07
LAYOUT & APPEARANCE

07
LAYOUT & APPEARANCE

7.1 URBAN FORM

7.1.1 The urban form set in fig 7.1 is premised on the delivery of a connected, permeable and legible development that provides the framework for a sustainable community. The design and layout responds to the unique features of the site, such as topography and abundance of existing vegetation.

7.1.2 The development block layout is orientated to deliver strong east-west connection between the development, Barwell, and the surrounding countryside. Two types of blocks are to be used across the site: Perimeter and 'Back-to-back' blocks.

7.1.3 'Back-to-back' development is prominent in the rigid linear streets along the eastern site of the development. Larger perimeter blocks are applied to the western edge of the site to reflect a change in character and density. Both block types provide strong frontage to all routes and open spaces across the site.

7.1.4 Key spaces are located throughout the site along the principal route providing a variety of functions and assist with the definition of character across the site as set out in 5.7. Key spaces range from hard and soft landscaped areas and serve different functions such as play and nodes.

7.1.5 To assist with the legibility of the site, four character areas or 'conditions' have been defined within Barwell West. These can be summarised as:

CORE

7.1.6 A comparatively dense and more urban part of the development that contains the Community Hub and associated mix of non residential uses. Perimeter blocks are the prevalent typology within the Core and building heights rise up to 4 storeys in landmark locations. The Core is located to the south of Stapleton Lane on one of the radial routes from the centre of Barwell. It is also central to Barwell West as a whole, providing a natural focal point for the development .
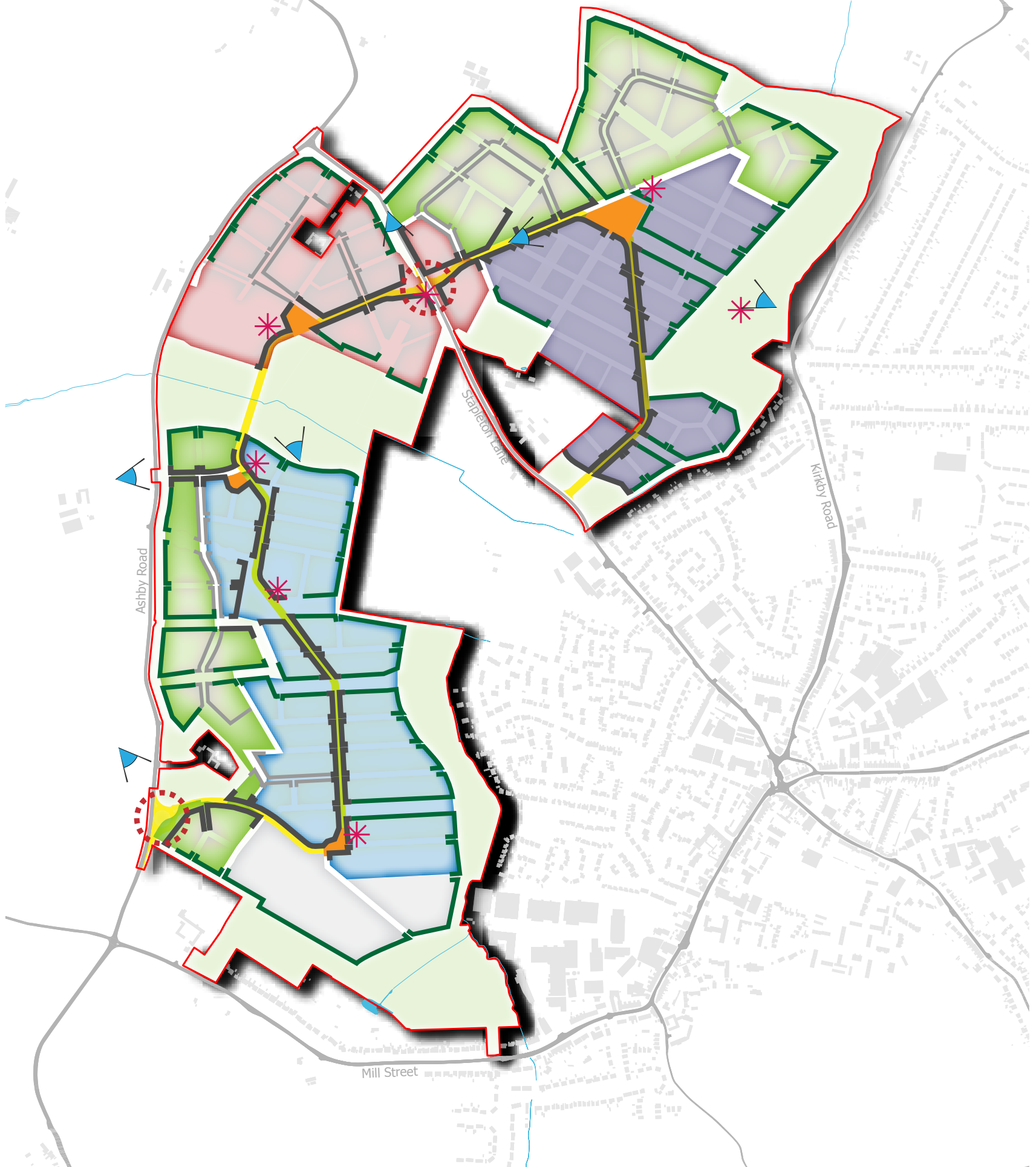
STREETS

7.1.7 The 'back-to-back' linear block structure defines the Streets condition which is located both north and south of Stapleton Lane. Within the Streets there is a subtle distinction between the two geographical areas. Streets to the north have a more formal, ordered and symmetrical structure, particularly in the elevational composition. Streets to the south are characterised by asymmetry and the retention of existing significant individual and groups of vegetation.

