

SITE WIDE DESIGN CODE RESUBMISSION FEBRUARY 2021



Applicant





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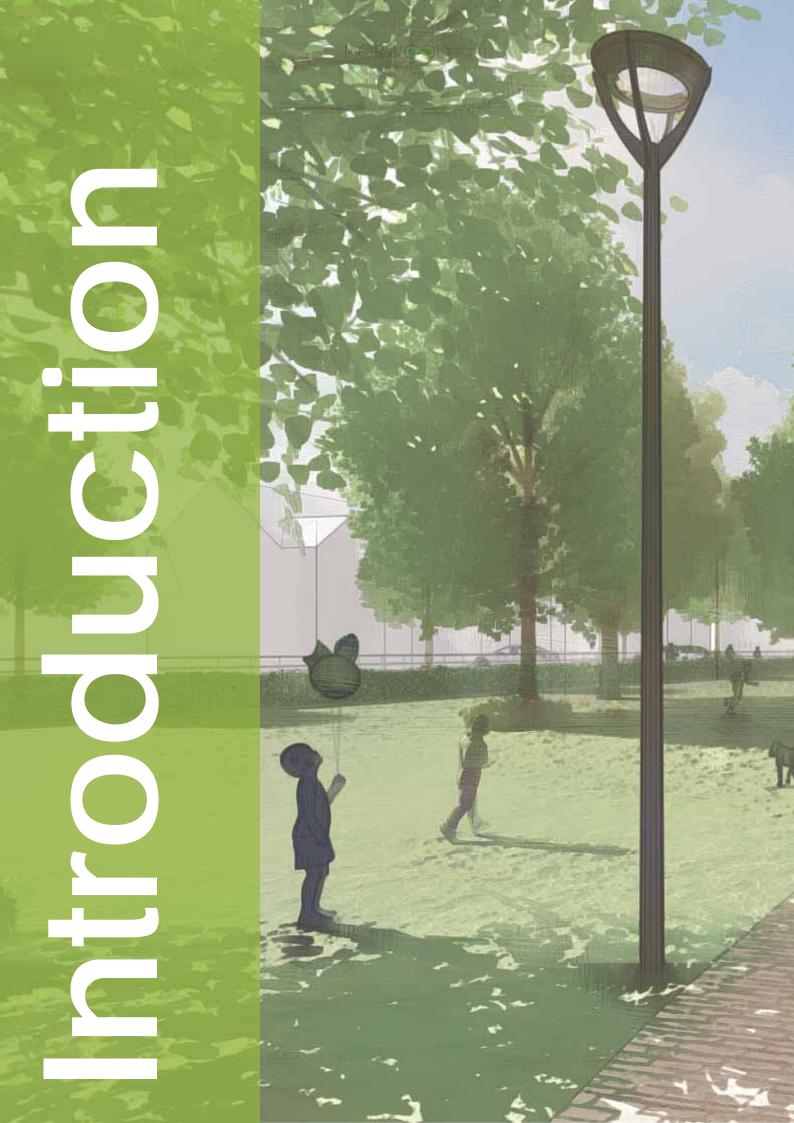
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1. Background

West Northamptonshire Joint Core Strategy (JCS)

1.1. The Land at Norwood Farm forms part of the allocated West Northamptonshire Sustainable Urban Extension (SUE). The West Northamptonshire Authorities – Daventry District, Northampton Borough and South Northamptonshire Councils – have prepared a Joint Core Strategy to guide development within the area to 2029. The Core Strategy was adopted in December 2014 and allocates a number of Sites which are key to delivering new housing in the area over the coming years.

1.2. Norwood Farm is allocated to deliver new housing and associated uses. These proposals predominantly form part of the Norwood Farm allocation (Policy N9A). An element of the Site falls within the Northampton West SUE (Policy N4) as illustrated in Figure 1.2. The Core Strategy identifies key requirements for the SUEs, such as the number of houses to be delivered, whether a primary school is required and specific infrastructure requirements. The policy allocations are shown in Figures 1.2.

South Northamptonshire Local Plan Part 2 (SNLP Part2)

1.3. The Local Plan Part 2 is now formally adopted and its policies have full weight as part of the development plan. The following policies are of relevance to this Design Code and will be referenced as appropriate:

- Policy SS2 General Development Principles.
- Policy LH10 Housing Mix and Type.
- Policy EMP3 New Employment Development.
- Policy SDP1 Design Principles.
- Policy INF2 Community Facilities.
- Policy INF4 Electric Vehicle Charging Points.
- Policy GS1 Open Space, Sport and Recreation.
- Policy GS2 Local Green Spaces.
- Policy NE3 Green Infrastructure Corridors.
- Policy NE4 Trees, Woodlands and Hedgerows.
- Policy NE5 Biodiversity and Geodiversity.

- Policy HE1 Significance of Heritage Assets.
- Policy HE5 Listed Buildings.
- Policy HE6 Conservation Areas.

South Northamptonshire Design Guide (SNDG)

1.4. Adopted in 2017, this document provides an analysis of existing settlements and guidance for future development. This Site Wide Design Code (SWDC) document will follow the principles and objectives set out in the SNDG.

1.5. The principles set out in the SNDG have provided the basis for the design response to the elements set out in planning conditions (Figure 1.1). References to the SNDG will be made within sections of this document as appropriate.



CONDITIONS REQUIRING LOCAL PLANNING AUTHORITY WRITTEN APPROVAL OR TO BE COMPLIED WITH BEFORE ANY DEVELOPMENT COMMENCES

6. No part of The Development shall take place in any phase, sub-phase, or development parcel until a Desigr Code relating to that phase, subphase, or development parcel has been submitted to and approved in writing by the Local Planning Authority. The Design Codes shall provide, where relevant, details and guidance in respect of:

(a) Residential Areas: Including design principles on character areas, densities, block types, building types, clustering of affordable housing, the palette of materials, architectural details, building heights, building lines and boundary treatments.

(b) Local Centre(s): Including Information on design, form, character, scale, public realm and palette of materials.

(c) Streets: including information on the hierarchy, nature and form of streets, cycleways and footways; cross sections; character; materials, permeability and street landscaping.

(d) Non Vehicular Movement: Including information on the framework and hierarchy for pedestrians, cyclists and horse riders, rights of way, desire lines, and connectivity, materials, landscaping and surveillance.

(e) Parking: Information on car, lorry and cycle parking standards and for residential, commercial, leisure and schools.

(f) Landscape: including information on landscaped areas and green infrastructure including: amenity spaces; public open space; parks and play areas, street furniture; conservation of flora and fauna; and biodiversity mitigation measures.

(g) Heritage: including information on the impact upon setting of Harpole Conservation Area and views towards St Crispin Tower.

(h) Drainage: details of sustainable urban drainage systems.

(i) Crime Prevention: Information on all residential, commercial, leisure and public areas.

(j) Electricity Sub Stations: An indicative scheme for the location of electricity sub stations where necessary. (k) Play Space Strategy: An indicative scheme for the types and location of play spaces (Local Areas of Play; Locally Equipped Areas of Play; and Neighbourhood Equipped Areas of Play and Multi-Use Games Area), having regard to Chapter 5 'Play Provision' contained within the South Northamptonshire Design Guide 2017 and the Fields in Trust Guidance for Outdoor Sport and Play (2015).

The Development shall be carried out in accordance with the principles of the approved Design Codes. Reason: To ensure that the development is to an acceptable standard of design and acceptable levels of residential amenity in accordance with saved policies G3 and Northamptonshire Local Plan and Para 126 of the NPPF.

2016 Planning Application

1.6. Planning consent was granted in June 2020 for a Hybrid Planning Application on Norwood Farm Ref S/2016/1324/EIA seeking both full and outline planning for:

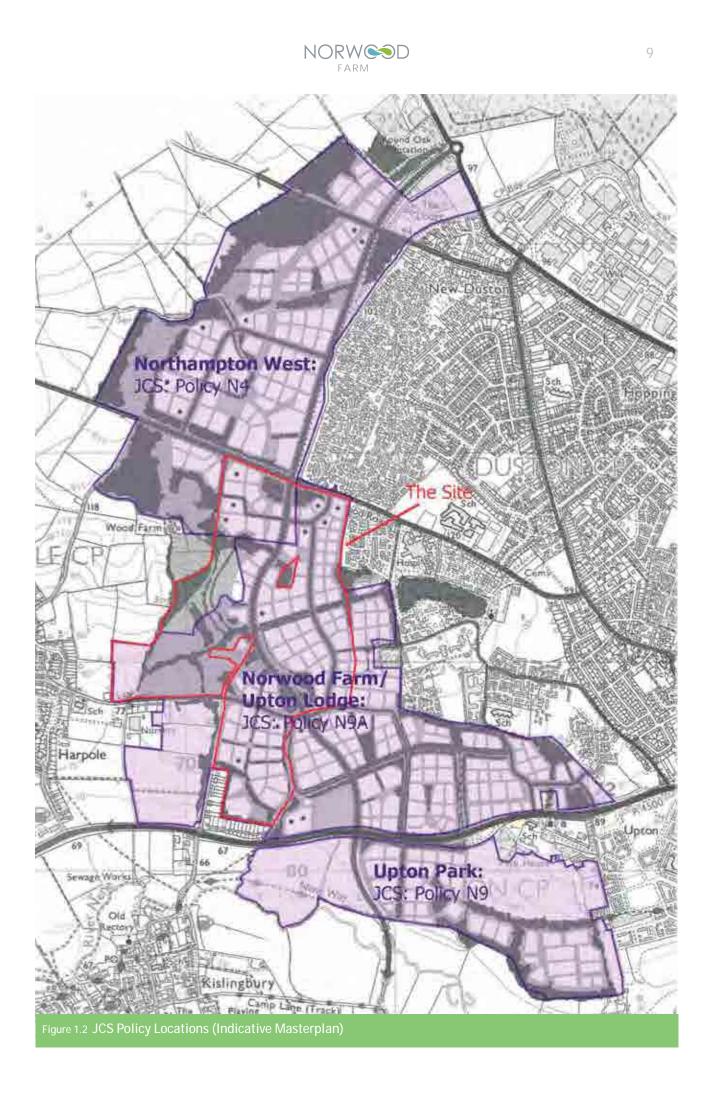
- Part A: Outline planning permission for a sustainable urban extension comprising: Up to 1,900 dwellings (use class C3); Public open space and children's play areas; Landscape areas, new landscape planting and hydrological attenuation features and sustainable drainage systems; Primary school (use lass 1); and Mixed use local centre which may include residential (use class C3), retail (use classes A1, A2, A3, A4 and A5), and health and community facilities (use class D1).
- Part B: Full planning permission for: Demolition of any on site buildings or structures; and Routing of Sandy Lane Relief Road and associated vehicular access points.

