Lotmead Farm Villages
Swindon

WANBOROUGH GREEN
CHARACTER AREA DESIGN CODE

October 2022

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CONTENTS:

1. INTRODUCTION

1.1 INTRODUCTION

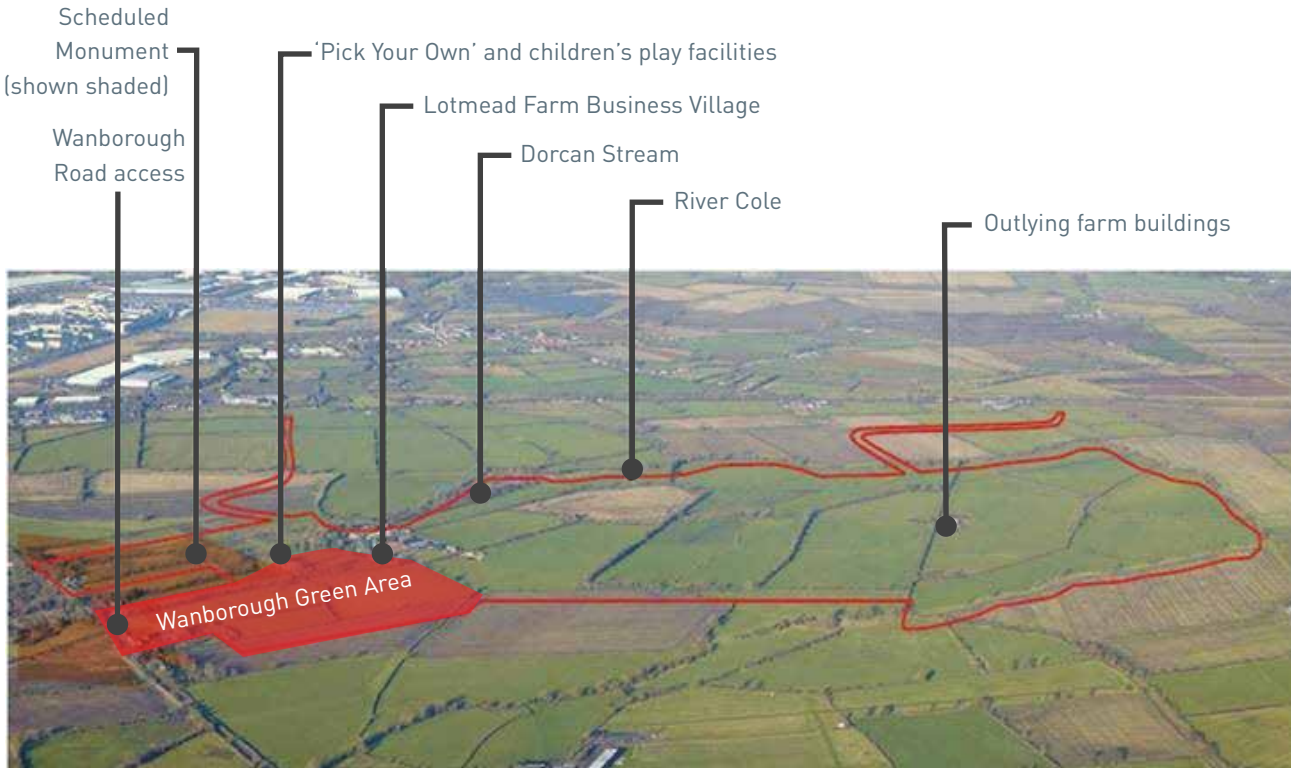
This Design Code provides a set of rules to inform the development within the Wanborough Green character area at Lotmead Farm Villages, to the east of Swindon. It relates to Condition 10 of the planning permission for the site (Ref: S/OUT/19/0582/PEEG), which requires a Design Code to be produced and approved for each neighbourhood character area, prior to RM submission.

Lotmead Farm Villages comprises c.356 acres of pastureland together with a small business centre and associated roads and parking infrastructure. In addition, there are numerous farm buildings and large sheds covering some of the wider site.

Lotmead Farm Villages is allocated as part of the New Eastern Villages (NEV) extension to Swindon, on the eastern edge of the settlement.

The site benefits from an Outline planning permission with signed S106 comprising two villages (Upper Lotmead and Lower Lotmead) for:

- up to 2,500 homes;
- up to 1,780 sqm of community/retail uses (Use Class D1/D2/A1/A3/A4);
- up to 2,500 sqm of employment use (Use Class B1); sports hub; playing pitches;
- two Two-Form Entry primary schools;
- green infrastructure;
- associated road improvements and spine roads.



SITE AERIAL (FROM DAS, WITH EARLIER RED LINE)

1.2 VISION/PURPOSE OF THE DOCUMENT

The vision is to create sustainable new communities where the people of Swindon and beyond will aspire to live. The site will deliver a destination of local and regional significance with a mix of multi tenure housing, community facilities, strategic infrastructure and landscape and ecology areas which can be used by local and regional communities.

THE KEY INGREDIENTS FOR "WHAT MAKES A GREAT VILLAGE" (DAS)

A focal point for activity

Appropriate to the size of the village, providing local shops, services and community facilities or space for outdoor recreations.

A walkable (and cycle friendly) network of streets

With plenty of route options and a clear street hierarchy and legible pedestrian and cycle routes through the village and along landscaped areas.

Connections to existing settlement

Routes linking the new village to the wider area, including public transport connections to the nearest major centre.

Draw influences from the landscape context

Creating a natural development edge which has a positive relationship with surrounding landscape, and continues soft landscape throughout the development.

Neighbourhood distinctions

Applying a palette of materials to create a distinct sense of place, drawing on the positive aspects of local character. Variation in typologies, scale and density provide interest and identity.

Innovative, sustainable design

Avoiding the bland and ordinary and incorporating sustainable technologies where possible to support sustainable living and help the environment.

1.3 HOW TO USE THE DOCUMENT

This document is based on the Lotmead Farm Villages Design and Access Statement (DAS) and Strategic Design Code (SDC) and sets out the more detailed design parameters for the Wanborough Green Lotmead Village in line with Condition 10 of the outline consent.

This Introduction sets out the background information and controlling principles of the Design Code, including the site location, the planning policy context and outline consent information with a detailed explanation of the approved Strategic Design Code, the structure of the document and instructions to use it, and key sustainability and inclusive design principles.

The main core of the Code is structured around three different themes:

- Access and movement – including Codes on pedestrian and vehicular routes, streets and pedestrian routes design, parking location and typologies and public transport;
- Landscape – including Codes on green and blue infrastructure, public realm and open space, public art strategy, street furniture and materials, play areas and biodiversity
- Built Form – including Codes on density, block types, storey heights, architectural character, housing typologies, edges, frontages and interfaces, recycling and waste management and noise mitigation.

Each section will set out the framework and strategy to be followed by future development of the site, and outlines a set of Design Codes, describing the design features and specific approaches deemed essential in achieving the masterplan vision. Mandatory Codes will be highlighted with a colour box on each section.

Each section of the Code will be accompanied by graphic material, such as reference photos, diagrams, sketches and plans.

The Conclusion summarize the proposal and explains how the Code will contribute to the delivery of the envisioned development.

At the end of this document, a checklist will review the compliance with the Advisory and Mandatory Strategic Design Codes and will justify any minor adjustment from the approved Codes.

DOCUMENT STRUCTURE

INTRODUCTION

The introduction includes information about the site and the outline consent, instructions to use the code and key controlling principles, including sustainability, inclusive design and natural surveillance.

ACCESS & MOVEMENT

This section includes the relevant design codes related to vehicular and pedestrian access and movement.

LANDSCAPE

This section includes the relevant design codes related to green and blue infrastructure and public realm/open space.

BUILT FORM

This section includes the relevant design codes related to built form, edges, and interfaces.

CONCLUSION

The conclusion summarises the proposal and explains how the code will contribute to the delivery of the envisioned development.

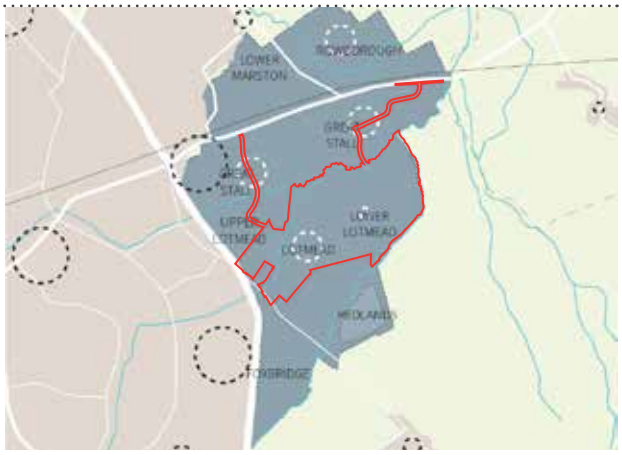
STRATEGIC DESIGN CODE REVIEW

The proposed Character Area Design Code will be assessed against the approved Strategic Design Code and any minor adjustment will be explained and justified.

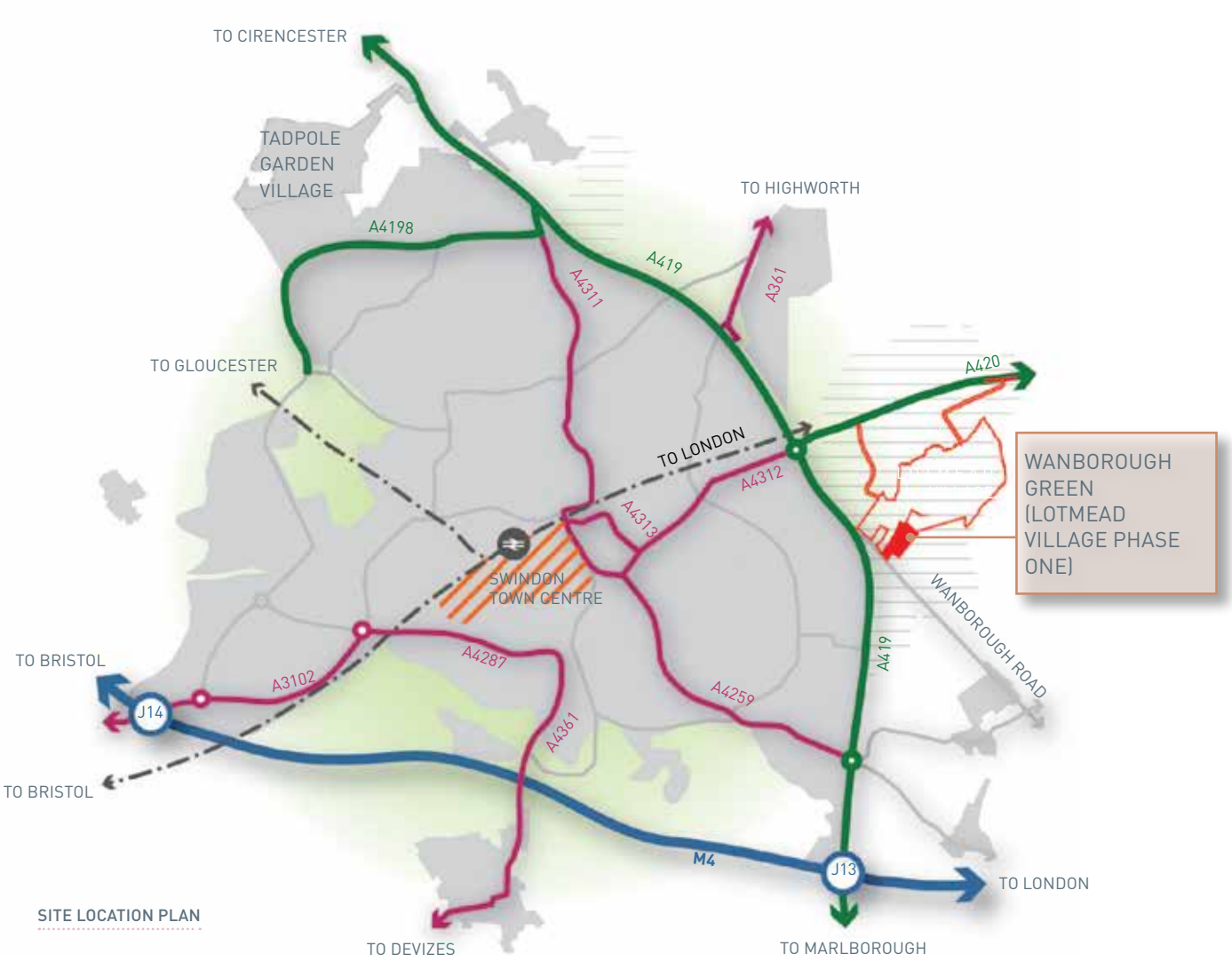
1.4 SITE LOCATION

Wanborough Green comprises the southern area of Lotmead Farm Villages and it lies within the New Eastern Villages (NEV) development area, which will consist of up to 8000 new homes, schools, employment, leisure and supporting community facilities.

The Lotmead Farm Villages site is approximately five kilometres (km) east of Swindon town centre. It comprises approximately 169 hectares (ha) / 418 acres (ac) of largely open farmland east of the A419 and south of the A420. Wanborough Green, the proposed first phase, lies alongside Wanborough Road which provides access for the first 200 homes, until internal highways are in place to serve the Village from the A420.



PROPOSED EASTERN VILLAGES (DAS)



SITE LOCATION PLAN

AERIAL VIEW OF THE SITE AND ITS CONTEXT

1.5 PLANNING BACKGROUND

Character Area Design Codes are a requirement of the outline planning permission. This code relates to Wanborough Green, and is the first Code for the site.

SWINDON'S URBAN EXTENSIONS

The Council recognises that not all of Swindon's development needs can be met within the existing urban area. Swindon therefore has an ambitious agenda for growth, including five strategic urban extensions to provide new homes, services and infrastructure. This includes the New Eastern Villages, which is the largest in the UK. The challenge for Swindon is to deliver this growth in a sustainable way, which requires a long-term vision and plan to achieve balanced, sustainable and inclusive growth.

LOTMEAD FARM VILLAGES

Lotmead Farm Villages gained outlined planning approval on the 30th of March of 2021 (ref. no: S/OUT/19/0582/PEEG). The proposal was prepared within the framework of the planning policy context. The key planning context is set out within:

- The NPPF - which sets out the Government's planning policies for England and how these are expected to be applied, with a strong focus on sustainable development.
- The adopted Swindon Borough Local Plan (2026) - this provides the policy framework to secure Swindon's future growth, including Policy NC3 New Eastern Villages.
- A number of adopted New Eastern Villages SPDs covering topics such as transport, green infrastructure and drainage.

CHARACTER AREA DESIGN CODE

Character Area Design Codes are a requirement by condition of the outline planning permission. This Code has been developed in line with the approved Parameter Plans, Illustrative Masterplan, DAS and Strategic Design Code, as well as following national and local planning policies.

This Character Area Design Code has been further informed by detailed technical assessments and consideration of scheme delivery which will not have been carried out to the same degree of detail at outline stage. As such, minor adjustments to the arrangement of key infrastructure and design code elements are noted. These have been discussed and agreed with the Council and are confirmed to be the outcome of a well-considered design evolution.

Condition 10 of the Outline Planning Approval is shown opposite. The content and structure of the Code is based on the requirements of this condition and on the Strategic Design Code main themes.

CONDITION 10: CHARACTER AREA DESIGN CODE

A Design Code relating to each Character Area, as defined in the Strategic Design Code, shall be submitted to and be approved in writing by the local planning authority prior to the submission of the first reserved matters application within the Character Area. Each Design Code shall be in accordance with the approved Strategic Design Code (Design and Access Statement, Chapter 7 'Strategic Design Code', document reference:PL1461.1-ID-001-05; received on 29th April 2020) and shall include detailed guidance for the Character Area in respect of:

- The overall vision, mix of uses and character of the parcel of development;
- How the character and identity of the development parcel will be established and strengthened through consideration of the public realm, streets and open spaces, green infrastructure, retained and proposed planting, open spaces and play areas;
- The approach to public art throughout the scheme and in individual character areas
- The form of the character area, with reference to densities, block types, building types, building heights, ground levels, the palette of materials, recycling and waste management, street furniture, principles of inclusive design and Secure by Design;
- The hierarchy, typology and treatments of all elements of the movement network;
- Principles of traffic management, parking provision and servicing to all properties;
- The means of achieving direct, safe and accessible connectivity to the rest of the NEV development and in particular to the facilities and services of existing and proposed local and district centres; and
- Noise attenuation measures.

Each reserved matters application shall be accompanied by a checklist to demonstrate how the development accords with the relevant approved Character Area Design Code or any updated Character Area Design Code which may be subsequently approved.

Reason: To ensure a holistic approach to co-ordinate and deliver high quality design in accordance with Policies DE1 and Policy NC3 of the Swindon Borough Local Plan 2026.

1.6 LOTMEAD FARM VILLAGES

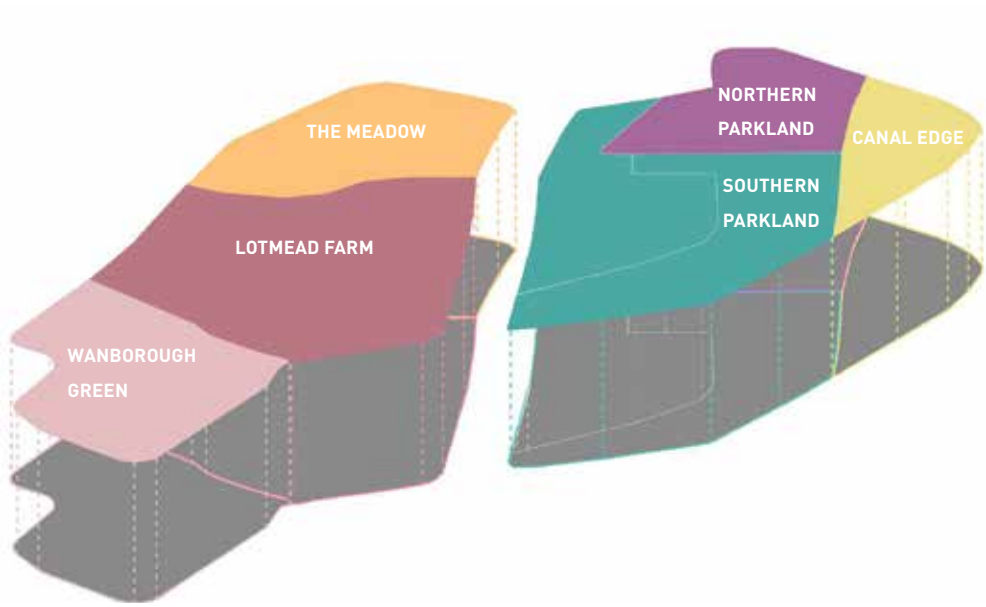
Following an application in late 2019, Lotmead Farm Villages was granted outline planning permission (App: S/OUT/19/0582/PEEG) in March 2021 for comprehensive mixed-use development.