EDGE

7.1.8 The Edge provides a direct response to the interface between the western edge of the site, the wider rural landscape beyond and to mitigate the visual impact on the village of Stapleton. The Edge is characterised by lower density, informal and organically structured development that helps to provide a transition between the built up area and the countryside. Building heights are restricted to 2 storeys, frontages are discontinuous and building lines vary significantly, making an important contribution to the character of this edge.

EMPLOYMENT

7.1.9 The employment land provides a manufacturing 'zone' within the site adjacent to residential uses and akin to Barwell's original pattern of development. The employment area will be characterised by simple industrial forms that draw inspiration from the traditional architectural principles of the locale.
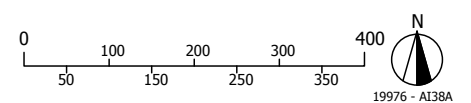
Outline Planning Application Boundary

Green Space

Square / Key Space

Principal Route

Gateway

Key Frontage

Secondary Frontage

Landscape Frontage

✳ Building / Landmark Feature

◢ Key View/ Vista

Character Conditions

Core

Streets - North

Streets - South

Edge

FIGURE 7.1 **URBAN FORM PLAN**

0   50   100   150   200   250   300   350   400

N

19976 - AI38A

7.2 RESIDENTIAL BLOCK PRINCIPLES

7.2.1 The following illustrations provide generic representations of best practice design principles for residential block types with the West Barwell Development. They are not direct representations of blocks within the Illustrative Master plan but provide clear guidance on the key principles that should be employed at the detailed master plan stages. The use of generic blocks provides some flexibility for designers to enable alternative detailed layouts to be advanced providing they achieve the principles set out in this section.

7.2.2 Fig 7.2 shows where the types of development blocks are located within the illustrative master plan to reinforce the variations in character

7.2.3 In order to demonstrate that the design principles advanced in the generic blocks will achieve a high quality solution at the detailed master plan stages, areas have been selected from areas of the Illustrative master plan and have been worked up in more detail and are shown in Section 7.4 to illustrate the quality of the development that would result from the principles established in this section.
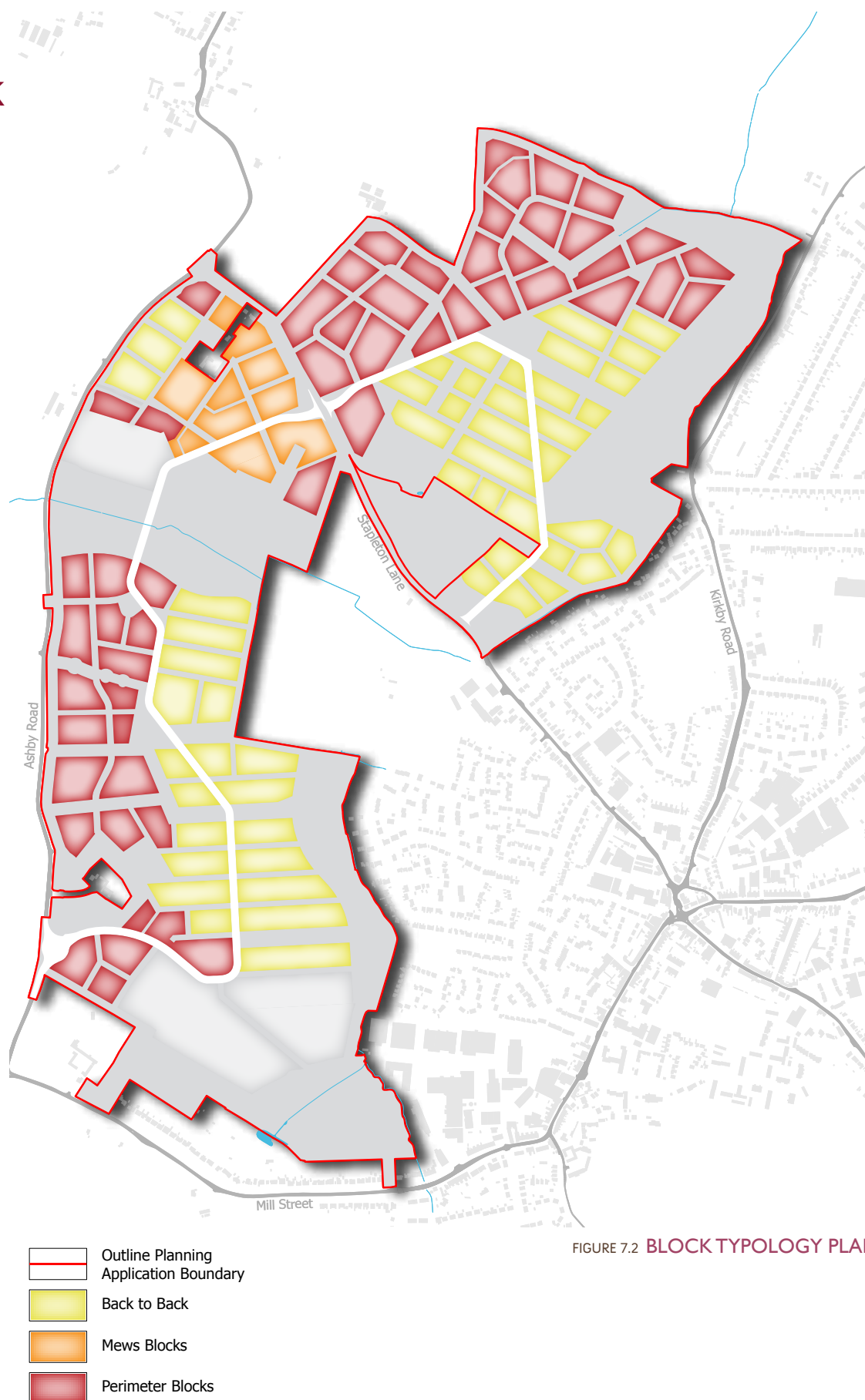