1.7. The approved development reflected the approach to high quality design embodied in the submitted Design and Access Statement. In particular, it incorporated the following key design and access principles:

- Creation of a permanent green buffer between Northampton and Harpole.
- Provision of a 2-form entry primary school with the capacity to become a 3-form entry if future demand arises.
- Provision of safe pedestrian/ cycle links throughout the Site, connecting the proposed green spaces.
- Delivering an important section of Sandy Lane Relief Road (SLRR) to provide the critical missing link between the north and south.

1.8. As part of the consent, a Site Wide Design Code was conditioned (Condition 6) as set out in Figure 1.1.

1.9. This revision of the Site Wide Design Code has been made to address comments made by South Northamptonshire Council (SNC) and Northamptonshire County Council (NCC). The Site Wide Design Code was originally submitted on August 2020 followed by a pre-application meeting in September 2020 where a number of technical and design issues were discussed. As a result, the applicant team have revised Design Code to address the Pre-application Report received on October 2020. A consolidated series of amendments are now proposed within this revised Design Code to better reflect the aspirations of SNC, providing a combined response of the applicant team to the a range of Landscape, Ecology, Design, and Engineering comments that have been raised. They do not fundamentally change the parameters of the application, but provide additional detail as to how future development will be guided.



2. Using the Design Code

2.1. This Site Wide Design Code (SWDC) will provide a set of 'high-level' design instructions that will be used to guide the delivery of the Site through further Reserved Matters applications. It will be used as a reference document by the Local Authority and individual developers and their design teams to help ensure the coordinated design and delivery of Norwood Farm.

2.2. It will establish a common set of requirements that help promote 'high quality inclusive design' without unnecessary prescription or requesting specific details for individual buildings.

2.3. The Code has been structured to reflect the way in which designers are likely to approach the design of individual parcels. As such, the Code is ordered in the following sequence:

- An overview of the approved Outline Application setting out the scene for the Design Code.
- A set of design instructions for the different street typologies and pedestrian movement. This section also provides instructions for car and cycle parking provision.
- A section or layout and appearance of the proposed development in particular, instructions for key frontages and distinctive character areas and Local centre relating to urban form, architecture.
- A set of Public realm instructions for the key green spaces.
- A set of technical instructions that will be further detailed during Reserved Matters Application.

Sections 6-8: Streets and Movement

Setting out the instructions for all street typologies, nonvehicular movement and parking strategies.

Sections 11-16: Green & Infrastructure Code

Covers the key design specifications relating to landscape, play, key spaces, Country Park, Biodiversity and Street Furniture Sections 1-5: Introducing the Scheme

Providing a summary of the key aspects of the approved Planning Application including the Development Parameters, Conditions, changes since Outline Application Submission and Regulating Plan.

Sections 9-10: Development Framework

Setting out the overarching layers of design principles for character areas, key frontages and Local Centre.

Sections 17-21: Technical Code

Describe strategies for technical elements of the proposals such as Drainage, Waste and Substations, affordable housing and planning conditions checklist.

Figure 2.1 Document Structure



3. Ap

3. Approved Parameters and Strategy Plans

3.1. This Site Wide Design Code (SWDC) has been prepared to be in accordance with the following approved Outline Parameter Plans and illustrated in Figure 3.1 and Strategy Plans in Figure 3.2 and 3.3. These plans will form the base of this Site Wide Design Code.

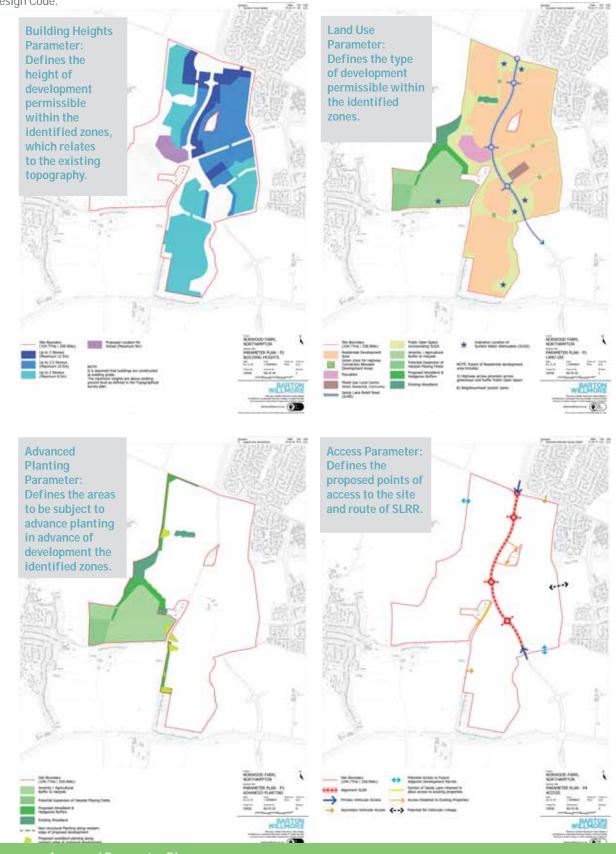


Figure 3.1 Approved Parameter Plans

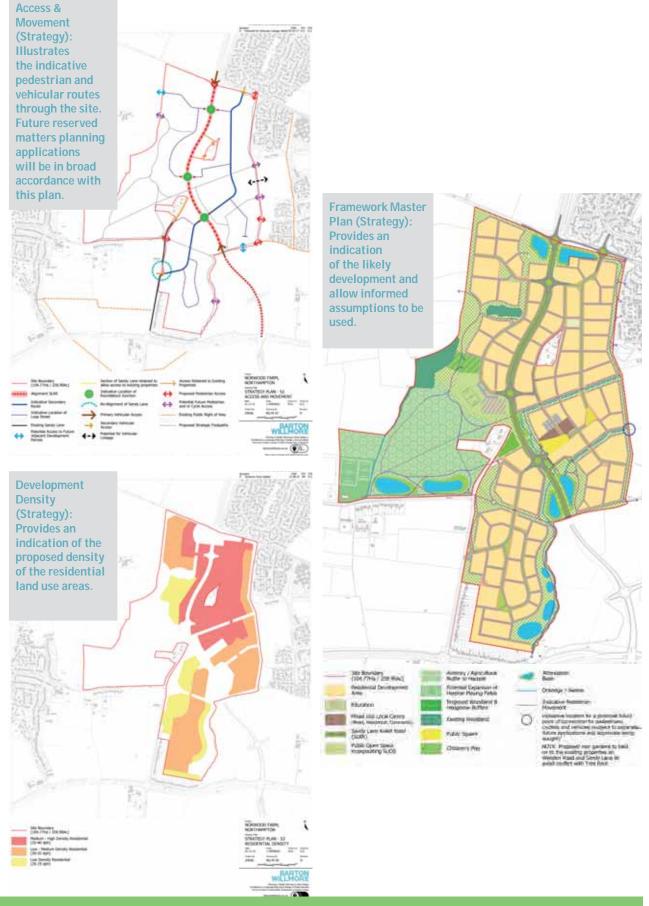


Figure 3.2 Outline Application Strategy Plans







gure 3.3 Illustrative Master P

4. Adjustments to Proposals

4.1. Following the submission of Outline Application in September 2016, a number of discussions and negotiations with stakeholders took place prior to planning consent being granted. This would include further clarification on:

- The Country Park provision for a new sports pitches and pavilion as illustrated in Figure 4.2.
- Increase of proposed school site area.
- Changes to the southern attenuation area and relocation of attenuation basins away from the boundary of existing properties as illustrated in Figure 4.2.
- Clarification of Phasing Strategy.
- Further ongoing discussions on safeguarding the adequate SLRR corridor.



Figure 4.1 Illustrative Master Plan in 2016





Figure 4.2 Illustrative Master Plan identifying changes since Outline Application

The proposed school site area was increased

New sports pitches and pavilion

Re-location of Drainage Attenuation features to southern boundary. No net loss of developable area.

5. Regulating Plan

4.2. The development's distinctive urban form and structure has been strongly influenced by the existing site features, existing contour levels and best design practice guidance such as the National Design Guide and local guidance such as South Northamptonshire Design Guide (SNDG).