A dairy farm was established at the site in the 1950s, and added a 'pick-your-own' fruit attraction for visitors during the 1980s. Today it provides a range of further features (including a nature trail and play area) for families, as well as Lotmead Business Village which occupies a number of former farm buildings.

The planning application was supported by an Illustrative Masterplan (opposite). The permission includes five parameters plans (Land Use, Green Infrastructure, Building Heights, Movement, and Density) – exerts of which are shown overleaf – to control the future development of the site alongside the Strategic Design Code contained within the DAS.

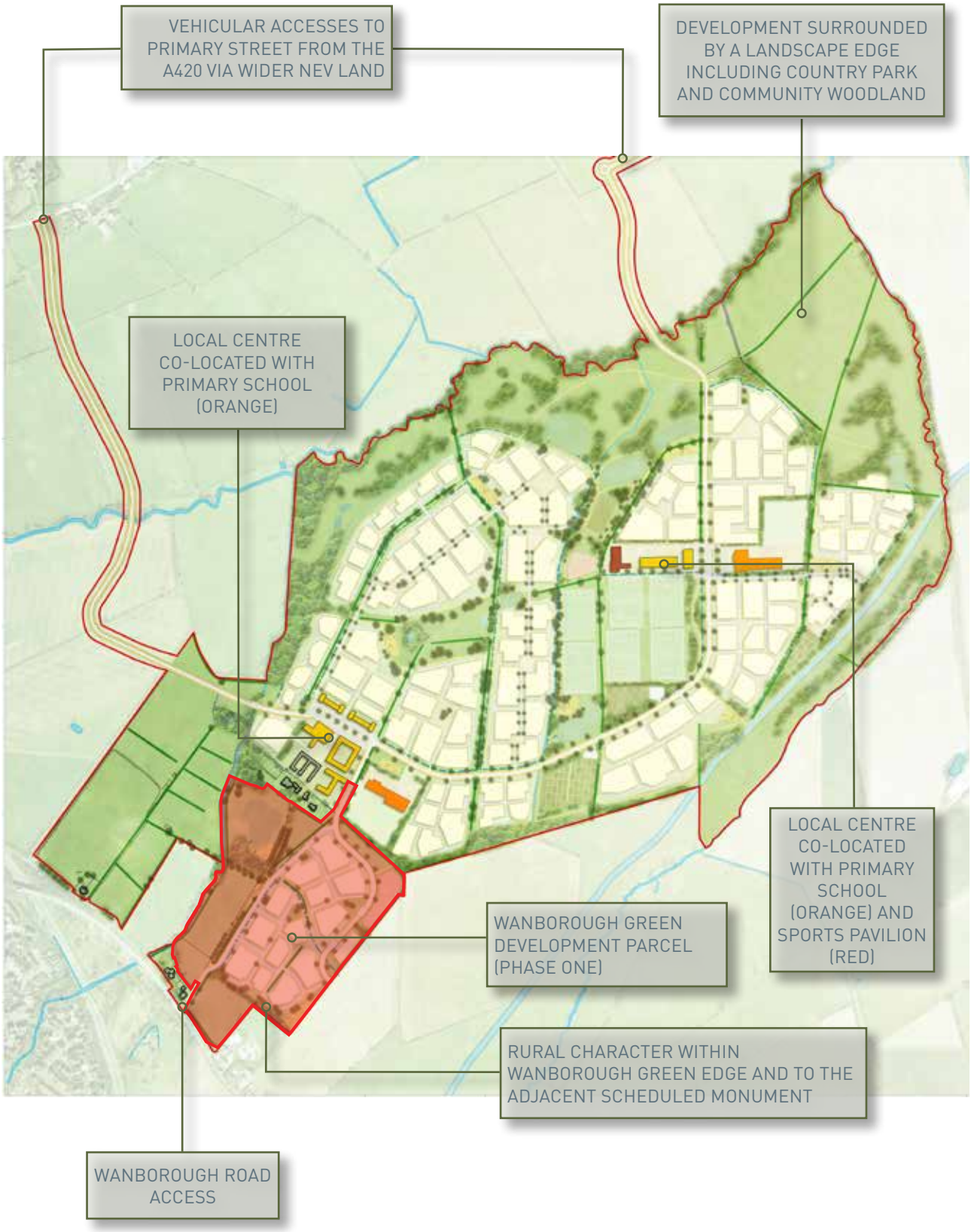
The approved development area will comprise Lotmead Village to the west and Lower Lotmead Village to the east, each to be formed of distinct character areas:

- Wanborough Green (Lotmead Village);
- Lotmead Farm (Lotmead Village);
- The Meadow (Lotmead Village);
- Northern Parkland (Lower Lotmead Village);
- Southern Parkland (Lower Lotmead Village); and
- Eastern Canal Edge (Lower Lotmead Village).



NEIGHBOURHOOD PLAN (DAS)

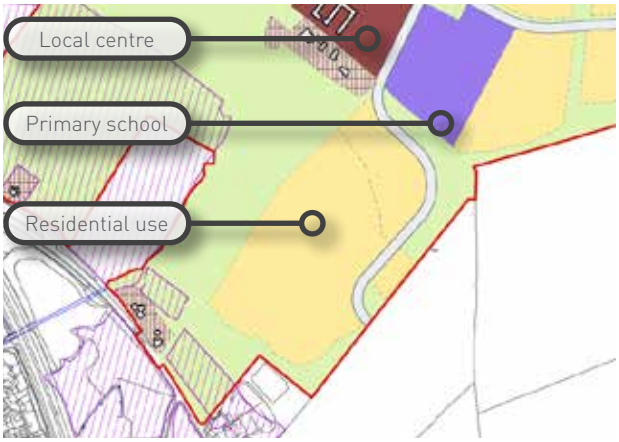
1.7 ILLUSTRATIVE MASTERPLAN



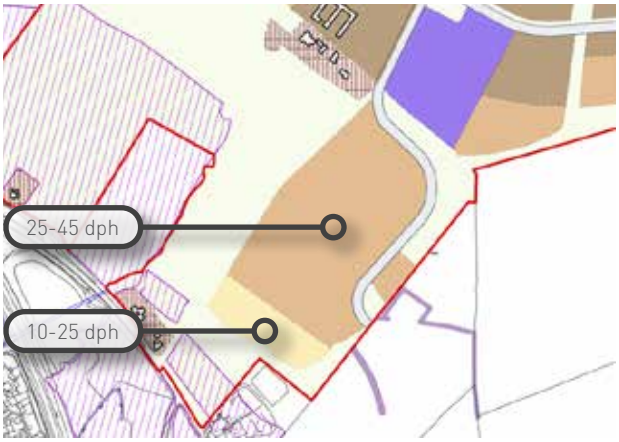
LOTMEAD FARM VILLAGES ILLUSTRATIVE MASTERPLAN (P-IE) WITH ANNOTATIONS

1.8 PARAMETER PLANS

This Design Code is in accordance with the approved parameter plans and Illustrative Masterplan, and includes detailed guidance for the Wanborough Green Character Area.

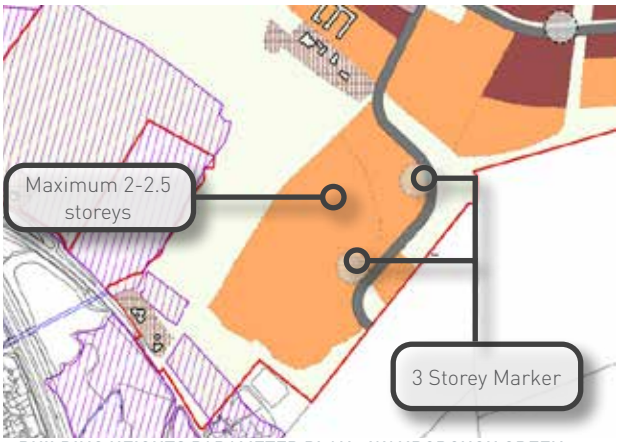


LAND USE PARAMETER PLAN - WANBOROUGH GREEN EXTRACT

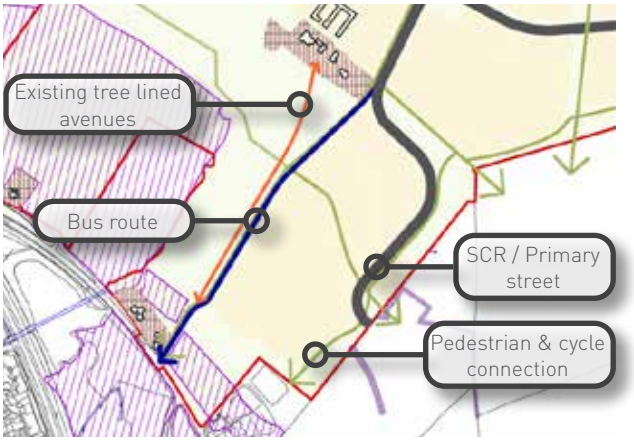


DENSITY PARAMETER PLAN - WANBOROUGH GREEN EXTRACT

GREEN INFRASTRUCTURE PARAMETER PLAN - WANBOROUGH GREEN EXTRACT



BUILDING HEIGHTS PARAMETER PLAN - WANBOROUGH GREEN EXTRACT



MOVEMENT PARAMETER PLAN - WANBOROUGH GREEN EXTRACT

1.9 WANBOROUGH GREEN DESIGN CONTEXT

Wanborough Green forms one of the three walkable neighbourhoods comprising the (western) Lotmead Village. It occupies a key location, providing the approved entrance from Wanborough Road to the south-west and with the first local centre and primary school to the north/north-east. As the first phase it will set the tone for the development of Lotmead as a whole.

Wanborough Green has been identified for delivery of up to 287 dwellings, with the Wanborough Road access approved to provide access initially for up to 200 new homes. In the longer term this entrance is to be controlled by a bus gate, with private vehicular access for Wanborough Green to be taken via the new internal routes which will be constructed to serve Lotmead Farm Villages from the A420.

Access to the farm and business centre in the north will be retained from Wanborough Road. These uses will continue to operate during construction.

The neighbourhood will be created around a series of green spaces, which together with new and retained vegetation will be a development integrated within its rural setting. The parameter plans for Wanborough Green identify it as including:

- a residential area surrounded by green space;
- retained vegetation and proposed secondary drainage features;
- buildings with a maximum of 2 – 2.5 storeys, with two potential three storey markers;
- a Primary Vehicular Route linking north to east;
- a series of pedestrian and cycle connections; and
- children's play areas (one NEAP, two LEAPS).

WANBOROUGH GREEN ILLUSTRATIVE SKETCH (DESIGN AND ACCESS STATEMENT, P-IE)

1.10 STRATEGIC DESIGN CODE

The Strategic Design Code (SDC) – included within the Outline DAS – sets out the design development of the Masterplan for Lotmead Farm Villages. It provides a thorough understanding of the context which has helped to identify the key design drivers through drawing on lessons from local, national and European best practice.

The Strategic Design Code structures the various masterplan principles into five overarching sub-SDC, as outlined below:

- Open Space Framework
- The Green Network and Development Edges
- Movement Framework
- Car Parking
- 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.

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.

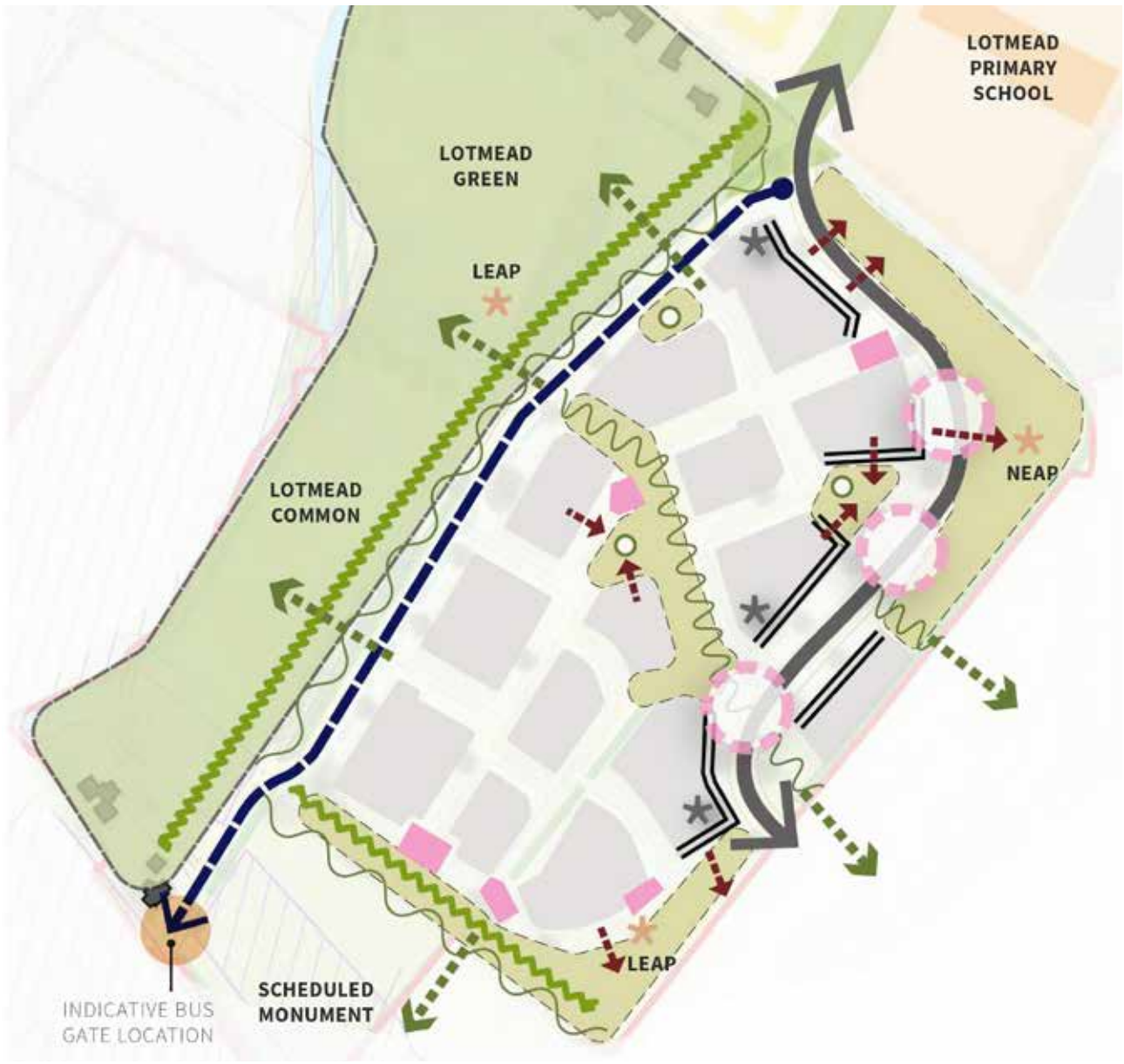
This Design Code includes a checklist at the end of each section to review compliance with the SDCs and justify any departure from it. Any design approach contained within this Character Area Design Code which represents an adjustment to the code within the SDC has been discussed in advance with the Local Planning Authority. 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.

The Wanborough Green Neighbourhood Design Code is structured in four sections:

- Access and Movement
- Public Realm Structure/ Green Infrastructure
- Edge Treatments
- Development Frontages, Density and Housing Typologies.

This structured has helped inform the content and structure of this Design Code.

WANBOROUGH GREEN ILLUSTRATIVE MASTERPLAN



WANBOROUGH GREEN URBAN DESIGN FRAMEWORK (NEIGHBOURHOOD DESIGN CODE)

DEVELOPMENT

- Neighbourhood square (village centre)
- Neighbourhood square (residential)
- 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)

1.11 DESIGN EVOLUTION AND JUSTIFICATION

The proposed Urban Design Framework Plan has evolved from the SDC Urban Design Framework Plan, and is the result of a thorough design process which has been comprehensively reviewed, as covered within this section.

The SDC Urban Design Framework provides an indication of how the mandatory and advisory SDCs could be incorporated into a neighbourhood. The Plan has been reviewed in collaboration with the LPA to increase efficiency and enhance the character of the site. Minor adjustment from the SDC Urban Design Framework Plan have been discussed with the Council and are set out below.

ROAD ALIGNMENTS

The SCR has been re-aligned to run through the middle of the development instead of along the edge. This will provide a more direct access to residential areas and enhance the rural character of the landscape edges of the development, as well as facilitating access to the play areas and green spaces.

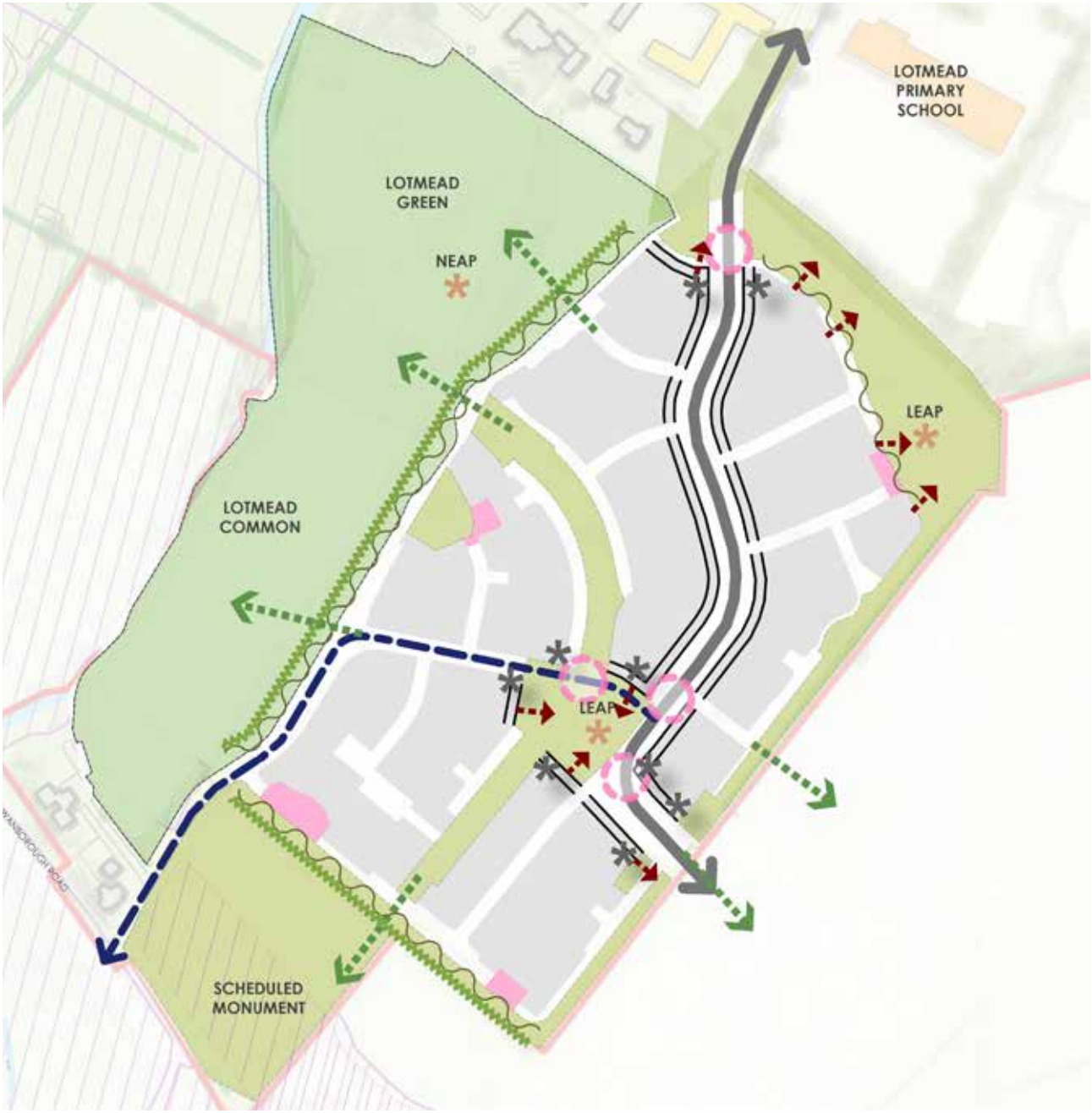
The bus route from Wanborough Road has also been realigned to run across development parcels, enhancing the rural character of the NE edge.