FIGURE 7.2 BLOCK TYPOLOGY PLAN

Legend:
- Outline Planning Application Boundary
- Back to Back
- Mews Blocks
- Perimeter Blocks

PERIMETER BLOCK

General Character

1   The internal areas will accommodate a number of uses. The amount of parking and garaging will vary according to density and must not dominate the space without regard to amenity.

Landscape Design

2   Landscape will be of high quality in residential blocks. The spaces will have suitable hard and soft landscape treatments which will include tree planting. Internal courtyards present opportunities to create semi-private multi-use spaces. Courtyards will be secure places.

Security

3   The design of courtyards in residential areas should discourage access by people other than adjoining occupiers and visitors. Any entrance ways should make it clear to non-residents that the courtyard is private (for example a narrow gap through the buildings with a first floor development above, and or gated access). Opportunities for casual surveillance of courtyards should be maximised.

Urban Form

4   Buildings should be provided around the block perimeter to define the public realm (streets, squares etc) from the private realm (rear gardens)

5   Back-to-Back Distances - A 21m minimum distance between back-to-back 2 storey dwellings will be acceptable. A 12m minimum distance between the back of a dwelling house and side gable of a dwelling house or back of a Flat over Garage (FoG) will be permitted. Increased back-to-back distances may be required where buildings are above 2 storeys.

Active Frontage

6   Buildings should face on to the public realm with front doors and windows to main rooms giving natural surveillance and activity to the public realm.

7   Active Corners - Corner elevations should have windows, avoiding long sections of blank walls. Consideration should be given to placing the front entrance and windows to main rooms on the gable.

Parking

8   Parking within courtyards will be used in conjunction with on-street and on-plot spaces. Parking in courtyards should be limited to no more than 6 homes. For apartments and mixed use blocks, there is no limit but special care should be taken in their design to ensure that security is not compromised.

FIGURE 7.3 **PERIMETER BLOCK PRINCIPLES PLAN**

9   Parking Bays - Breaks will occur in lines or rows of on street parking bays. This can either be for tree planting or to make it easier for pedestrians to cross from one side of the street to the other.

10   Parking Security - All cars should be visible from ground or upper floor windows.

Servicing and Storage

11   Care should be taken to provide locations for refuse and recycling bins that are convenient for collection.

12   Each dwelling should have secure storage for at least one cycle for apartments and two for houses. If there are garages then the cycle storage should be designed to be in the garage. Where there is no garage, the following storage options will be acceptable:

•   cycle parking within the house or apartment block. Where this solution is proposed the scheme drawings must show how appropriate space, which is specifically designed for cycle storage, will be provided within the building(s); or within the rear garden areas; or within courtyards in a secured location sheltered from the weather.

13   Garage Sizes - Where detached single garages are provided, these shall have internal dimensions to allow for the storage of bicycles and a car.

Street Design

14   Street Design - The street width and length will be varied according to the prominence of the route and housing density. This will allow a wider range of parking types to be used and will help to vary street character.

BACK-TO-BACK

General Character

1 There is a clear distinction between public and private space with garaging and parking a key element in the character of the public realm.

Landscape Design

2 High quality surface materials should be used to enhance public realm and encourage pedestrian activities. Hard and soft landscaping treatment and tree planting should be used in conjnuction with the character conditions.

Security

3 Buildings should face public realm with front doors and/or windows to habitable rooms to give natural surveillance to streets.

4 All cars need to be surveilled from ground or upper floor windows.

Urban Form

5 Buildings should be provided around the block perimeter to define the public realm (streets, squares etc) from the private realm (rear gardens)

6 Back-to-Back Distances - A 21m minimum distance between back-to back 2 storey dwellings will be acceptable. A 12m minimum distance between the back of a dwelling house and side gable of a dwelling house or back of a Flat over Garage (FoG) will be permitted. Increased back to back distances may be required where buildings are above 2 storeys.

Active Frontage

7 Active Corners - Corner elevations should have windows, avoiding long sections of blank walls. Consideration should be given to placing the front entrance and windows to main rooms on the gable.

