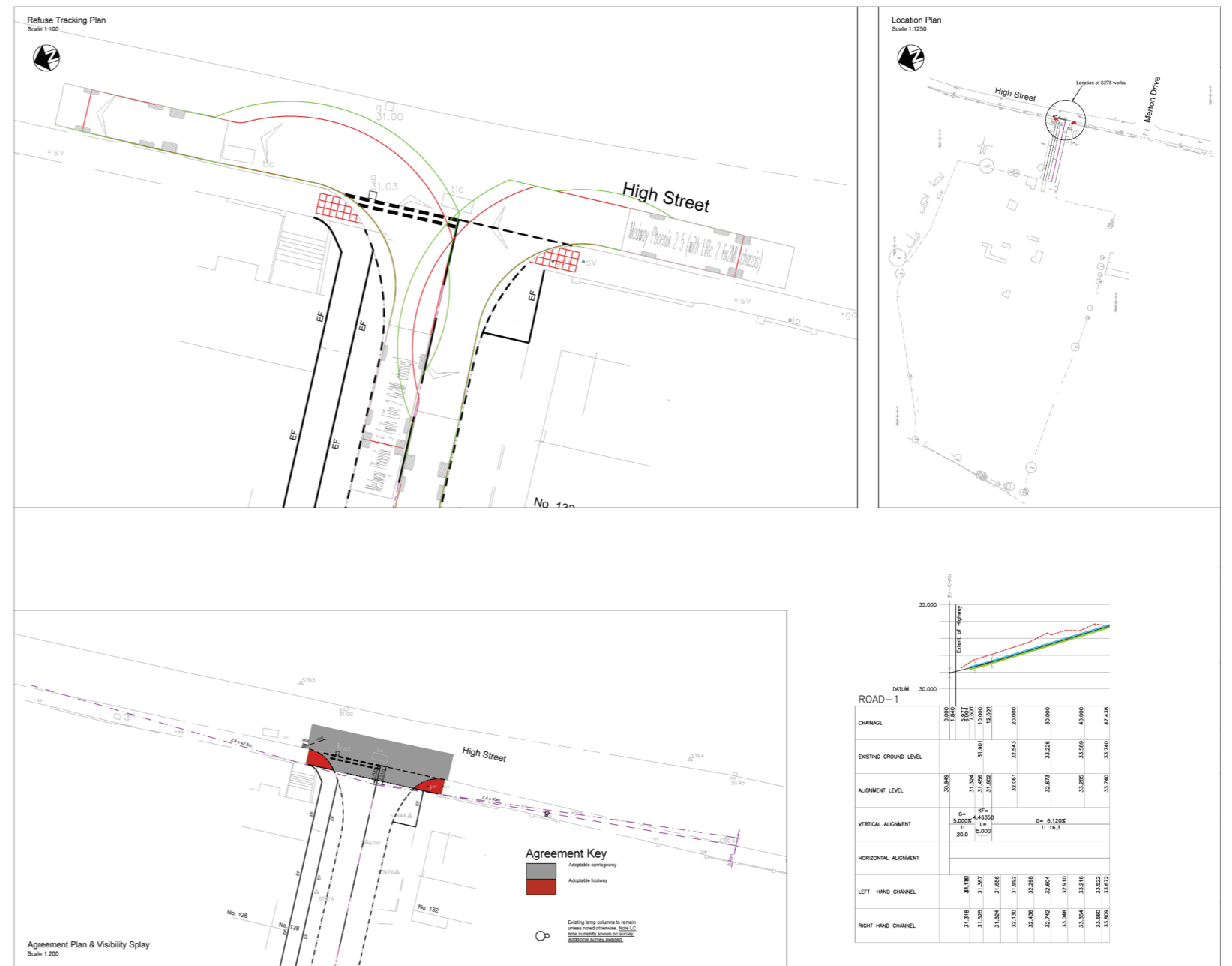
Various links within the site facilitate access for vehicles, bicycles, and pedestrians via the access road and associated footway. Additionally, there is an extra connection to the Public Right of Way (PROW) on the western boundary of the site, offering pedestrian access to the west.

The proposed internal access roads form a looped 4.8m wide road, from which three no-through access roads branch out to smaller residential driveways and parking areas. This design allows for site-wide access with a reduced need for turning head facilities, creating zones of lower traffic flow.

The existing topography of the site slopes from west to east with an approximate 6.5m level difference. The proposed levels strategy aims to follow the existing topography where feasible, while adhering to relevant design codes to ensure equal access and highway safety.

Central areas are connected by shared surface streets. These streets lack designated footpaths, but reduced speeds and traffic calming measures are in place to prioritize pedestrians and cyclists over vehicles at all points. These streets exhibit a more relaxed form and less stringent regulations. Distances between interfaces, setbacks, parking solutions, and landscaping may vary along these streets, encouraging diversity and character. It is essential for these streets to have a distinct identity, setting them apart from the more formal Primary, Connector, and Transition Streets.

Parking spaces are distributed across the site, including private driveways, primary-street parking, courtyard parking and on-street parallel visitor parking bays. The parking arrangements align with the specifications outlined in the previously approved Transport Statement (and addendum) and were reviewed during the outline planning application (21/505722/OUT).



Section 278 Detailed Design

STREET FURNITURE & PUBLIC REALM

Street furniture will a straightforward, contemporary design, utilising consistent product types throughout the development. To guarantee a dependable procurement and replacement process, it is advisable to obtain products from well-established suppliers with proven and reliable supply chains whenever possible. Nevertheless, the outlined criteria should not prevent the consideration of new and innovative products and suppliers when deemed suitable.

The placement of furniture will be strategic to maintain an uncluttered streetscape and ensure footways are as unobstructed as possible. The construction of furniture will sustainable, utilising timber sourced from accredited sustainable forests and incorporating recycled materials when appropriate.



1. Public seating



2. Public litter bin



3. Street signage and wayfinding