PLAY AREA LOCATIONS

Play areas have been relocated to improve accessibility from residential areas.

DESIGN EVOLUTION STEP 1

DESIGN EVOLUTION STEP 2



WANBOROUGH GREEN URBAN DESIGN FRAMEWORK PLAN

KEY

- Village recreation area
- Neighbourhood space
- Primary street
- Tertiary street (bus route)
- Green links
- Key crossing points
- Play area indicative location
- Key landscape frontage
- Landmark building potential location
- Key urban frontage
- Sensitive green edge
- Development blocks
- Landscape edge courtyard
- Internal view of key space
- Views out to landscape

1.12 SUSTAINABILITY

Lotmead Farm Villages aims to set a new standard for sustainable communities. The proposed development Site as allocated for development in the adopted Local Plan was identified through the Swindon Joint Study (2005) as a sustainable location for a large-scale mixed-use development within the borough. In this Section we briefly set out the sustainable general principles to be applied to Wanborough Green Village. RM applications should demonstrate that sustainability has been considered through all stages of the project, from the design stage to, product selection, construction, use and demolition/decommissioning.

ENVIRONMENTAL PRINCIPLES:

- New development will address sustainable land use and ecological enhancement, making efficient use of land, with a compact and permeable structure.
- Future development will be designed for energy and resource efficiency and to reduce carbon emissions
- Sustainable, and off-site manufactured building construction techniques, will be used in line with current building regulations.
-

ECONOMIC PRINCIPLES:

- The new development will be flexible enough to respond to future changes in use.
- Encouragement to minimise end-user energy requirements in line with those required by the current building regulations through energy reduction and efficiency measures.
- The use of new technologies and a fabric first approach will create a more sustainable development and reduce energy consumption.
- The development will be well connected to employment opportunities.

SOCIAL PRINCIPLES:

- A walkable development with convenient access to a range of facilities, helping to support a vibrant community and reduce car use (and associated carbon emissions). Walking and cycling will be encouraged through a network of new and improved routes to promote a healthy lifestyle.
- Provision of large green open spaces to support communities' social needs (while reducing the heat island effect).
- Delivering a varied residential density, with a mix of housing types and tenures to deliver a strong and inclusive community, meeting the needs of present and future generations.
- Universal accessibility principles will be considered in the design of the public realm.
- Reserved Matters (RM) Application should respond to discussions held with LPA and other stakeholders, and the development responds to the needs of the local area.

SUSTAINABILITY CODES:

1.12.1 *All dwellings will be dual aspect and will be laid out considering orientation to maximise solar gain and avoid overheating.*

1.12.2 *Dwellings design will follow a fabric first approach.*

1.12.3 *Air source heat pumps will be provided to all affordable units.*

1.12.4 *EVCP will be provided in line with LPA policy requirements and with Condition 33, which established 60% of all dwellings across Lotmead Farm Villages will be provided with charging points, in addition to charging points for non-residential and communal usage.*

1.12.5 *At least 2% of dwellings across Lotmead Farm Villages will be accessible for wheelchair users in line with Condition 56 of the outline consent.*

1.12.6 *At least 20% of dwellings will be affordable, with a mix of Affordable Rent and Intermediate Units. Additional affordable units can be provided as agreed with LPA.*

1.12.7 *Dwellings will range from one bedroom apartments to 5 bedroom houses.*

1.12.8 *A Sustainability Statement will be submitted with all Reserved Matters applications to demonstrate sustainability have been considered through all stages of the project, from the design stage to, product selection, construction, use and demolition/ decommissioning.*

1.12.9 *Strategic planting will be integrated into the development to increase solar shading, with appropriate species selection (for example deciduous trees to allow greater sunlight to reach buildings within the winter months)*

1.12.10 *Gardens will be proportionate to the dwelling size with sufficient space for outside storage, clothes drying, play equipment, the opportunity for growing vegetables, bin and recycling storage.*

1.12.11 *A Sustainable Drainage System will manage surface water drainage, contributing to placemaking and benefiting biodiversity through in balance use of all four SUDs components. Tanked and piped solutions should only be used if it can be demonstrated that SUDs methods are not possible.* ***Further codes on SUDs are provided within section 3.12 of this document.***

1.12.12 *A comprehensive public transport plan will be delivered to integrate new development within the existing network.*

1.12.13 *Pedestrian and cycle routes will be provided around the perimeter of the site.*

1.12.14 *Wanborough Green cycle and pedestrian network will link to the north with the cycle/running track to be delivered throughout Lotmead Farm Villages, providing opportunities for exercise and encouraging a healthy lifestyle.*

1.13 CRIME & SURVEILLANCE

The proposals are aimed at creating a well designed and attractive neighbourhood where people will take pride in their surroundings and feel comfortable, have a sense of shared ownership and responsibility to help deliver a safe environment, the development is encouraged to follow best practice principles identified within Secured by Design Homes 2019 design guide.

SECURED BY DESIGN

Secured by Design (SBD) is the official police security initiative that works to improve the security of buildings and their immediate surroundings to provide safe places to live, work, shop and visit.

SBD has produced a series of authoritative Design Guides to assist the building, design and construction industry to incorporate security into developments to comply with the Building Regulations in England, Scotland and Wales and meet the requirements of SBD, The Homes Design Guide amongst them.

Developers must follow Secured by Design principles as part of their Reserved Matters submissions.

PLANTING CAN HELP DELIVER SECURE AND ATTRACTIVE ENCLOSURE

LAYOUT STRUCTURE & MOVEMENT

- A clearly defined public and private realm will help to foster a sense of shared ownership

ACCESS & MOVEMENT

- All routes will be necessary, serving a defined function and leading directly to where people want to go
- Walking and cycling will be encouraged – including the provision of a safe route to school, key crossing points and overlooked pedestrian/ cycle routes.
- Movement routes will ensure the connectivity of the site with the surrounding communities
- Shared spaces will encourage a fair use of the space between vehicles and pedestrians
- A safer environment for pedestrians and cyclists will be delivered through relevant infrastructure

PHYSICAL PROTECTION

- Good quality fencing and built form can help secure boundaries and create a safe public realm
- Varied planting, including the use of new and retained trees and hedgerows, can be used to provide attractive and secure boundaries

SURVEILLANCE

- Poorly overlooked areas, such as access to the rear of dwellings from the public realm (including alleys) are to be avoided wherever possible
- Windows and doors overlooking streets, pathways and woodland will encourage passive activity throughout the day and evening
- Passive surveillance is promoted by ensuring the streets and open spaces are overlooked
- Windows and doors will be positioned to overlook the public realm and help increase the chance of detection
- Well designed lighting will increase the opportunity for surveillance at night and minimise light spill
- Lighting to respond to an area's ecological qualities, particularly along the Scheduled Monument edge, Lotmead Common and Lotmead Green

MANAGEMENT & MAINTENANCE

- The clear ownerships and responsibilities for external space will help to ease management and maintenance
- Creating an environment which is well designed will encourage people to take pride in their surroundings and feel comfortable and safe

PEDESTRIAN ROUTES TO BE OVERLOOKED BY DWELLINGS, WHERE POSSIBLE

CRIME & SURVEILLANCE CODES:

1.13.1 *Developers must demonstrate how they have incorporated Secured by Design principles as part of their Reserved Matters submissions.*

1.13.2 *A safe route to school should be provided alongside the primary street and/or development edge*

1.13.3 *Passive surveillance will be promoted by ensuring the streets and open spaces are overlooked*

1.13.4 *Well designed lighting will increase the opportunity for surveillance at night and minimise light spill while responding to an area's ecological value.*

2. ACCESS & MOVEMENT

2.1 ACCESS & MOVEMENT FRAMEWORK PLAN

ACCESS & MOVEMENT STRATEGY

The Access and Movement Framework Plan (opposite), fixes a number of key elements for the development, including key vehicular and pedestrian/cycle routes.

The development form will be based around the street hierarchy of primary and tertiary streets, local access lanes and semi-private drives, helping to create a legible townscape. Secondary streets are not provided within the Wanborough Green character area.

A bus route is proposed along the tertiary street and a section of the primary street with a bus gate along the tertiary street which will restrict private vehicular access from Wanborough Road.

This document proposes a variation on the alignment of the primary street and the bus route from the approved Parameter Plans, however, it adheres to the principles established in the outline consent:

- Fluid vehicular and pedestrian access and movement within the Site and the surrounding area;
- Uninterrupted and significant areas of Public Open Space (POS);
- A clear hierarchy and legibility between the various streets;
- Provide priority to pedestrians, cyclists and public transport to encourage sustainable travel.

WAY FINDING STRATEGY

A legible block structure and a clear street hierarchy will naturally contribute to pedestrian, cycle and vehicle way-finding. Additionally, signs to direct people along the most convenient route will discourage through-traffic and encourage journeys on foot, cycle and by public transport. Clear signage to local facilities, strategic cycle routes beyond the development and to bus stops will minimise street clutter and be compliant with highway design standards.

ACCESS & MOVEMENT CODES:

2.1.1 *Wanborough Green (WG) will be accessed along the alignment of the Southern Connector Road (SCR).*

2.1.2 *Development must deliver a coherent hierarchy of streets. The location, spatial distribution and orientation of the primary streets must correspond with the Access & Movement Framework Plan (opposite). The location of tertiary streets, local access lanes and semi-private drives should be in broad accordance with the Access & Movement Framework Plan.*

2.1.3 *Development must deliver primary access points in accordance with the Access & Movement Framework Plan.*

2.1.4 *Development must deliver key pedestrian/cycle routes in broad correspondence with the Access & Movement Plan.*

ACCESS AND MOVEMENT FRAMEWORK PLAN

KEY

- Primary street (Southern Connector Road)
- Tertiary street
- Local access lane
- Semi-private drive
- Existing tree lined avenue (pedestrian/cycle route to business centre)
- Key Pedestrian/cycle routes
- Wanborough square
- Landscape edge courtyard
- Key crossing point
- Bus route
- Bus gate indicative location
- Bus stop indicative location

2.2 STREET HIERARCHY

PRIMARY STREET (SCR)

The primary street forms the Southern Connector Road and will follow the alignment detailed in the Access & Movement Framework Plan.

This formal tree-lined street will have a wider section in comparison to other streets due to the inclusion of grass verges with swales, a 3.5m foot/ cycleways running along one side of the street and a 2m footway along the other side. Further information on the swales and trees along the verge is provided within **Section 3.12 & 3.13** of this Code.

A bus route will be provided along the street as specified within **Section 2.5** of this Code.

Traffic management measures such us Key Crossing Points will be incorporated along the primary route and delivered as per **Section 2.4** of this Code.

A combination of semi-detached and large detached dwellings will be provided along the primary street. Further information on housetypes is provided within **Sections 4.5 and 4.7** of this Code.

Parking will generally be located on-plot to the side of the dwellings; in front of their associated garages. Some unallocated parking will be provided at key nodes softened by the landscaping. Parking will not be provided to the front along the primary street. Further information on parking arrangements is provided within **Section 2.3** of this Code.

PRIMARY STREET ALIGNMENT

PRIMARY STREET CODE:

2.2.1 *The primary street must be delivered in accordance with the design features outlined opposite.*

2.2.2 *The primary street will be designed as an integrated element of the village townscape and will provide a unifying element within the context of the wider masterplan proposals. The delivery of the SCR should establish a balance between pedestrian and vehicular movement.*

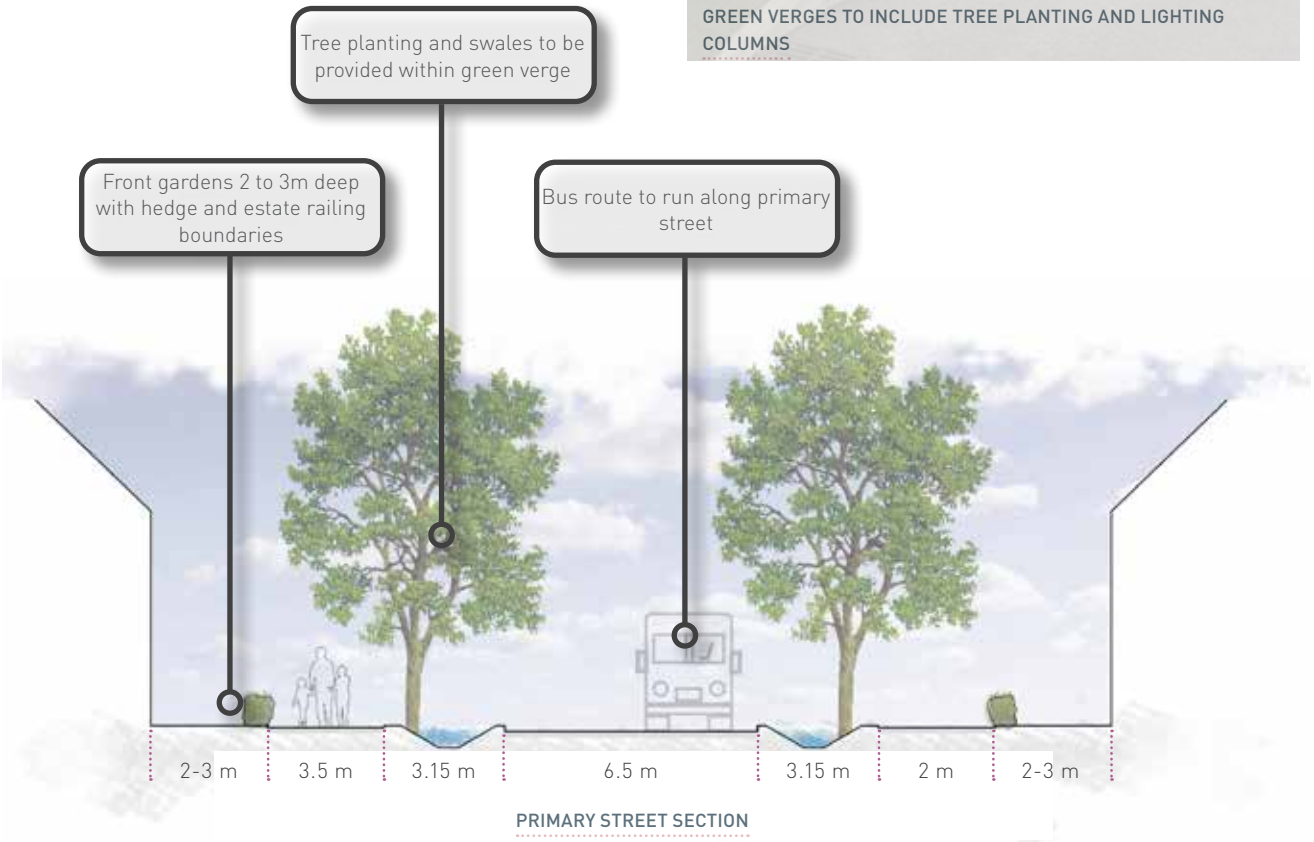
2.2.3 *The primary street will be delivered to include Bus Priority Measures (BPM).and traffic management measures.*

2.2.4 *A double lined tree avenue will be provided along its length.*

PRIMARY STREET DESIGN FEATURES:

- *6.5 m wide carriageway designed to accommodate bus route.*
- *2 x 3.15 m verge either side of carriageway with tree planting and swales. Lighting columns and traffic signs can be incorporated within the green verges.*
- *3.5 m wide shared footway/cycleway to one side + 2 m footway to other side of carriageway*
- *Front gardens along the primary street will be 2 to 3 m deep.*
- *Front gardens will be delineated with estate railings and hedgerows to provide a clear separation between private space and public realm.*

GREEN VERGES TO INCLUDE TREE PLANTING AND LIGHTING COLUMNS



PRIMARY STREET SECTION

TERTIARY STREET

The tertiary street will provide a bus route linking Wanborough Road with the primary street. A bus gate will be delivered where the tertiary street and the existing tree-lined Avenue leading to Lotmead Business Village meet or at an alternative location, limiting private vehicle access the site from Wanborough Road. Details of the bus gate are provided within the **Section 2.5** of this document.

Access to sales office will also be provided from Wanborough Road.

Footways will be provided along development frontages. Where development is proposed only to one side of the street, just one footway will be provided along that side.

A combination of semi-detached and large detached dwellings will be provided along the tertiary street. The dwellings will be set back from the footway by minimum 2m to accommodate a green buffer between the dwelling and the street frontage. Further information on housetypes is provided within **Sections 4.5 and 4.9** of this Code.

Some unallocated visitor parking can be provided along the street frontage. Parking for the residents will generally be to the side of the dwellings or in front of associated garages. Further information on parking arrangements is provided within **Section 2.3** of this Code.