Parking

8 In the streets around the block there should be a mixture of visitors and on-plot spaces for private parking. Parking within property curtilage should include a mixture of detached and integral garages.

Servicing & Storage

9 Provision of adequate space for refuse and recycling bins as well as accessibility to them should be considered. Generally bins should be collected from the front of properties with back to back block arrangement. Where bins are to stored to the rear of the property, gated access will need to be provided to rear garden from front of property.

FIGURE 7.4 BACK-TO-BACK BLOCK PRINCIPLES PLAN

10 Each dwelling should have secure storage for at least one cycle for apartments and two for houses. When garages are provided, the cycle storage should be integrated within the garage. Where there is no garage, the following storage options will be acceptable:
- cycle parking within the house or apartment block. Where this solution is proposed the scheme drawings must show how appropriate space, which is specifically designed for cycle storage, will be provided within the building(s); or
- within the rear garden areas.

Street Design

11 The streets should be designed to give priority to the disabled, pedestrians and cyclists. High quality materials are to be used in the streets.

12 Include breaks in lines or rows of on street parking bays. This can either be for tree planting or to make it easier for pedestrians to cross from one side of the street to the other.

MEWS

General Character

1   The mews character block will prevent the domination of spaces around the perimeter of the block by parked cars and garages.

Landscape Design

2   The selection of high quality surface materials, street trees and furniture is essential in creating a pleasant environment for residents and visitors. Particular care is to be taken in the design for the mews courtyard where dwellings are mixed with car parking.

Security

3   Security – For the mews, dwellings such as flats over garages should give adequate surveillance to the area. Entrances to the mews should be narrow and gables at the side should contain windows to habitable rooms. Mews should be lit.

Urban Form

4   Buildings should be provided around the block perimeter to define the public realm (streets, squares etc) from the private realm (rear gardens)

5   Back-to-Back Distances - A 21m minimum distance between back-to back 2 storey dwellings will be acceptable. A 12m minimum distance between the back of a dwelling house and side gable of a dwelling house or back of a Flat over Garage (FoG) will be permitted. Increased back to back distances may be required where buildings are above 2 storeys.

Active Frontage

6   Buildings should face on to the public realm with front doors and windows to main rooms giving natural surveillance and activity to the public realm.

7   Active Corners - Corner elevations should have windows, avoiding long sections of blank walls. Consideration should be given to placing the front entrance and windows to main rooms on the gable.

Parking

8   Parking – In the streets around the block there should be a mixture of on-street visitors parking and on-plot for private parking. In the mews there should be a mixture of parking spaces and garages for the residents.

9   All cars need to be seen from ground or upper windows.

10   Streets should vary in width to allow visitor parking to occur.

11   For on-street or mews parking there should be no more than six spaces without a break if perpendicular, and four spaces if parallel.

12   Garage Sizes - Where detached single garages are provided, these shall have internal dimensions to allow for the storage of bicycles and a car.

Servicing & Storage

13   Care should be taken to provide locations for refuse and recycling bins that are convenient for collection.

14   Each dwelling should have secure storage for at least one cycle. If there are garages then the cycle storage should be designed to be within the garage. Where there is no garage then the following storage options will be acceptable:

•   cycle parking within the house or apartment block. Where this solution is proposed the scheme drawings must show how appropriate space, which is specifically designed for cycle storage, will be provided in the building; or
•   within the rear garden areas; or
•   within courtyards in a secured location sheltered from the weather.

Street Design

15   The streets should be designed to give priority to the disabled, pedestrians and cyclists.

16   Access points to the mews should be limited to two. At least one should be vehicular and designed to give access to refuse vehicles.

FIGURE 7.5 MEWS BLOCK PRINCIPLES PLAN

7.3 COMMUNITY SAFETY

7.3.1 Safer Places: The Planning System and Crime Prevention, OPDM dictates that "Designing out crime…should be central to the planning and delivery of new development". The proposed development west of Barwell responds to the key aspects of safer places.

7.3.2 The following table highlights how the design proposal responds to the guidelines and the sample area demonstrates the robustness of the design with regards to designing out crime.

Sustainable Community Attribute	DESIGN PRINCIPLE ADVANCED	Sustainable Community Attribute	DESIGN PRINCIPLE ADVANCED
1. ACCESS AND MOVEMENT	The site is comprised of a series of well defined routes and spaces for all modes of movement. A clear hierarchy of movement and access points have been established that connect areas of activity. Primary and secondary routes, as well as open space are supported by strong frontage along connections and is designed to provide some natural surveillance. (See Fig 7.1 & 8.1); The site is to be accessed from 4 points: 2 on Ashby Road and 2 on Stapleton Lane. All points of entry are overlooked by surrounding buildings that will provide natural surveillance to the development gateway points; Segregation of the modes of transport is reduced to promote natural surveillance through usage. Clear signage and delineation between users is to be established. Priority is generally to be given to pedestrian and cyclist movements. With exception of primary routes where large vehicular movement, such as the new bus have been given priority. Large commercial vehicles that frequent on-site commercial premises are limited to access off the primary access off Ashby Road to reduce conflict between users. Safety of movement through orientation and legibility stems from a robust urban structure with landmark buildings and future terminating views, enabling users to understand, intuitively, how they travel through an area.	2. STRUCTURE	The structure of the development is formed to create a sequence of legible streets and open spaces that address issues of security, whilst meeting other planning objectives; Each open space has a defined role and function, as set out in section 5.5 and is supported by appropriate scale and development uses that provides a variation in character. A mix of uses has been provided, particularly in the Community Hub and along the primary route to provide an 18 hour cycle of activity in addition to positive development frontage; Conflicting uses have been restricted with the Community Hub comprising retail, office space and residential. The employment uses located to the south, are of an industrial nature and are located adjacent to existing similar development at Nork Way Industrial Area. Residential development is designed to back onto employment areas or is separated by vegetation. Appropriate block types and structure (7.1, 7.2) have been developed to reduce the presence of inactive space and space that is not overlooked or fronted, as is shown in (7.1). Perimeter block forms also provide a natural defence of properties, through back-to-back or courtyard forms that provide limited access to the rear of properties and which are overlooked by surrounding building forms.

