



7.0

STRATEGIC  
DESIGN CODE

## 7.1 Strategic Design Code

### Introduction

The vision is to create a cohesive and legible place that feels connected to the surrounding landscape and nature. Landscape is integral to the masterplan and forms the underlying structure of the streets and spaces within it. A vibrant, walkable community is vital to the success and sustainability of Lotmead Villages.

As part of the masterplan vision, a Strategic Design Code (SDC) has been developed which will inform the detailed planning stages and the future development at Lotmead Village.

The strategic design code has been developed to support the design principles set out within the DAS. The SDC has been developed to provide a strategic and flexible development framework highlighting the key structuring elements of the masterplan fundamental to achieving a distinctive and characterful new place.

These elements include key strategic infrastructure, landscape structure, character areas and movement patterns, rather than detailed design features of the built form and public realm that should be addressed at the Detailed Planning stage.

### Approach

This SDC structures the various masterplan principles into five overarching sub-SDC, as outlined below.

1. Open Space Framework
2. The Green Network and Development Edges
3. Movement Framework
4. Car Parking
5. Neighbourhood Design Codes

Each category outlines a set of design codes, outlining the design features and specific approaches deemed essential in achieving the masterplan vision.

These SDC are divided into two categories, Mandatory **(M)** and Advisory **(A)**. Where an SDC is labelled **(M)**, they are considered essential elements required to deliver the development as envisioned. Future development must deliver the design features listed as **(M)** unless otherwise agreed by the Local Planning Authority.

SDC labelled **(A)** are design elements considered important in order to achieve high-quality design and envisioned character of the site. Whilst it is not mandatory to deliver these SDC, it is strongly advised that future development conforms with the design principles listed within them.

Within each of the Neighbourhood Design Codes is an Urban Design Framework Plan which provides an indication of how the mandatory and advisory SDCs could be incorporated into a neighbourhood



FIGURE 5.17 REGULATORY PLAN - OVERALL STRATEGIC ELEMENTS (CONTAINS THE MANDATORY STRUCTURAL ELEMENTS OF THE MASTERPLAN)

- KEY**
- Strategic parkland
  - Village recreation area
  - Neighbourhood space (shape and size not fixed)
  - Village Centre squares (shape and size not fixed)
  - Neighbourhood square (shape and size not fixed)
  - Primary route
  - Secondary route
  - Strategic green link
  - Development parcels

# SDC 1

## Open Space Framework

The following set of SDC serves to secure the overall public realm structure and green infrastructure network proposed within the masterplan, ensuring the public realm is designed as a series of connected and attractive places that combine to create a coherent and legible place. The SDC addresses public space typologies, public realm and green infrastructure quantum and key structural public realm features.

### SDC 1.1

#### KEY STRUCTURAL PUBLIC REALM ELEMENTS

##### SDC 1.1.1 Central Parkland Corridor (CPC)

- SDC 1.1.1.1 (M)  
Development areas will form two distinct villages to be separated by a linear CPC. The orientation and location of the CPC must correspond with the spatial layout detailed in Green Infrastructure Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154).
- SDC 1.1.1.2 (M)  
The CPC is clearly defined by the natural boundaries defined by existing landscape features. The existing hedgerow running north-south at the centre of the development will define the eastern edge of the linear park, whilst the existing drainage ditch will inform the western edge.
- SDC 1.1.1.3 (M)  
Development must deliver a new hedge, planting and trees will abutting the western drainage ditch, designed to allow surveillance of the linear park from adjacent dwellings.
- SDC 1.1.1.3 (M)  
Development must deliver the CPC to a minimum width of 90m. The corridor must deliver a variety of spaces and facilities, including: LEAP and NEAP play spaces, formal sports facilities, additional sports facilities, allotments and SUDS features as detailed in Green Infrastructure Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154).

##### SDC 1.1.2 Central Sports Hub (CSH)

- SDC 1.1.2.1 (M)  
Development must deliver a Central Sports Hub facility covering a minimum of 9.74 ha of land. The location and orientation of the Central Sports Hub must correspond with Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154).
- SDC 1.1.2.2 (M)  
The Central Sports Hub must deliver a minimum of 7.4 ha overall area for Formal Sports, with the space providing flexibility to deliver various combinations of facilities. The final mix of the sports facilities provided will be decided at the Reserved Matters/ Detailed Planning stage.
- SDC 1.1.2.3 (M)  
The Southern Connector Road (SCR) will inform the southern and eastern edge of the Central Sports Hub.

- SDC 1.1.2.4 (M)  
Development must deliver a Sports Pavilion within the Central Sports Hub. The location of the Sports Pavilion should correspond with the Land Use Parameter Plan 9.2 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0003-S4-P02) (p. 152).

##### SDC 1.1.3 Retained Landscape Features and Green Links

- SDC 1.1.3.1 (M)  
Development must retain existing landscape features of value as detailed in Green Infrastructure Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154) under 'Existing Vegetation'.
- SDC 1.1.3.2 (M)  
Existing landscape features will be retained to form 'Green Links' in accordance with Figure 5.1 (p. 69). Where a Green Link is proposed, a minimum 10m wide corridor must be delivered between adjacent development parcels.
- SDC 1.1.3.3 (M)  
Green links will generally vary in their design, however it is considered a minimum expectation that adjacent building frontages and entrances are oriented to directly address the public space (as detailed in Figure 5.20). Furthermore, a Lighting Strategy, specifically addressing Green Links, should be produced at the Detailed Planning stage, specifying how lighting will be used to create safe and inviting pedestrian connections.

##### SDC 1.1.4 Provision of New Woodland and Biodiversity Zones

- SDC 1.1.4.1 (M)  
Development must deliver 17.14 ha of Proposed Woodland in accordance with 'Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03)' (p. 154). The location of Proposed Woodland should correspond with Parameter Plan 9.4. For further detail on appropriate tree species for inclusion, please refer to the accompanying Ecological Mitigation and Management Framework.
- SDC 1.1.4.2 (M)  
Development must deliver 15.4 ha of Biodiversity Zones in accordance with 'Parameter (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154)'. The location of Biodiversity Zones should correspond with Parameter Plan 9.4.



FIGURE 5.18 CENTRAL PARK CORRIDOR WIDTH

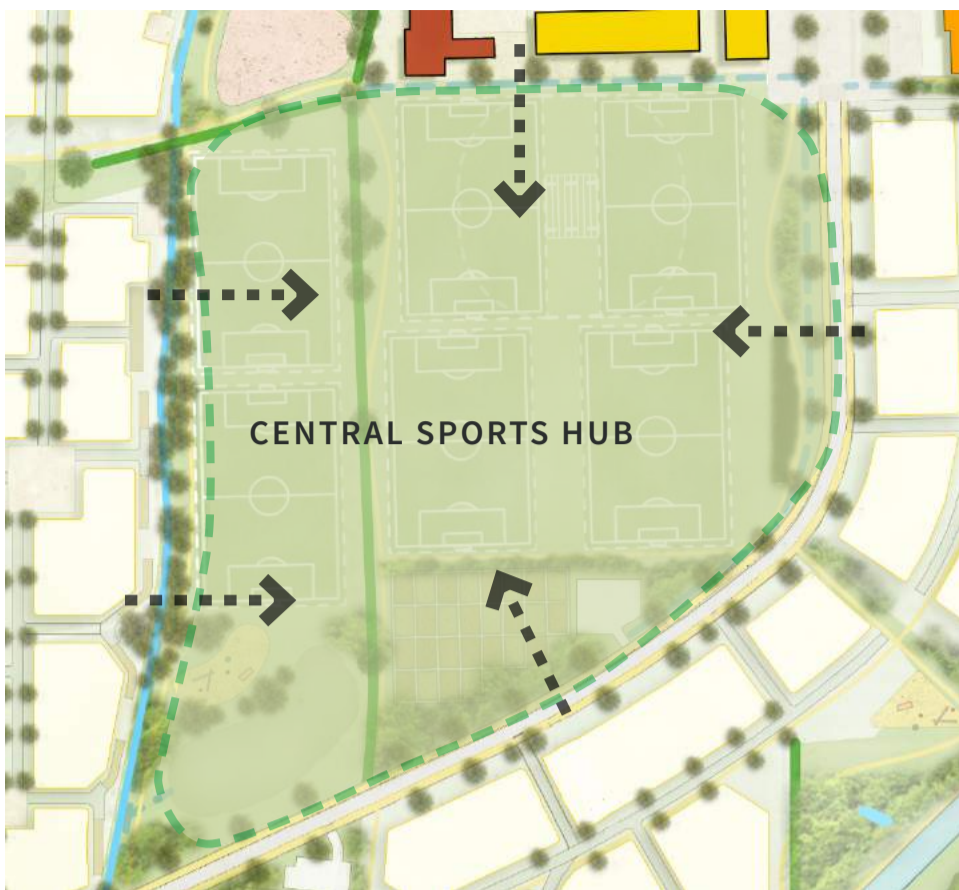


FIGURE 5.19 BUILDING FRONTAGES ADDRESS CENTRAL SPORTS HUB (CSH) TO MAXIMISE SURVEILLANCE AND OVERLOOKING

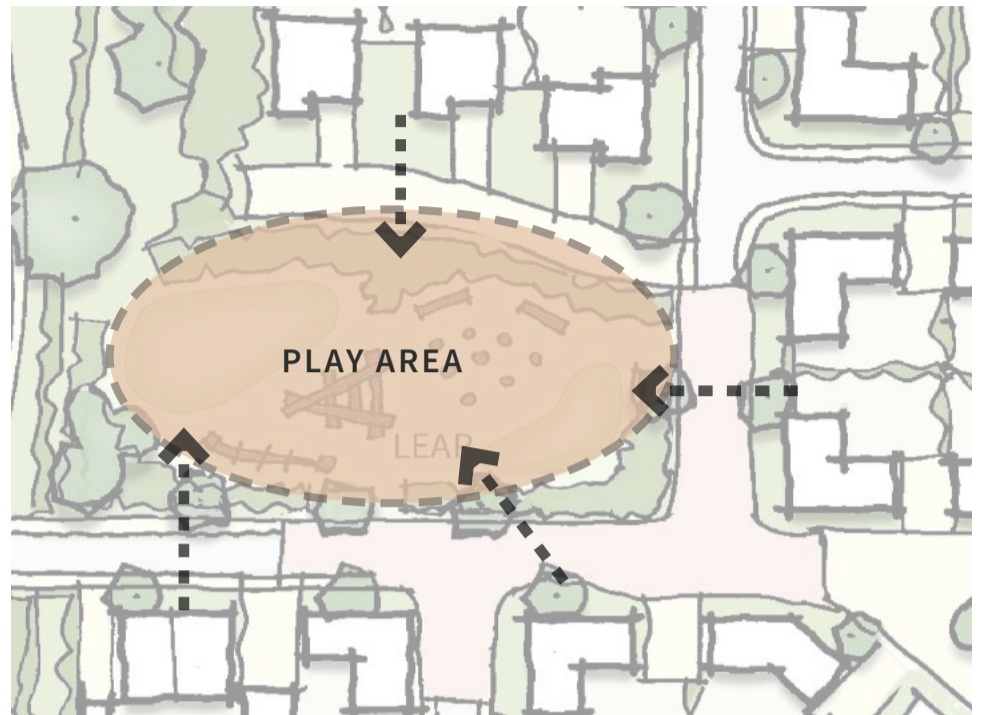


FIGURE 5.20 DWELLINGS ORGANISED AND ORIENTATED TO OVERLOOK THE PLAY SPACES

### SDC 1.3

## A LEGIBLE PUBLIC REALM STRUCTURE

### SDC 1.3.1 (M)

- In order to ensure the legible structure presented by the masterplan in Figure 4.7 (p. 57) is realised in the delivery of the site, development must deliver Strategic Parkland, Village Recreation Areas, Neighbourhood Spaces and Neighbourhood Squares in general accordance with Figure 5.17 (p. 112).

### SDC 1.3.2 (M)

The design of each public open space typology should conform with the baseline landscape types/ features outlined in Table 4 (p. 68). As a pre-requisite, the design of each open space typology should include the features outlined within Table 4. Design Code relating to the design of individual public open spaces is addressed in the 'Neighbourhood Design Codes' section, wherever it is deemed necessary.

### SDC 1.3.3 (M)

Biodiversity Zones are areas earmarked for ecological enhancement to deliver net biodiversity gains; with interventions including the creation of new ponds, new Community Woodland, species-rich meadow, and dedicated core areas for amphibians and reptiles. These areas must be delivered in accordance with GI Parameter Plan 9.4 (p. 154) and the Ecological Mitigation and Management Framework.

### SDC 1.3.4 Delivering Community Infrastructure

- SDC 1.3.4.1 (M)**  
Development must deliver Community Infrastructure, including two Local Centres and two Primary Schools (each a minimum of 2.2 ha in area), in accordance with the spatial layout of community infrastructure detailed in Parameter Plan 9.2 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0003-S4-P02) (p. 152) and Figure 5.4 (p. 73).
- SDC 1.3.4.2 (M)**  
Development must deliver the Green Link connecting the two Village Centre in accordance with Figure 5.4 (p. 73) and Figure 5.17 (p. 112).

### SDC 1.4

## PROTECTING OPEN SPACE QUANTUMS

### SDC 1.4.1 (M)

Development must deliver a total of 91.76 ha of public open space in accordance with Table 3 (p. 65). Table 3 provides a breakdown of open space provided within the Illustrative Masterplan. Development must deliver the amount of each open space typology in accordance with Table 3.

### SDC 1.4.2 (M)

The general spatial layout of Public Open Space and Green Infrastructure is detailed in Green Infrastructure Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154). Development must conform with the spatial layout of Green Infrastructure as detailed within Green Infrastructure Parameter Plan 9.4 (p. 154), in accordance with Figure 5.17 (p. 112).