TERTIARY STREET ALIGNMENT

TERTIARY STREET CODE:

2.2.5 *The tertiary street must be delivered in accordance with the design features outlined opposite.*

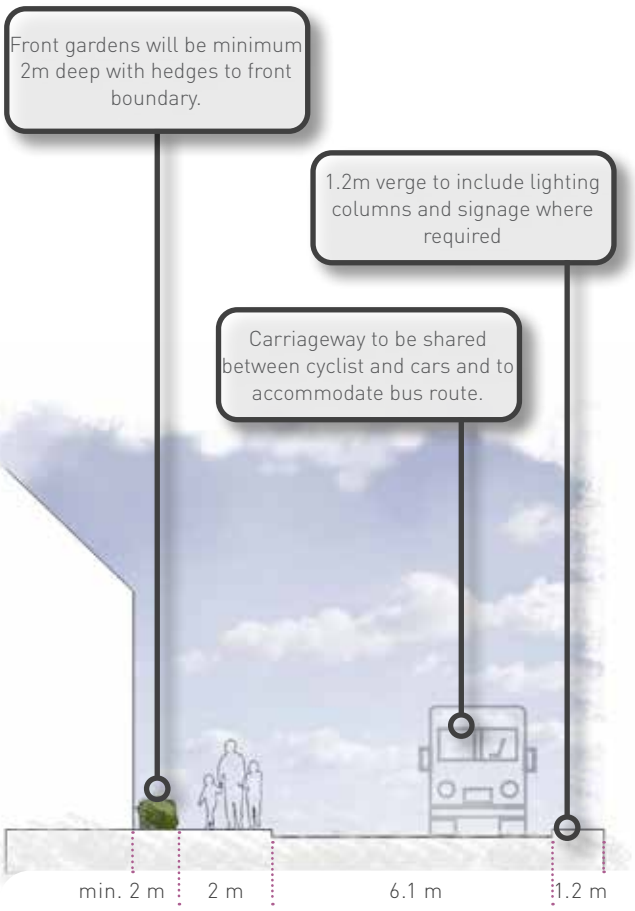
2.2.6 *The tertiary street will follow the principles outlined on the Access & Movement Framework Plan, but exact alignment of the street is not fixed.*

2.2.7 *The tertiary street will provide limited or no private vehicular access from Wanborough Road.*

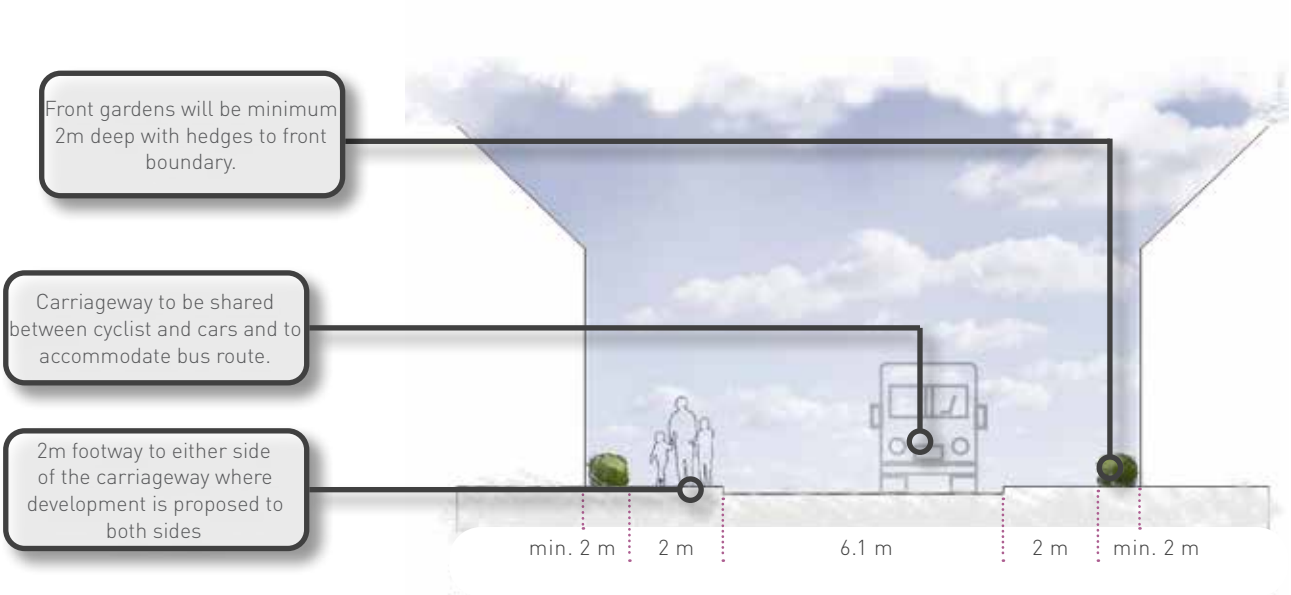
2.2.8 *The tertiary street will be designed to accommodate a bus route, with a bus gate of the junction where the secondary street and the existing tree-lined Avenue leading to Lotmead Business Village meet, or at an alternative location.*

TERTIARY STREET DESIGN FEATURES:

- *6.1 m wide carriageway designed to accommodate bus route*
- *Where development is proposed to either side of the street, 2m wide footways will be provided to either side of the carriageway.*
- *Where development is proposed to just one side of the street, a 2m wide footway will be provided along development frontage with a 1.2m verge opposite side.*
- *Where tertiary street runs adjacent to the SM, there is no requirement for a pedestrian route along the carriageway, but an alternative pedestrian route should be delivered within the SM area*
- *The dwellings will be set back from the footway by minimum 2m.*
- *Front garden boundaries will be delineated with hedges.*



TERTIARY STREET ALONG LANDSCAPE EDGE SECTION



TERTIARY STREET THROUGHOUT DEVELOPMENT PARCELS SECTION

LOCAL ACCESS LANES & SEMI-PRIVATE DRIVES

A network of local access lanes and semi-private drives will provide access to residential parcels broadly in line with the Access & Movement Framework Plan.

Both, local access lanes and semi-private drives will be pedestrian priority shared surface streets and will follow the principles outlined in Manual for Streets.

Local access lanes will have a clear threshold, marking the transition from the adjoining street and will be clearly signalised as pedestrian priority streets.

Semi-private drives will be provided along the development edges and will serve a maximum of 5 houses. The spatial distribution of semi-private drives is not fixed.

A combination of short terraces (maximum 3 units) semi-detached and detached dwellings will be provided along these streets. Housetype distribution will depend on the character area the street is laid out. Further information on housetypes standards and distribution is provided within **Sections 4.5 to 4.10** of this Code.

Parking will include, on-plot side parking, garages, Landscape Edge Courtyard parking and occasional front parking and will be distributed in line with the Parking Framework Plan in page 33. Further information on parking is provided within **Section 2.3** of this Code.

LOCAL ACCESS LANES AND SEMI-PRIVATE DRIVES ALIGNMENT

LOCAL ACCESS LANES AND SEMI-PRIVATE DRIVES CODES:

2.2.9 *Local access lanes must be delivered in accordance with the design features outlined opposite.*

2.2.10 *Semi-private driveways must be delivered in accordance with the design features outlined opposite.*

2.2.11 *These streets will follow the principles outlined on the Access & Movement Framework Plan, but exact alignment of the street is not fixed.*

2.2.12 *Where semi-private drives are proposed along landscape interfaces, no more than five dwellings are to be accessed from the drive.*

2.2.13 *Narrowing of the Local Access Lanes will be provided at the intersections with primary and tertiary streets will create pinch-points.*

EXAMPLE OF SHARED SURFACE LOCAL ACCESS LANE

EXAMPLE OF SEMI-PRIVATE DRIVEWAYS

LOCAL ACCESS LANE DESIGN FEATURES:

- *Shared surface street will be minimum 6 m wide with short / localised narrowing, including pinch points at either end of the street.*
- *1 m wide grassed service verge for street lighting will be provided.*
- *20mph speed zones, along with traffic calming measures to encourage motorists to observe the speed limit*
- *Front garden boundaries will be delineated with hedges.*

DESIGN OF SEMI-PRIVATE DRIVEWAYS:

- *Road carriageways should be pedestrian priority areas and narrower than traditional carriageways, measuring a minimum of 3.7m*
- *A single surface material should be used, with minimal to no level change between pavement and carriageway.*
- *Where pedestrian footways run parallel to the carriageway along the edge of the development, they should consist of a more naturalistic material such as self binding gravel.*
- *Design speed of 10mph.*
- *Front garden boundaries will be delineated with hedges.*

LOCAL ACCESS LANE PLAN

SEMI-PRIVATE DRIVEWAY PLAN

2.3 PARKING STANDARDS

PARKING PROVISION

The 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.

Parking typologies will be distributed across the site so no single type of car parking will dominate the development. Car parking will be designed to be appropriate to the type of dwelling and neighbourhood character.

The development will also deliver an appropriate amount of private cycle parking in line with Swindon Technical Guidance on Parking Standards. Bicycles will be store on within garages, on rear gardens or at communal stores.

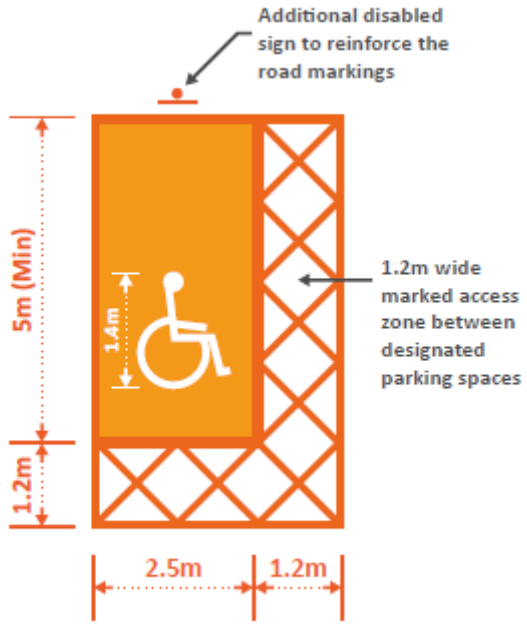


DIAGRAM FROM SBC PARKING STANDARDS DOCUMENT

PARKING PROVISION CODE:

2.3.1 *Parking will be distributed across the site in line with Parking Framework Plan opposite. Parking typologies can include garages, on-plot parking, on-street parking and Landscape Edge Courtyards parking.*

2.3.2 *The standard parking bay dimensions are 2.5 x 5 m*

2.3.3 *Where parking spaces are bounded by a wall or fence, an additional 300mm will need to be added to facilitate door opening. Spaces that are bounded on both sides are required to be 3m wide, including on-plot parking to side.*

2.3.4 *Car parking provision will be as follows:*

- *1 spaces per 1bed dwelling*
- *2 spaces per 2-3 beds dwelling*
- *3 spaces per 4+ beds dwelling*
- *0.25 visitor spaces per dwelling*

2.3.5 *10% of dwellings allocated spaces are to be laid out as spaces dedicated for the use of disabled drivers with a 1.2m wide strip to the back and one side of the parking space.*

2.3.6 *Cycles will be stored within garages, at sheds on rear gardens or at communal stores.*

2.3.7 *Cycle parking provision will be as follows:*

- *1 spaces per 1-2 beds dwelling*
- *2 spaces per 3+ beds dwelling*

2.3.8 *Communal cycle store should be located close to the building entrance, will be easily accessed and of similar material and style to the building it serves.*

PARKING FRAMEWORK PLAN

KEY

- Mainly on-plot side parking and garage with occasional Landscape Edge Courtyards parking.
- On-plot side parking and occasional garage
- Mainly on-plot side parking, garages and occasional front parking
- Landscape Edge Courtyard indicative location
- Potential front parking location
- Apartment block parking courtyard location

ON-STREET CAR PARKING

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 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

ON-STREET CAR PARKING CODE:

2.3.9 *Parallel on street parking bays will be 2.5 x 6 m.*

2.3.10 *Visitor parking will be provided on-street.*

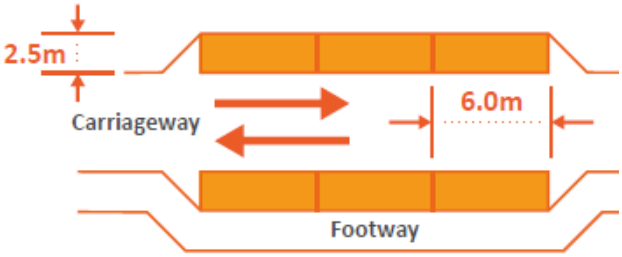


DIAGRAM FROM SBC PARKING STANDARDS DOCUMENT

ON-PLOT CAR PARKING

Parking will generally be provided on-plot and mainly to the side of dwellings. Front parking will be avoided along the primary street and development edges and will be limited on Access Lanes and Private Drives to ensure they don't dominate the layout.

Where driveways are proposed between dwellings, there will be sufficient space to accommodate the vehicle behind the building line.

Where parking is positioned to the front of the property, long rows of parking will be broken up by green verges for visual mitigation.

ON-PLOT CAR PARKING CODE:

2.3.11 *Private driveways will be set-back at least 5m from the building line.*

2.3.12 *The primary street will not accommodate front parking.*

2.3.13 *Maximum 5 perpendicular parking bays will be provided in a row, with landscape buffers in between including trees.*

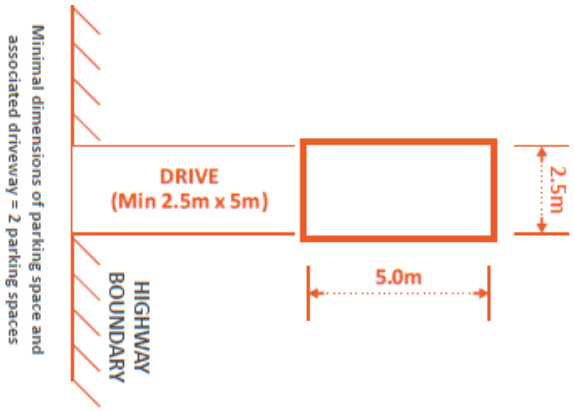
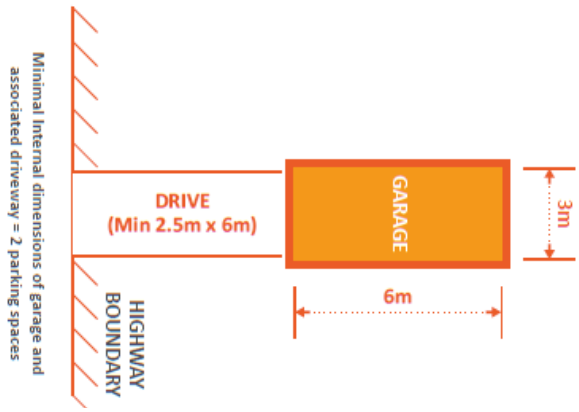


DIAGRAM FROM SBC PARKING STANDARDS DOCUMENT

GARAGES

Garages will generally be provided to larger 4 beds units.



GARAGES CODES:

2.3.14 *To be effective as a place to park a car (as well as a place for the storage of bicycles), garages will need to be a minimum of 3.0m x 6.0m in internal dimension. Where a driveway serves a garage, the driveway will need to be 6.0m long to allow space for the garage door to be opened.*

2.3.15 *Where required, garages will be provided with an Electric Vehicle Charging Point (EVCP) spur, ready for the costumer to chose their preferred charger unit.*

LANDSCAPE EDGE COURTYARDS PARKING

This section refers to parking provision within Landscape Edge Courtyards, for more information on configuration, surface materials and architectural styles, please refer to the **Landscape Section** and **Section 4.11** of this Code.

Parking areas within Landscape Edge Courtyards will be sensitive with the key features of these spaces and will be located to preserve views and connection towards the landscaped areas.

PARKING SPACE WILL BE DELINEATED BY A SUBTLE COLOUR CHANGE TO INDIVIDUAL BLOCKS

LANDSCAPE EDGE COURTYARDS PARKING CODES:

2.3.16 *Parking space will be delineated by a subtle colour change to block paving.*

2.3.17 *Parking areas should be overlooked by habitable rooms of adjacent dwellings.*

2.3.18 *Parking bays located within landscape edge courtyards should be screened by planting.*

2.3.19 *Maximum four perpendicular parking bays will be provided in a row, with landscape buffers in between including trees.*

2.4 PEDESTRIAN & CYCLE MOVEMENT

A variety of foot and cycle routes will be provided across the site helping to provide convenient, sustainable and active modes of travel, as well as a healthy recreation activity. New pedestrian routes, both formal and informal (depending on location) will help ensure a walk-able new neighbourhood, and provide connectivity between the wider context.

A network of foot/cycle paths is proposed within the site landscaped areas, including the landscape edges, Lotmead Green and the Green link.

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 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.

Wanborough Green cycle and pedestrian network will link to the north with the cycle/running track to be delivered throughout Lotmead Farm Villages, providing opportunities for exercise and encouraging a healthy lifestyle.

PEDESTRIAN & CYCLE MOVEMENT CODE:

2.4.1 *Foot/cycle ways will broadly follow the Pedestrian & Cycle Movement Framework Plan opposite.*

2.4.2 *Foot/cycleway alongside the primary street will be tarmac. The shared use path is consistent with the requirements of LTN 1/20 for the anticipated use of the route by pedestrians and cyclists*

2.4.3 *Foot/cycle paths within landscape areas will be 3m wide, consisting of a more naturalistic material such as bound gravel.*

2.4.4 *Footpaths within landscape areas will be 2m wide.*

2.4.5 *Pedestrian footpaths along the edge of the development should run parallel to the carriageway as leaving a c. 2m green verge in between the footpath and the semi-private drive.*

A NETWORK OF ATTRACTIVE FOOT AND CYCLE ROUTES ARE TO BE PROVIDED TO ENSURE CONNECTIVITY AND ENCOURAGE SUSTAINABLE TRANSPORT

PEDESTRIAN AND CYCLE MOVEMENT FRAMEWORK PLAN

KEY

- Existing tree-lined avenue (pedestrian/cycle route to business centre)
- Pedestrian/cycle way alongside carriageway
- Pedestrian/cycle connection through shared surface street
- Key pedestrian/cycle route
- Key pedestrian route
- Wanborough Square
- Key crossing point

KEY CROSSING POINTS

Development must deliver traffic management 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 and gateways.

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. The visual contrast in material between road carriageway and crossing point will ensures drivers are aware of potential pedestrian activity.

The detailed design, dimensions and treatment of each crossing will vary according to the level of pedestrian activity expected at each point.

KEY CROSSING POINTS INDICATIVE LOCATION

CHANGES IN MATERIAL DEMARCATE CROSSING POINTS

KEY CROSSING POINTS CODES:

2.4.6 *Key crossing points include areas where: Green Links intersect with the road carriageway, areas adjacent to play spaces, junctions where secondary routes intersect with primary routes.*

2.4.7 *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.*

WANBOROUGH SQUARE

The Wanborough Square is proposed where the tertiary streets intercept with the green corridor and to the north of the primary street. It will be Wanborough Green "village square" and should be designed as the heart of the development with a landscape-led and placemaking approach. Further landscape information is provided within **Section 3.5** of this Code.