4.3. The Design Code parameters are summarised and simplified into the Regulating Plan (Figure 5.1) to ensure consistency of approach to building frontages and the public realm across all development phases. The Regulating Plan is the first point of reference for designers using the Code, providing the context in which individual parcels can be considered. It sets out design guidance and addresses the following elements on which this document has been structured.

Streets

4.4. A range of street typologies are provided within the development to ensure legibility and connectivity. Street typologies are further described in Section 7 of this Design Code. These includes:

- Sandy Lane Relief Road (SLRR).
- Primary Street.
- Secondary Street.
- Side Street/ Shared Surfaces.
- Shared Lanes.

Character Areas and key frontages

4.5. The proposals include three distinctive Character Areas to provide a variation of building form. These areas are further described in Sections 14 of this document of this document:

- Urban Core.
- Upton Lodge.
- Rural Edge.

4.6. In addition to the character areas, special frontages have also been considered along principal routes and adjacent to open space and amenity areas. Key frontages will provide activity and animation to these areas as well as ensuring natural surveillance. The proposed Key Frontages are described in Section 9 of this document.

Local Centre

4.7. The proposals include a Local Centre (Section 11 of this document) which will act as the 'heart' of the development located within the intersection between the Primary Street and the SLRR. The Local Centre Square is a multi- functional space which plays an important role as a key destination within the development.

Key Spaces and Key Buildings

4.8. Three important areas of public open space have been identified as key spaces due to their importance as 'entrances' to the development or important destination areas. These areas require a design response and are further described in Section 15 of this document:

- Berrywood Park.
- Norwood Green
- Weedon Park.

4.9. To provide greater legibility and way-finding within the proposed development, a number of key buildings have been strategically placed at main accesses to the site, Local Centre and to terminate important views. These will be designed so that they are distinctive from the surrounding buildings by their scale, massing, architectural style and detailing.

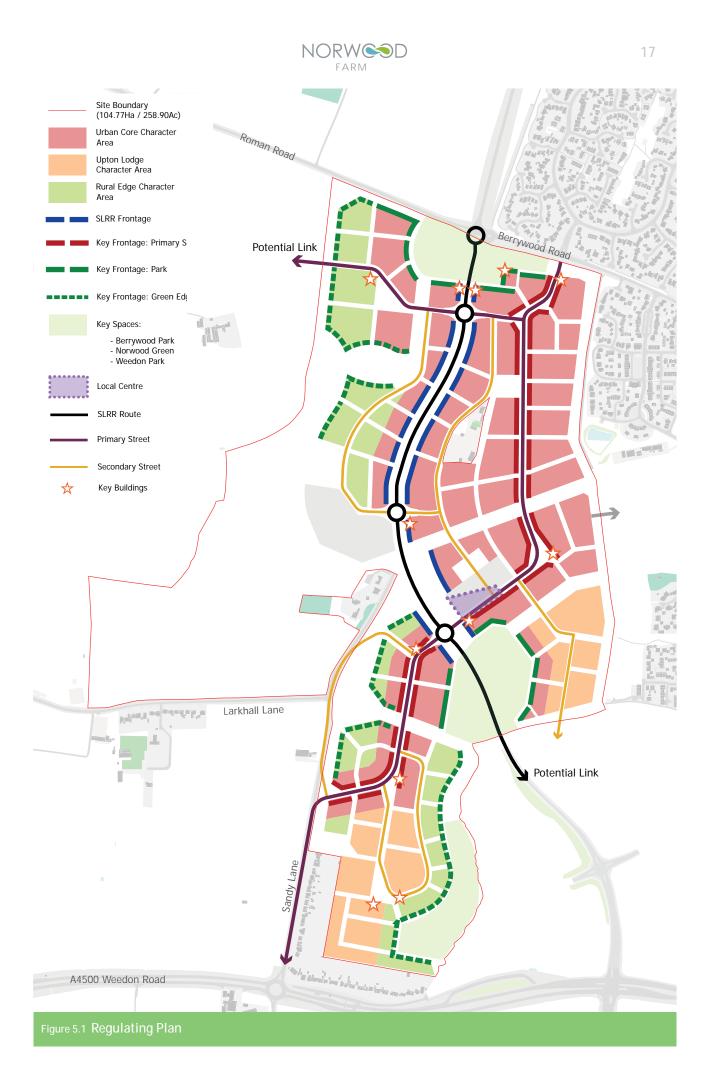
Affordable Housing

4.10. The South Northamptonshire Council (SNC)Design Guide states that affordable housing should be indistinguishable in appearance from open market homes. It also provides further guidance on clustering and management which the proposed development will be in accord with.

4.11. The SNC Design Code Chapter 4 - Affordable housing - sets out the following design principles:

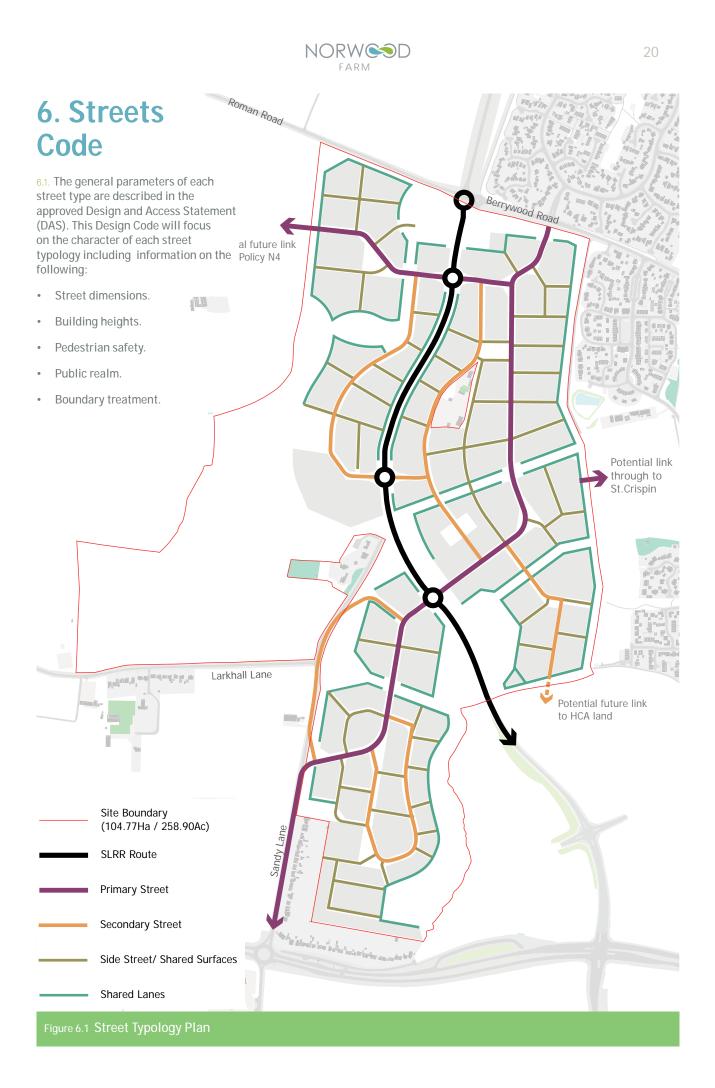
- Affordable housing should the dispersed throughout the development or settlement.
- For new larger developments, consideration should be given to ensuring that there is even provision of affordable housing throughout each phase of construction.
- Where affordable apartments are provided, it is often easier for maintenance and management for the whole of the block to be affordable tenure. Similarly, for maintenance and management it is often preferable to group affordable houses into small clusters.
- Up to 20 units are preferable. These clusters should be distributed throughout the development.

4.12. Section 9 of this document demonstrates how the above principles can be delivered within the proposals and sets out what will be provided at detailed application stage.









Sandy Lane Relief Road (SLRR)

6.2. The SLRR is an important link road which forms part of the new strategic highway provision that connects different development zones within the district, providing a main route for all types of vehicular traffic through the development.

6.3. The SLRR connects all major key spaces including Berrywood Park, Norwood Green and the Local Centre. The road corridor will be lined with large verges and avenue trees on both sides. The final carriageway width will be established at Reserved Matters Application. Pedestrian and cycleway will also be accommodate as illustrated in Figure 6.2.

6.4. Properties facing the SLRR will be accessed via private drives running parallel to the street.

> Min. Building setback from

adopted highways to include shared

access lane =7m

ccess Lanes

6.5. Within the residential areas, lower vehicle speeds will be encouraged by using appropriate form of traffic calming measures to reduce traffic noise level to the minimum.

6.6. Although the detailed design of the SLRR will provided at reserved matters application, this Design Guide will set out key principles which aims to deliver a high quality street.

6.7. Land is safeguarded alongside the SLRR to facilitate the potential future dualling of the road by NCC. The safeguarded land will be kept free from built development.

6.8. Street trees to be planted in tree pits with appropriate root protection.

MATERIALS CODE Surface Material for Street: Tarmac

Coloured tarmac

Min. Building setback from adopted highways to include shared access lane = 7m

Parking Parking 6m 2m Im 7.3m 1m 3m 6m reserved if reserved if VBV ŝ DOTWAN Carriageway future dualling 클 future dualling Parallel Access Nde required required 3m Adopted Highways Corridor



Main routes to provide clear road marking and traffic calming measures to reduce speed, especially through the local centre.



Tree lined street reduces the perception of a major route and provide enclosure to streetscape.



Access lane with parallel parking . and continuous tree line running alongside a major route.