### SDC 1.5

## PLAY AND RECREATION

### SDC 1.5.1 Delivering the Play Strategy

- SDC 1.5.1.1 (A)**  
Development should deliver the various play space typologies proposed within the masterplan in accordance with the spatial layout of play spaces as detailed in Figure 4.10 (p. 66). The detailed design of individual play spaces will be outlined at the Detailed Planning Stage.
- SDC 1.5.1.2 (M)**  
Play areas will be located along key pedestrian connections to ensure ease of access and frequent use. Surrounding building frontages and entrances must be oriented to address play areas, maximising the surveillance of the space.
- SDC 1.5.1.2 (M)**  
Play area boundary treatments should be approached in a naturalistic manner, using a combination of scrub and tree planting as well as varying ground levels. Please refer to Section A-A on page 82 for example boundary treatments.

### SDC 1.5.2 Recreational Lakes

- SDC 1.5.2.1 (M)**  
Development must deliver two recreational lakes in accordance with Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154). The delivery of the 'Central Lakes' is essential in realising the vision outlined in

## SDC 2 The Green Network and Development Edges

The following set of SDC have been developed to ensure areas outlined for development form a positive relationship with areas of proposed and existing green infrastructure. It is integral to the success of the masterplan that new areas of townscape connect to and interact with green infrastructure, ensuring future residents and visitors feel a constant connection with nature.

### SDC 2.1

#### CREATING CLEAR, DEFINED AND OUTWARD-FACING EDGES

##### SDC 2.1.1 General Approach to Landscape Edges

- SDC 2.1.1.1 (M)  
Building frontages and entrances addressing landscape interfaces should be oriented to address the public open space. Where development addresses a sensitive green edge or key landscape frontage (as outlined in Section 7.2 - Neighbourhood Design Codes), a minimum of 50% of dwellings should be oriented so that building frontages, including: entrances, windows and habitable rooms, address the space.
- SDC 2.1.1.2 (A)  
Where semi-private drives are proposed along landscape interfaces, a maximum of five dwellings should be accessed from the drive. Road carriageways should be narrower than traditional carriageways, measuring a minimum of 3.7m and a maximum width of 4.8m. A single surface material should be used, with minimal to no level change between pavement and carriageway. Pedestrian footpaths should run parallel to the carriageway (as outlined in Figure 5.21) along the edge of the development, consisting of a more naturalistic material such as gravel. The spatial distribution of semi-private drives is not fixed. (p. 62).
- SDC 2.1.1.4 (A)  
Where courtyards are proposed along landscape edges, building frontages should define three edges of the space, the fourth being open to create views of the landscape. Corner units are encouraged to provide continuity of enclosure, as well as observational frontage to both facades (as outlined in Figure 5.22).

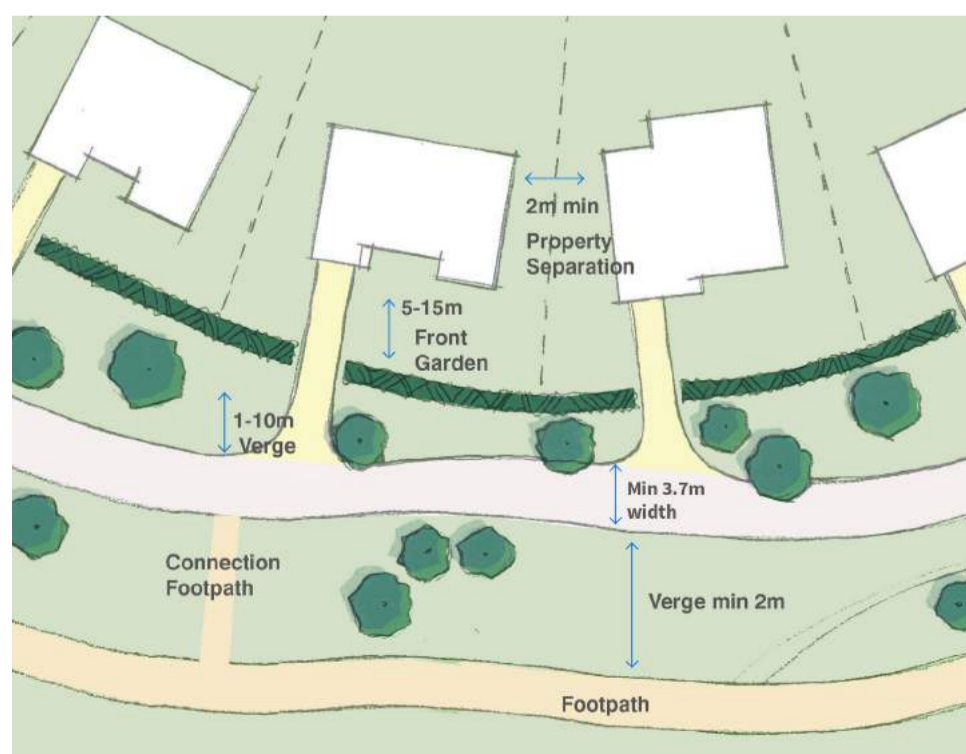


FIGURE 5.21 TYPICAL SEMI-PRIVATE DRIVE SITUATED ALONG THE EDGES OF THE DEVELOPMENT

- SDC 2.1.1.5 (A)  
Landscape Edge Courtyards (LEC), informed by both local townscape studies and wider best practice precedents, help to create a rural character at the interface of development and landscape. LEC should be fronted by residential typologies where their scale, massing and materiality resembles buildings in local farmstead clusters. Wider building frontages (which could be achieved by either a single dwelling or clusters of small terraces, steep roof pitches and carefully selected local materials) help to create a rural aesthetic which offers a sensitive response to surrounding landscape. These typologies are hereon referred to as 'Rural Cluster' typologies.
- SDC 2.1.1.6 (A)  
Building thresholds in LEC should be defined by low set planting to a maximum width of 2.5 metres. Low set boundary planting helps distinguish the public realm from resident's private amenity space.
- SDC 2.1.1.7 (A)  
LEC should be delivered to consist of one surface material, slightly raised from the carriageway that approaches the courtyard itself.
- SDC 2.1.1.8 (M)  
Sensitive green edges and landscape frontages (as outlined in the '7.2 - Neighbourhood Design Codes') should be addressed using a combination of semi-private drives, LEC and green insertions. Whilst the delivery of these approaches along the highlighted development edges is mandatory, the specific location of each treatment will not be spatially fixed until the Detailed Planning Stage.

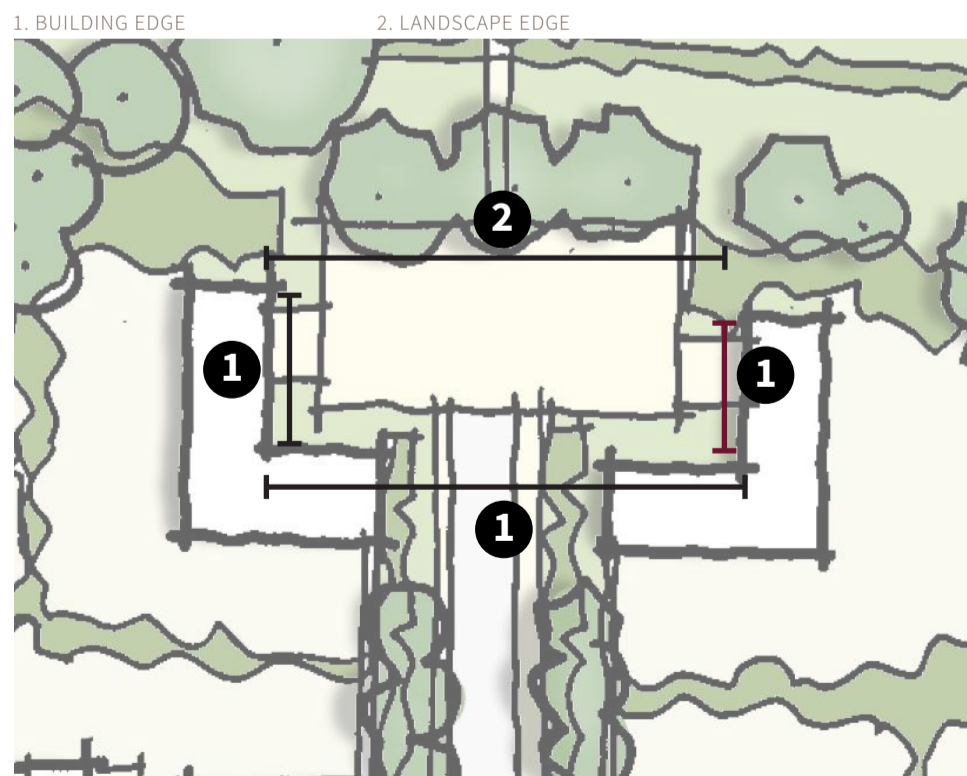


FIGURE 5.22 ILLUSTRATES BUILDINGS DEFINING EDGES.



EXAMPLE OF BUILDINGS ORGANISED AND ORIENTATED TO OVERLOOK THE COURTYARD

## SDC 2.2

### CONNECTING GREEN INFRASTRUCTURE

#### SDC 2.2.1 Delivering Pedestrian and Cycle Infrastructure

- **SDC 2.2.1.1 (M)**  
Development must deliver pedestrian and cycle connections in accordance with Parameter Plan 9.5 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0004-S4-P02) (p. 155). These connections, their location and orientation, are critical to connecting the various elements of green infrastructure proposed within the site and encouraging sustainable methods of transport.
- **SDC 2.2.1.2 (M)**  
The detailed design of pedestrian and cycle connections will be addressed at the Detailed Planning Stage, however development must conform with SDC 1.1.3.3 (p. 113) with regards to lighting.
- **SDC 2.2.1.3 (M)**  
Proposed Public Open Spaces and Green Infrastructure must be linked and accessible via a pedestrian and cycle connection, creating a walkable and permeable series of neighbourhoods.
- **SDC 2.2.1.4 (M)**  
Development should deliver the proposed Canal Corridor in accordance with Green Infrastructure Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (Page 154). The Safeguarded Canal Corridor should be delivered to a minimum width of 50m, the delivery of which is essential in achieving the vision outlined in the 'New Eastern Villages: Green Infrastructure SPD', however the exact location and orientation may be amended at the Detailed Planning Stages.

## SDC 2.3

### GREEN INSERTIONS

#### SDC 2.3.1 (A)

Development should allow for green insertions, where existing landscape is allowed to permeate the development edge, in accordance with Figure 5 (p. 67). Green insertions help to soften the development edge, preventing a harsh linear building line from forming along the landscape interface.

#### SDC 2.3.2 (A)

Green insertions serve to create a naturalistic and soft development edge, and as such should be informal spaces where existing landscape



LOW SET PLANTING DEFINES PRIVATE AMENITY

species continue to grow unscathed and untouched.

## SDC 2.4

### SUDS

#### SDC 2.4.1 (M)

Development must deliver SUDS features, the general location and orientation of which is outlined in the 'Surface Water Management Strategy Plan (27970/4005/001 Rev B)'.

#### SDC 2.4.2 (M)

Development must deliver SUDS features in accordance with the key parameters and criteria identified on pages 49 and 50 of this Design and Access Statement, as well as recommendations detailed in the accompanying Drainage Report.



## SDC 3

# Movement Framework

The following set of SDC have been developed to secure the permeability delivered by the Illustrative Masterplan at the Outline Planning Stage. It is deemed that the current layout of streets and pedestrian connections creates both a walkable and permeable new place, allowing future residents and visitors constant physical and visual connections with surrounding green infrastructure. As such, the Movement Framework, as proposed, is a vital contributing factor to the overall legibility of the masterplan proposals.

### SDC 3.1

#### SECURING THE STREET HIERARCHY

##### SDC 3.1.1 (M)

Development must deliver a coherent hierarchy of streets. The location, spatial distribution and orientation of Primary and Secondary Streets must correspond with Figure 4.8 (p. 62). The location of Tertiary Streets should be in broad correspondance with Figure 4.8 (p. 62).

##### SDC 3.1.2 (M)

The design of each street typology must conform with the baseline design features outlined in Table 2 (p. 63). As a prerequisite, the design of each street typology should include the features outlined within Table 2. Design Code relating to the design of individual streets or connections is addressed in the 'Neighbourhood Design Codes' section, wherever further detail is deemed important to the delivery of design quality.

### SDC 3.2

#### SITE ACCESS

##### SDC 3.2.1 (M)

Development must deliver primary access points in accordance with Movement Parameter Plan 9.5 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0004-S4-P03) (p. 155)

##### SDC 3.2.2 (M)

The existing site access of Wanborough Road will serve the Wanborough Green Character Area to avoid rat running. Appropriate traffic restrictions (such as a bus gate restricting access to Wanborough Road via the Southern Connector Road) will be detailed at Detailed Design Stage. Later phases of development will be accessed via the Primary street (Southern Connector Road) that links to the A420 to the north. For further details on strategic road infrastructure, please refer to the Transport Assessment submitted as part of this Outline Planning Application.

##### SDC 3.2.3 (M)

The existing site access off Wanborough Road will also be utilised to provide an Alternative Bus Access to the Primary street, in accordance with Movement Parameter Plan 9.5 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0004-S4-P03) (p. 155).

### SDC 3.3

#### SOUTHERN CONNECTOR ROAD (SCR) AND PRIMARY STREET DESIGN

##### SDC 3.3.1 The SCR and Primary street Corridor

- **SDC 3.3.1.1 (M)**  
The SCR and Primary street Corridor must be delivered to a minimum width of 14.3m in accordance with the design features outlined in Table 2 (p. 63). The orientation, length and location of the SCR and Primary street Corridor must correspond with Movement Parameter Plan 9.5 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0004-S4-P03) (p. 155).
- **SDC 3.3.1.2 (A)**  
The SCR and Primary street will be designed as an integrated element of the village townscape, which performs a strong place function within the context of the wider masterplan proposals. The delivery of the SCR should establish a balance between pedestrian and vehicular movement.
- **SDC 3.3.1.3 (M)**  
Development situated along the edge of the Primary street should be oriented so that the majority of building frontages address the street, establishing a continuity of enclosure as well as providing appropriate levels of surveillance. Around 50% of building entrances and active rooms along the Primary street should address the street.
- **SDC 3.3.1.4 (M)**  
The Southern Connector Road and Primary street will be delivered to include Bus Priority Measures (BPM), including an alternative Site Access utilising the existing Wanborough Road site access as well as Bus Priority Lanes running along the length of the carriageway. For further detail on the required BPM, please refer to the detailed Transport Assessment accompanying this DAS.