The Square will be a well landscaped civic space, with generally pedestrian priority and direct pedestrian linkages to the rest of the development and green links. SCR movement function will take priority on the section where it adjoins Wanborough Square.

It should be predominantly fronted by built form around its edges and designed as a comprehensive piece of public realm

The Wanborough Square must be designed to ensure a traffic calmed environment, safe for pedestrian and cyclist movement, with a strong presence of soft landscaping, including tree and shrub planting, and SUDs features where possible. Changes in surface material can be used as traffic calming measures and to highlight footways and crossing points.

WANBOROUGH SQUARE LOCATION

WANBOROUGH SQUARE CODES:

2.4.8 *The Wanborough Square will be designed with a landscape-led approach to ensure a traffic calmed environment, safe for pedestrian and cyclist movement.*

2.4.9 *A change in surface material (brown tone block paving) will be delivered at the junctions.*

2.4.10 *Footway along carriageways and pedestrian desire lines at crossing points will be pennant grey block paving.*

2.4.11 *Where parking is proposed, it should be screened and punctuated by soft landscaping and tree planting.*

2.5 PUBLIC TRANSPORT

BUS ROUTE & BUS GATE

The outline consent proposes a new bus route consisting of a dedicated minibus service between the Site and Swindon town centre, operating up to 17 journeys per day (a headway of every 30 minutes) on Mondays to Saturdays. This will serve early phases before the build-out of other NEV villages and express bus network, with the option to continue or to adapt this service once the full site is occupied.

A suggested route is via Merlin Way, Oxford Road, Greenbridge Retail Park, Shrivenham Road/Tesco or Drakes Way. This would give Lotmead Village residents a direct link into the town centre and provide the operator the opportunity to alter the route as the NEV is built out and passenger demand increases.

The bus route is proposed to run along the tertiary street from Wanborough Road and along the primary street. A bus gate will be delivered where the tertiary street and the existing tree-lined Avenue leading to Lotmead Business Village meet or an alternative location, restricting access of private vehicle to the site from Wanborough Road.

The bus gate will consist of road markings with a change of coloured surfacing and vertical traffic signs. ANPR cameras will allow buses, cyclists and emergency vehicles to use the bus gate, however, any vehicles not permitted to pass through will be issued with an automatic fine

BUS ROUTE AND BUS GATE INDICATIVE LOCATION

BUS GATE SIGN EXAMPLE

BUS STOP

From the 'New Eastern Villages Framework Travel Plan Supplementary Planning Document October 2016':

Trip generating land uses should be within 400m walk of a bus stop. Bus stops should also be located conveniently and prominently at key leisure, employment and retail sites.

The logical locations for permanent bus stops on the proposed route along the primary street through the Lotmead Farm development would be adjacent to the 2No Primary Schools/Local Centres. Within Wanborough Green, a bus stop will be delivered at the northern SCR gateway.

Access to public transport stops should be paved, direct, signed, obstruction free and well-lit from first occupation of the surrounding residential or commercial properties.

All bus stops should contain hard standing, specialist kerbs (to allow for "kneeling" buses - to enhance accessibility), a shelter (to current Clear-channel standards) and casing for service information. Bus stops should be equipped to display real time information from the outset.

BUS STOPS LOCATION

PUBLIC TRANSPORT CODES:

2.5.1 *Express bus route will run along the primary and tertiary street.*

2.5.2 *Bus stop should be located within 400m of all residential units.*

2.5.3 *Bus stop to comprise hardstanding, specialist kerbs, a shelter and casing for service information.*

2.5.4 *The bus gate will consist of road markings with a change of coloured surfacing and vertical traffic signs. ANPR cameras will allow buses, cyclists and emergency vehicles to use the bus gate, however, any vehicles not permitted to pass through will be issued with an automatic fine*

3. LANDSCAPE

3.1 LANDSCAPE FRAMEWORK PLAN

INTRODUCTION

The Wanborough Green Neighbourhood (WGN) forms the interface between Wanborough Road, the Scheduled Monument (SM) and future phases of the New Eastern Villages to the east.

In keeping with requirements of the DAS, Green Infrastructure will focus on the incorporation of existing landscape features to help create a sense of place within the neighbourhood.

LANDSCAPE PRINCIPLES

Boundary treatments should be consistent across the full length and on both sides of a street with the exception of single sided roads.

Footpaths should provide a permeable network through the built form and open spaces with good surveillance over key routes and greenways.

Landscape proposals will incorporate measures which seek to ensure a net gain in biodiversity.

Recreational green spaces will be well connected to the development by a continuous footpath network.

LANDSCAPE FRAMEWORK CODES:

3.1.1 *Green Infrastructure will be delivered broadly in accordance with the Landscape Framework Plan (opposite).*

3.1.2 *Existing vegetation should be retained as outlined on the Landscape Framework Plan.*

EXISTING MATURE TREE TO BE INCLUDED WITHIN GREEN SPACE

EXISTING HEDGEROW TO BE INCLUDED WITHIN GREEN LINK

LANDSCAPE FRAMEWORK PLAN

KEY

- Lotmead Green
- Lotmead Common
- Southern Open Space
- Northern landscape edge
- Green corridor
- Pocket park
- Proposed woodland
- Landscape edge courtyard
- Tree lined avenue
- Retained vegetation
- Highways swale
- Attenuation basin with permanent wet feature
- Linear attenuation feature
- LEAP location
- NEAP location
- Biodiversity zone
- Scheduled Monument (SM)
- Proposed SM buffer

3.2 LOTMEAD COMMON & LOTMEAD GREEN

Located on the western edge of the Wanborough Green Neighbourhood, the Common and Green provides an attractive green edge to the development. The area will include a number of components to provide ecological benefits and opportunities for play and social engagement for all ages.

Lotmead Common forms the southern section of the open space. With the exception of the Scheduled Monument at the southern end the area is a Biodiversity Zone. The consented Green Infrastructure Parameter Plan by Planit Intelligent Environments specifies that the area should be Lowland Meadow Grassland with restricted access. EDP's Ecological Mitigation and Management Framework specifies that the area should be seeded with Emorsgate Cricklade North Meadow EM11 Mix (or similar).

Lotmead Green is accessed from two locations across the Lotmead Farm Business Park drive. The area will include a NEAP and attenuation basin.

The NEAP should be inclusive in design and encourage social interaction through features such as picnic benches and tagging posts.

LOTMEAD COMMON & GREEN LOCATION

TAGGING POSTS

FELLED TREE TRUNKS TO BE RE USED AS INFORMAL PLAY ITEMS WITHIN THE OPEN SPACE

ATTENUATION BASIN WITH SHALLOW SIDE SLOPES

LOTMEAD COMMON & GREEN INDICATIVE LAYOUT

LOTMEAD COMMON & GREEN CODES:

3.2.1 *A NEAP will form a defined dynamic space with natural enclosure and boundaries. There must be an emphasis on informal natural play and natural materials integrated through an engagingly designed NEAP layout that capitalises on its setting, alongside high quality formal equipment provision. Natural play opportunities should not be limited to the NEAP and can be provided throughout the open space. Adequate seating opportunities to be provided.*

3.2.2 *A hard surfaced area of at least 465 sq m providing facilities for a range of informal activities including football and basketball.*

3.2.3 *Informal tree planting incorporated into the scheme with species tolerant of periodical flooding within flood zones.*

3.2.4 *Tree planting to comprise of native and flowering tree species for seasonal interest and to provide ecological benefits.*

3.2.5 *Mixed planting areas within the NEAP should contain plants chosen for their sensory benefits.*

3.2.6 *Areas of long grass and wildflower meadow will provide additional ecological benefits.*

ACER CAMPESTRE

QUERCUS ROBUR

LOWLAND MEADOW GRASSLAND

3.3 NORTHERN LANDSCAPE EDGE

A green corridor will run along the northern boundary of the Wanborough Green Neighbourhood. The landscape proposals within the corridor seek to improve ecological connection east to west across the site as well as creating a series of spaces for both formal and informal play.

A LEAP is located at the eastern end of the area. The play area will include formal play pieces as well as natural items such as earth mounding.

An element of public art would be sited adjacent to the LEAP and the art piece should complement the play context, encouraging children to interact and explore.

NORTHERN LANDSCAPE EDGE LOCATION

PLAY ITEMS ENCLOSED BY EARTH MOUNDS

PARROTIA PERSICA

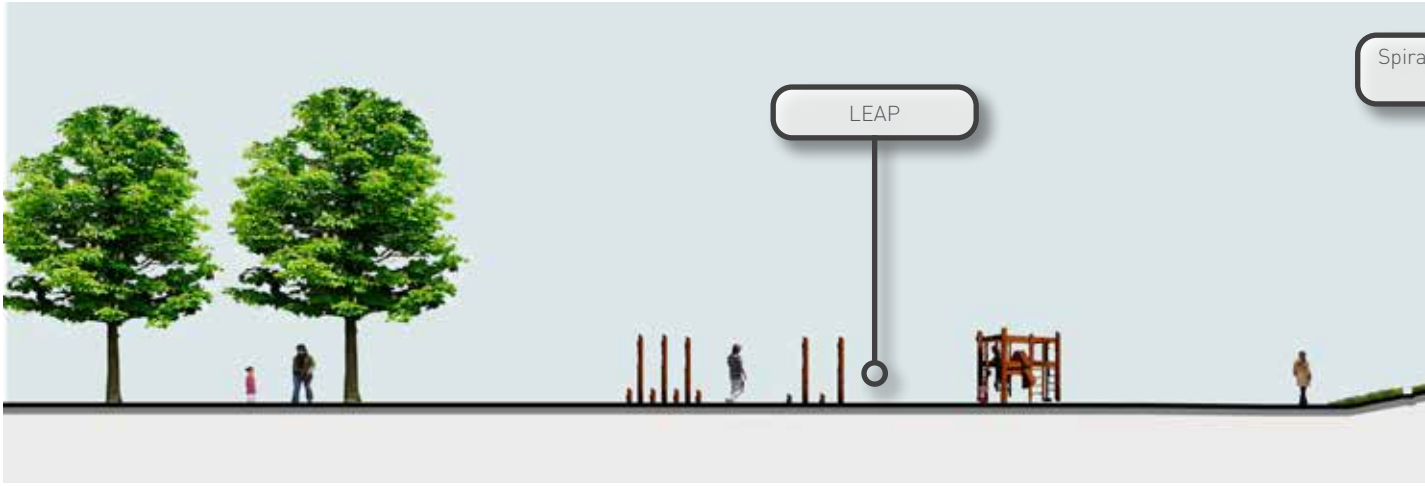
STIPA TENUISSIMA

ATTENUATION FEATURE WITH FOOTBRIDGE CROSSING

LAVANDULA ANGUSTIFOLIA

SPIRAL GRASS MOUND

NORTHERN LANDSCAPE EDGE INDICATIVE LAYOUT



NORTHERN LANDSCAPE EDGE INDICATIVE SECTION AA

STEPPING STONES INFORMAL PLAY

NORTHERN LANDSCAPE EDGE CODES:

3.3.1 *A LEAP with a minimum activity zone area of 625m2 inclusive of LAP provision will form a defined dynamic space with natural enclosure and boundaries. There must be an emphasis on informal natural play and natural materials integrated through an engagingly designed LEAP layout that capitalises on its setting, alongside high quality formal equipment provision. Adequate seating opportunities to be provided*

3.3.2 *Planting should enable children to experience natural scent, colour and texture.*

3.3.3 *Informal play elements such as stepping logs and glacial boulders along the east-west footpath will help link the LEAP with the NEAP at Lotmead Green.*

3.3.4 *A native hedge running through the space and meadow grassland adjacent the existing hedgerow to improve ecological connections.*

3.3.5 *Public art in this area must be linked to the play provision. This must include an element of land art.*

GLACIAL PLAY BOULDER

3.4 SOUTHERN OPEN SPACE

The Southern Open Space includes a Scheduled Monument (SM). The monument includes the remains of the Roman town of Durocornovium and sits below ground in the southern half of the open space.

Landscape proposals for the area seek to conserve the setting of the SM by providing a landscape buffer including tree planting and hedgerow between the SM and proposed housing.

Furthermore, the SM is seen as an asset for the development and a location for public art to help both new and existing residents interpret the extent of the remains both on site and in the wider area. To assist with this information boards will be located within the open space.

SOUTHERN OPEN SPACE LOCATION

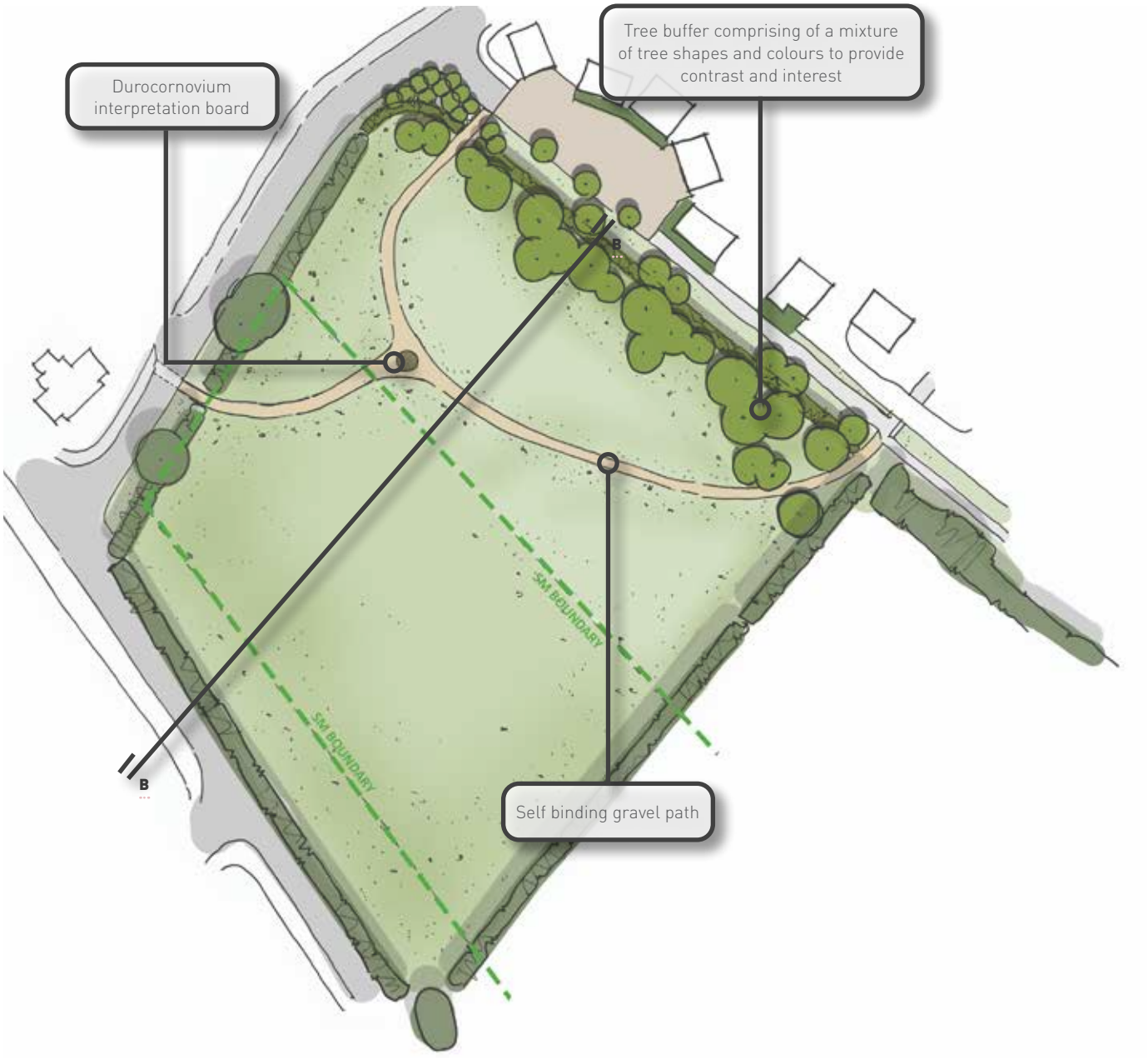
TREE BUFFER

MEADOW GRASS WITH MOWN PATHS

INFORMATION BOARD

SELF BINDING GRAVEL

CEDRUS SPP.



SOUTHERN OPEN SPACE INDICATIVE LAYOUT

SOUTHERN OPEN SPACE INDICATIVE SECTION BB

SOUTHERN OPEN SPACE CODES:

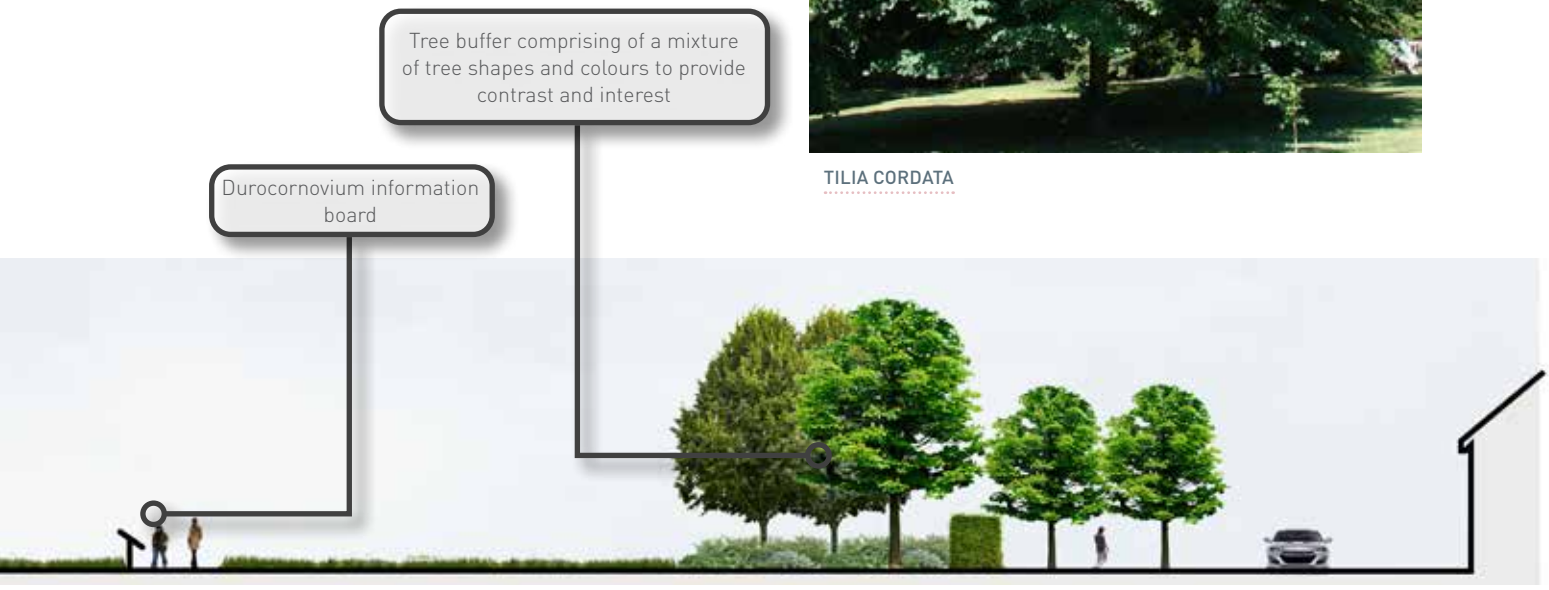
3.4.1 *A landscape buffer including native hedgerow and a tree buffer including trees with contrasting shapes and colours to enhance the setting of the new neighbourhood.*

3.4.2 *Grassland to be a flowering native meadow mix, augmented with flowering native bulbs (e.g. native Daffodil/ Snowdrops/Snakes Head Fritillary etc.)*

3.4.3 *Proposals must include elements to encourage and assist visitor and resident engagement with the Scheduled Monument. This must include interpretation boards.*

ACER PLATANOIDES

TILIA CORDATA



3.5 GREEN LINK & WANBOROUGH SQUARE

SOUTHERN GATEWAY & WANBOROUGH SQUARE

Wanborough Square and adjacent Wanborough Green gateway form a series of focal features to mark the entrance to Lotmead Farm Villages when approaching from the east along the SCR. To assist with this planting would be primarily ornamental with groups of single species to provide statement colour.