Sustainable Community Attribute	DESIGN PRINCIPLE ADVANCED	Sustainable Community Attribute	DESIGN PRINCIPLE ADVANCED
3. SURVEILLANCE	Natural and active surveillance from the surrounding mix of uses and associated activity will surveille streets, opens spaces, courtyards and gardens across the site. Particular consideration is given to limiting inactive corners through the use of perimeter blocks; In addition strong frontage and principal entry points to buildings and properties are promoted along streets and lanes and will discourage anti-social behaviour. Cars are to be parked securely either on or off street, adjacent to residential properties and overlooked by the street. Residential courtyard blocks and Commercial uses will comprise internalised courtyard forms and will provide enclosed and overlooked areas to ensure it secure; A lighting strategy will form part of the overarching public realm strategy as part of the Reserved Matters stage to create safe, well lit streets and spaces at night. Lighting will follow guidance as set out by Secured by Design: A Guide for Crime Reduction Professionals. This in addition to strong frontage, mix of use and activity across the site; and The design and layout of the development and the choice of building types will limit the need for CCTV, particularly in the public realm.	5. PHYSICAL PROTECTION	The perimeter block layout of the Master Plan achieves a base line level of security. To further the physical protection, during the detailed design and construction, buildings will be fitted with crime prevention measures to Secure by Design Standards. They will also be designed in keeping with the character of the locale. Crime prevention measures that compromise the quality of the local environment and appearance of the dwellings such as grilles across windows and barbed wire will not be acceptable.
4. OWNERSHIP	Clear distinctions between public, communal, semi-private and private will be achieved by the building layout, as well as appropriate boundary treatment according to character and location, as defined in section 4.2. Variations in paving, surface texture/colour, landscaping, planting and signage will assist in defining delineations between ownership; The variation in character across the site, in addition to a sequence of fronted spaces, will create a sense of communal ownership and define a sense of place.	6. ACTIVITY	Activity will be defined by a number of contributing factors. The structure of uses set out in (5.1); landscaping and public realm work (5.2); the location of uses in relation to the hierarchy of movement (8.1) and presence of frontage (7.1) and entry point to various building types. A mix of uses is proposed within the Community Hub that will encourage an 18 Hour cycle of activity, ranging from retail – shops, eating and drinking establishments, commercial and residential uses. The hierarchy of movement routes and spaces will stimulate and influence the behaviour of users through a legible environment. This will be supplemented by a public realm treatment that will highlight key nodes and spaces of activity.
		7. MANAGEMENT AND MAINTENANCE	A good quality public realm will be provided and maintained. The public realm will ultimately be maintained by either the Parish Council or Hinckley and Bosworth Borough Council to ensure the public realm retains its' attractiveness. This will increase the safety and use of the streets and promotes respect and ownership towards the environment. Developers will be encouraged to achieve the Considerate Constructors Award demonstrating a commitment to minimising impacts on neighbouring properties during construction.

7.4 ARCHITECTURAL STRATEGY

7.4.1 The architectural strategy for the site is premised on the principles identified within the Barwell Character Appraisal as set out in section 3.4 and defined character condition as set out within the figure 7.6. Three types of conditions are set out:

- Streets: Defined by the linear nature of the area with an emphasis on 'back to back' blocks to ensure legible and overlooked east-west connections through the site and beyond. This typology can be broken down further into 'Streets North' and 'Streets South'. The critical differences between the two designations are: 'Streets North' has a formal symmetrical approach to the streetscape that is defined by the lack of existing vegetation. 'Streets South' seeks to integrate the existing vegetation with the urban form. The architectural strategy across these two areas will remain synergous.

- Edge: Defined by the large perimeter block structure and less rigid urban form, that ultimately have lower densities to reflect the semi-rural nature of the area and respect to the wider countryside, as well as maintaining an appropriate edge of Barwell in relation to Stapleton.

- Core: Defined by its more dense urban character that provides the heart of the development, and is the most dense part of the development.

7.4.2 The adjacent table provides an overview for ease of comparison of the three character types and the architectural strategy associate with each area and condition.