##### SDC 3.3.2 Design of Key Crossing Points

- **SDC 3.3.2.1 (M)**  
Development must deliver traffic calming measures at key intersections along both Primary and Secondary Streets. Key intersections include areas where: Green Links intersect with the road carriageway, areas adjacent to play spaces, junctions where secondary routes intersect with primary routes. Key intersections are hereon referred to as 'Key Crossing Points'.



RAISED JUNCTIONS PROVIDE TRAFFIC CALMING MEASURES WHEN APPROACHING RESIDENTIAL NEIGHBOURHOODS



CHANGES IN MATERIAL DEMARCATÉ CROSSING POINTS

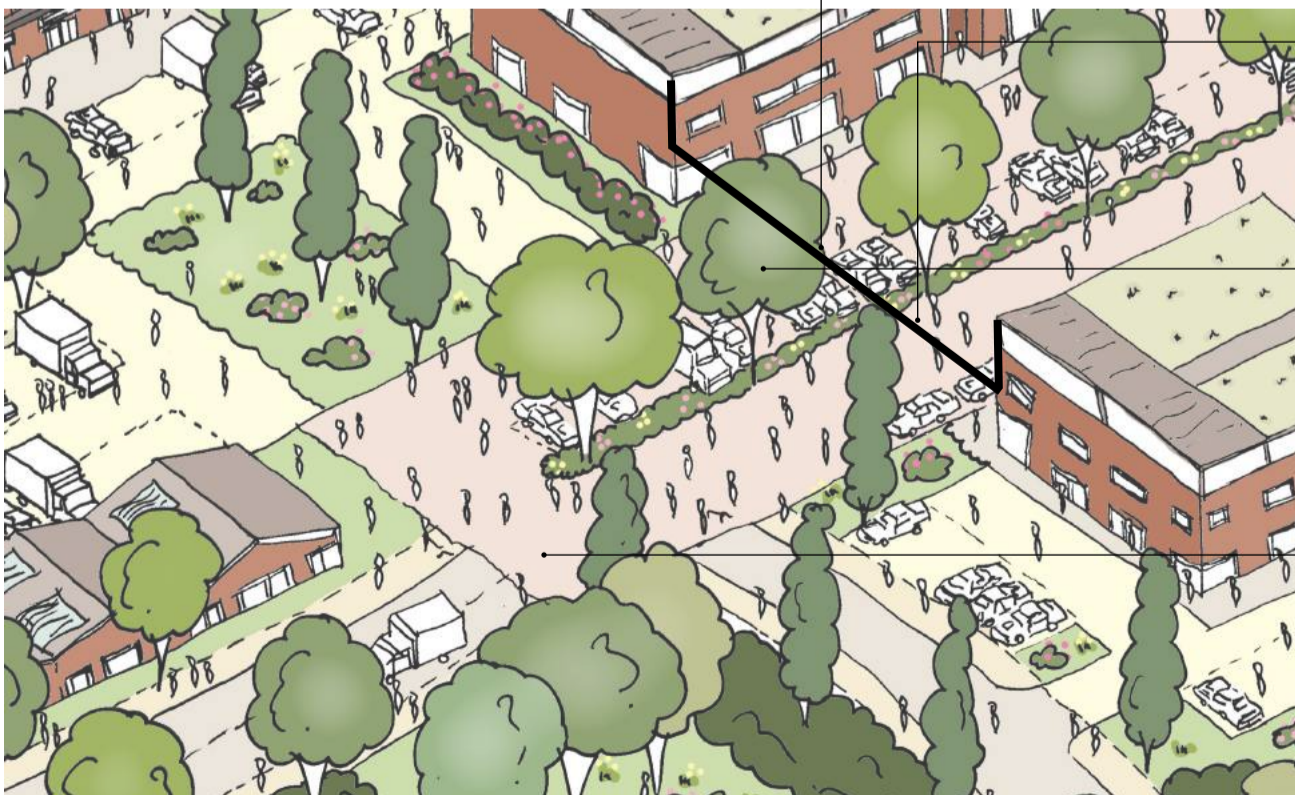
- SDC 3.3.2.2 (A)  
As outlined in Cross Section A-A, the preferred treatment for Key Crossing Points includes: a central median strip in the centre of the carriageway, with tactile and contrasting surfaces introduced at crossing points to highlight the crossing. Key Crossing Points should be raised above carriageway level, the small change in level acting as a natural speed prevention measure whilst the visual contrast in material between road carriageway and crossing point ensures drivers are aware of potential pedestrian activity.
- SDC 3.3.2.3 (M)  
Detail provided by SDC 3.3.2.2 outlines the advised approach to traffic calming and pedestrian prioritisation along both Primary and Secondary Streets. The detailed design, dimensions and treatment of each crossing will vary according to the level of pedestrian activity expected at each point. Detailed design of crossing points will be addressed at the Detailed Planning Stage.

### SDC 3.3.3 Village Centre Pedestrian Priority Zones (PPZ)

- SDC 3.3.3.1 (M)  
The location of Local Centre PPZ's must be delivered in accordance with Movement Parameter Plan 9.5 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0004-S4-P03) (p. 155).
- SDC 3.3.3.2 (M)  
Where the SCR and Primary Street intersect, the junction must be designed to provide pedestrian priority.

- SDC 3.3.3.2 (A)  
A distinct change in surface material and a small level change stepping up from the carriageway should be delivered at the junction. Pedestrian desire lines at crossing points should be demarcated using a contrasting surface material.
- SDC 3.3.3.4 (A)  
Where parking is proposed, it should be screened and punctuated by soft landscaping and tree planting, and differentiated from carriageways and pedestrian realm via a change in surface material. The provision of continuous parking bays in PPZ should be avoided, with tree planting situated after every 6th bay.
- SDC 3.3.3.5 (M)  
Pedestrian Priority Zones must be designed to ensure pedestrian and cyclist movement and activity takes priority over vehicular movement. Alongside the above design principles, design at the Detailed Planning Stage must prove that this has been achieved within the PPZ's.

### LOCAL CENTRE - PEDESTRIAN PRIORITY ZONE



Lower Lotmead: 55m minimum width of PPZ

Lotmead Village Centre: 40m minimum width of PPZ

Parking must be screened and punctuated by soft landscaping and tree planting.

Tree planting situated after every 6th bay.

Change in surface material and a small level change stepping up from the carriageway should be delivered at the junction.

Pedestrian desire lines at crossing points should be demarcated using a contrasting surface material.

FIGURE 5.23 ILLUSTRATES PEDESTRIAN PRIORITY ZONE WITHIN LOCAL CENTRES (INDICATIVE SKETCH EXAMPLE)

### SDC 3.4

## MAINTAINING CONNECTIVITY THROUGHOUT THE DEVELOPMENT

### SDC 3.4.1 (M)

Road infrastructure, including pedestrian and cycle connections, should be delivered up to the boundary of the respective phase within which it is situated, in accordance with Figure 5.3 (p. 72). That is, where a key connection crosses the boundaries of two phases, road infrastructure should be delivered to ensure the next phase of development can connect to it without restricting the movement network.

### SDC 3.4.2 (M)

Developing road infrastructure up to the boundary of the respective phase of development should not detract from the overall character and design quality of an area. For example, where the date of the next phase is unknown, an agreement should be reached between developer and council guaranteeing the development of road infrastructure at an appropriate and agreed time.



GREEN STREETS PROVIDE PEDESTRIAN LINKS

### SDC 3.5

## SECURING STRATEGIC CONNECTIONS AND PERMEABILITY

### SDC 3.5.1 (M)

Development must deliver Green Links and pedestrian and cycle connections as outlined in SDC 1.1.3 (p. 113). Development must deliver connections to the edge of the site, securing permeability and connectivity between Lotmead and Lower Lotmead Villages and the wider NEV masterplan proposals.

### SDC 3.5.2 (M)

In accordance with the NEV Island Bridge Vision SPD (June 2017), Swindon Borough Council must deliver two pedestrian footbridges along the northern boundary of the site across the River Cole, linking the two proposed villages with proposed neighbouring settlements within the NEV masterplan. The location of the two footbridges should be delivered in accordance with Movement Parameter Plan 9.5 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0004-S4-P03) (p. 155), whilst detailed design of the bridges will be outlined at the Detailed Planning Stage.

### SDC 3.5.3 (M)

The SDC and Primary street act as the primary vehicular connection linking the two proposed villages with neighbouring NEV Villages as well as the wider road network. Development must deliver primary street infrastructure as outlined in SDC 3.3.1.1 (p. 118) and in accordance with Movement Parameter Plan 9.5 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0004-S4-P03) (p. 155)

### SDC 3.6

## CREATING 6 WALKABLE NEIGHBOURHOODS

### SDC 3.6.1 (M)

All future residential development must be delivered within 1km of Community Infrastructure (as listed in SDC 1.3.4.1 - p. 114) in accordance with Figure 5.5 (p. 74).

### SDC 3.6.2 (M)

Residential neighbourhoods, Village Centres and proposed Green Infrastructure will be linked by a series of pedestrian and cycle connections and Green Links, to be delivered as outlined in SDC 1.1.3 (p. 113) and 2.2.1 (p. 116), in accordance with Figure 5.3 (p. 72).



STRATEGIC GREEN LINKS PROVIDE PEDESTRIAN AND CYCLE CONNECTIVITY BETWEEN DEVELOPMENT PARCELS, VILLAGES AND SURROUNDING NEV SETTLEMENTS

# SDC 4 Car Parking

## SDC 4.1

### APPROACH TO CAR PARKING

#### SDC 4.1.1 (M)

Development will deliver a range of car parking typologies to create a vibrant and active street, providing an opportunity for neighbours to see and meet other people on a daily basis.

#### SDC 4.1.2 (M)

Car parking will be designed to be appropriate to the type of dwelling and neighbourhood character.

#### SDC 4.1.3 (M)

Development will provide a variety of car parking treatments to create visual interest and reduce the impact of parked cars on the street, to create a more successful place.

#### SDC 4.1.5 (M)

No single type of car parking such as on street car parking will dominate the development. Developers must ensure a balance of car parking approaches and comply with the neighbourhood character sections.

#### SDC 4.1.6 (M)

Car parking areas will integrate a sufficient amount of cycle storage.

#### SDC 4.1.7 (M)

All residential proposals must conform to the parking standards outlined with the Swindon Residential Design Guide SPD.



RAIN GARDENS PROVIDED NATURAL ATTENUATION



STREET FURNITURE IS INTEGRATED AND FORMS TRAFFIC CALMING



SKETCH SHOWS TREES AND PLANTING INTEGRATED WITHIN THE STREET TO REDUCE THE IMPACT OF THE CAR



CHEVRON PARKING IS EFFICIENT USE OF SPACE WITHIN THIS STREETS



TREES, PLANTING AND CROSSING POINTS ARE INTEGRATED INTO THE ON-STREET CAR PARKING

SDC 4.2

**ON-STREET CAR PARKING**

**SDC 4.2.1 (M)**

Streets will be designed to accommodate on street parking but allow space for street trees, planting and street furniture to balance the visual impact of parked cars. On street parking has the potential to be both space efficient and reinforce the spatial enclosure of the street.

On street parking will integrate street furniture, lighting and signage within the fabric of the street rather than add on additions.

On street parking will allow sufficient space for manoeuvring and reversing within the street

**SDC 4.2.2 (A)**

On street car parking should be designed in accordance with 'Manual for Streets' and 'Manual for Streets 2' standards and dimensions.

SDC 4.3

**ON-PLOT/ INTEGRAL CAR PARKING WITHIN THE CURTILAGE OF THE DWELLING**

**SDC 4.3.1 (M)**

There should be sufficient space for reversing onto the highway from all private drives, vehicles should be set back from the pavement allowing space for pedestrians, pushchairs and cyclists to pass (see Figure 5.20).

**SDC 4.3.2 (M)**

Where driveways are proposed between dwellings, there will be sufficient space to accommodate the vehicle behind the building line (as outlined in Figure 5.25).

Where parking is positioned to the front of the property, ensure that at least an equal amount of the frontage is allocated to an enclosed, landscaped front garden as it is for parking to reduce vehicle domination (see Figure 5.24).