The gateway is framed on either side by stone walls, ornamental planting and feature trees.

The Square would have a formal character and include a LEAP with ornamental planting and trees.

The LEAP should include reference to the Roman remains found on site. This could be by way of fort inspired play features, cobbled surfaces and edible species used by the Romans such as rosemary (Rosmarinus officinalis) and bay trees (Laurus nobilis).

GREEN LINK, WANBOROUGH SQUARE & GATEWAY LOCATION

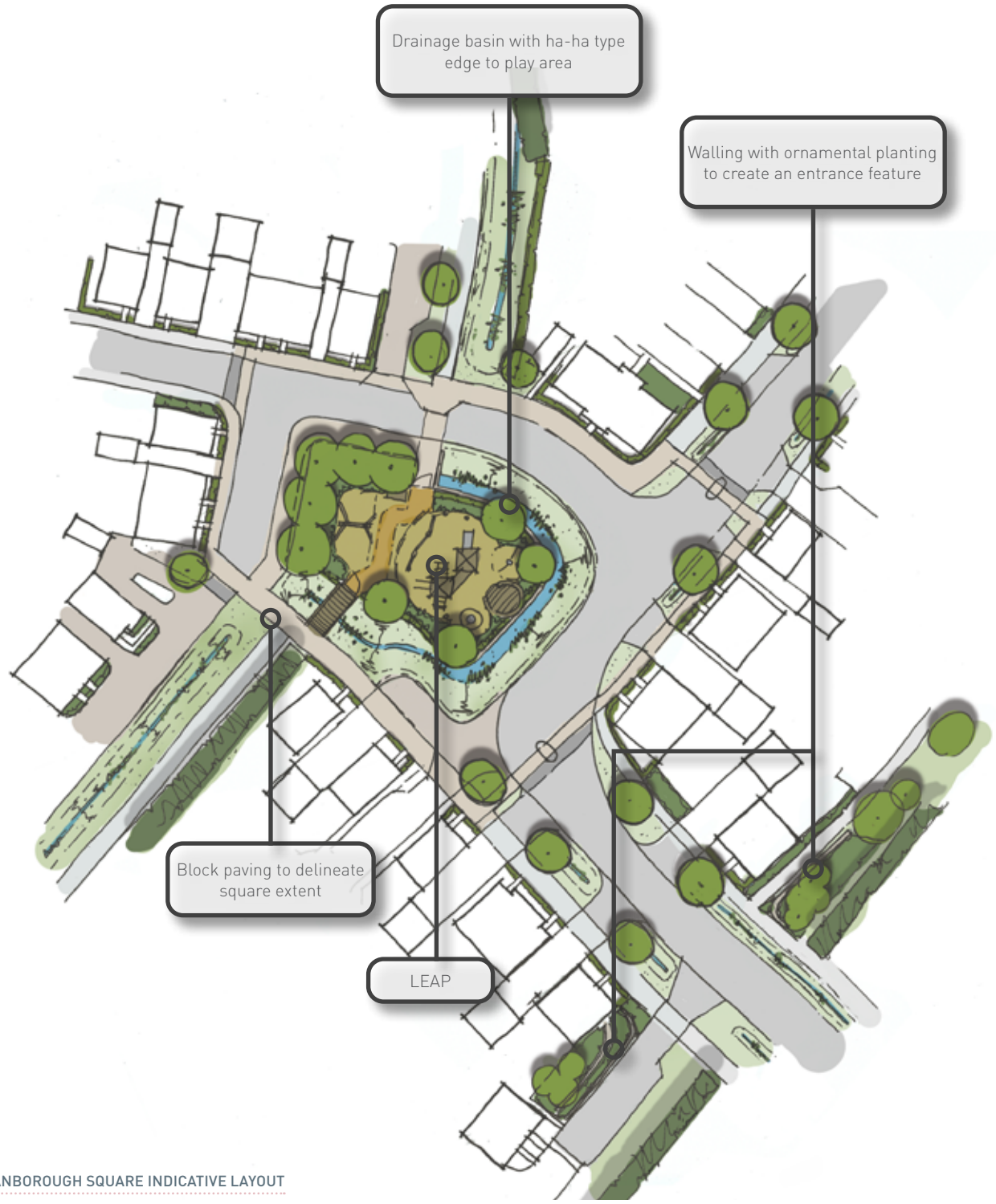
GREEN LINK

WG includes key green links which follow retained hedgerow corridors. The primary function of these spaces is to enhance green connection across the site. To assist with this planting within these areas should be predominantly native. However, some accent ornamental planting is permissible at focal points.

RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM'

STONE WALLING WITH COCK AND HEN COPING

CASTLE INSPIRED PLAY STRUCTURE



WANBOROUGH SQUARE INDICATIVE LAYOUT

GREEN LINK AND WANBOROUGH SQUARE CODES:

3.5.1 *A LEAP with a minimum activity zone area of 625m2 inclusive of LAP provision is included in the Square.*

3.5.2 *Block Paving (Natural Stone and or PCC units) to be used to define the square.*

3.5.3 *Formal native clipped hedge and black metal railings to define the play area.*

3.5.4 *Ornamental feature tree, herbaceous and shrub planting at the Gateway and Square to create focal points.*

3.5.5 *Green Links to incorporate native tree planting and meadow mix, augmented with flowering native bulbs (e.g. native Daffodil/Snowdrops/Snakes Head Fritillary etc.).*

METAL FENCE

CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'

PENNISETUM ALOPECUROIDES SPP.

ROSMARINUS OFFICINALIS

3.6 PLANTING

PLANTING PRINCIPLES

The GI led vision and approach applies to the whole of Lotmead Villages, not just the Wanborough Green Neighbourhood. It is not simply about more planting, rather that the areas of structural landscaping and large open spaces will help set the character of the development.

Planting within the Wanborough Green Neighbourhood must contribute to the character of the neighbourhood parcel while also providing visual and ecological connections with future Lotmead Village character areas.

STREET PLANTING

The following text and images provide an overview of the planting approach for residential areas. For the planting approach to key open spaces refer to the open space sections on pages 46-53 and the Open Space Summary Matrix on page 57.

TERTIARY STREET PLANTING REFERENCE IMAGE: LAYERING OF DIFFERENT PLANT TEXTURES AND COLOURS

SEMI-PRIVATE DRIVEWAY PLANTING REFERENCE IMAGE: FORMAL HEDGES WITH ORNAMENTAL PLANTING

PRIMARY STREET PLANTING REFERENCE IMAGE: VERGES WITH ESTATE RAILING AND HEDGE FRONTAGES

PRIMARY STREET (SCR)

Formal avenue of two or three moderately sized tree species. Different species should be used along the route to define junctions and transitions to public open space.

Property frontages would be delineated by estate railings with escallonia spp. hedging.

Platanus x hispanica to be the primary street tree, Tilia cordata and Acer rubrum to be used to distinguish breaks in the built form for example at Wanborough Square and the Northern Edge.

ESCALONIA SPP. HEDGING

TILIA CORDATA

ACER RUBRUM

PLATANUS X HISPANICA

TERTIARY STREETS & LOCAL ACCESS LANES

Front gardens one meter or deeper would be delineated by a single hedging species, narrower gardens would have a mixture of small to medium size shrubs. Garden boundaries visible from the road would be softened by structural screening planting fronted by herbaceous planting with grasses.

A mixed palette of small to medium size specimen trees would be positioned alongside rear gardens to help soften the street scape.

ACER CAMPESTRE WILLIAM CALDWELL

BETULA UTILIS JACQUEMONTII

PRUNUS 'SNOW GOOSE'

CARPINUS BETULUS 'FRANS FONTAINE'

CORYLUS COLURNA

PYRUS CALLERYANA 'CHANTICLEER'

SORBUS AUCUPARIA 'SHEERWATER SEEDLING'

SEMI-PRIVATE DRIVES

Plot frontages would include a mixture of low-level shrubs and herbaceous planting to reflect the more intimate character of these streets. Small specimen trees would provide focal features.

Where properties face onto the surrounding open spaces and there is sufficient front garden depth, native hedging should be used.

LANDSCAPE EDGE COURTYARDS

Native hedging should be used to define the transition between the courtyard and landscape beyond however this should not hinder pedestrian permeability between the development and adjacent open space.

Plot frontages would include a mixture of low-level ornamental shrubs and herbaceous planting to reflect the more intimate character of these spaces. Climbing plants would be used to soften garden boundaries fronting the courtyards.

CLIMBERS TO SOFTEN BOUNDARY WALLS

AMELANCHIER LAMARCKII 'ROBI HILL'

MALUS 'EVERESTE'

MAGNOLIA KOBUS

MALUS TRILOBATA

PLANTING CODES:

3.6.1 *Layouts and the design of streets must ensure that trees are appropriately provided for at the outset, to ensure a consistent, regular spacing of avenue tree planting addresses the location of buildings, street lighting, services and visibility splays.*

3.6.2 *Large tree species should be planted wherever possible in open spaces to provide impact and vertical green structure.*

3.6.3 *Native tree planting should be provided generally across the development for ecological benefits.*

3.6.4 *Species susceptible to disease should not be used.*

3.6.5 *Strategic footpaths and cycle paths should be tree lined along their length to create vistas.*

3.6.6 *Trees in the public realm should be minimum 20-25cm girth or equivalent multi-stem unless planted as advanced landscaping. 2m clear stem trees should be used within verges to allow for access and visibility.*

3.6.7 *Key open space trees should be a minimum 25-30cm girth unless planted as advanced landscaping..*

3.6.8 *Sufficient space must be allowed to enable the successful planting and establishment of trees to fulfil all requirements of this code.*

3.6.9 *Public open space ornamental planting to be a mixture of structural elements (shrubs) interspersed with herbaceous planting and occasional ornamental grasses for texture and interest.*

3.6.10 *Edible and species and pollinating species should be used where possible.*

3.6.11 *Shrub planting within residential areas should include at least 40% evergreen species to ensure year-round cover.*

3.6.12 *Planting density should be appropriate to species selected to ensure a minimum 75% coverage after one growing season.*

3.6.13 *All shrub and hedge planting in strategic open spaces should be a minimum of 5-10L pot size.*

3.6.14 *Hedges, where used, should be planted 500mm from footpath edges.*

3.6.15 *Where necessary, existing trees and hedgerows should be protected in accordance with BS5837:2012 Trees in relation to design, demolition and construction – Recommendations.*

3.6.16 *Proposals will look to retain good quality/habitat trees and hedgerow. Where breaks are required through existing hedgerows for vehicular or pedestrian access they should be kept to a minimum.*

3.6.17 *Where tree pits are required, this should be in accordance with BS 8545:2014 Trees from nursery to independence in the landscape.*

3.6.18 *Verges are to be of an adequate size to allow establishment of grass or planting within them. Narrow areas of planting between hard surfacing should be avoided.*

3.7 HARD SURFACE MATERIALS

HARD SURFACE MATERIALS PRINCIPLES

Surface materials will add legibility to the development and will follow a consistent approach across the site.

This section provides an overview of hard surface materials. Further information on the individual street treatments can be found within the Street Surface Materials Matrix on page 69

HARD SURFACE MATERIALS CODES:

3.6.19 *The choice of hard materials and street furniture should be used to reinforce the sense of character and complement materiality of the surrounding built form.*

3.6.20 *Railings where used should be black.*

3.6.21 *The style of railings should complement the surrounding built form. Bow-top railing should be avoided.*

3.6.22 *Where rear garden walls face publicly accessible areas they should match the material of the adjoining building or be high quality tongue and groove style fence panels.*

SELF BINDING GRAVEL

BLOCK PAVING

BONDED RUBBER MULCH

COLOURED TARMAC

3.8 SOFT & HARD LANDSCAPE SUMMARY

OPEN SPACE SUMMARY MATRIX

Area	Tree Species	Shrubs & Other Plant Species	Hard Landscape Materials	Summary
Lotmead Common & Green	POS Acer campestre (Field Maple) Alnus glutinosa (Alder) Salix spp. (Willow) Quercus robur (Oak) NEAP Malus 'Professor Sprenger' Parrotia persica (Persian ironwood) Native Woodland planting Acer Campestre (Field maple) Crataegus monogyna (Hawthorn) Prunus spinosa (Blackthorn) Quercus robur (Oak)	Grassland Semi natural grassland, native lowland and traditional meadow grassland. Amenity grassland around NEAP Ornamental Planting to NEAP and movement networks Achillea 'Terracotta' (Yarrow 'Terracotta') Calamagrostis x acutiflora 'Karl Foerster' (Feather reed grass 'Karl Foerster') Cornus spp. Deschampsia cespitosa (Tussock grass) Geranium macrorrhizum 'Album' (white-flowered rock cranesbill) Tiarella cordifolia (Foam flower) Wetland planting to attenuation area Carex pendula (Pendulous Sedge) Filipendula ulmaria (Meadowsweet) Fritillaria meleagris (Snake's head fritillary) Lythrum salicaria (Purple Loosestrife)	Self binding gravel footpaths. Bonded rubber mulch, play bark and a hard surfaced area in the NEAP.	Provides amenity value to the local community and diverse habitat for wildlife. Planting west of the NEAP to be 100% native and of local provenance; to include areas of scrub, lowland grassland and marginals. Planting in the NEAP to include native species as well as ornamental species to providing sensory and biodiversity benefit.
Northern Green Corridor	POS Acer campestre (Field Maple) Malus spp. (Apple) Prunus spp. (Cherry) LEAP Betula spp. (Birch) Parrotia persica (Persian ironwood)	Grassland Native wildflower meadow adjacent hedgerow corridors. Amenity grassland elsewhere Ornamental Planting to NEAP and movement networks Cornus spp. Hebe spp. Lavandula angustifolia (Lavender) Stachys byzantina 'Silver Carpet' (Lamb's Ears) Stipa tenuissima (Mexican Feather Grass)	Tarmac and self-binding gravel footpaths.	An active green edge to the development providing a range of opportunities for play and social engagement for all ages. Includes a play areas and connections to future phases. Planting to create year-round interest and wildlife habitats.
Southern Open Space	Acer campestre (Field Maple) Cedrus spp. (Cedar) Acer platanoides 'Crimson King' Betula pendula Tristis (Weeping Birch) Tilia cordata (Small-leaved Lime)	Grassland Native wildflower meadow with mown clearings and footpaths. Native hedgerow Acer Campestre (Field maple) Corylus avellana (Hazel) Crataegus monogyna (Hawthorn) Prunus spinosa (Blackthorn) Punus padus (Blird cherry)	Self binding gravel footpaths and mown footpaths	Pedestrian links between Wanborough Road and the proposed housing; with planting to soften the southern development edge. Use of native species allows the buffer to act as habitat corridors across the development.
Wanborough Square & Wanborough Green Gateway	Amelanchier Lamarckii multi stem (Snowy Mespilus) Pyrus calleryana 'Redspire' (Ornamental Pear) Betula spp (Birch)	Calamagrostis x acutiflora 'Karl Foerster' (Feather reed grass 'Karl Foerster') Cornus spp. (Dogwood) Pennisetum alopecuroides spp. (Fountain Grass) Rudbeckia fulgida sullivantii 'Goldsturm' (Coneflower 'Goldsturm')	Block paving for pedestrian footpaths to mark square extents. Cobble rumble strips within roads to define the extent of the square. Coloured tarmac footpaths within LEAP. Wet pour play surfacing.	A multi-functional open space with a mixture of robust and flowering planting for year-round interest. Desire lines would be delineated through subtle changes in material and laying patterns.

STREET TREES MATRIX

			Primary Street	Tertiary Street / Local Access Lane	Semi-private Driveways / Landscape Edge Courtyard
Species	**Height @ 25y**	**Width @ 25y**	**Suitable for use in street type:**		
Acer Rubrum	9	6	■		
Amelanchier lamarckii 'Robin Hill'	8	5			■
Betula var. utilis jacquemontii & Edinburgh	8	2.5		■	■
Carpinus betulus 'Frans Fontaine'	9	2.5		■	
Corylus colurna	10	3		■	■
Magnolia kobus	10	4			■
Malus 'Evereste'	6	3			■
Malus trilobata	6	2.5		■	■
Platanus x Hispanica	15	8	■		
Prunus 'Snow Goose'	6	3		■	■
Prunus 'Sunset Boulevard'	10	3		■	
Pyrus calleryana 'Chanticleer'	8	3		■	
Sorbus aucuparia 'Sheerwater Seedling'	7	3		■	
Tilia Cordata	10	6	■		

STREET SURFACE MATERIALS MATRIX

	Primary Street	Tertiary Street / Local Access Lane	Semi-private Driveways / Landscape Edge Courtyard
Area	**Surface Material**		
Carriageway	Asphalt	Asphalt	Block Paving
Footway	Asphalt Block paving around Wanborough Square	Asphalt	Block Paving

3.9 CHILDREN'S PLAY/RECREATION

The provision of play areas is addressed at page 66 of the approved Lotmead Farm Villages Design and Access Statement (July 2019) and the S106. Design guidance should be derived from play England, PLAYLINK, The Forestry Commission and Fields in Trust Guidelines and Swindon Borough Council's SPG: Open Space and New Housing Development, 2011, amongst others.