7.4.3 The following pages outline the architectural strategy for each of the character conditions individually ranging from the general principles to illustrative elevations.
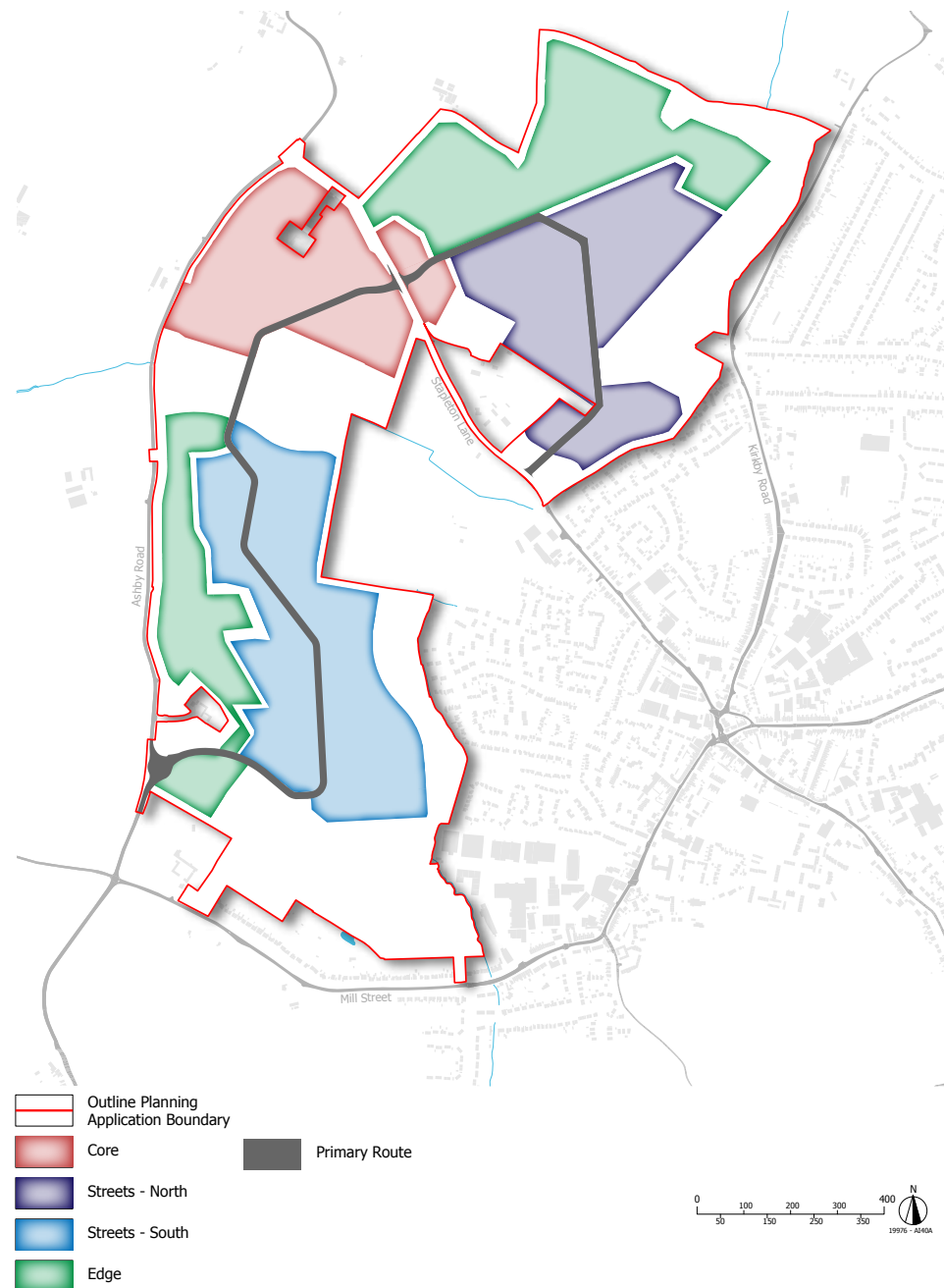