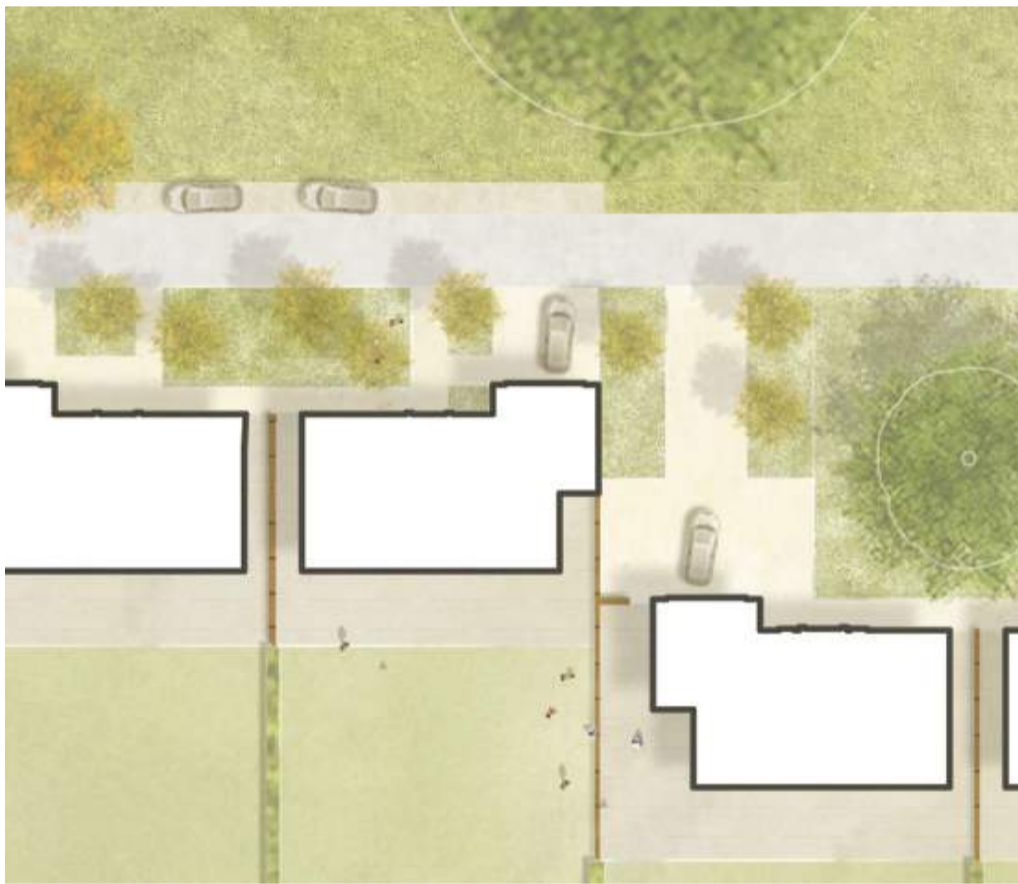


FIGURE 5.24 SUFFICIENT SPACE IS ALLOWED WITHIN THE DRIVE AND CARRIAGEWAY TO ALLOW FOR MANOEUVRING



FIGURE 5.25 CARS ARE SET BACK BEHIND HEDGE BOUNDARIES



CARS ARE SET BACK BEHIND LANDSCAPE BOUNDARIES



HEDGES, TREES AND HARD SURFACES ARE DESIGNED TO DEFINE THE PARKING AREAS WITHIN THIS STREET

SDC 4.4

**COURTYARD PARKING (APARTMENTS ONLY)**

SDC 4.4.1 (A)

Development should be designed to avoid rear parking courts, with the exception of apartments.

SDC 4.4.2 (M)

Where courtyard parking is provided for apartments there should be sufficient space for planting and trees to alleviate the visual impact of parked cars.

SDC 4.4.3 (A)

Rear courtyard parking should avoid large numbers of cars. Where there is a requirement for more than 10 cars, the courtyard should be clearly separated with planting, landscape or amenity.

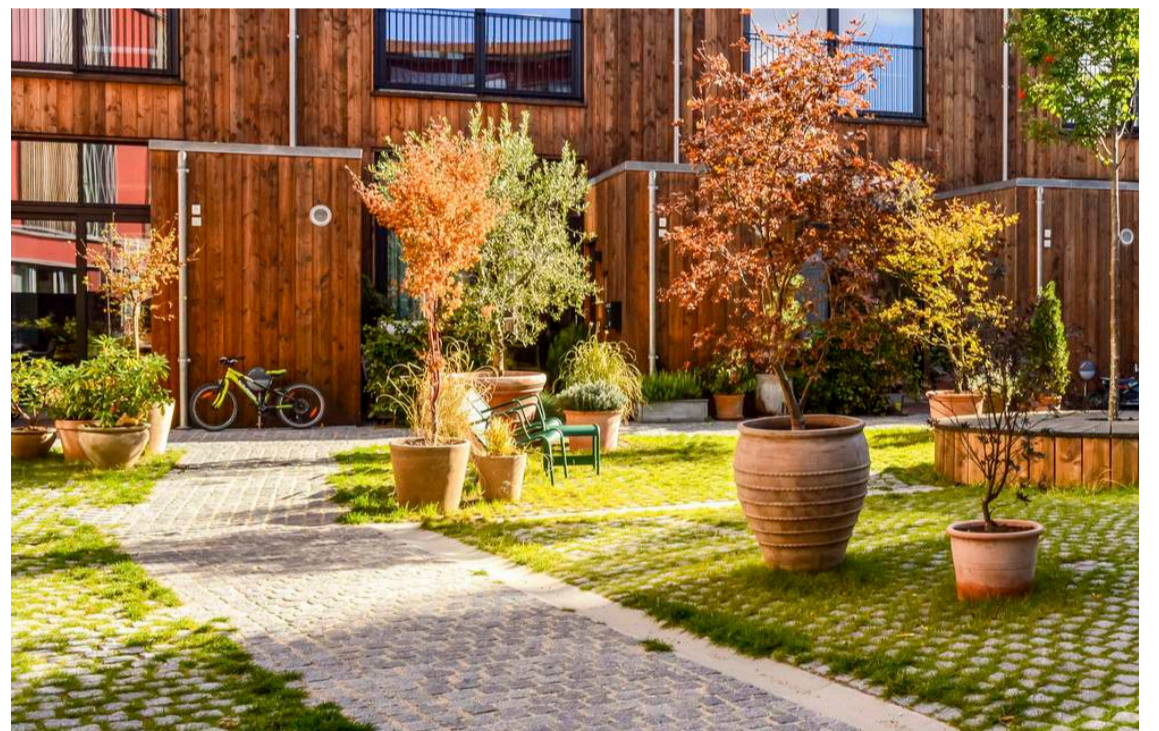
Areas of permeable hard surfaces should be proposed.

SDC 4.4.4 (A)

Lighting will be provided within courtyard parking to create a safe environment.



SHELTERED AND OVERLOOKED CYCLE PARKING FACILITIES



PERMEABLE SURFACES AND PLANTING PROVIDE ATTRACTIVE AMENITY SPACE



ENTRANCE TO PARKING IS INTEGRATED INTO THE STREET



OPPORTUNITIES FOR ELECTRIC CHARGING POINTS WITHIN PARKING AREAS



DWELLINGS ORIENTATED TO OVERLOOK AMENITY AREAS

SDC 4.5

**LOCAL CENTRE CAR PARKING**

SDC 4.5.1 (A)

Development should deliver Local Centre Parking as detailed in SDC 3.3.3.3 (p. 118).

SDC 4.5.2 (A)

Parking spaces will be demarcated using a subtle change of texture, colour or surface material.

Landscape will be integrated to define parking areas and reduce impact of the car within the space.

SDC 4.5.3 (M)

Cycle storage will be incorporated within the design of the PPZ.

SDC 4.5.4 (M)

The Local centre areas will incorporate street furniture, seating and SDC 4.5.5 - Appropriate selection of street trees and planting will be integrated within the PPZ to allow visibility for cars manoeuvring in the area.

SDC 4.5.5 (A)

An appropriate selection of street trees and planting will be integrated within the PPZ to allow visibility for cars manoeuvring in the area.



HEDGES, TREES AND HARD SURFACES ARE DESIGNED TO BE INTEGRATED WITHIN THE PPZ AREAS WITHIN THIS STREET



CHANGE OF SURFACE AND TEXTURE DEMARCATES THE CAR PARKING SPACES



HIGH CANOPY TREES ARE PROPOSED TO REDUCE IMPACT OF THE CAR, WHILST ALLOWING VISIBILITY



STREET FURNITURE, CYCLE STORAGE AND LIGHTING ARE INTEGRATED WITHIN THIS SQUARE



SDC 4.6

**LANDSCAPE EDGE COURTYARDS (PARKING)**

SDC 4.6.1 (A)

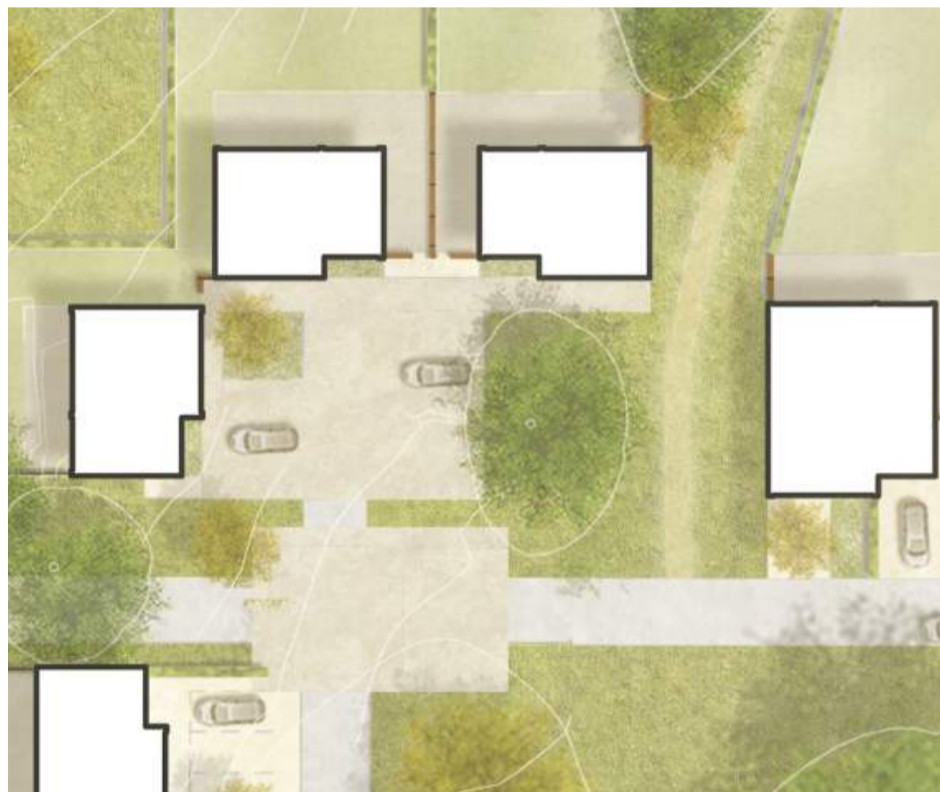
Landscape edge courtyards should be designed in accordance with the design principles outlined in SDC 2.1.1 (p. 115).

SDC 4.6.2 (A)

Parking areas should not use drop kerbs or define carriageways. Subtle changes in surface materials should demarcate individual parking allocations, as opposed to white paint.

SDC 4.6.3 (M)

A suggested minimum of two hard surface materials should be used. The use of tarmac for surface treatment within the landscape edge courtyards is deemed inappropriate and will deter from the rural character these spaces aim to establish. As such, it recommended tarmac is not used as a surface treatment.



BUILDINGS ARE ORGANISED TO FRAME THE COURTYARD AND PARKING

SDC 4.6.4 (A)

The use of white paint should be avoided to define parking spaces.

SDC 4.6.5 (A)

Parking areas should be overlooked by habitable rooms of adjacent dwellings. Parking bays located within landscape edge courtyards should be screened by planting, with species to be agreed at Detailed Planning Stage. Development should avoid providing continuous rows of parking bays within courtyards, with 5 parking bays in a row as a suggested a maximum without any tree planting to punctuate the spaces.



PLANTING IS PROPOSED TO DEFINE PRIVATE AREAS IN FRONT OF DWELLINGS WITHIN THIS COURTYARD



BUILDINGS ARE ORIENTATED TO PROVIDE SURVEILLANCE TO PARKING AREA



A SINGLE MATERIAL IS APPLIED TO CREATE A PEDESTRIAN PRIORITY AREA

SDC 4.7

**SAFETY AND PREVENTION OF ANTI-SOCIAL BEHAVIOUR**

SDC 4.7.1 (A)

Prevent anti-social parking areas by ensuring that vehicles can either be viewed from peoples homes or allow owners to park somewhere they know their car will be safe and overlooked.

SDC 4.7.2 (A)

Lighting should be provided within the movement routes through the development.

SDC 4.7.3 (A)

Car parking areas and pedestrian access routes should be well lit to ensure people do not feel vulnerable or unsafe.

SDC 4.7.4 (A)

Lighting should be sensitively designed to minimise light pollution.



LIGHTING SHOULD BE PROVIDED AT A VARIETY OF HEIGHTS



CHEVRON PARKING AREA



WALL LIGHTING



LIGHTING INTEGRATED WITHIN THE PLANTING SCHEME



SUBTLE CHANGE OF MATERIAL USED TO DEMARCAT  
CAR PARKING



STREET LIGHTING PROVIDES A SAFE ENVIRONMENT AT NIGHT



COBBLE STONE USED TO CREATE A PEDESTRIAN PRIOR-  
ITY

SDC 4.8

**THE FOLLOWING ARE RECOMMENDED AS GOOD APPROACHES TO CAR PARKING:**

- Using a range of parking solutions appropriate to the context and the types of housing proposed. Where rows of narrow terraces are proposed, consider positioning parking within the street scene, for example a central reservation of bay parking.
- Definition and allocation of parking spaces should be delivered in an aesthetically pleasing and durable way. Using a change of material, texture or colour to define spaces is a simple and durable approach.



WELL OVERLOOKED CYCLE PARKING



WELL INTEGRATED ON STREET PARKING



INTEGRAL GARAGES DELIVERED WITHIN THE BUILDING FOOTPRINT



A SUBTLE CHANGE IN SURFACE MATERIAL DEMARCATES IN-CURTILAGE PARKING PUNCTUATED BY TREE PLANTING AND SOFT LANDSCAPING

SDC 4.9

**DEVELOPMENT WILL AVOID THE FOLLOWING APPROACHES TO CAR PARKING:**

- Large rear parking courts. When parking courts are less private, they offer greater opportunity for anti-social behaviour and crime.
- Insufficient amounts of space and parking resulting in parking on the carriageway.
- Parking that is not well overlooked.
- Relying on a single parking treatment.
- Using white lining to mark out and number spaces as this is not considered to be a durable solution and requires maintenance.