Each play area design must adhere to the following guiding principles:

- The NEAP must be inclusive in design and encourage social interaction through features such as picnic benches, tagging posts and areas for team sports.
- The LEAP in the Northern Landscape Edge must include land art as a play feature encouraging children to interact and explore the space.
- The LEAP at Wanborough Square should include reference to the Roman remains found on site. This could be by way of fort inspired play features, cobbled surfaces and edible species used by the Romans such as rosemary (Rosmarinus officinalis) and bay trees (Laurus nobilis).

This section sets out an overview of the play approach at Wanborough Green. Further details on the individual play areas can be found within **Sections 3.2, 3.3 and 3.5**.

LOTMEAD COMMON LOCATION

INCLUSIVE PLAY EQUIPMENT TO BE PROVIDED

INFORMAL TIMBER PLAY EQUIPMENT WILL CREATE A NATURAL AESTHETIC

CHILDREN'S PLAY/RECREATION CODES:

3.9.1 *Play items must be site specific and appropriate to their location.*

3.9.2 *Only non-toxic, non-poisonous plants are to be used.*

3.9.3 *Play spaces should include natural play and formal equipment to accord with S106 requirements.*

3.9.4 *Play spaces should be unique and inspiring; imaginative play will be encouraged by the use of non-prescriptive equipment.*

3.9.5 *Play spaces should be welcoming and inclusive in their design to accord with FIT requirements. The NEAP should include at least one item of wheelchair accessible equipment.*

3.9.6 *Natural features will be incorporated into the design of the scheme.*

3.9.7 *Play spaces should be overlooked by properties or well used pedestrian routes.*

3.9.8 *Formal equipment must be of high quality, of timber construction wherever possible, with facilities incorporating visually impactful mounding and supporting bespoke planting, including feature trees, to integrate natural and formal play typologies.*

INFORMAL PLAY ELEMENTS EXAMPLE

INFORMAL PLAY ELEMENTS EXAMPLE

3.10 STREET FURNITURE

STREET FURNITURE PRINCIPLES

Wanborough Green will be enhanced by a co-ordinated and consistent palette of furniture and materials. Unnecessary furniture will be avoided to reduce visual clutter and to keep the high standard throughout the development.

Illustrative examples of proposed streetscape elements are shown below and a opposite:

SIGNAGE AND LIGHTING

Signage and lighting will be to highway standard. Any signage within open spaces will be consistent with the materials and furniture palette. Lighting within open spaces will be sensitively designed to accent key features and act as an aid to way finding. Lighting along the landscape corridors will be limited or not used due to its effect on the ecological features.

SLATTED TIMBER SEAT FOR USE IN WANBOROUGH SQUARE

HARDWOOD BOLLARD WITH WEATHERED TOP

HARDWOOD LITTER BIN WITH LID

STREET FURNITURE CODES:

3.10.1 *Street lighting must accord with SBC specifications for lighting columns.*

3.10.2 *To ensure a co-ordinated approach the street furniture palette must follow the principles laid out by the illustrative examples within this chapter.*

3.10.3 *Traditional 1.2m high, five bar galvanised steel estate railings with a round top painted black should define private gardens along the SCR. Formal clipped hedging should run behind the railings.*

BLACK ESTATE RAILING

HARDWOOD SEAT WITH BACKREST BY WOODSCAPE

MORTICED POST AND RAIL FENCE

HARDWOOD PICNIC BENCH

3.11 PUBLIC ART

LOTMEAD VILLAGES STRATEGY

The Public Art Strategy for Lotmead Farm Villages sets out opportunities for an embedded art programme which genuinely engages with, and responds to the new community, complementing not only the development surroundings, but also the history and heritage of the land the new community will inhabit.

This strategy intends to set out the broad approach to public art across the development. Further information on the art elements within each character area will be laid out within the relevant Design Codes.

As community groups and schools come on line across the site public involvement in the art elements will increase both in terms of review and direct input.

PUBLIC ART THEMES

Swindon, including the site and its environs, has a rich history. Lotmead Farm Villages offers an opportunity to build on this legacy and address 21st century living in an original way. The Public Art Strategy therefore develops the following themes for Public Art across the entire development:

History

The southwest area of Phase 1 contains the remains of the Roman town Durocornovium. The remains are a Scheduled Monument. The nature and extent of this settlement, which includes buildings, streets and boundaries, was established through a series of archaeological investigations in the later 20th century.

Surveys undertaken as part of the Lotmead Farm Villages application has confirmed that the Roman settlement is for the most part limited to the extent of the scheduled area.

Connectivity

Lotmead Farm forms part of the New Eastern Villages, one of five strategic urban extensions identified to fulfil Swindon's ambitious agenda for growth, providing new homes, services and infrastructure.

The aim is to create Public Art delivery at the human scale to connect people to place and each other. The theme encourages elements to interrogate, question and develop thinking around the importance of the integration of new and existing residents and connectivity between new and existing places and resources. In future phases the aspiration is to ensure Lotmead Farm is an inspiring, legible place to live and experience.

The Local Plan seeks the re-instatement of the Wilts-Berks Canal and identifies an indicative alignment which crosses the southern and eastern edge of the Site.

Biodiversity

Lotmead Farm Villages will positively contribute to the future biodiversity of the New Eastern Villages. This includes both natural habitats within the site and those which surround it.

The public arts strategy encourages biodiversity into the new built environment using artistic expressions or creativity. This theme therefore encourages artistic enquiry into opportunities for supporting or enhancing this biodiversity and the role that future residents can play in its success.

Indicative public arts locations are shown on the next pages.

PUBLIC CONSULTATION

A Lotmead Farm Public Art Community Interest Group would be established once sufficient occupations have occurred to sustain such a group. The group would comprise of members of the Lotmead Farm community, management company and Countryside Properties. The groups role would be to review and input into public art proposals prior to implementation.

LONG TERM MANAGEMENT

Once installed public art elements would be maintained by the management company. The maintenance must be fit for purpose and assist with the longevity of all elements.

LOTMEAD VILLAGES PUBLIC ART ELEMENTS

The table below provides an overview including the delivery and timescales for the different proposed public art elements across Lotmead Villages and the map opposite shows the indicative location for these elements.

Elements will be associated with the Circular Walk, the Central Corridor trail and the Scheduled Ancient Monument.

Element Overview	Delivery and Timescales
1. Circular Walk Gateway – Connectivity & History Themes	
The entrance to the circular walk from phase 1. This element must define the start. It must be integrated into the adjacent POS and be playful in nature allowing it to be enjoyed by users of the adjacent LEAP.	To be detailed as a landscape element within the Phase 1 RM application. To be delivered prior to the last occupation on Phase 1.
2. Historic Interpretation – History Theme.	
This element should offer an interpretation of key dates in the history of the local area including Durocornovium. It should include timber totems along the strategic path network.	To be detailed as a landscape element within the Phase 1 RM application. To be delivered prior to the last occupation on Phase 1.
3. Canal Interpretation – Connectivity Themes	
This element must help residents and visitors understand the future Wiltshire and Berkshire Canal route. It should be a timber piece, possibly using site won materials. The piece would be retained once the canal is implemented.	To be detailed as a landscape or sculptural element within the Phase 6 RM application. To be delivered prior to the last occupation on Phase 6.
4. Wildlife Interaction - Biodiversity Theme	
This piece must help residents and visitors interact and learn from their local wildlife. The piece may take the form of a bird hide or similar viewing area. It should be constructed from timber, possibly using site won materials.	To be detailed as a landscape or sculptural element within the Phase 9 RM application. To be delivered prior to the last occupation on Phase 9.
5. Community Interaction and Stewardship - Biodiversity Theme	
A nature investigation and recording project. This may take the form of a bird, animal or plant watch. The project would centre around the schools. Those taking part will be encouraged to record their sighting and findings through photography, artwork and/or film. The results will be shared via community websites and via a local exhibition.	To be an artist led community engagement. To be delivered once year six has commenced at the southern primary school.

LOTMEAD VILLAGES PUBLIC ART STRATEGY PLAN


4.
5.
3.
1.

WANBOROUGH GREEN ART ELEMENTS

Two Elements form part of the Wanborough Green public art strategy:

1. Circular Walk Gateway

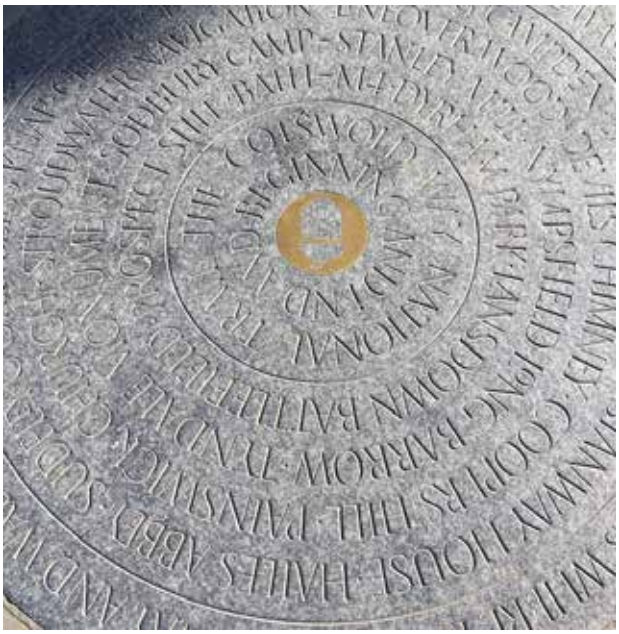
The Lotmead Village circular walk would start in the north-eastern corner of the WGN, adjacent to the LEAP. The walk will a include a number of public art elements along its route, the first element being within the WGN. The detailed element would follow these principles:

- The art piece or an element associated with it, should define the start of the trail.
- The piece should follow the biodiversity and connectivity themes.
- Due to the adjacent LEAP the piece should be playful and interactive

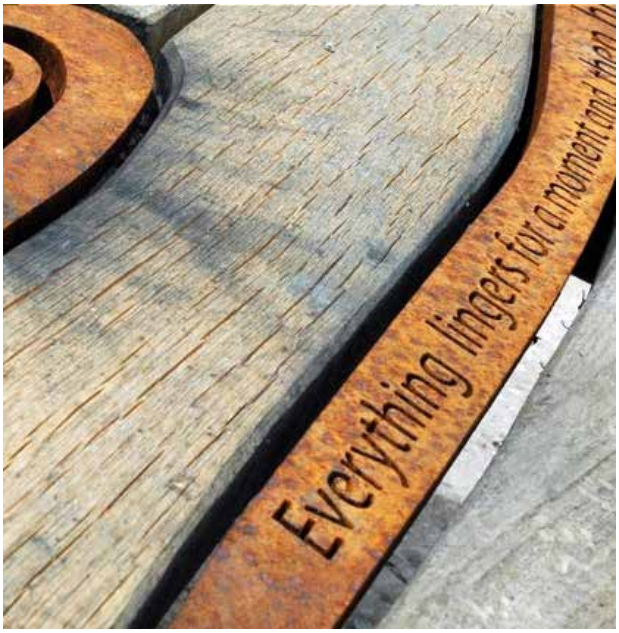
CIRCULAR WALK GATEWAY CODE:

3.11.1 *The art element must be of a scale to demarcate the start of the trail.*

3.11.2 *The element must be interactive and integrated with the LEAP and open space design.*



MARKER STONE



CAMEL TRAIL BENCHES

NATURAL THEME WAY FINDING ELEMENT

2. Historic Interpretation

The Roman town of Durocornovium sits below ground surrounding the west and north of the site. Art elements should be incorporated into the Lotmead Green area which offer a playful interpretation of key dates in Durocornovium's history. The following principles should be observed for public art in this area:

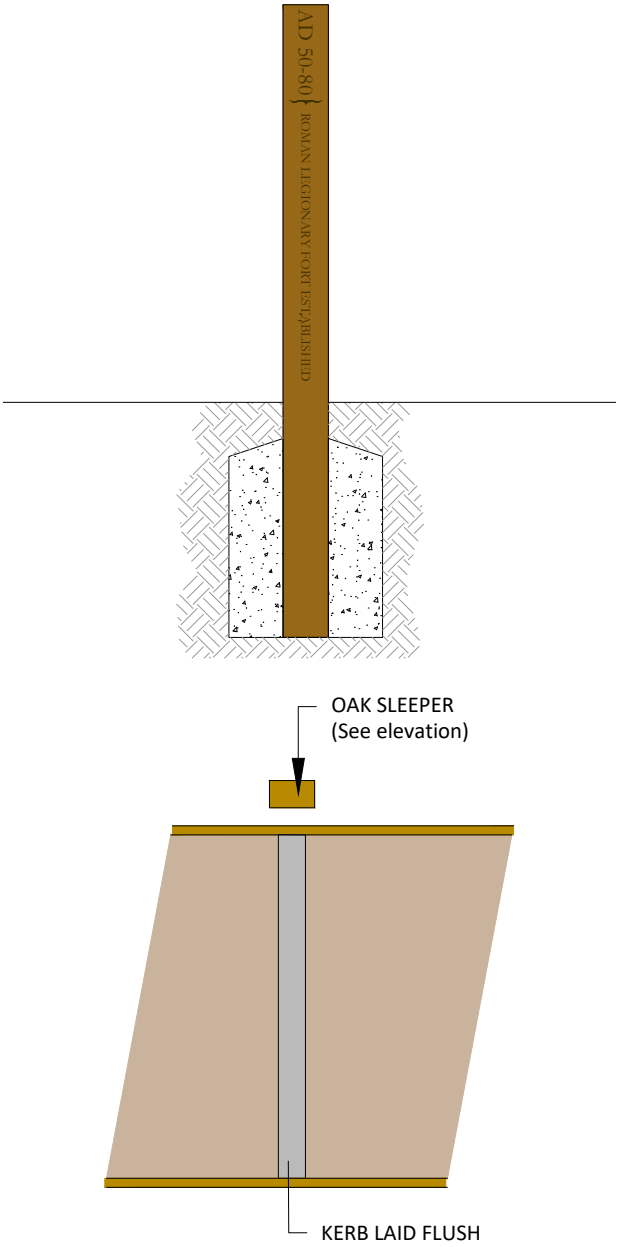
- The piece's must depict key dates and events.
- Proposals should educate visitors on the local history.
- Proposals must be developed in consultation with a heritage consultant.

HISTORIC INTERPRETATION CODE:

3.11.3 *The art elements must be timber with carved text and dates.*

3.11.4 *The art elements must be of a scale to ensure a visible connection between them when positioned around the path surrounding the drainage basin.*

TIMBER SIGN



TIME PIECE ELEMENT

3.12 SUDS

The proposed SUDS drainage will be in accordance with the requirements of the SUDS Vision for New Eastern Villages Supplementary Planning Document dated February 2017.

The effective design of drainage for the NEV development will enhance the development, helping to create sustainable, well-designed places where people want to live, work and spend time.

SuDS within the NEV should make a positive contribution to the environmental, social and aesthetic character of the development. Integration is key, so that drainage features interact with the urban landscape and blend with the design of buildings and open spaces. Systems which make a feature of water as it is collected and transported can draw people together in communal areas and enhance the quality of life of residents.

For Wanborough Green, it is proposed to use a range of SUDS features from at source techniques such as tree pits, to 'green infrastructure SUDS' such as swales and attenuation basins with a discharge into the existing land drainage network restricted to match the existing greenfield runoff rates. Attenuation will be designed to accommodate up to and including the 1 in 100-year event plus 40% allowance for climate change.

Proposed SUDS features will be incorporated into the layout of the central POS area and LEAP. The image opposite from a development in Swindon called 'The Triangle' shows how this can be achieved.

Existing ditches/watercourses running within the parcel are to be retained in-situ and the proposed site layout designed around them.

SUDS CODES:

3.12.1 *The proposed SUDS drainage will be in accordance with the requirements of the SUDS Vision for New Eastern Villages Supplementary Planning Document dated February 2017.*

3.12.2 *Source control features such as rain gardens, permeable paving, swales and filter strips to be used where possible for surface water runoff from roof and hardstanding areas.*

3.12.3 *Additional attenuation using swales, attenuation basins or harder systems are to be provided, Considering (as appropriate) the SuDS Management Train (Prevention, Source Control, Site Control & Regional Control) defined in the SUDS Vision for New Eastern Villages Supplementary Planning Document.*

3.12.4 *Discharge into the downstream land drainage network is to be restricted to green field runoff rates reflective of that catchment.*

3.12.5 *Attenuation to be designed to accommodate up to and including the 1 in 100 year event plus 40% climate change.*

3.12.6 *Existing ditches and watercourses to be retained in-situ.*

3.12.7 *All houses will be fitted with a rainwater butt to assist wider surface water runoff.*

BLUE INFRASTRUCTURE FRAMEWORK PLAN

EXAMPLE OF SUDS FEATURES AT "THE TRIANGLE" SITE IN SWINDON

3.13 PRIMARY STREET SWALES

Swales will be provided on both sides of the SCR primary street along the green verges, together with tree planting, lighting and signage. Green verges will also be crossed by private drives providing access to on-plot parking.

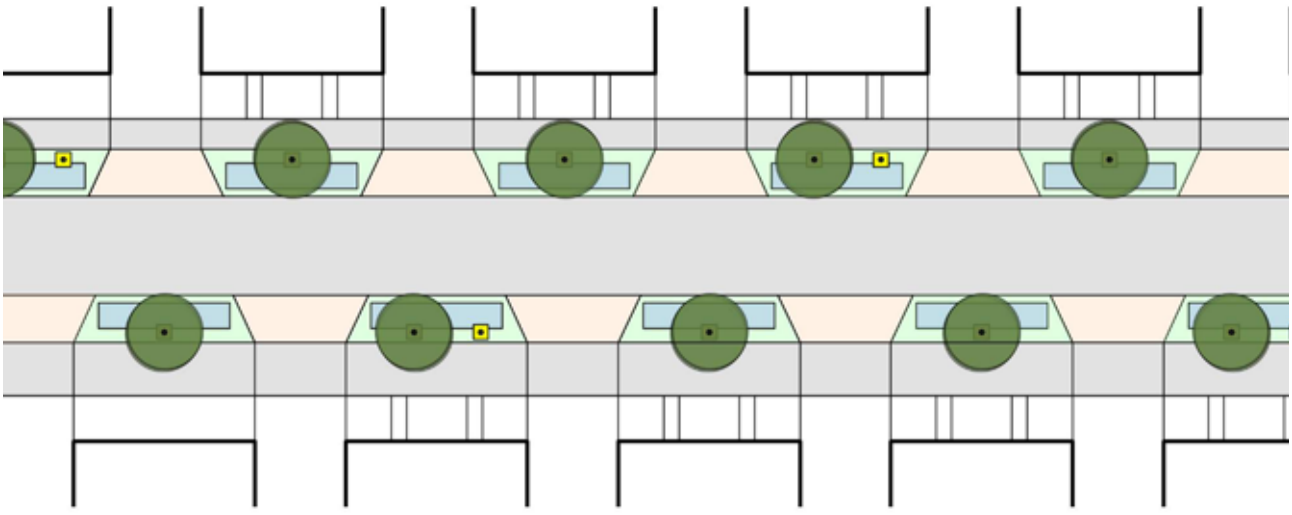
To ensure a consistent, regular spacing of avenue tree planting and the deliverability of all these elements within the green verge, development proposals will follow the Illustrative Primary Street Plan and the Typical Green Verge Construction Detail included within these pages. These drawings have been developed considering typical dwelling sizes, proposed trees, swales dimensions and lighting strategy.