Primary Street

6.9. The Primary Street forms an important north - south movement and include secondary vehicular access points from north, west and south. The southern access will connect the development to the existing Sandy Lane.

6.10. A roundabout is proposed where the Primary Street meets SLRR which will function as a speed control measure and assist in way finding. The Local Centre is also located at this important node to encourage pedestrian activity and ensure its commercial viability.

6.11. The Primary Street will provide a direct, safe and attractive route through the development for vehicles, pedestrians and cyclists. 6.12. The use of different surface material at key pedestrian priority areas and at the Local Centre will be encouraged.

6.13. Footways will be provided on both sides of the street. Services will be accommodated beneath the footpaths.

6.14. The building height along the street will be up to 3 storeys creating enclosure and a tighter streetscape. Properties can be accessed directly from the street. Parking typology includes, on plot parking, garages, parking courts and occasional on-street parking for visitors.

6.15. Although the detailed design of the Primary Street will be agreed at reserved matters application, this Design Guide sets out the key principles to deliver a high quality street.



6.16. Speed limit for the Primary Street will be mainly 30 mph and this will be reduced to 20 mph within the Local Centre.



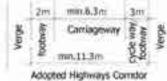
MATERIALS CODE

Surface Material for Street:



Tarmac

Coloured tarmac





Street surfaces are clearly marked. Cyclist lane to have different surface colour for clarity and safety.



Street are enclosed with alternating tree line and green verges. This could be park of front gardens. Occasional visitor's parking can be provided along street.



Narrowing of carriageway and change of surfaces for areas with high number of pedestrian such as local centre.

Figure 6.3 Primary Street cross section & precedents

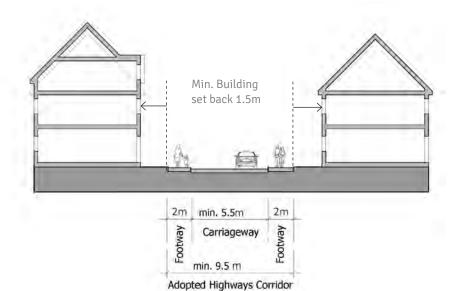


Secondary Street

6.17. The Secondary Street provides an alternative movement to the SLRR and Primary Street. It also connects minor routes to the Primary Street.

6.18. The carriageway will be 6m wide with footpaths on both sides. There will be occasional or intermittent tree planting along verge on one side to enhance softness of streetscape. Occasional visitor parking will be provided alongside verges.

6.19. Although the detailed design of the Primary Street will be agreed at reserved matters application, this Design Guide sets out the key principles to deliver a high quality street. 6.20. Services will be accommodated beneath the footpath. Railings or hedges are the preferred boundary treatment.



MATERIALS CODE

Surface Material for Street:



Tarmac

Coloured tarmac



 Pedestrian/cyclist priority routes should be incorporated on all street types to enable a safe environment for walking and cycling.

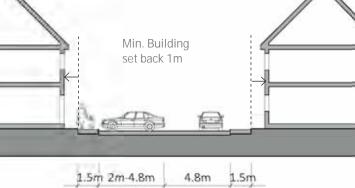


 Verge and tree planting to one side of the street between carriageway and footways. Good sense of enclosure created by trees.



 Soft, low level planting to be incorporated in front of buildings to animate streetscape

Figure 6.4 Secondary Street cross section & precedents





NORW COD

FARM

Side Street/ Shared Surfaces

6.19. Side Streets or Shared Surfaces provide access to major routes from residential areas. These streets are suitable to be designed as home zones or amenity streets.

6.20. Shared surface arrangements are permitted for no more than approximately 20 dwellings.

6.21. Contrasting surfaces can be used to emphasise that carriageway is shared by vehicles and pedestrians. Traffic flows will be low giving priority of pedestrians over vehicles. Service strips to be demarked by a 40mm upstand kerb.

6.22. The general character of these streets is informal with varied building form and styles. Building heights will be predominantly 2 storeys. 6.23. A variety of on-street parking typologies integrated with the public realm can be used. Services to be accommodated beneath the carriageway.

6.24. Buildings will be set back from the street by 1 to 2 metres. Hedges or informal planting to be the preferred boundary treatment.



MATERIALS CODE

Tarmac

Surface Material for Street:

Block paving to be of irregular type and not of a regular pattern

Service strip Parallel or 90° Harallel or 90° Parking Parking Shared Surfaces strip Service strip



 High quality surface treatment with integrated public furniture, including benched and outdoor seating.



 Trees and low level planting used to soften building lines and provide additional greenery. Key buildings to terminate views.



 Internal streets or mews to accommodate parking at rear of buildings.

ure 6.5 Side Street/ Shared Surfaces cross section & precedents



Shared Drives/Lanes

6.25. Lanes are landscape dominant spaces located alongside open spaces, hedgerows or woodlands mainly located within the rural edge character area of the development. A maximum number of 5 dwellings to be served off a shared drive.

6.26. These spaces accommodate a low level of traffic, providing direct access to individual dwellings. These lanes are shared with cyclists and pedestrians. Occasional parking for visitors will be provided. 6.27. Buildings height should be predominantly 2 storeys along the development edge and 3 storeys around key spaces.

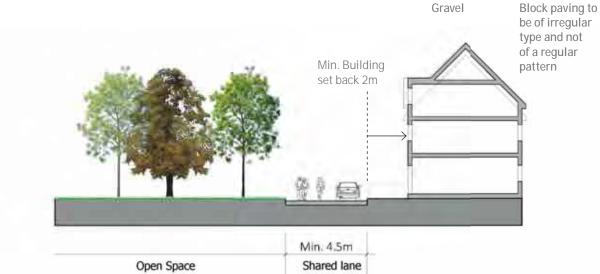
6.28. Hedges and informal planting will be used for boundary treatments.

6.29. The cross section and precedents (Figure 6.6) illustrates the proposed character of the lanes.



MATERIALS CODE







• Parking will be provided in front of dwellings or parallel to lane



 Soft landscaping elements along lanes to help soften building lines and accommodate change of building orientation



 Frontages to have climbing plants on façades for distinctiveness

Figure 6.6 Shared Lanes cross section & precedents

7. Non-Vehicular Movement

Pedestrian and Cycle Access

7.1. The proposed development will deliver safe, high quality walking and cycling routes. Pedestrian and cycle access to the Site will be available via a number of connections, as shown in Figure 7.1. This includes:

- The provision of a combined foot/ cycleway along the SLRR corridor connecting the A4500 Weedon Road to the south with Berrywood Road to the north.
- Access east on bridleway KP16 and LB1 to St Crispin's development.
- The provision of direct pedestrian and cycle-only routes across the development to on-Site facilities such as the primary school and local centre.
- Additional access east to St Crispin along the eastern Site boundary.
- Access onto Berrywood Road to the northeast corner of the Site.
- Access onto Sandy Lane to the west and the proposed Country Park.
- Potential future access in the southern part of the Site through to Upton Lodge.
- Potential future access in the north western part of the Site to future adjacent development parcels.
- Cycle path alongside main routes to connect different parts of the Site to the country park and East and West.

Bridleways

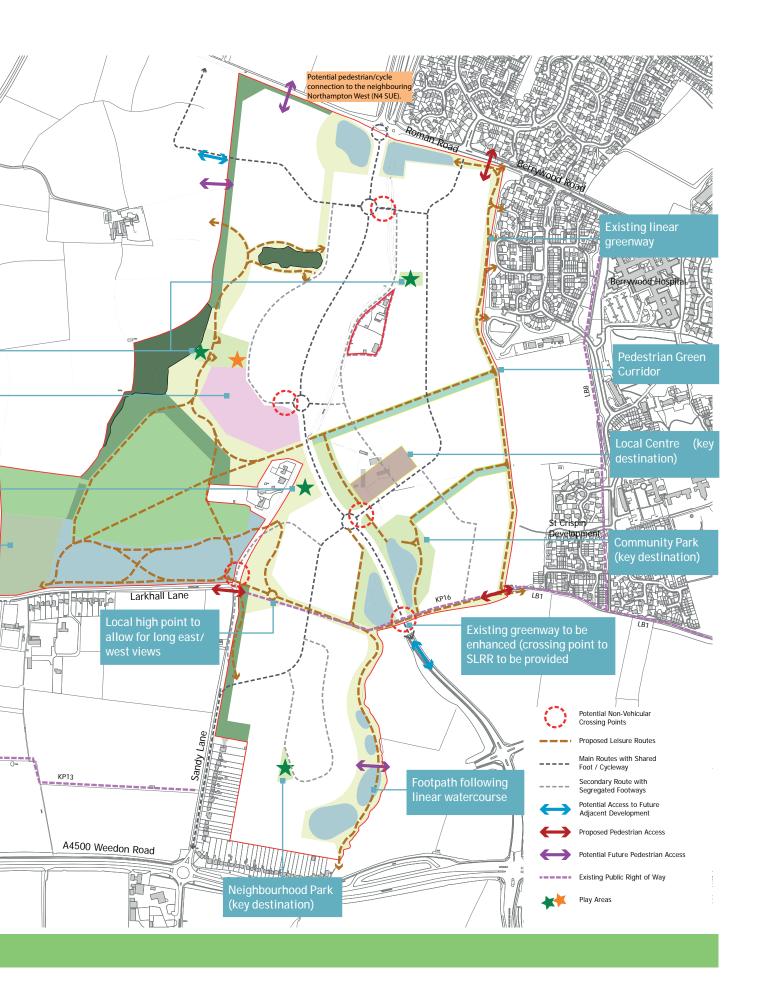
7.2. The existing bridleways KP16 and LB1 (where KP16 runs within the Site) will be upgraded to combined footways / cycleways, providing pedestrian and cycle connections from the western part of the Site to St Crispin Drive, south of St Luke's Primary School. This route is shown on Figure 7.1 and will be a combined footway / cycleway link 3m in width which is surfaced and lit.