FIGURE 7.6 **ARCHITECTURAL STRATEGY PLAN**

	PRIMARY STREET	CORE	STREETS (NORTH AND SOUTH)	STREETS FORMAL EDGE (NORTH AND SOUTH)	STREETS INFORMAL EDGE (NORTH AND SOUTH)
FORM					
BUILDING TYPOLOGY	Terraced (M) Semi	Mixed use apartment buildings (Retail and or community uses at ground floor) Apartment blocks Terraced (M) Occasional Semi -detached	Terraced (M) Semi-detached Detached	Detached (M) Semi-detached	Detached (M) Semi-detached
HEIGHTS	2 – 2.5st (M) 3st landmark	2.5 – 4st (M) 4st landmark	2 – 2.5st (M)	2.5 to 3 st (North) 2st (South)	2st
FRONTAGE	Strong continuity with consistency in set-backs (North) Strong continuity with variation in set-backs (South)	Strong continuity with consistency in set-backs Strong vertical and horizontal rhythm within mixed use facade	Irregular spacing between buildings (South) Regular spacing between buildings (North)	Regular spacing between buildings Consistent set-back	Irregular spacing between buildings Varied set-back
CORNERS	Strong definition Active building faces	Strong definition Active building faces	Occasional definition Active building faces	Strong definition Active building faces	Occasional definition Active faces overlooking key spaces
BOUNDARY TREATMENT	Low red or black brick wall up to 0.5m (M)	Grassed privacy strip (Hard surface privacy strip in mixed use location) Low red or black brick wall up to 0.5m (M)	Grassed privacy strip Low red or black brick wall up to 0.5m with or without 0.5m hedge on top. (North) 1m hedge (South)	Low red or black brick wall up to 0.5m with or without 0.5m hedge on top. 1m hedge (South)	Grassed privacy strip 0.5m hedge
CONSISTENCY OF BUILDING TYPES	Variation in building typologies	Variation in building typologies	Variation in building typologies	Subtle variation in building typologies	Variation in building typologies
DETAILS					
ROOF TYPES	Pitched Parallel ridge line	Pitched Parallel ridge line	Pitched Parallel ridge line	Pitched. Parallel ridge line Occasional hipped (South)	Pitched Variety of parallel and perpendicular ridge lines
DORMERS	Occasional	Occasional	Occasional	Ubiquitous (North) None (South)	None
OPENINGS	Mix of symmetrical and asymmetrical elevations along street	Mix of symmetrical and asymmetrical elevations along street	Strong symmetry across elevations (North) Mix of symmetrical and asymmetrical elevations along street (South)	Strong symmetry across elevations (North) Mix of symmetrical and asymmetrical elevations along street (South)	Typically asymmetrical elevations with smaller windows to upper floors
BAY WINDOWS	Occasional bay windows	Occasional bay windows excluding mixed use area	Occasional bay windows	Dominant feature	None
OTHER DETAILS (FOR A TRADITIONAL INTERPRETATION OF THE PRINCIPLES)	Sash windows Curved and flat brick arches Flat precast painted arches Single height pitched roofed bays Single height gabled bays Dentil course/ corbelling to eaves Pitched roof dormers Brick quoins to rendered facades Occasional black brick plinth String course to corner buildings	Sash windows Occasional curved and flat brick arches Flat precast painted arches Single height pitched roofed bays Single height gabled bays Occasional pitched and flat roof dormers Occasional black brick plinth String course to corner buildings Stucco at ground floor of mixed use buildings. Signage integrated into retail frontage	Sash windows Curved and flat brick arches Dentil course/ corbelling to eaves Precast cills Occasional black brick plinth String course to corner buildings	Sash windows Flat rubbed brick arches Precast cills Dentil course/ corbelling to eaves Occasional black brick plinth	Typically casement windows Brick on-end/ half brick curved arch header to windows Dentil course/ corbelling to eaves Clipped verges Range of porches
MATERIALS					
ROOFS	Mix of slate effect and plain tile	Mix of slate effect and plain tile	Mix of slate effect and plain tile	Slate effect tile	Mix of slate effect and plain tile
CHIMNEYS	Occasional feature to ridge	Common feature to gables or ridge	Occasional feature to ridge	Common feature to gables or ridge	Common feature to gables or ridge
WALLS	Red brick facade Occasional rendered facade (variety of colours) Occasional 1st floor render	Red brick facade Occasional rendered facade (variety of colours) Occasional 1st floor render	Red brick facade Occasional rendered facade (white/ off white)	Red brick facade Occasional rendered facade (variety of colours) Occasional 1st floor render	Red brick facade Occasional rendered facade (white)
WINDOWS/ DOORS	Windows and door frames will be predominantly white with occasional instances of black and brown Variation in door colours	Windows and door frames will be predominantly white with occasional instances of black and brown Variation in door colours	Windows and door frames will be white Variation in door colour	Windows and door frames will be white Variation in door colours	Windows and door frames will be predominantly white Variation in door colours