EXAMPLE OF INSUFFICIENT SPACE RESULT IN CARS PARKED WITHIN THE CARRIAGEWAY



EXAMPLE OF WHITE PAINT IS USED TO DEMARK SPACES



EXAMPLE OF LACK OF LIGHTING WITHIN THIS CYCLE STORAGE AREA



LACK OF TREES AND PLANTING ALLOW THE CARS TO DOMINATE THIS STREET. ADD ON TRAFFIC CALMING FEATURES ARE NOT INTEGRATED WITHIN STREET.

## 7.2 Neighbourhood Design Code

### SDC 5

#### Lotmead Village: Wanborough Green (WG) Neighbourhood Design Code

The following set of SDC works to protect and secure the intended character, layout and function of each neighbourhood as outlined within the DAS. Ensuring each neighbourhood delivers its imagined townscape and landscape character as envisioned is essential in establishing legibility across the site.

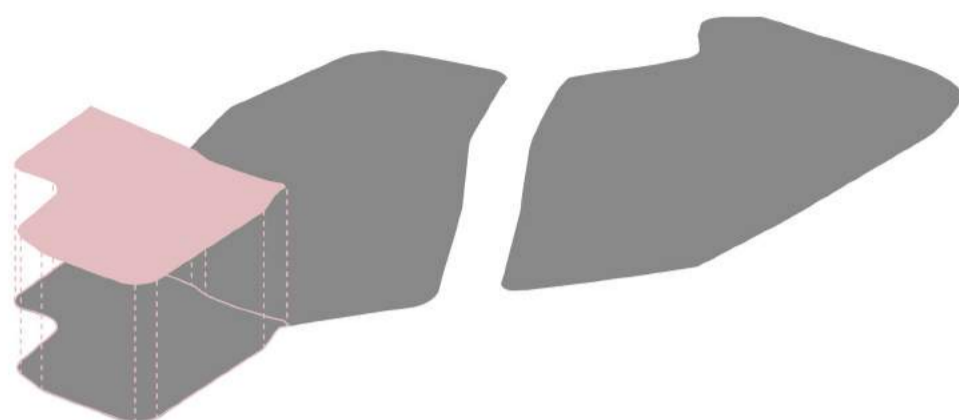
The NDC do not seek to address every design feature of each neighbourhood in great detail, the purpose is to protect the design elements that are fundamental to the character of each neighbourhood.

#### SDC 5.1

#### WANBOROUGH GREEN

##### SDC 5.1.1 - Wanborough Green - Access and Movement

- SDC 5.1.1.1 (M)  
The access off Wanborough Road will provide vehicle and construction traffic access to the first phase of development. Additional phases of development shall not commence, until alternative access is provided by either the SCR, the eastern link or the western link. No construction traffic shall use the access from Wanborough Road except for development within the first phase (Wanborough Green character area).
- SDC 5.1.1.2 (M)  
The existing tree-lined Avenue leading to Lotmead Business Village will be retained. The access route will only serve as a permanent vehicular access for the existing residential properties at Lotmead Farm. The access route will continue to serve Lotmead Business Village on a temporary basis until the Local Centre has been developed. At a time to be agreed (possibly the opening of the second new link road), the tree lined access route will be permanently closed to vehicles to the east of the residential properties associated with Lotmead Farm but shall provide pedestrian and cycling access to the proposed Lotmead Village Centre.
- SDC 5.1.1.3 (M)  
Dwellings situated within Wanborough Green will be accessed via the proposed new vehicular route running parallel to the existing tree-lined Avenue leading to Lotmead Business Village. Dwellings fronting the SCR may be accessed via the SCR.
- SDC 5.1.1.4 (M)  
Development must deliver a controlled bus gate east of the junction where the Wanborough Green Access Route and the existing tree-lined Avenue leading to Lotmead Business Village meet, or at an alternative location along the Access Route to be agreed with the LPA. The gate must, through means of appropriate design and technological measures, prevent private automobiles from accessing the Wanborough Road junction other than those that are registered to the dwellings within Wanborough Green housing area.
- The Bus Gate would come into operation at a time to be



agreed within a phasing plan that shall be submitted and agreed prior to the first occupation of any dwelling within phases 2-7 as set out in the D&A Phasing Strategy.

- SDC 5.1.1.5 (M)  
Wanborough Green (WG) will be accessed via the northeastern boundary of the site, along the alignment of the SCR as detailed in Parameter Plan 9.5 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0004-S4-P03) (p. 155).
- SDC 5.1.1.6 (M)  
The design of the SCR must follow the road specification being delivered by Swindon Borough Council on adjacent land. The design should accord with the principles outlined in Section A-A. Key Crossing Points delivered broadly in accordance with Figure 6, the design of which is outlined in SDC 3.3.2 (p. 117-118).
- SDC 5.1.1.7 (M)  
The street hierarchy within Wanborough Green will consist of the SCR, tertiary streets, local access routes and semi-private drives. The design of each street typology within the hierarchy should be delivered as outlined in Table 2 (p. 63).
- SDC 5.1.1.8 (A)  
The WG neighbourhood will include all parking typologies as listed in SDC 4. Development should deliver integrated parking within rural cluster typologies located along the SM edge, within integral garages, car barns or screened parking spaces within the courtyard.

##### SDC 5.1.2 - WG - Public Realm Structure/ Green Infrastructure

- SDC 5.1.2.1 (M)  
Lotmead Common will provide a landscape buffer between the western development edge and the SM, minimising the impact of development on the SM.
- Lotmead Green will provide various facilities, including: attenuation, a LEAP play space, informal recreation areas and a section of a biodiversity zone (details of which should be found in the accompanying Ecological Mitigation and Management Framework).
- SDC 5.1.2.2 (M)  
Lotmead Green will be delivered as a more formal amenity green space, acting as a focal point between the existing Lotmead Business Park, the Wanborough Green residential area and Lotmead Farm. The Village Green will be bound by the existing hedgerow to the west, and the existing tree-lined Avenue to the east and will include SUDS and play facilities.
- SDC 5.1.2.3 (M)  
Development must deliver NEAP/ LEAP facilities in the WG Neighbourhood in accordance with GI Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154). The detailed design of the

NEAP should correspond with Cross Section A-A.

- SDC 5.1.2.4 (M) Development will deliver a green link along the east-west alignment of the existing hedgerow as detailed in GI Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (Page 154) and Figure 5.17 (p. 112). The Green Link will act as a natural divider of the development area, and must include a swale.

### SDC 5.1.3 - WG -Edge Treatments

- SDC 5.1.3.1 (A) Development should deliver a sensitive development edge adjacent to the Scheduled Monument (SM). Rural cluster housing typologies, semi-private drives and a graduated landscape treatment are proposed along the development edge to provide a green buffer with the SM, as detailed in Cross Section B-B.
- SDC 5.1.3.2 (A) Rural cluster typologies (as described in SDC 2.1.1.5 - p. 115) along the SM edge should be orientated to frame intimate courtyards. Landscape edge courtyards must be designed to allow pedestrians, cyclists and vehicles to have equal priority, materials and surfacing will reflect this as detailed in SDC 2.1.1.4 - SDC 2.1.1.7 (p. 115).
- SDC 5.1.3.3 (M) Dwellings situated along the southernmost landscape edge, adjacent to the SM, must be set back at least 50m from the SM.

### SDC 5.1.4 - WG -Development Frontages, Density and Housing Typologies

- SDC 5.1.4.1 (A) In accordance with Parameter Plan 9.1 (PL1461.1-PLA-00-XX-DR-U-0007-S4-P02) (p. 151), the area shall deliver residential densities

ranging from 20 DPH to 45 DPH. It is envisioned a semi-rural character should be delivered within the area, underpinned by a mix of detached, semi-detached and rural cluster housing typologies.

- SDC 5.1.4.2 (A) The spatial distribution and layout of housing typologies shall be decided at the Detailed Planning Stage, however it is important to outline certain locations within the neighbourhood where the delivery of a specific housing typology is important in achieving a specific character within that area.
- SDC 5.1.4.3 (A) The Wanborough Road Access route and SCR should be lined with detached housing typologies, including large front gardens and driveways, in order to achieve a rural character along the routes. The same applies to semi-private drives along the SM edge, where Landscape Edge Courtyards are not proposed.
- SDC 5.1.4.4 (A) Rural cluster typologies will be delivered along the southern edge of the development, adjacent to the SM. These typologies should provide wider building frontages, replicating existing rural farmstead buildings observed locally. This can be achieved with a single dwelling or dwellings can form pairs or small terraces to create a wide building and consistent building frontage.
- SDC 5.1.4.5 (M) It is important that development frontages are oriented to address the public realm. A minimum of 50% of building frontages abutting sensitive landscape edges and landscape frontages (as outlined in Figure 6) should directly address the space beyond, subject to any specific preventative constraints, with habitable rooms and entrances addressing the space.

#### KEY

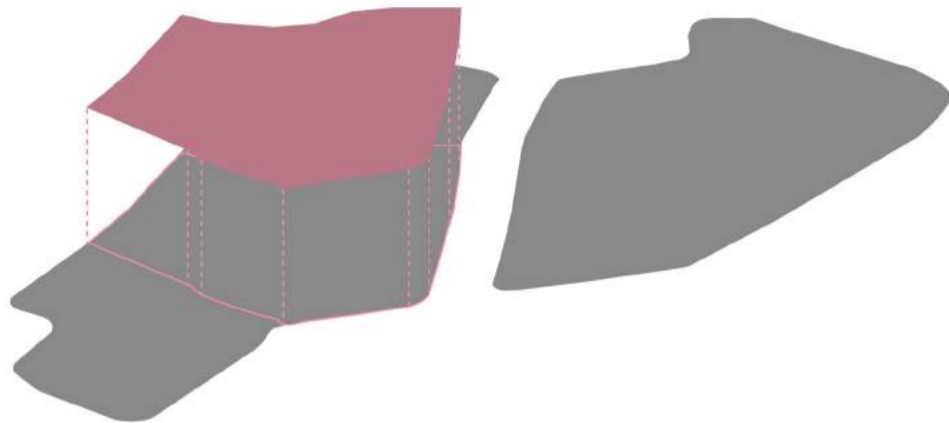
- Neighbourhood square (Village Centre PPZ)
- Neighbourhood square (Residential PPZ)
- Village recreation area
- Neighbourhood space
- Primary street
- Green links
- Key crossing points
- Play (exact location not fixed)
- Frontages
- Key landscape frontage
- Key urban frontage
- Sensitive green edge
- Development blocks
- Spaces
- Incidental green node
- Edge Treatments
- Landscape edge courtyards
- Green insertions
- Views
- Internal views of key spaces
- Views out to landscape
- Key building
- Landmark building(s) refer to parameter plan for heights (exact location not fixed)



FIGURE 6 WANBOROUGH GREEN URBAN DESIGN FRAMEWORK

## SDC 6

# Lotmead Village: Lotmead Farm Neighbourhood Design Code



### SDC 6.1

#### LOTMEAD VILLAGE CENTRE

##### SDC 6.1.1 (M)

Development must deliver a Village Centre, including Retail, Commercial and Residential land uses with the Lotmead Farm Character Area. The location and size of the Village Centre should be delivered in accordance with Parameter Plan 9.2 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0003-S4-P02) (p. 152).

##### SDC 6.1.2 (M)

Development must deliver active ground floor uses and frontages in mixed use blocks abutting the Primary Route and SCR. Building entrances should be oriented to address the street or public realm, whilst frontages must create a positive relationship between the inside of the building and the public realm.

##### SDC 6.1.3 (M)

Lotmead Village Centre sits at the key intersection of two key routes within the wider masterplan, the SCR connecting from Wanborough Green and the proposed NEV Villages, and the Primary street connecting the site with northern NEV Villages. As such, a PPZ must be delivered in the location outlined in Parameter Plan 9.2 (p. 152) in order to create a balance between pedestrian and vehicular movement.

##### SDC 6.1.4 (M)

The PPZ should be delivered to a minimum width of 40m and must span the length of the mixed-use, Local Centre blocks delivered within adjacent development plots.

##### SDC 6.1.5 (A)

The design of Lotmead Farm Village Centre PPZ should conform with the design principles outlined in SDC 3.3.3 (p. 118), aimed at achieving reduced vehicular speeds through the area as well as a high-quality pedestrian environment and public realm. In addition to principles outlined in SDC 3.3.3, the PPZ should include a central strip of linear tree planting.

##### SDC 6.1.6 (M)

Where parking is provided within the central public square, as detailed in Figure 5.7 (p. 67), design principles should accord with those outlined in SDC 3.3.3 (p. 118). Whilst the design of the space will be addressed at

the Detailed Planning Stage, it is deemed essential that spill-out space is provided within the public realm, clearly differentiated and uninterrupted by vehicular movement.

##### SDC 6.1.7 (M)

The Village Centre should be delivered as a natural extension of the existing Lotmead Business Village, to be retained as part of proposals. Pedestrian links should be delivered between the retained buildings and new local centre blocks, ensuring the area is both permeable and coherent as a space.

##### SDC 6.1.8 (M)

Building heights should step up from the existing buildings associated with the Lotmead Business Village towards the Primary street as detailed in Section C-C, delivering a maximum building height of 5 storeys along the key route.

### SDC 6.2

#### LOTMEAD PRIMARY SCHOOL

##### SDC 6.2.1 (M)

Development must deliver a Primary School with a total area of 2.2 ha, the location of which is outlined in Parameter Plan 9.2 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0003-S4-P02) (p. 152).

##### SDC 6.2.2 (M)

An arrival square, including visitor drop off facilities, should be delivered as an interface between the Primary street and school building. The design approach should align closely with the design principles outlined in SDC 3.3.3 (p. 118), ensuring pedestrian movement takes priority within the space as well as providing a strong place function outside of school drop off hours.