Pedestrian Crossings and Speed Control measures

7.3. The SLRR will be designed as a single carriageway with a maximum speed of 40mph. A number of pedestrian crossings and traffic calming measures will also be provided which include:

- A Pegasus and Toucan crossing on the SLRR where the existing bridleway cross the alignment of the SLRR.
- The provision of Toucan crossings along the SLRR at key junctions to facilitate safe pedestrian and cycle movement.
- Vehicle speed control measures (such as speed tables) to be provided close to the on-Site school and local centre and at key junctions to reduce traffic speed and to ease pedestrian movement.







Health and Wellbeing

7.4. The proposed site layout has been designed to create opportunities for both new and existing residents in adjoining settlements to be both physically and socially active via the provision of vast areas of public open space, including a Country Park with amenity and exercise areas easily accessible to all residents as described in Section 16 of this document.

7.5. Playing Fields will be located to the west of the Site, adjacent to the Country Park.

7.6. In additional to the proposed foot and cycleways illustrated in Figure 7.1, a number of informal paths will be provided to encourage a healthy lifestyle and increase physical exercise as suggested in Building for a Healthy Life.

7.7. Additionally, the development is committed to deliver the following:

 Accessible and walk-able local facilities including local centre and school.

- Direct and segregated safe pedestrian and cycle routes to key destinations.
- Active building frontage to public realm to maximise natural surveillance.
- Community facilities centrally located and within short walking distance to the majority of residents.
- A network of multifunctional open space throughout the development.
- High quality, well-lit and well surveilled pedestrian and cycle routes.
- Local Equipped Area for Play (LEAPs) are generally located within 5 minutes walking distance from dwellings.
- Provision of an extensive network of open spaces, including community park (physical and mental health benefits), as well as both the informal and formal ped/cycle network.

7.8. Emphasis will be given on encouraging and supporting walking and cycling through and beyond the site with good safe and direct routes with priority to pedestrians and cyclists.

7.9. The SNC Sport and Leisure Strategy Action Plan 2019-2020 sets out a number of health and wellbeing objectives which the proposed development will contribute. These are:

- To encourage more residents to use modes of active travel as part of their everyday journeys. e.g. cycling and walking, running.
- A network of high quality, accessible and sustainable sport and leisure facilities and services in South Northamptonshire that encourages increased participation, improves health and wellbeing and enhances quality of life for existing and future communities.





- To diversify and improve outdoor sport and leisure opportunities to drive up levels of activity. Increase activity levels and the physical and mental health of all residents in the district.
- To enable more residents to access structured and unstructured sport and leisure activity using public/ community transport and active travel.

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7.10. The new guidance Building for a Healthy Life (BHL) is also an useful tool that allows developers, local authorities and local community to evaluate what is important when creating good places to live. Table 7.1 lists the BHF 12 design criteria the and how the proposed development responds to them.

Building for a Healthy Life 12 Criteria	Proposed development principles	
1. Integrated neighbourhoods: Natural connections	The proposed development provides an extensive network of pedestrian and cycle links, allowing opportunities for links to existing and future neighbourhoods. It delivers a large part of a major infrastructure connection- the SLRR, an important link road which forms part of the new strategic highway provision that connects different development zones within the district. The SLRR will provide a main route for all types of traffic through the development which includes an extension of existing bus routes. The development will also deliver a local centre, a primary school and play and sports facilities within walking distance to all new homes. A wide range of dwelling types and tenures will be provided that suits the local community. All dwellings will have private or semi-private outdoor space as well as a wide range of public open spaces.	
2. Integrated neighbourhoods: Walking, cycling and public transport		
3. Integrated neighbourhoods: Facilities and services		
4. Integrated neighbourhoods: Homes for everyone		
5. Distinctive Places: Making the most of what's there	The proposals have been shaped in response to existing site features and topography. Proposed open spaces have been created around existing features to	
6. Distinctive Places: A memorable character-	further maximise biodiversity opportunities.	
7. Distinctive Places: Well defined streets and spaces	Distinctive character areas and key frontages are proposed which responds to local character as described in Section 9 of this document.	
8. Distinctive Places: Easy to find your way around.	A strong framework of connected and well overlooked streets and spaces with key buildings and spaces strategically located to aid legibility.	
9. Streets for All: Healthy streets		
10. Streets for All: Cycle and car parking	Low-speed streets and neighbourhoods with pedestrian and cycle priority will be provided throughout the development. Segregated cycleways	
11. Streets for All: Green and blue infrastructure	along main routes will encourage sustainable medium of transport with safe and direct routes. Attractive streets with avenue trees will favour pedestrian and cycle trips.	
12. Streets for All: Back of pavement; front of home	A number of water attenuation areas fully integrated with public open space proposals will provide an attractive environment for residents and help biodiversity gain.	

8. Parking Strategy

8.1. Northamptonshire County Council's (NCC's) Parking Standards (September 2016) contains guidance on the provision of car and cycle parking for residential and nonresidential dwellings. The NCC's Parking Standards (Figure 8.2) sets out minimum requirements and encourage well designed parking as part of the development proposals.

RESIDENTIAL PARKING

8.2. The following are the current car parking provision standards set out by NCC. The proposed development will comply with the current standards and parking typologies will vary according to dwelling types as demonstrated in table 9.1.

CYCLE & SCOOTER PARKING

8.3. Secure, covered and convenient cycle/scooter parking provision should be widely available and fully incorporated into the proposals to encourage cycling. Cycle parking should be located in areas of good surveillance that are well lit and preferably covered and close to key destinations such as leisure facilities, school and local centres and visible from the public highway wherever possible. 8.4. Within residential areas cycle/ scooter parking should be provided as follows:

- For individual dwellings, within garages or sheltered stores.
- For apartment blocks, communal cycle parking should be located on the ground floor within the building fabric. If this is not possible and the cycle parking should be provided within the public realm, located within a lockable and covered structure.

8.5. For public areas, cycle parking should be sheltered where possible to help protect cycles from weather. Cycle stands should be far enough apart from each other, and from walls, fences or kerbs, to allow users to park and lock their cycle with ease.

NON-RESIDENTIAL VEHICULAR PARKING

8.6. As set out in Chapter 9 of NCC Parking Standards, the development shall comply with the current standards providing standards are still appropriate at the time of building.

Retail

- A1 Shops (excluding food) 1 space per 25m²
- A1 Food Store: 1 space per 20 m²
- A3 Restaurant and Cafés 1 space per 14 m²

Schools

- 1 space per full time staff (pro rata for part time staff)
- 1 space per 15 pupils for visitors

Lorry Parking

8.7. Since the uses of the Local Centre are not fully defined until Reserved Matter Application, requirement for lorry parking will be subject to discussions with LPA at a later stage.

Parking Typologies

8.8. The following parking diagrams in Table 8.21 illustrate the parking typologies used within the proposed development to achieve the appropriate level of parking for Norwood Farm which accords to the NCC Parking Standards (Table 8.1).

Use	Vehicle	Cycle	
1 bed		1 secure covered space per bedroom	
2/3bed	2 spaces per dwelling, plus visitor spaces at 1 per dwelling across the development		
4+ beds	3 spaces per dwelling , plus		



dards Car dominant public realm without soft landscape.



Well integrated parking typology creating an attractive street



In line parking adjacent to verge & tree planting

Parking Typology	Parking Typology	Description	Dwelling Type	Provision per unit
On-plot detached and semi- detached dwelling		 On-plot parking spaces with hard surface area as well as garage or car port. Garages and drives to be located to sides of dwellings and set behind the main dwelling. Spaces overlooked by windows to side of property where possible. 	 4 Bed detached 3 Bed Semi- detached 	 3 spaces 2 spaces
On-plot to the front of terraced	Harris	 Spaces overlooked by windows on front of property Max 4 spaces in a row without a gap planting strip. For access lanes along the SLRR more spaces can be combined providing there is an uninterrupted verge and tree planting alongside the parking bays. 	2 & 3 Bedroom houses Up to 2 off plot within communal parking courts	2 spaces
On small rear parking courts.	CHILD .	• To be used sparingly, where appropriate. Where used, they will be enclosed, secure and designed to ensure there is sufficient space for parking and manoeuvring. Larger parking courts will generally not be appropriate but, where they are necessary or appropriate, soft landscaping will be used to 'break up' the space.	2/3 Bedroom houses and 1/2 bed Apartment Blocks.	1 space for 1 bedroom units and 2 spaces for 2 & 3 bedrooms.
On-street 90° or parallel (allocated or visitors)	CT.	 A maximum of 4 bays without a break. Allow for tree planting to break spaces 	2/3 Bedroom houses.	2 spaces.
Off-plot on front squares		 To be appropriately sited and carefully landscaped as a preferable alternative to perpendicular parking. 	2/3 Bedroom houses.	2 spaces.
Allocated within Flat over garages (FOG)		 To be mainly used in mews street of within apartment blocks to add visual interest and improve natural surveillance. Garages to serve both off-plot and on-plot dwellings 	2/3 Bedroom houses and 1/2 bed Apartment Blocks.	1 space for 1 bedroom units and 2 spaces for 2 & 3 bedroom units.
Off plot Parallel to street	sed Parking Typologies at	 Kerbside parking parallel to street. Generally unallocated on public highway. No more than 4 spaces without a break. Street planting to be used to break spaces. 	Generally for visitors spaces throughout the development.	1 visitor space per dwelling



This Section aims to respond to the following points of Condition 6

(a) Residential Areas: Including design principles on character areas, densities, block types, building types, clustering of affordable housing, the palette of materials, architectural details, building heights, building lines and boundary treatments.