TABLE 7.1 RESIDENTIAL & MIXED USE BUILDING FORM, DETAILS & MATERIAL PRINCIPLES

EDGE

INFORMAL
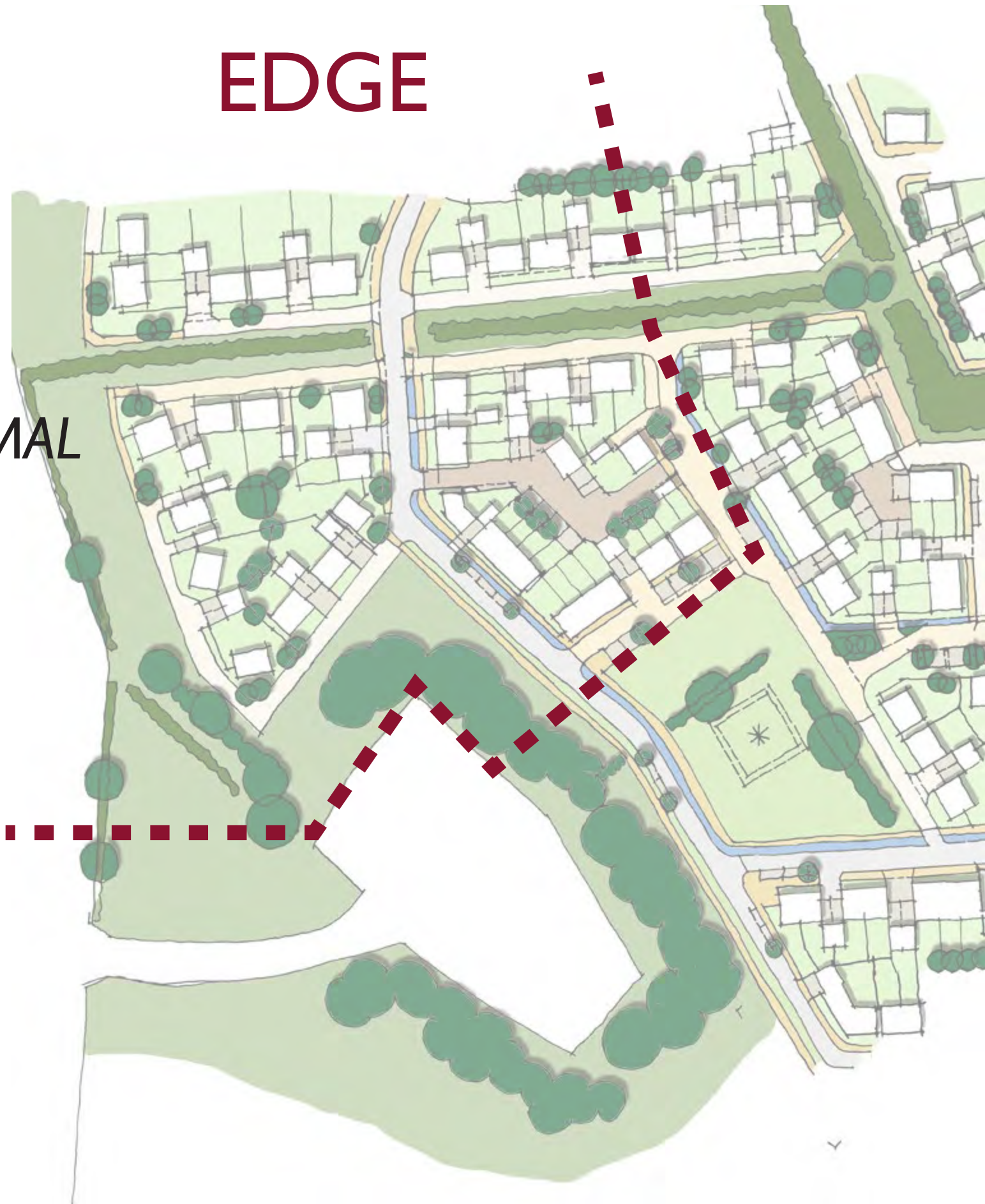
ILLUSTRATIVE LAYOUT

HIGHLIGHTING THE VARIETY OF CONDITIONS ACROSS THE SOUTHERN PART OF THE SITE.

STREETS

EDGE

FORMAL

PRIMARY

STREET

PRIMARY STREET PRINCIPLES

7.4.4 The primary route character is to provide a contiguous but varied frontage along the entire route. Buildings will vary in height and form throughout with a mix of terraced, semi detached and in some cases apartment buildings.

7.4.5 The architectural style will have greater variety than the other areas shown in this chapter, with a mix of components and a wider palette of colour to choose from. The area south of the 'core area' will contain greater vegetation, with irregular and clustered planting, whilst the north with have more formalised street planting, support by more contiguous frontage and terraced forms given the lack of existing vegetation to be retained within this area.

7.4.6 Heights will consist largely of 2-2.5 story development with some three storey buildings located with in prominent position to assist with legibility or to emphasise key corners and nodes.

	PRIMARY STREET
FORM	
BUILDING TYPOLOGY	Terraced (M)
	Semi
HEIGHTS	2 – 2.5st (M)
	3st landmark
FRONTAGE	Strong continuity with consistency in set-backs (North)
	Strong continuity with variation in set-backs (South)
CORNERS	Strong definition
	Active building faces
BOUNDARY TREATMENT	Low red or black brick wall up to 0.5m (M)
CONSISTENCY OF BUILDING TYPES	Variation in building typologies
DETAILS	
ROOF TYPES	Pitched
	Parallel ridge line
DORMERS	Occasional
OPENINGS	Mix of symmetrical and asymmetrical elevations along street
BAY WINDOWS	Occasional bay windows
OTHER DETAILS (FOR A TRADITIONAL INTERPRETATION OF THE PRINCIPLES)	Sash windows
	Curved and flat brick arches
	Flat precast painted arches
	Single height pitched roofed bays
	Single height gabled bays
	Dentil course/ corbelling to eaves
	Pitched roof dormers
	Brick quoins to rendered facades
	Occasional black brick plinth
	String course to corner buildings
MATERIALS	
ROOFS	Mix of slate effect and plain tile
CHIMNEYS	Occasional feature to ridge
WALLS	Red brick facade
	Occasional rendered facade (variety of colours)
	Occasional 1st floor render
WINDOWS/DOORS	Windows and door frames will be predominantly white with occasional instances of black and brown
	Variation in door colours

PREDOMINANT COLOURS

WALLS	
	723C
	729C
	479C
	7534C

FENESTRATION	
	COOL GREY 8EC
	PREDOMINANTLY WHITE

DOORWAYS	
	419C
	XXX
	XXX
	XXX

ROOFS	DARK GREY

5   4   1   2