##### SDC 6.2.3 (M)

The school building should be oriented to ensure active frontages and building entrances address the Primary Street, arrival square and north-facing LEAP play area. It is important the building orientation maximises surveillance opportunities of the LEAP.

##### SDC 6.2.4 (M)

Naturalistic boundary treatments should be adopted around the edges of the school area, contributing to the wider green character of the area. Where fencing is required, it should be screened by planting.

SDC 6.3

**LOTMEAD FARM - EDGE TREATMENTS**

**SDC 6.3.1 (A)**

Development should deliver a more organic development edge along the sensitive green edge to the west and south of the character area, with detached housing typologies loosely following the alignment of the proposed semi-private drives. This approach should avoid the creation of a linear development 'wall', creating incidental breakages in the building line to allow views into the wider development area.

**SDC 6.3.2 (M)**

Semi-private drives will be delivered along sensitive green edges and key landscape frontages in accordance with Figure 4.8 (p. 62), the design of which should broadly accord with the principles outlined in SDC 2.1.1.2 (p. 115). Whilst the delivery of semi-private drives along specified edges is mandatory, the location of each individual drive is not fixed.

**SDC 6.3.3 (M)**

Landscape Edge Courtyards (LEC) will be delivered along sensitive green edges and key landscape frontages. Figure 6.1 illustrates how this could be arranged. The design of LEC should broadly conform with the principles outlined in SDC 2.1.1.4 - 2.1.1.7 (p. 115). Whilst the delivery of LEC along specified edges is mandatory, the location of each individual

LEC is not fixed.

**SDC 6.3.4 (M)**

Green insertions create a more natural development edge, allowing the existing landscape to permeate the edge and connect development with nature. Green Insertions should be delivered along sensitive green edges, broadly in accordance with Figure 6.1, the design of which should broadly correspond with SDC 2.3 (p. 116). Whilst the delivery of green insertions along specified edges is mandatory, the location of each individual Green Insertion is not fixed.

**SDC 6.3.5 (A)**

In order to create appropriate levels of enclosure and overlooking along the eastern edge of the neighbourhood, adjacent to the Central Sports Hub, taller building heights should be delivered in accordance with Building Heights Parameter Plan 9.3 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0006-S4-P04) (p. 153). These heights will be achieved through the delivery of apartment units and three storey dwellings, located at key corners, to provide surveillance over the key village recreation area.

**KEY**






















-  Neighbourhood square (Village Centre PPZ)
-  Neighbourhood square (Residential PPZ)
-  Village recreation area
-  Neighbourhood Space
-  Primary street
-  Secondary street
-  Green links
-  Key crossing points
-  Play (exact location not fixed)
- Frontages*
-  Key landscape frontage
-  Key urban frontage
-  Sensitive green edge
-  Active frontage
-  Development blocks
- Key spaces*
-  Incidental green node
- Edge Treatments*
-  Landscape Edge Courtyards
-  Green insertions
- Views*
-  Internal views of key spaces
-  Views out to landscape
- Key building*
-  Landmark building(s) refer to parameter plan for heights (exact location not fixed)
-  Landmark building(s) refer to parameter plan for heights (exact location not fixed)



FIGURE 6.1 LOTMEAD FARM URBAN DESIGN FRAMEWORK



## SDC 6

# Lotmead Village: Lotmead Farm Neighbourhood Design Code

### SDC 6.4

#### LOTMEAD FARM - PUBLIC REALM STRUCTURE/ GREEN INFRASTRUCTURE

##### SDC 6.4.1 (M)

Fundamental to the character of the area are Green Links running north-south through the area. Development should deliver Green Links in accordance with SDC 1.1.3 (p. 113), and include retained landscape and SUDS features as outlined in Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154).

##### SDC 6.4.2 (M)

Development must deliver 'The Meadow' Village Recreation Area as outlined in Figure 6.1 (p. 132) to a total area of 2.5 ha. The area must retain the two existing Great Crested Newt ponds in accordance with Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154), with detailed treatments outlined in the Ecological Mitigation and Management Framework accompanying this DAS.

##### SDC 6.4.3 (M)

The Meadow semi-natural open space must also include new areas of Community Woodland and a LEAP play area in accordance with Green Infrastructure Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154). The boundary treatment of the NEAP play area must be designed to mitigate any impact on adjacent areas of ecological value. For detailed examples of treatments, please refer to Ecological Mitigation and Management Framework accompanying this DAS.

##### SDC 6.4.4 (A)

Development frontages should be oriented to address key public spaces. A suggested minimum of 50% of building frontages abutting sensitive landscape edges and landscape frontages (as outlined in Figure 6.1) should directly address the space beyond, with habitable rooms and entrances addressing the space.

### SDC 6.5

#### LOTMEAD FARM - ACCESS AND MOVEMENT

##### SDC 6.5.1 (M)

The street hierarchy within Lotmead Village will consist of the SCR (acting as the primary distributor street), secondary street, tertiary streets, local access routes and semi-private drives. The design of each street typology within the hierarchy must be delivered as outlined in Table 2 (p. 63).

Development must deliver both the Primary Street, Secondary Street and Tertiary Streets in the location and orientation as detailed in Movement Parameter Plan 9.2 (p. 155) and Figure 4.8 (p. 62).

##### SDC 6.5.2 (M)

Where the Secondary street running through the area follows the line of the existing hedgerow to the west of the area, the street should be designed in accordance with the principles outlined in Cross Section E-E. The green verge, including existing landscape features, contribute towards a rural and green character within the neighbourhood.

##### SDC 6.5.3 (M)

Development should deliver a minimum of three Neighbourhood Squares (Residential PPZ) as indicated in Figure 6.1. The design of the squares should broadly correspond with the design principles outlined in SDC 3.3.3 (p. 118), where the detailed design of each individual square will be outlined at the Detailed Planning Stage.

##### SDC 6.5.4 (M)

Key Crossing Points should accord with the principles outlined in SDC 3.3.2 (p. 117-118). Figure 6.1 indicates where these Key Crossing Points could be located.

### SDC 6.6

#### LOTMEAD FARM - DEVELOPMENT FRONTAGES, DENSITY AND HOUSING TYPOLOGIES

##### SDC 6.6.1 (M)

In accordance with Parameter Plan 9.1 (PL1461.1-PLA-00-XX-DR-U-0007-S4-P02) (p. 151), the area shall deliver a range of residential densities from 20 DPH to 55 DPH.

##### SDC 6.6.2 (A)

The spatial distribution and layout of housing typologies shall be decided at the Detailed Planning Stage, however it is important to outline certain locations within the neighbourhood where the delivery of a specific housing typology is essential in achieving a specific character within that area.

Where residential densities of 45 - 55 DPH are proposed, along the SCR and CPC, the mix of typologies will be predominated by terraced typologies and apartments (to be delivered at key corners - as indicated in Figure 6.1).

Where residential densities of 25 DPH and below are proposed along sensitive green edges and key landscape frontages, development should deliver predominantly detached dwellings.

##### SDC 6.6.3 (M)

Where a key urban frontage addresses the Primary street, development frontages should consistently address the street in order to establish a continuity of enclosure. A minimum of 75% of building frontages and entrances located along the Primary street should directly address the street.

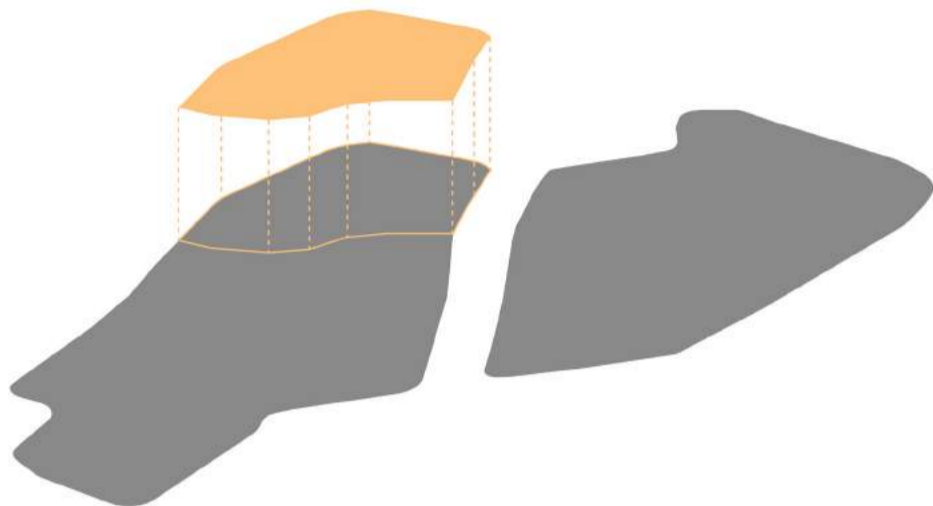
##### SDC 6.6.4 (M)

It is important that development frontages are oriented to address key public spaces. A minimum of 50% of building frontages abutting sensitive landscape edges and key landscape frontages (as outlined in Figure 6.1) should directly address the space beyond, subject to any specific preventative constraints, with habitable rooms and entrances located along the frontage that addresses the public space.

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## SDC 7

# Lotmead Village: The Meadow Neighbourhood Design Code



### SDC 7.1

#### THE MEADOW - PUBLIC REALM STRUCTURE AND GREEN INFRASTRUCTURE

##### SDC 7.1.1 (M)

Development must deliver a Green Link, following the alignment of the existing hedgerow and tree line running north-south through the centre of the neighbourhood (as outlined in GI Parameter Plan 9.4 - p. 154). The Green Link should incorporate a pedestrian footpath, swale and existing landscape features in correspondence with GI Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154), and be designed in accordance with SDC 1.1.3 (p. 113).

##### SDC 7.1.2 (M)

Development must deliver a central LEAP, the location of which should accord with Figure 4.10 (p. 66). The play space is situated at a key intersection between proposed pedestrian footpaths and landscape features, maximising use and creating a natural node within the neighbourhood.

##### SDC 7.1.3 (A)

A series of incidental Neighbourhood Greens (incidental green nodes), located within Neighbourhood space, should be delivered in the areas suggested in Figure 6.2. The green should be designed in accordance with the design principles outlined in Table 4 (p. 68) and Green Infrastructure Parameter Plan 9.4 (p. 154). Neighbourhood Greens are key amenity open spaces within the neighbourhood, creating opportunities for informal recreation and play. As such, they should be fairly open spaces, with maintained grassland and light tree planting along edges the predominant landscape treatment. The detailed design of each space will be addressed at Detailed Planning Stage.

### SDC 7.2

#### THE MEADOW - EDGE TREATMENTS

##### SDC 7.2.1 (M)

Development must deliver a sensitive form of development along sensitive green edges, as indicated in Figure 6.2. A variety of edge treatments should be used to ensure this, as detailed in the following SDC, all of which are essential to achieving a rural character along landscape interfaces.

##### SDC 7.2.2 (A)

Green Insertions should be delivered along sensitive green edges, broadly in accordance with Figure 6.2, the design of which should broadly correspond with SDC 2.3 (p. 116). Whilst the delivery of green insertions along specified edges is mandatory, the location of each individual Green Insertion is not fixed.

##### SDC 7.2.3 (M)

Landscape edge courtyards (LEC) will be delivered along sensitive green edges and key landscape frontages (as indicated in Figure 6.2). The design of LEC should broadly conform with the principles outlined in SDC 2.1.1.4 - 2.1.1.7 (p. 115). Whilst the delivery of LEC along specified edges is mandatory, the location of each individual LEC is not fixed.

##### SDC 7.2.4 (M)

Semi-private drives will be delivered along sensitive green edges and key landscape frontages in accordance with Figure 4.8 (p. 62), the design of which should broadly accord with the principles outlined in SDC 2.1.1.2 (p. 115). Whilst the delivery of semi-private drives along specified edges is mandatory, the location of each individual drive is not fixed.

### SDC 7.3

#### THE MEADOW - ACCESS AND MOVEMENT

##### SDC 7.3.1 (M)

The street hierarchy within Lotmead Village will consist of the Secondary Street, Tertiary Streets, local access routes and semi-private drives. The design of each street typology within the hierarchy must be delivered as outlined in Table 2 (p. 63).

Development must deliver both Secondary Streets and Tertiary Streets, the location and orientation of which should be delivered in accordance with Parameter Plan 9.5 Drawing Number - PL1461.1-PLA-00-XX-DR-U-0004-S4-P03) (p. 155) and Figure 4.8 (p. 62).

##### SDC 7.3.2 (M)

Development should deliver up to three Neighbourhood Squares (Residential PPZ) at key intersections of the Secondary Street as outlined in Figure 6.2. The design of the squares should broadly correspond with the design principles outlined in SDC 3.3.3 (p. 118), where the detailed design of each individual square will be outlined at

the Detailed Planning Stage.

### SDC 7.3.3 (M)

Development must deliver strategic pedestrian and cycle connections through the neighbourhoods in accordance with Movement Parameter Plan 9.5 Drawing Number - PL1461.1-PLA-00-XX-DR-U-0004-S4-P03) (p. 155), to ensure connections with the Central Lakes area to the northwest as well as the wider NEV Green Infrastructure network.

### SDC 7.3.4 (M)

Key Crossing Points should accord with the principles outlined in SDC 3.3.2 (p. 117-118). Figure 6.2 indicates where these could be located.

## SDC 7.4

### THE MEADOW - BLOCKS, FRONTAGES AND ORIENTATION

#### SDC 7.4.1 (M)

It is important that development frontages are oriented to address key public spaces. A suggested minimum of 50% of building frontages abutting sensitive landscape edges and key landscape frontages (as outlined in Figure 6.2) should directly address the space beyond, subject to any specific preventative constraints, with habitable rooms and entrances located along the frontage that addresses the public space.