(b) Local Centre(s): Including Information on design, form, character, scale, public realm and palette of materials.

9. Existing Local Character and Proposed Areas

9.1. A successful new development is dependent upon achieving an appropriate relationship between the development design principles, high quality design and a positive integration with the local vernacular. A local character analysis was undertaken during Outline Planning Application (Section 08 of the DAS) and a summary of the areas which have influenced the proposed character of the new development – Harpole, Kislingbury and Upton is summarised below.

Existing Local Character Summary: Harpole - High Street & Upper High Street

General character

9.2. The village of Harpole is situated in the Western Northamptonshire Uplands, an area of undulating hills and valleys which contributes to its special character.

9.3. A sense of enclosure is perceived throughout the older parts of the village, created by the positioning of buildings close to the edge of the highway and/or linking stone walls together with a dominant use of local ironstone which gives the street scape a visual unity.

9.4. A denser network of narrow winding country lanes, generally bordered by hedgerows also contribute to the area's character. Although the amount of open space in the village is limited, Harpole gives an impression of a green settlement with trees, hedges and other forms of soft landscape.

Street Pattern

9.5. The High Street is a winding linear route through the historic core, running north to south covering the entire length of the village. It varies in width along its length, feeling particularly narrow in places where building frontages and walls are next to the pavement, for example Upper High Street. Although other roads branch off from the High Street, the historic village remains strongly clustered around it.

Urban Form

9.6. The grain is relatively loose with the building line varying. Some buildings are set back with large front gardens, whilst others are on or close to the pavement.

9.7. The distribution of buildings along the street is irregular with groups of terraced and semi-detached cottages, interspersed with detached properties.

9.8. For the larger properties, parking are generally on plot within garages or private courts. Smaller units tend to have limited parking on-street.

Roofscape

9.9. With a few exceptions rooflines are generally simple and uncluttered without dormer windows or roof lights. A common feature is steeply pitched roofs with open eaves. Older properties have multiple chimney stacks on the ridge of the gable and some have central stacks too.

Windows

9.10. Casement windows are the most common style generally white framed. Most upper floor windows are set tight to the eaves with timber, brick or stone lintels and cills.

Materials

9.11. The dominant building material is local Ironstone, providing an attractive yellow/orange coloured stone. Also common on later buildings is red brick, generally associated with the 19th century housing related to the boot and shoe industry. Roof treatments tend to be slate as a replacement to the original thatch which can still be found in a few older cottages. Plain clay, concrete tiles and pantiles can also be found within the High St.

Boundary Treatment

9.12. Some buildings are located at the edge of the highways boundary and others are set back from the street with linking stone boundary walls at a variety of heights and treatments. A few red brick walls are also present generally associated with 19th century buildings.

Applicable principles

- Organic block structure with irregular building line along block perimeter.
- Variable set back with on-plot parking with garages.
- A mix of architectural styles, predominantly pitched roof.
- Boundary treatment at variable heights and materials including local stone and brick.
- Strong frontage along main route.







Existing Local Character Summary: Kislingbury - Church lane /Bugbrooke lane

General character

9.13. The village of Kislingbury is located south of the River Nene, between the M1 and A4500. The village is thought to have originated along Church Lane during early the medieval period with the eastern part of the village (including the High St), a later planned addition to the Medieval Core. The majority of the western part of the village was developed during the 20th century.

9.14. The older buildings along this study area are dated from the 17th century with the majority from the 18th and 19th century albeit a few more recent examples can be seen along Church lane which have not been considered within this study.

9.15. The dominant use of local ironstone gives the streetscape a visual continuity and coherence, contributing to the sense of enclosure in parts of Church lane. This is further emphasised by the presence of linking walls generally in ironstone.

9.16. A number of incidental green spaces and verges created by variation of the building line also contribute to the character of the village.

Street Pattern

9.17. Access to Kislingbury is gained via Rothersthorpe Rd from the south, Bugbrooke Rd from the south west and Banbury Rd from the A4500 to the north. The streets are generally linear such as Church lane and the eastern part of the village resembles a rectangle of streets.

Urban Form & Parking

9.18. The built form along the study areas are relatively fine grained with a variable building line. A large number of buildings are set close to the pavement or set back behind mid-height walls. Ridge lines generally follows the road alignment with occasional gable ends facing the street. The variable building line and setbacks adds to the character of the village.

9.19. For the larger properties, parking are generally on plot within garages or private courts. Smaller units tend to have limited parking on-street.

9.20. Buildings are mainly 2 storeys in height with occasional 2.5 storeys, mostly with a linear footprint of wide frontage and shallow depth. The distribution of buildings along the street is irregular with groups of terraced cottages, interspersed with detached properties.

Roofscape

9.21. With a few exceptions rooflines are generally simple and uncluttered sometimes with steeply pitched roofs. Older properties have multiple chimney stacks on the ridge of the gable and some have central stacks too.

Windows

9.22. Casement windows are the most common style generally white framed. Most upper floor windows are set tight to the eaves with timber, brick or stone lintels and cills.

Materials

9.23. The dominant building material is local Ironstone, providing attractive yellow/orange coloured stone. A number of red brick buildings can be found which contrast with the stone adding variety and interest to the street. Roof treatments tend to be slate and tiles which replaced earlier roof covers such as thatch.

Boundary Treatment

9.24. Some buildings are located at the edge of the highways boundary and others are set back from the street with linking stone boundary walls at a variety of heights and treatments.

Applicable principles

- Formal building line with dwellings generally facing the streets. A mix of back to back, mews and single sided dwellings.
- Consistent set back with direct access to dwellings from streets.
- Predominantly pitched roof. Stone and slate tiles as primary building material.
- Groups of terraced and semidetached cottages, interspersed with detached properties mostly with a wide frontage and shallow depth.
- Boundary treatment predominantly low walls or hedgerows.









Existing Local Character Summary: Upton

General character

9.25. The Upton development is located to the southwest of Northampton, immediately south of the A4500 Weedon Road and west of the A5076.

9.26. The development has a strong landscape structure based on a Sustainable Urban Drainage System (SUDS) integrated within the streets. A grid of perimeter blocks with internal parking courtyards together with a strong hierarchy of streets are key features of the development.

Street Pattern

9.27. A strong rectilinear street pattern with key buildings at the end of vistas makes it easy to navigate through Upton. Main routes have generally a formal design response, whereas lower key routes such as mews, lanes and side streets are more informal with shared surfaces.

Urban Form & Parking

9.28. Urban perimeter block structure with buildings facing out to the street. Strong street frontages define public and private areas and ensure natural surveillance. Continuous street frontages and consistent building line along any single block frontage. 9.29. Apartments are often used to address block corners whilst semidetached and detached housing on larger plots are positioned to address development edge.

9.30. Courtyard parking is the predominant typology. Perimeter blocks are sized to accommodate parking with generally one single secure access. Each courtyard must provide secured private parking for residents and rear access to homes.

Roofscape

9.31. A variety of roof types, heights and scale can be seen within Upton. Dormer windows and chimneys are common features within building rooflines.

Windows & doors

9.32. A regular rhythm of doors and windows with a large proportion of openings can be seen within front elevations. Doors are painted in different bright colours to provide individuality within the same street scene whilst windows frames are consistent generally in white or light colours such as light grey and beige. A vertical emphasis is often seen within the openings, frequently by boxed insets detail around windows and/or doors.



Flat roof dormers with 'leaded' cheeks



Use of bay and balconies overlooking public real to increase natural surveillance

Materials

9.33. A mix of red brick and light coloured render are the most common walling materials. Roofs are generally grey slate or slate effect within key frontages. In other parts of the development clay tiles are also common.

Boundary Treatment

9.34. Low walls with railings, railing, privacy strip are common within the development.

Applicable principles

- A strong rectilinear street pattern with key buildings at the end of vistas makes it easy to navigate.
- Continuous street frontages and consistent building line and set back.
- Apartments are often used to address block corners whilst semidetached and detached housing on larger plots are positioned to address development edge.
- Courtyard parking is the predominant typology with rear access to homes.
- Change in roof profile and heights to emphasise landmark/ corner buildings.
- Boundary treatment predominantly hedges, railing, privacy strip.
- Use of flat roof dormers.
- Use of balconies and bay windows to overlook public realm.
- Use of canopy porches



NORW COD

Harpole and Kislingbury



























Proposed Local Character Areas and Key Frontages

9.35. Three distinctive character areas, as identified in Figure 9.1, have been created and defined through an understanding of the Site's wider landscape context and the relationship to existing urban form.

9.36. They are inspired by the Local Built & Landscape Character Assessment set out in Section 8 of the approved Outline Application DAS and will provide the basis to create a distinctive, high quality design development that responds and integrates to its context. The character areas are as follow:

- Urban Core
- Upton Lodge
- Rural Edge

9.37. The location and disposition of the three character areas have been set out so that areas which have a more urban context, i.e within proximity to major routes, main access points and local centre have been combined into the 'Urban Core' whilst the areas within proximity to a more rural and landscape context, in contrast, have been defined as the 'Rural Edge'. The 'Upton Lodge' encapsulates transition areas between the more urban and more rural character areas.