#### KEY




-  Neighbourhood square (Village Centre PPZ)
-  Neighbourhood square (Residential PPZ)
-  Village recreation area
-  Neighbourhood space
-  Secondary street
-  Green links
-  Key crossing points
-  Play (exact location not fixed)
- Frontages*
-  Key landscape frontage
-  Key urban frontage
-  Sensitive green edge
-  Development blocks
- Key spaces*
-  Incidental green node
- Edge Treatments*
-  Landscape edge courtyards
-  Green insertions
- Views*
-  Internal views of key spaces
-  Views out to landscape
- Key building*
-  Landmark building(s) - refer to parameter plan for heights (exact location not fixed))



FIGURE 6.2 THE MEADOW URBAN DESIGN FRAMEWORK

### SDC 7.4.2 (A)

Building frontages should be oriented to address streets and spaces within the development area itself. Building entrances, windows and active rooms should front onto the street, providing both consistency of enclosure and passive surveillance.

### SDC 7.4.3 (A)

Where a development block addresses more than one element of the public realm (such as a street and a courtyard, or a green open space and a courtyard) corner turning housing units should be utilised at corners to ensure frontages address both elements. This is of particular importance at key corners and nodes, such as Pedestrian Priority Squares, to help provide legibility within the public realm.

### SDC 7.4.4 (M)

In accordance with Density Parameter Plan 9.2 (p. 152), low residential densities (20-25 DPH) should be achieved along the northwestern sensitive green edge.

### SDC 7.4.5 (A)

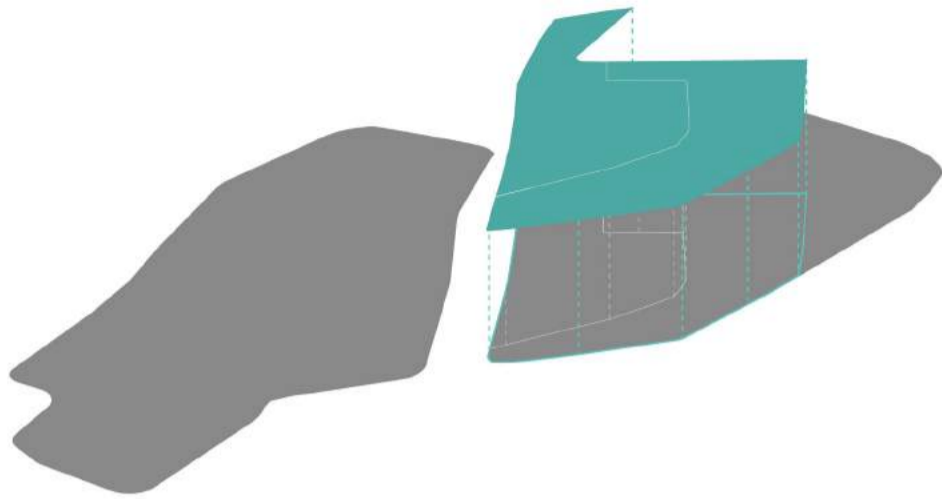
Development should deliver predominantly detached housing typologies along the sensitive green edges. Dwellings will be arranged around a staggered development edge, around semi-natural green spaces and curvilinear streets to prevent a development wall forming along the edge.

### SDC 7.4.6 (A)

Where a key urban frontage addresses the secondary street, development frontages should consistently address the street in order to establish a continuity of enclosure. A suggested minimum of 75% of building frontages and entrances located along the Secondary street

## SDC 8

# Lower Lotmead Village: Southern Parkland Neighbourhood Design Code



### SDC 8.1

#### LOWER LOTMEAD VILLAGE CENTRE

##### SDC 8.1.1 (M)

Development must deliver a Village Centre, including Retail, Commercial, Community and Residential land uses with the Southern Parkland Character Area. The location and size of the Village Centre should be delivered in accordance with Land Use Parameter Plan 9.2 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0003-S4-P02) (p. 152).

##### SDC 8.1.2 (M)

Development should seek to deliver active ground floor uses and frontages in the Local Centre. Building entrances should be oriented to address the street or public realm, whilst frontages must provide generous windows in order to in order to create a positive relationship between the inside of the building and the public realm.

##### SDC 8.1.3 (M)

Buildings within the Village Centre should step up in height towards the Pedestrian Priority Zone located along the Primary street, up to a maximum building height of 5 storeys.

##### SDC 8.1.4 (M)

The location and orientation of the buildings in Lower Lotmead Village Centre have been designed to maximise the efficiency of the space to the north of the buildings, for both parking and public realm. It is essential that buildings straddle the southern and eastern edges of the Local Centre area, providing maximum surveillance of the Central Sports Hub area as well as the Primary street Corridor.

##### SDC 8.1.5 (A)

Upper storeys of mixed-use blocks should be delivered as residential units. The inclusion of balconies, terraces or Juliette doors will be deemed preferable, maximising the opportunity for surveillance of the Sports Hub Sports Pitches as well as the Pedestrian Priority Zones at ground level.

##### SDC 8.1.6 (A)

Buildings lining the southern edge of the Village Centre should be set back 10m from the boundary of the Senior Football Pitches. Planting of a minimum 3m in height should address the southern boundary of the Village Centre, mitigating land use clashes between mixed use blocks and the Central Sports Hub.

### SDC 8.2

#### LOWER LOTMEAD PRIMARY SCHOOL

##### SDC 8.2.1 (M)

Development must deliver a Primary School with a total area of 2.2 ha, the location of which is outlined in Land Use Parameter Plan 9.2 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0003-S4-P02) (p. 152).

##### SDC 8.2.2 (M)

An arrival square (Neighbourhood Square), including visitor drop off facilities, should be delivered as an interface between the Primary street and the Primary School building itself. The design approach for the square should align closely with the design principles outlined in SDC 3.3.3 (p. 118), ensuring pedestrian movement takes priority within the space as well as providing a strong place function outside of school drop off hours.

##### SDC 8.2.3 (M)

The school building should be oriented to ensure active frontages and building entrances address the Primary Street and arrival square. It is important the building orientation maximises surveillance opportunities of the Primary Street.

##### SDC 8.2.4 (A)

Naturalistic boundary treatments should be adopted around the edges of the school area, contributing to the wider green character of the area. Where fencing is required, it should be screened by planting.

### SDC 8.4

#### SOUTHERN PARKLAND - PUBLIC REALM STRUCTURE

##### SDC 8.4.1 (M)

Development must deliver allotments in accordance with Green Infrastructure Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154).

##### SDC 8.4.2 (A)

Allotments should be designed with naturalistic boundaries, planting new hedgerows and trees is considered preferable. Allotments should be accessed via pedestrian connections and footpaths, as well as providing parking facilities accessible via the Primary Street.

### SDC 8.4.3 (M)

Development must deliver a Central Sports Hub with the Southern Parkland Neighbourhood, the design of which should accord with the principles outlined in SDC 1.1.2 (p. 113).

### SDC 8.4.4 (M)

Development must deliver a Neighbourhood square (Local Centre PPZ at the interface of Lower Lotmead Primary School, Village Centre and Primary street). The zone acts as a key node within the wider masterplan, and requires a specific design approach to create a safe, functional and attractive area of public realm.





















### SDC 8.4.6 (M)

The design of Lower Lotmead Farm Village Centre PPZ should conform with the design principles outlined in SDC 3.3.3 (p. 113), aimed at achieving reduced vehicular speeds through the area as well as a high-quality pedestrian environment and public realm.

### SDC 8.4.7 (A)

In addition to principles outlined in SDC 3.3.3, the PPZ should include linear strips of soft landscape and tree planting as outlined in Figure 5.6 (p. 75).

#### KEY

-  Neighbourhood square (Village Centre PPZ)
-  Neighbourhood square (Residential PPZ)
-  Village recreation area
-  Neighbourhood Space
-  Primary street
-  Secondary street
-  Green links
-  Key crossing points
-  Play (exact location not fixed)
- Frontages*
-  Key landscape frontage
-  Key urban frontage
-  Active frontage
-  Sensitive green edge
-  Development blocks
- Key spaces*
-  Incidental green node
- Edge Treatments*
-  Landscape edge courtyards
-  Green insertions
- Views*
-  Internal views of key spaces
-  Views out to landscape
- Key building*
-  Landmark building(s) - refer to parameter plan for heights (exact location not fixed)

### SDC 8.5

#### SOUTHERN PARKLAND - MOVEMENT AND ACCESS

##### SDC 8.5.1 (M)

The street hierarchy within Lower Lotmead Village will consist of the Primary Street, Secondary Street, tertiary streets, local access routes and semi-private drives. The design of each street typology within the hierarchy must be delivered as outlined in Table 2 (p. 63).

##### SDC 8.5.2 (M)

Development must deliver a Secondary Street, running through the southern development area, connecting Lower Lotmead Village with the proposed NEV Redlands village to the south.

##### SDC 8.5.3 (M)

The Primary Street should provide a strong place function within the wider masterplan, the character and treatment of the route changing along its length. This change in character will be strongly linked with adjacent buildings and landscape features, fluctuations in residential density and building heights providing a natural change in enclosure.

##### SDC 8.5.4 (M)

Key Crossing Points should accord with the principles outlined in SDC 3.3.2 (p. 117-118). Figure 6.3 indicates where these could be located.



FIGURE 6.3 SOUTHERN PARKLAND URBAN DESIGN FRAMEWORK

## SDC 8

# Lower Lotmead Village: Southern Parkland Neighbourhood Design Code

### SDC 8.6

#### SOUTHERN PARKLAND - EDGE TREATMENTS

##### SDC 8.6.1 (M)

Green Insertions should be delivered along sensitive green edges, broadly in accordance with Figure 6.3, the design of which should broadly correspond with SDC 2.3 (p. 116). Whilst the delivery of green insertions along specified edges is mandatory, the location of each individual Green Insertion is not fixed.

##### SDC 8.6.2 (M)

Landscape edge courtyards (LEC) will be delivered along sensitive green edges and key landscape frontages in accordance with Figure 6.3. The design of LEC should broadly conform with the principles outlined in SDC 2.1.1.4 - 2.1.1.7 (p. 115). Whilst the delivery of LEC along specified edges is mandatory, the location of each individual LEC is not fixed.

##### SDC 8.6.3 (M)

Semi-private drives will be delivered along sensitive green edges and key landscape frontages in accordance with Figure 4.8 (p. 62), the design of which should broadly accord with the principles outlined in SDC 2.1.1.2 (p. 115). Whilst the delivery of semi-private drives along specified edges is mandatory, the location of each individual drive is not fixed.

### SDC 8.7

#### SOUTHERN PARKLAND - BLOCKS, FRONTAGES AND ORIENTATION

##### SDC 8.7.1 (M)

Where a key urban frontage addresses the Primary or Secondary Street, development frontages should consistently address the street in order to establish a continuity of enclosure. A minimum of 75% of building frontages and entrances located along the Primary or Secondary Street should directly address the street.

##### SDC 8.7.2 (M)

Higher residential densities of between 45 - 55 DPH should be delivered along the Primary Street in accordance with Density Parameter Plan 9.1 (p. 151). Delivering the required density will require the provision of predominantly terraced housing typologies, as well as some apartment blocks at key nodal points in line with the Building Heights Parameter Plan 9.3 Drawing Number - PL1461.1-PLA-00-XX-DR-U-0006-S4-P04 (p. 153).

##### SDC 8.7.3 (A)

Residential densities will gradually lower towards the western edge of the area, where semi-detached and detached housing typologies will become more predominant. The eastern and southeastern edges of the area should be lined by detached dwellings, in order to achieve residential densities between 20 - 25 DPH.

##### SDC 8.7.4 (M)

It is important that development frontages are oriented to address key public spaces. A minimum of 50% of building frontages abutting sensitive landscape edges and key landscape frontages (as outlined in Figure 6.3) should directly address the space beyond, subject to any specific preventative constraints, with habitable rooms and entrances located along the frontage that addresses the public space.

##### SDC 8.7.5 (A)

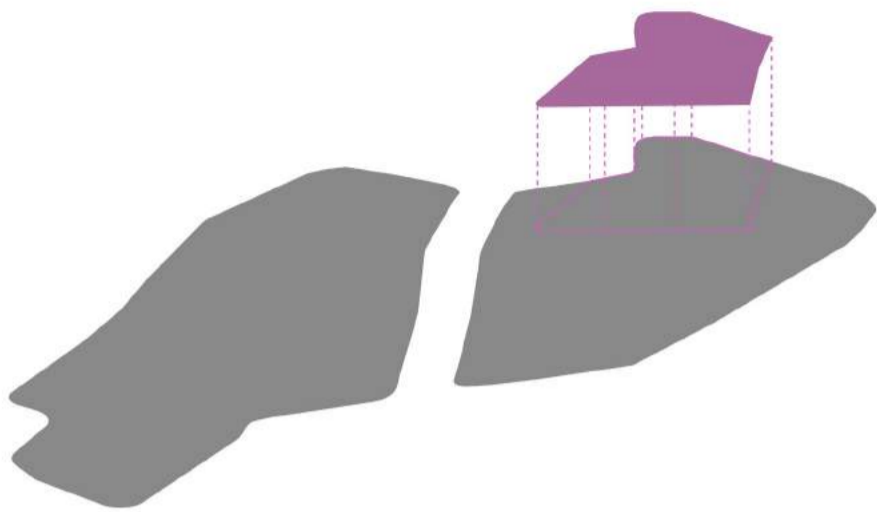
Building frontages should be oriented to address streets and spaces within the development area itself. Where buildings address a street, entrances, windows and habitable rooms should front onto the street, providing both consistency of enclosure and passive surveillance.

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## SDC 9

# Lower Lotmead Village: Northern Parkland Neighbourhood Design Code



### SDC 9.1

#### **NORTHERN PARKLAND - PUBLIC REALM STRUCTURE AND GREEN INFRASTRUCTURE**

##### **SDC 9.1.1 (M)**

Development must deliver a LEAP along the northwestern development edge of the neighbourhood, in accordance with the Figure 5 (p. 67) - Play Strategy and Figure 6.4. The detailed design of the LEAP should be addressed at Reserved Matters or Detailed Planning Stage, however should broadly correspond with Cross Section I-I.