9.38. These three areas will also have special frontages which respond to specific edges. As such, frontages along major routes and key open spaces illustrated in Figure 9.1 include:

- Sandy Lane Relief Road (SLRR) Key Frontage
- Primary Street Key Frontage
- Park Key Frontage
- Green Edge Key Frontage

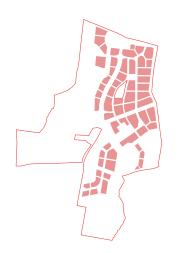
9.39. For each character area, a set of design principles and diagrams have been produced in the next pages to guide future proposals. Further coding information will be provided for the key frontages above.

9.40. Architecture and appearance instructions presented at the end of each character area section.

9.41. The proposals follow guidance from Chapter 4 'Design Guide'-Architectural Detailing and Built Form in the South Northamptonshire Design Guide 2017.







9.42. Urban Core has three key frontages, including SLRR, Primary Street and Park Key Frontage which are further described in the following pages. This area has a more urban character with density between 35-40 dph.

9.43. A number of Landmark Buildings are identified to mark arrival into the development. Architectural and public realm treatment will be considered to emphasise their importance in creating legibility.

The design principles for Urban Core are summarised as follows:

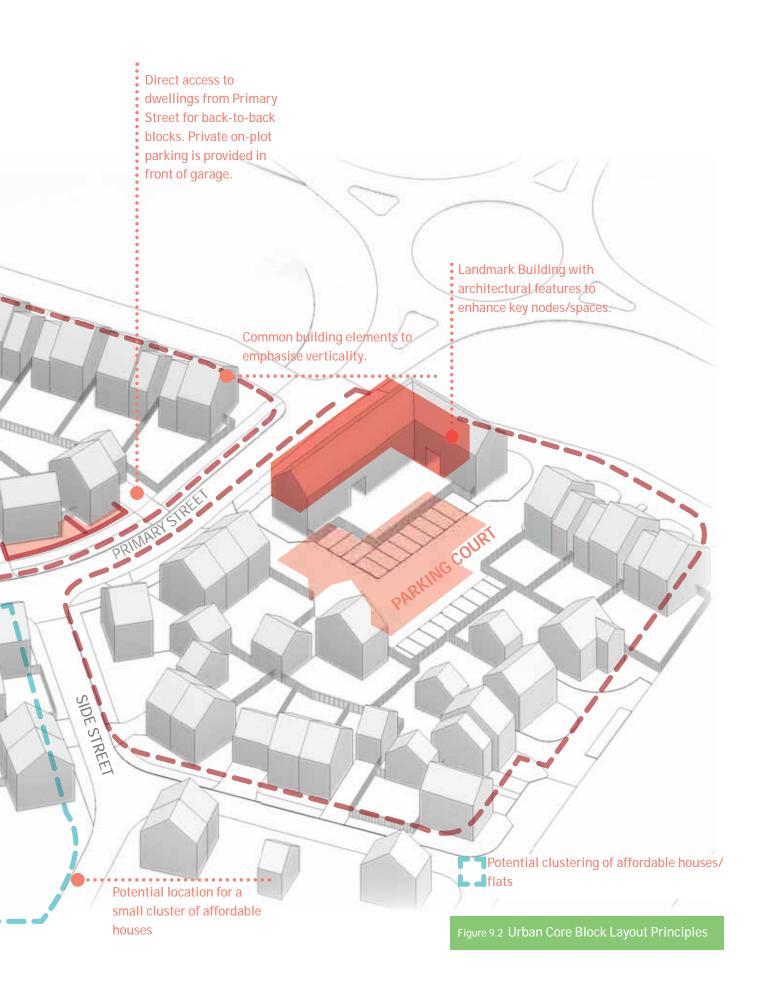
- Predominantly Back to Back block typologies with Mews Courtyard along SLRR where properties are accessed from the back.
- A formal character with consistent building lines and regular setback from the street.
- Buildings are predominantly terraced and semi-detached with occasional detached units.
- Building heights will vary from 2.5 to 3 storeys along key frontages and generally 2 storey elsewhere.
- Both modern and traditional architectural approach are appropriate. Development to use a limited palette of materials inspired by local vernacular.

Areas	Urban Core	
References	Upton	
Layout		
Density	35-40 dph.	
Architecture	Both contemporary or traditional interpretation specific to the Site.	
Block Structure/ Parking	Properties facing the SLRR have rear access. Other frontages have on-street parking or on-plot.	
Building Setback	SLRR: Min set back from adopted highway to include access lane and tree planting 8 m. Other streets: set backs vary between 1 to 2m.	
Boundary Treatment	Consistent on both sides of the street. Estate railings, low walls to be the predominant boundary treatment.	
Frontage and corners	Continuous frontage, parallel to the street with minimum distance between properties at regular intervals. Corners to have active windows and doors on both faces. Symmetry and continuity to be achieved within the street scene.	
Building Form and tenancy		
Affordable Housing	Clusters of affordable housing will be distributed throughout the Urban Core area. The precise location and size of the clusters will be proposed and approved at detailed application stage, having regard to the adopted local development plan policies and requirements of the relevant affordable housing provider.	
Building types	A mix of terraces, semis and detached properties. Apartments to be located at prominent corners.	
Building height	Up to 3 storeys for key locations.	
Building Elements		
Roof	Minimum variation of roof styles and heights within same building grouping to emphasise formality. Pitched roofs with gable ends.	
Dormers	Flat roof with leaded cheeks to be a feature on main routes.	
Openings	Windows and doors should have a vertical emphasis in order to visually increase the building height. Large openings are desirable especially on the ground floor for natural surveillance of the public realm.	
Chimneys	Chimneys/Ventilation Stacks to be of simple style as part of the building fabric to emphasise verticality and continuity.	
Material and Details	Predominantly red brick with occasional use of stone or render for key buildings to add variation to streetscape; Wall materials to be generally consistent within building groupings.	

Table 9.1 Urban Core Coding Principles







Sandy Lane Relief Road (SLRR) Key Frontage

9.44. SLRR is the main vehicular movement with accesses running north south at the centre of the site.

9.45. A number of Landmark Buildings are identified at key locations to mark important arrival points. These should have distinctive architectural features and compositions to create a sense of arrival.

9.46. SLRR frontage will have a strong, formal character with avenue tree-lined street and wide green verges to create a sense of openness and verdant feel.

9.47. Buildings along SLRR will have consistent building line/set back and roof line with regular gaps between buildings.

9.48. Building heights will predominantly be 2.5 to 3 storey and its verticality should be emphasised to respond to the road wide corridor and to its hierarchy.

9.49. Properties will be accessed via lanes parallel to the SLRR carriageway, no direct access to properties will be possible. This approach ensures uninterrupted verges and tree planting with the SLRR corridor.

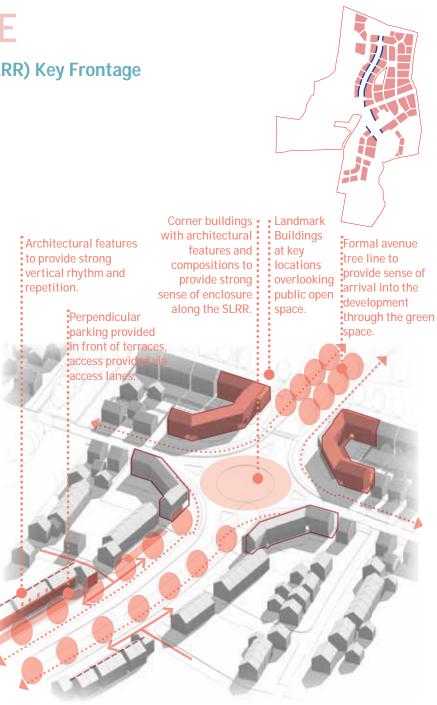


Figure 9.3 Sandy Lane Relief Road (SLRR) Key Frontage Code



igure 9.4 Illustrative 3D view along SLRR Key Frontage

Primary Street Key Frontage

9.50. Primary Street is another important north south movement route which reaches other important parts of the site not accessed by the SLRR.

9.51. Alternating tree planting and verge will enclose the streetscape and soften frontage along Primary Street. This will be further enhanced at 'special' nodes and key locations for legibility and place-making purposes.

9.52. Building appearance to have a cohesive architectural treatment and composition to create a strong, formal frontage. These can include brick details, dormers, bay windows or balconies to create sense of rhythm and repetition.

9.53. Boundary treatment to be consistent along the same street scene with predominantly metal railings and hedges.



Landmark Buildings to mark 'arrival' gateway into the : development :

Buildings enclosing arrival space to have a distinctive architecture and composition

Large trees : planting to enhance and soften space : and frontage

Building orientation to create strong sense of enclosure. Architectural detailing or change of material to mark incidental nodes along Primary Street.

Footpaths and alternating tree lined •verges to create verdant character and openness along Primary Street.