##### **SDC 9.1.2 (M)**

Development must retain the existing hedgerow in accordance with Green Infrastructure Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154). The hedgerow will become an integrated element of the Primary Street, screening the western Northern Parkland development parcel from the route whilst creating a green character as the Primary Street approaches areas of more open countryside.

### SDC 9.2

#### **NORTHERN PARKLAND - EDGE TREATMENTS**

##### **SDC 9.2.1 (M)**

Development must deliver an organic development form along the northeastern sensitive green edge. Dwellings will be arranged along a broken development edge, around semi-natural green spaces and curvilinear streets to prevent a development wall forming along the edge.

##### **SDC 9.2.2 (M)**

Green Insertions should be delivered along sensitive green edges, broadly in accordance with Figure 6.4, the design of which should broadly correspond with SDC 2.3 (p. 116). Whilst the delivery of green insertions along specified edges is mandatory, the location of each individual Green Insertion is not fixed.

##### **SDC 9.2.3 (M)**

Landscape edge courtyards (LEC) will be delivered along sensitive green edges and key landscape frontages in accordance with Figure 6.4. The design of LEC should broadly conform with the principles outlined in SDC 2.1.1.4 - 2.1.1.7 (p. 115). Whilst the delivery of LEC along specified edges is mandatory, the location of each individual LEC is not fixed.

##### **SDC 9.2.4 (M)**

Semi-private drives will be delivered along sensitive green edges and key landscape frontages in accordance with Figure 4.8 (p. 62), as outlined in SDC 2.1.1.2 (p. 115). Whilst the delivery of semi-private drives along specified edges is mandatory, the location of each individual drive is not fixed.

##### **SDC 9.2.5 (M)**

Development must deliver Community Woodland along the northeastern and northwestern sensitive green edges in accordance with Green Infrastructure Parameter Plan 9.4 (p. 154). Community Woodland should be organised in order to partially screen the visually sensitive development edge, whilst providing intermittent views of the wider landscape from within the development area itself.

### SDC 9.3

#### **NORTHERN PARKLAND- ACCESS AND MOVEMENT**

##### **SDC 9.3.1 (M)**

The street hierarchy within Northern Parkland will consist of the Secondary Street, tertiary streets, local access routes and semi-private drives. The design of each street typology within the hierarchy must be delivered as outlined in Table 2 (p. 63).

Development must deliver both Primary and tertiary streets, the location and orientation of which should be delivered in accordance with Parameter Plan 9.5 Drawing Number - PL1461.1-PLA-00-XX-DR-U-0004-S4-P03) (p. 155) and Figure 4.8 (p. 62).

##### **SDC 9.3.2 (M)**

The Primary Street should be designed to sensitively incorporate the existing hedgerow running along a north-south orientation along the routes western edge. Cross section J-J presents how existing landscape should be incorporated in the design of the street.

##### **SDC 9.3.3 (M)**

Development must deliver Key Crossing Points in accordance with Figure 6.4. The design of crossing points should correspond with the design features outlined in SDC 3.3.2 (p. 117-118).

### SDC 9.3.4 (A)

Development should deliver a coherent grid of streets in accordance with Figure 4.8 (p. 62). The gridiron street pattern proposed within the area significantly contributes to the desired character, helping to differentiate the area as unique within the wider village.

### SDC 9.3.5 (M)

Development should deliver two Neighbourhood Squares (Residential PPZ) as outlined in Figure 6.4 (p. 67). The design of the squares should broadly correspond with the design principles outlined in SDC 3.3.3 (p. 118), where the detailed design of each individual square will be outlined at the Detailed Planning Stage.

## SDC 9.4

### NORTHERN PARKLAND - BLOCKS, FRONTAGES AND ORIENTATION

#### SDC 9.4.1 (M)

It is important that development frontages are oriented to address key public spaces. A minimum of 50% of building frontages abutting sensitive landscape edges and key landscape frontages (as outlined in Figure 6.4) should directly address the space beyond, subject to any specific preventative constraints, with habitable rooms and entrances located along the frontage that addresses the public space.

#### KEY























-  Neighbourhood square (Village Centre PPZ)
-  Neighbourhood square (Residential PPZ)
-  Village recreation area
-  Neighbourhood Space
-  Primary street
-  Green links
-  Key crossing points
-  Play (exact location not fixed)
- Frontages*
-  Key landscape frontage
-  Key urban frontage
-  Sensitive green edge
-  Development blocks
-  Key spaces
-  Incidental green node
-  Edge Treatments
-  Landscape edge courtyards
-  Green insertions
-  Views
-  Internal views of key spaces
-  Views out to landscape
- Key building*
-  Landmark building(s) - refer to parameter plan for heights (exact location not fixed)
-  Landmark building(s) - refer to parameter plan for heights (exact location not fixed)



FIGURE 6.4 NORTHERN PARKLAND URBAN DESIGN FRAMEWORK

### SDC 9.4.2 (M)

Building frontages should be oriented to address streets and spaces within the development area itself. Building entrances, windows and habitable rooms should address the street, providing both consistency of enclosure and passive surveillance.

Where a key urban frontage addresses the Primary Street, development frontages should consistently address the street in order to establish a continuity of enclosure. A minimum of 75% of building frontages and entrances located along the Primary Street should directly address the street.

### SDC 9.4.3 (M)

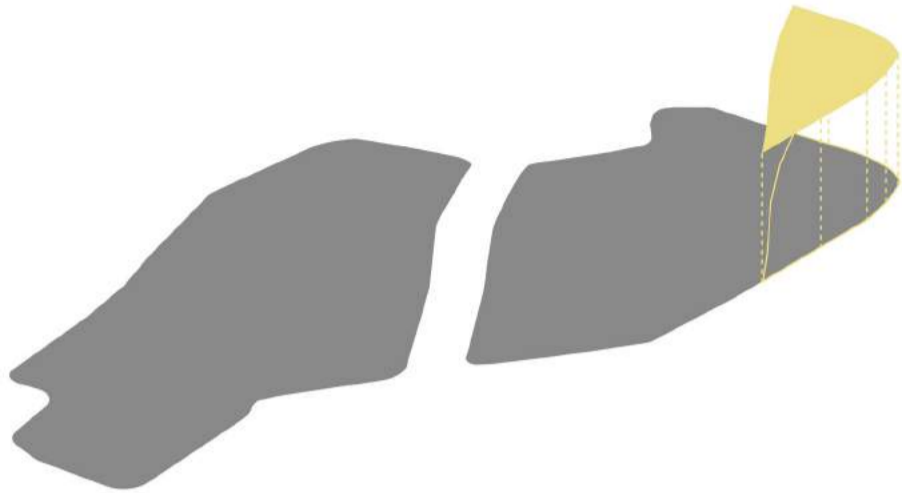
The area should deliver a graded approach to density, where higher densities and taller building heights should be delivered adjacent to the Primary Street and Village Centre. Higher densities will be achieved through the delivery of predominantly terraced properties and town houses, with some apartment provision, in areas outlined as 45 - 55 DPH on Density Parameter Plan 9.2 (p. 152).

### SDC 9.4.4 (A)

Development should deliver marker buildings in accordance with Building Heights Parameter Plan 9.3 Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P04 (p. 153). Marker buildings, ranging between 3 and 5 storeys in height, shall be delivered at key corners, the locations of which are indicated in Figure 6.4. The Primary Street should be defined by predominantly three storey buildings in the southern section of the Character Area, gradually lowering to two storeys as the Primary Street reaches the edge of the development parcel heading north.

## SDC 10

# Lower Lotmead Village: Eastern Canal Edge Neighbourhood Design Code



### SDC 10.1

#### **EASTERN CANAL EDGE - PUBLIC REALM STRUCTURE AND GREEN INFRASTRUCTURE**

##### **SDC 10.1.1 (M)**

Development must deliver a combined NEAP/ LEAP within the access node for the area. The NEAP/ LEAP should be delivered in accordance with Figure 5.15 (p. 102) and Cross Section J-J. The location of the NEAP/ LEAP should be delivered as outlined in Figure 4.10 (p. 66).

##### **SDC 10.1.2 (M)**

Development must deliver a Safeguarded Canal Corridor (SCC), the location and orientation of which are detailed in Green Infrastructure Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154). The corridor should be delivered to a minimum width of 50m.

##### **SDC 10.1.3 (M)**

Subject to a detailed drainage strategy at Detailed Design Stage, development must deliver a swale running parallel to the SCC to a minimum width of 6m. The location and orientation of the swale must be delivered in accordance with the 'Surface Water Management Strategy Plan (27970/4005/001 Rev B)'. For further detail in the design of SUDS features, please refer to the Drainage Report accompanying this DAS.

##### **SDC 10.1.4 (M)**

Development must deliver allotments in accordance with Green Infrastructure Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154), with a minimum area of 0.25 ha.

##### **SDC 10.1.5 (A)**

Allotments should be designed with naturalistic boundaries, planting new hedgerows and trees is considered a preferable approach. Allotments should be accessed via pedestrian connections and footpaths and should be overlooked by adjacent development frontages.

##### **SDC 10.1.6 (M)**

Development must retain existing landscape features in accordance with Green Infrastructure Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154). The easternmost hedgerow will act as a natural boundary to the neighbourhood along its eastern edge, and will contribute towards the rural, green character of the area.

##### **SDC 10.1.7 (M)**

Development should deliver Green Links as outlined in Parameter Plan 9.4 (p. 154), the design of which should broadly accord with the SDC 1.1.3 (p. 113)

### SDC 10.2

#### **EASTERN CANAL EDGE- EDGE TREATMENTS**

##### **SDC 10.2.1 (M)**

Development must deliver an organic development form along the sensitive green edges. Dwellings will be arranged along a broken development edge, around semi-natural green spaces, courtyards and curvilinear streets to prevent a development wall forming along the edge.

##### **SDC 10.2.2 (M)**

Green Insertions should be delivered along sensitive green edges, in accordance with Figure 6.5, the design of which should broadly correspond with SDC 2.3 (p. 116). Whilst the delivery of green insertions along specified edges is mandatory, the location of each individual Green Insertion is not fixed.

##### **SDC 10.2.3 (M)**

Landscape edge courtyards (LEC) will be delivered along sensitive green edges and key landscape frontages in accordance with Figure 6.5. The design of LEC should broadly conform with the principles outlined in SDC 2.1.1.4 - 2.1.1.7 (p. 115). Whilst the delivery of LEC along specified edges is mandatory, the location of each individual LEC is not fixed.

##### **SDC 10.2.4 (M)**

Semi-private drives will be delivered along sensitive green edges and key landscape frontages in accordance with Figure 4.8 (p. 62), as outlined in SDC 2.1.1.2 (p. 115). Whilst the delivery of semi-private drives along specified edges is mandatory, the location of each individual drive is not fixed.

##### **SDC 10.2.5 (M)**

Development must deliver Community Woodland along the northeastern and northwestern development edges in accordance with Green Infrastructure Parameter Plan 9.4 (Drawing Number - PL1461.1-PLA-00-XX-DR-U-0005-S4-P03) (p. 154). Community Woodland should be organised in order to partially screen the visually sensitive development edge, whilst providing intermittent views of the wider landscape from within the development area itself.

### SDC 10.3

## EASTERN CANAL EDGE- ACCESS AND MOVEMENT

### SDC 10.3.1 (M)

The street hierarchy within Eastern Canal Edge will consist of tertiary streets, local access routes and semi-private drives. The design of each street typology within the hierarchy must be delivered as outlined in Table 2 (p. 63), with natural variations in street design to be addressed at the Detailed Planning Stage. Tertiary streets must be delivered in accordance with Figure 4.8 (p. 62) presents how existing landscape should be incorporated in the design of the street.

### SDC 10.3.2 (M)

Key Crossing Points should accord with the principles outlined in SDC 3.3.2 (p. 117-118). Figure 6.5 indicates where these could be located.

### SDC 10.3.3 (M)

Development should deliver two Neighbourhood squares (Residential PPZ) as outlined in Figure 6.5. The design of the squares should broadly correspond with the design principles outlined in SDC 3.3.3 (p. 118), where the detailed design of each individual square will be outlined at the Detailed Planning Stage.

### SDC 10.4

#### KEY












-  Neighbourhood square (Residential PPZ)
-  Village recreation area
-  Neighbourhood space
-  Green links
-  Key crossing points
-  Play (exact location not fixed)
- Frontages*
-  Key landscape frontage
-  Key urban frontage
-  Sensitive green edge
-  Development blocks
- Key spaces*
-  Incidental green node
- Edge Treatments*
-  Landscape edge courtyards
-  Green insertions
- Views*
-  Internal views of key spaces
-  Views out to landscape
- Key building*
-  Landmark building(s) - refer to parameter plan for heights (exact location not fixed)



FIGURE 6.5 EASTERN CANAL EDGE URBAN DESIGN FRAMEWORK

## EASTERN CANAL EDGE- BLOCKS, FRONTAGES AND ORIENTATION

### SDC 10.4.1 (A)

It is important that development frontages are oriented to address key public spaces. A suggested minimum of 50% of building frontages abutting sensitive landscape edges and key landscape frontages (as outlined in Figure 6.2) should directly address the space beyond, subject to any specific preventative constraints, with habitable rooms and entrances located along the frontage that addresses the public space.

### SDC 10.4.2 (A)

Building frontages should be oriented to address streets and spaces within the development area itself. Building entrances, windows and habitable rooms should address the street, providing both consistency of enclosure and passive surveillance. A suggested minimum of 75% of building frontages should be oriented to address the street.

### SDC 10.4.3 (M)

The area should deliver residential densities between 20-25 DPH in accordance with Density Parameter Plan 9.1 (p. 151), therefore comprising of predominantly detached and semi-detached residential typologies.

### SDC 10.4.4 (A)

Rural cluster typologies, as described in SDC 2.1.1.5 (p. 115) should be delivered along the northern and easternmost sensitive green edges within the area.