Park Key Frontage

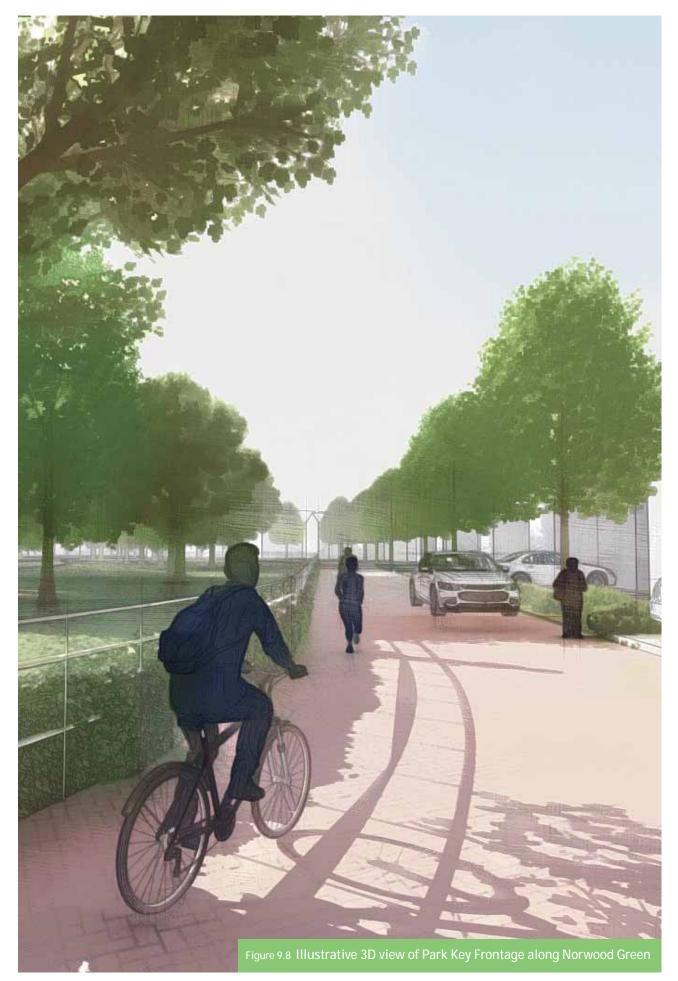
9.54. This frontage should provide enclosure to Berrywood Park and Norwood Green, defining the importance of these prominent spaces. The frontage will generally have a formal character that takes inspiration from the surrounding villages.



Continued rhythm Predominantly 'Bookends' corner buildings of gable projections detached dwellings to address both streets. frontage with consistent with direct access Change of surface treatment roof line. Building via a lane along the to mark transition between Park. setback to allow soft street typologies. planting in front garden. On-plot parking with sional parallel ng for vi **OPEN SPACE** PARK The park to be bounded Soft planting to be incorporated by a continuous low-level along front boundaries to provide hedgerow and railing overlooked by dwellings. continuity to the Park.

Figure 9.7 Park Key Frontage Code





MATERIALS & APPEARANCE Porches, Doors, Windows &

Inspiration

9.55. The general appearance of the Urban Core area takes inspiration from parts of Upton, where a more formal arrangement of buildings occurs. A tighter urban form with groups of terraces enclosing the street and building heights of 2.5 and 3 storeys. Red brick will be the predominant walling material.

9.56. The following images illustrate the proposed materials and architectural features that should be commonly used within this character area, providing an identity to this part of the development. The following pages are for guidance only and variation may be appropriate at detailed design stage.

Chimneys

- Good proportion for doors and porches that reflect the local vernacular will be encouraged.
- Front doors to be of 4/6 timber panels or with vertical planks, all painted in a limited colour palette.
- Porches and door hoods should be flat roofed and of simple style and closely integrated with the building fabric.
- Roofing on porches and door hoods to reflect the roofing material of the principal structure.
- Traditional style flush windows with subdivisions that are proportionate to the entire building.
- Windows frames to be predominantly white and/or light grey within the Urban Core area.

- Although dormer windows are not a common traditional feature in the district, it is commonly found in the Upton development and its use will be appropriate at main routes within the Urban Core area as a way to maximise building heights. Dormers should be flat roofed with leaded cheeks.
- Bay windows should be flat roofed, square, well designed with respect to proportion, scale and detail and reflect the local vernacular.
- Chimneys to be located on gable ends on the ridgeline or in the middle of buildings on runs of terraced houses.

Street lighting and furniture

9.57. Street lighting and furniture should be guided by the County Council's Road Adoptions Policy and reflect the hierarchy of the street.



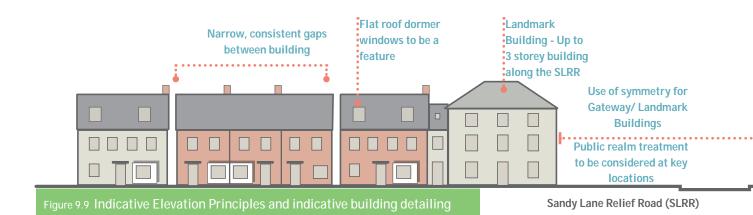
Building form and massing with symmetrical rhythm to create a formal and urban character.



Gable ends with windows overlooking the streets.



Formal street scene with consistent architectural features





BUILDING MATERIALS & ARCHITECTURAL DETAILS



SECONDARY MATERIAL





DORMERS & **CHIMNEYS**

TREATMENT BOUNDARY



Concrete interlocking tiles: Slate grey



Flat roof dormer

Railings







Hedges



Casement flush windows in white/off white and light grey.



Front door canopies to be of simple style and flat roofed.



4/6 pane timber doors.



Flat roof bay windows to be of simple style.

Front door colour to be generally consistent within main routes and key locations.





Walls









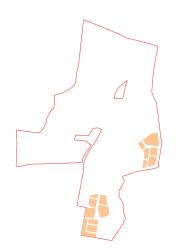


al us





UPTON LODGE



9.58. Upton Lodge Character Area is located at the south eastern part of the site with a subtle transition of character inspired from the local villages, including elements of both urban and suburban characters.

9.59. This area is predominantly low to medium density at 30-35 dph and mainly consist of Back to Back blocks that have regular or non-orthogonal geometric structure that responds to the site boundary. The design principles for Upton Lodge are summarised as follow:

- The predominant typologies are detached, semis and small terrace dwellings.
- Properties are generally accessed directly from the street.
- Frontage onto Norwood Green (Central Park) should be formal building line, predominantly 2.5 storey.
- Parking provision generally in garages and perpendicular to street for terraces. On-street parallel parking bays for visitor parking.
- Both modern and tradition architectural interpretations are appropriate, using a limited palette of materials.

Distinctive Areas	Upton Lodge	
References	Upton & Kislingbury	
Layout		
Density	30-35 dph	
Architectural Style	Both contemporary or traditional architectural design approaches are appropriate.	
Block Structure/ Parking arrangement	Predominantly Back to Back blocks with on-plot and on-street parking. Occasional courtyard blocks are also appropriate.	
Building Line and Setback	 Varied setback along Internal Street frontage. Strong regular rhythm and form. Consistent building line along key open spaces. 	
Boundary Treatment	• Walls; Railings; Hedgerows or low level soft planting	
Frontage and Corners	More flexibility in the building line than the Urban Core. Active windows and doors on both faces.	

Building Form and tenancy

Affordable Housing	Clusters of affordable housing will be distributed throughout the Upton Lodge area. The precise location and size of the clusters will be proposed and approved at detailed application stage, having regard to the adopted local development plan policies and requirements of the relevant affordable housing provider.		
Building Types	A mix semi-detached properties with small terraces.		
Building Height	Predominantly 2 storeys.		
Building Elements			
Roof	Pitched roof, variation of roof style within same street scene is appropriate.		
Dormers	To be flat roofed and used to emphasise building heights.		
Openings	Windows and doors can have a vertical or horizontal emphasis. Bay windows can be a unifying feature		
Chimneys/Ventilation Stacks	Chimneys/Ventilation Stacks to be a feature.		
Material and Details	Wall materials to be generally consistent within same building groupings. Render, red brick and stone.		
Table 9.2 Upton Lodge	Table 9.2 Upton Lodge Coding Principles		





UPTON LODGE

MATERIALS & APPEARANCE 9.62. The following pages illustrates the

Inspiration

9.60. The general appearance of the Upton Lodge area also takes inspiration from parts Upton, which have more flexibility on building arrangements and materials. The use of small terraces, semi-detached and detached units within same street scene is appropriate.

9.61. Variation in walling materials and on the use of building elements such as chimneys, porches, bay windows and dormers are appropriate for this character area to emphasise a more flexible design approach. 9.62. The following pages illustrates the proposed material and architectural features that should be commonly used within this character area, providing an identity to this part of the development. The following pages are for guidance only and variation may be appropriate at detailed design stage.

Porches, Doors, Windows & Chimneys

- Good proportion for doors and porches that reflect the local vernacular will be encouraged.
- Front doors to be of 4/6 timber panels or with vertical planks, all painted in a limited colour palette.
- Porches and door canopies should be of simple style, flat roofed and closely integrated with the building fabric and should reflect the roofing material of the principal structure.

- Traditional style flush windows with subdivisions that are proportionate to the entire building.
- Window frames to be predominantly grey and green colour within Upton Lodge.
- Chimneys to be located on gable ends on the ridgeline or in the middle of buildings on runs of terraced houses.

Street lighting and furniture

9.63. Street lighting and furniture should be guided by the County Council's Road Adoptions Policy and reflect the hierarchy of the street.



 Corner buildings to positively address to side streets, fenestrations on sides are encouraged.



Openings overlooking to landscape. Buildings boundary with soft planting to provide openness and greenery.