PRIMARY STREET SWALES CODES:

3.13.1 *Swales will be provided on both sides of the SCR primary street.*

3.13.2 *Avenue tree planting within green verges will be delivered with a consistent, regular spacing.*

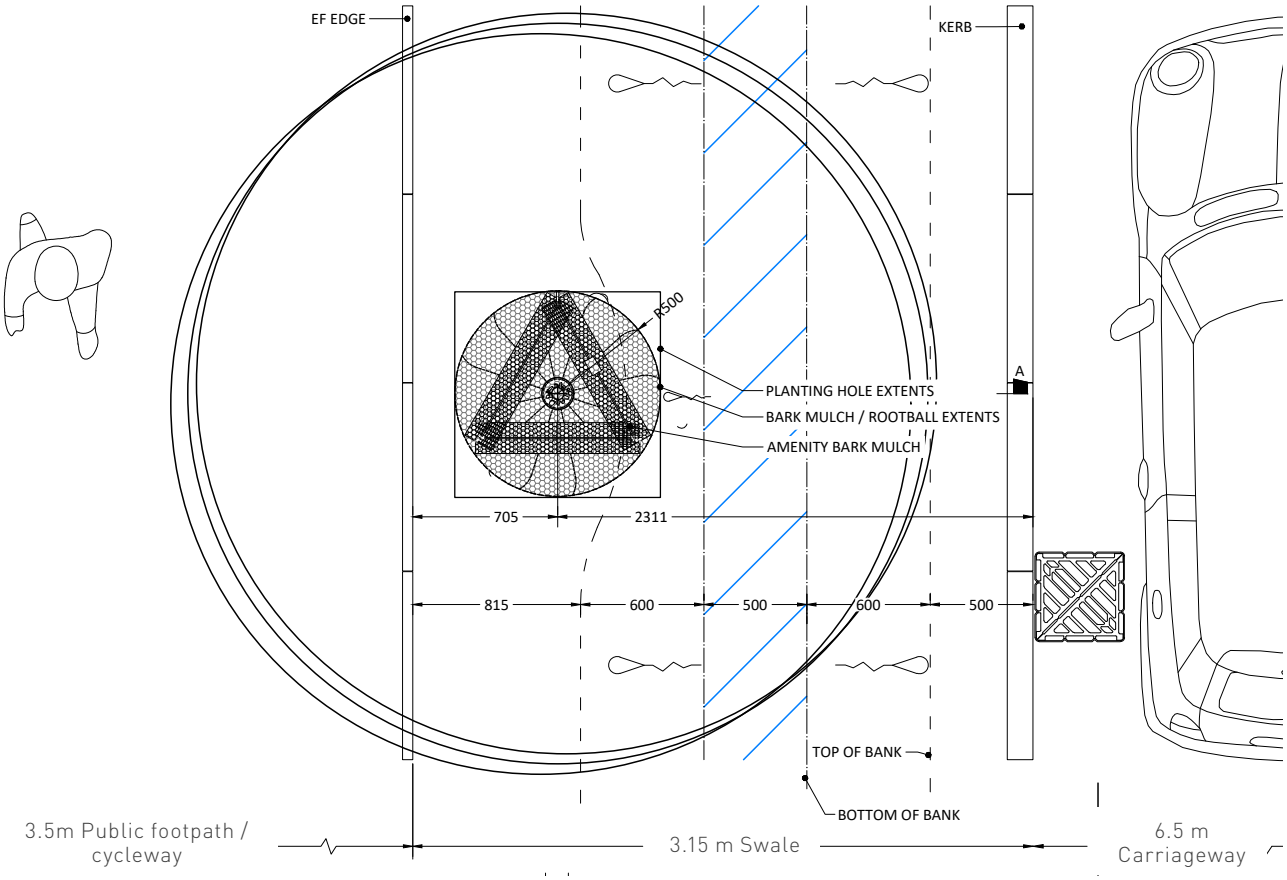
3.13.3 *Trees and swales, and private drive distribution along the verges, will allow for the provision of light columns and signage where required.*

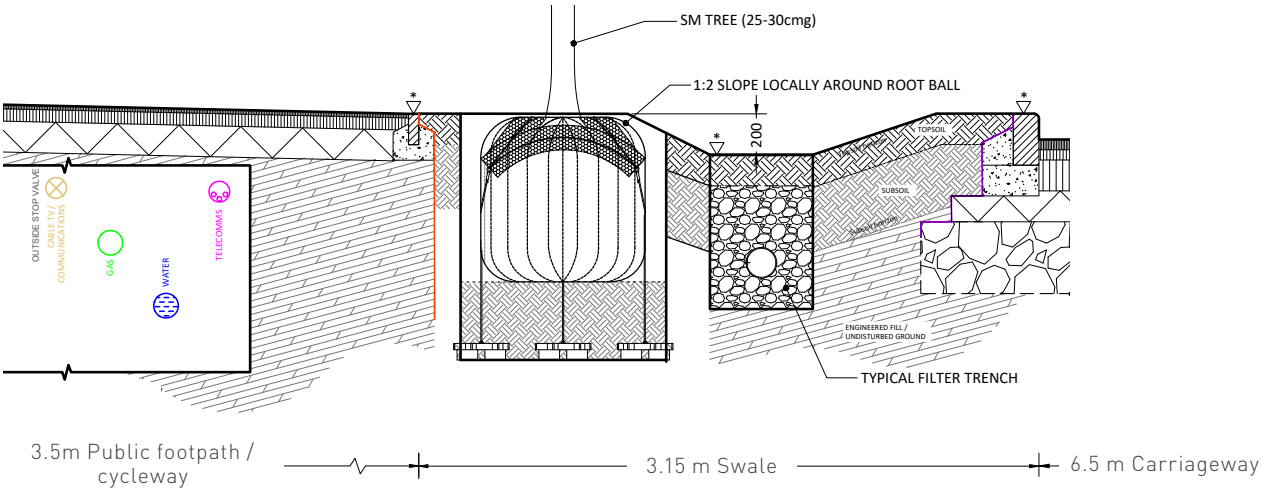


KEY

- Tree
- Light column
- Highways swale
- Private driveway

SCR GREEN VERGES INDICATIVE DIAGRAM





TYPICAL GREEN VERGE CONSTRUCTION DETAIL

3.14 BIODIVERSITY & MANAGEMENT

BIODIVERSITY

Lotmead Farm Villages will positively contribute to the future biodiversity of the New Eastern Villages. This includes both natural habitats within the site and those which surround it.

The following key ecological features are present and considered to be of District Level nature conservation value:

- River Cole LWS / River Cole and its tributaries and associated fish and aquatic invertebrates
- Hedgerow network and associated mature broadleaf trees
- A small serotine bat maternity roost
- A medium metapopulation of great crested newt
- A high population of grass snake

In addition, local biodiversity interest is added by the presence of Individual / small populations of otter, water vole and dormouse, breeding birds and foraging bats.

Through the implementation of the development, the site will aim to achieve an overall measurable biodiversity net gain (BNG) for each development parcel. In order to achieve this, the public open space and ecological enhancements required for each development parcel will be delivered in advance of occupation. Enhancements will be made to existing habitats that are to be retained throughout the scheme- for example the mature woodland, river corridors and hedgerows around the site, as well as the creation of additional habitats such as ponds and new grassland areas. In addition, an inbuilt swift brick will be included in every residential unit delivered.

MANAGEMENT

Public open spaces and water management systems would be managed by Countryside Properties or each parcel developer, then following handover, by an estates management company

A detailed Landscape and Ecology Management Plan will be completed for each phase of the development. This document will detail the required management actions and ongoing monitoring scheme to deliver the predicted BNG for each habitat type within the development. The management plan will also stipulate which phase of the development will deliver each specific ecological mitigation and enhancement action. Ecological mitigation will be delivered in an ecological coherent way, with consideration for the specific species or habitat for which the mitigation is designed to benefit. The management plan will cover a minimum period of 30 years and favourable ecological management will be maintained for the operational lifetime of the development after the commencement of mitigation and enhancement actions on each development parcel, in order to comply with the requirements for delivering measurable, longterm BNG.

BIODIVERSITY FRAMEWORK PLAN

MANAGEMENT CODES:

3.14.1 *The protection and enhancement of existing habitats and where possible important landscape features such as the hedgerows, trees and ditches.*

3.14.2 *The management of open spaces will optimise the amenity value of these spaces as well as providing areas of informal play.*

3.14.3 *Provision and maintenance of an attractive/visually appealing and robust landscape setting to the development particularly along the main access roads and frontages.*

3.14.4 *The integration of recreational and ecological aims for the open spaces with other community and infrastructure requirements.*

3.14.5 *Maintain health and safety requirements to all areas of public open space for all residents and visitors.*

4. BUILT FORM

4.1 BUILT FORM FRAMEWORK PLAN

The plan opposite illustrates the different features of the architectural elements of future developments. Developments parcels respond to specific site constraints, a landscape-led strategy and the requirements of the access & movement strategies.

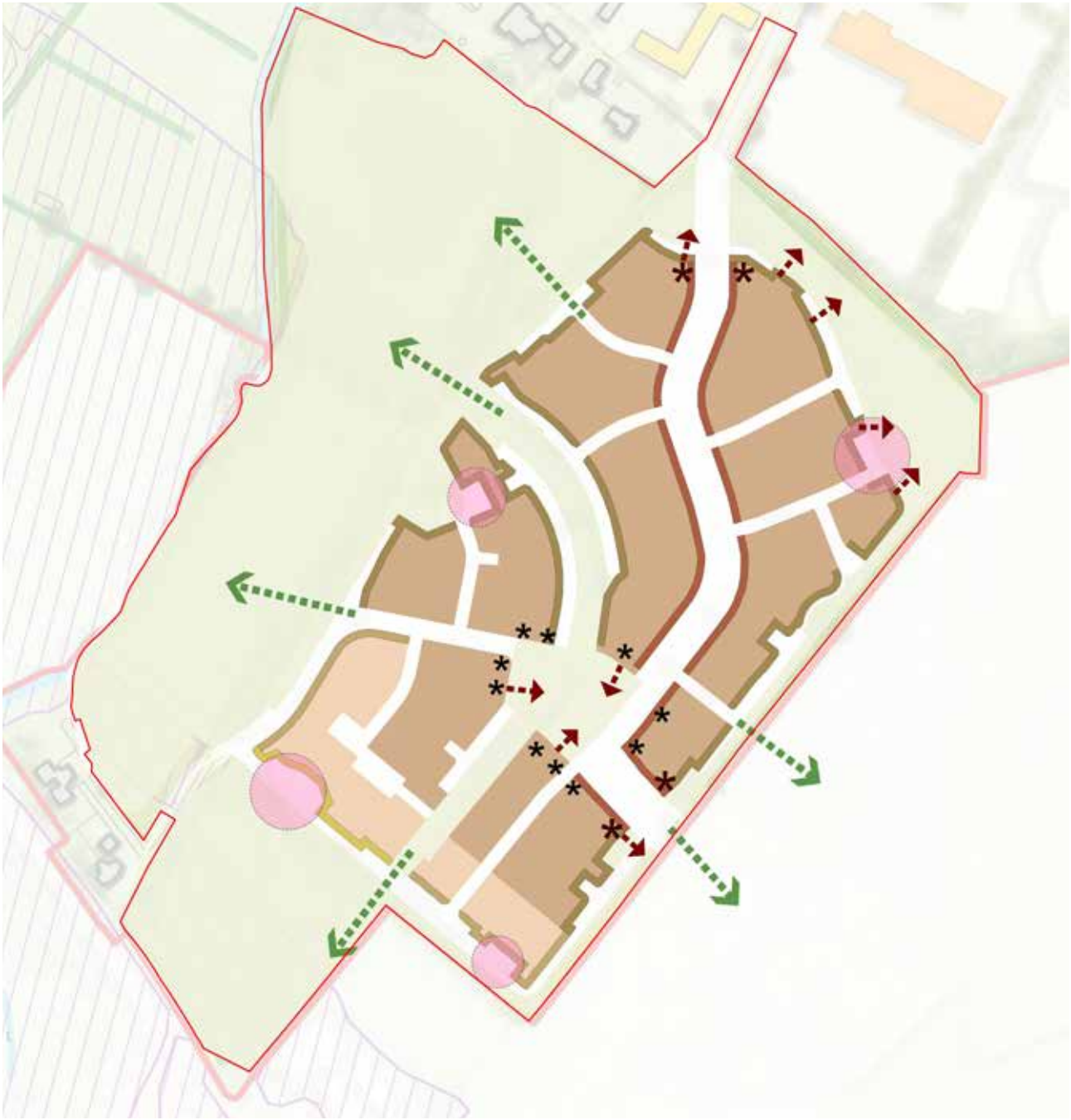
Development parcels on the Built Form Framework Plan are indicative. The final block structure will be decided at the detailed design stage. However, parcels will be configured to maximise pedestrian permeability, retain landscape features, ensure a connection and balance between developed land and landscaped areas and create a series of key views, both out to landscape and of key public spaces.

BUILT FORM CODES:

4.14.1 *Block structure will enhance legibility and pedestrian permeability, creating a balance between developed land and green open spaces.*

4.14.2 *Buildings will help framing key views out to landscape from the residential areas of the development.*

4.14.3 *Different frontages and landmark buildings at key locations will add legibility to the proposal.*



BUILT FORM FRAMEWORK PLAN

KEY

- Higher residential density
- Lower residential density
- Key urban frontage
- Key landscape frontage
- Scheduled Monument frontage
- Internal views of key spaces
- Views out to landscape
- Landmark building indicative location
- Gateway house
- Landscape edge courtyard

4.2 DENSITY

This section provides further details about residential density based on the approved Parameter Plan.

In accordance with approved Residential Density Parameter Plan 9.1 the area shall deliver residential densities ranging from 20 DPH to 45 DPH.

The southern edge of the development will be of a lower density (20–30 dph) in line with the Parameter Plan.

Net Developable Area will be calculated excluding the SCR/Primary Street, POS and half of single sided roads.

DENSITY FRAMEWORK PLAN

KEY

- Medium residential density
- Lower residential density

APPROVED DENSITY PARAMETER PLAN

DENSITY CODES:

4.2.1 *The area shall deliver residential densities ranging from 20 to 45 DPH*

4.2.2 *The southern edge of the development will be of a lower density.*

4.2.3 *Net Developable Area will be calculated excluding the SCR/Primary Street, POS and half of single sided roads.*

4.3 STOREY HEIGHTS

This section provides further details about building heights in accordance with the approved Building Height Parameter Plan.

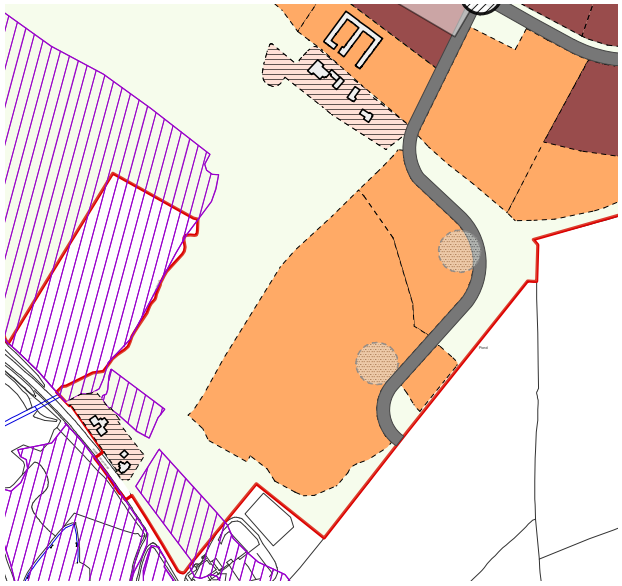
The site will be generally 2 storeys, with 2.5 storey houses at key locations along the primary street and around Wanborough Square

The Parameter Plan shows indicative locations for a potential increase to 3 storeys along the SCR. In line with this principle and considering changes to the layout, a 3 storey apartment block will be delivered where the primary street meets Wanborough Square.

STOREY HEIGHTS FRAMEWORK PLAN

KEY

- Maximum 2 storeys
- Generally 2 storeys with occasional 2.5 storeys at key locations
- 3 storey apartment block



APPROVED BUILDING HEIGHT PARAMETER PLAN

STOREY HEIGHTS CODES:

4.3.1 *Building heights will be delivered in line with the Storey Height Framework Plan above.*

4.3.2 *Building height will be generally 2 storey with localised 2.5 storey dwellings at key locations and a 3 storey apartment block.*

4.4 BLOCK STRUCTURE

The block structure for Wanborough Green will be principally semi-rural perimeter blocks, with semi-rural informal block mainly along the south-east boundary. Linear blocks will be provided where required by constraints.

A variety of block sizes and shapes will be appropriate but in combination with the street hierarchy they must emphasise the primacy of the primary street and green edges, whilst retaining pedestrian permeability.

Units should front landscape areas and streets if possible. Where this is not possible (for example, when using edge blocks), units should front the street and rear elevations will overlook the green area. Adding details to rear elevations should be considered in these cases.

INDICATIVE BLOCK TYPE DISTRIBUTION

KEY

- Semi-rural perimeter block
- Semi-rural informal block
- Linear block

BLOCK STRUCTURE CODES:

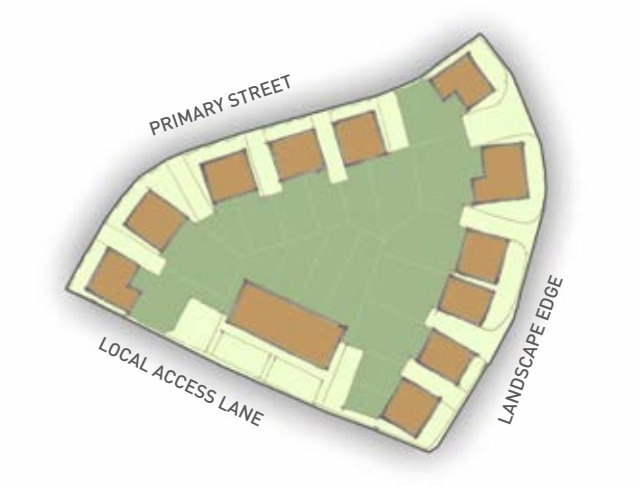
4.4.1 *Public Realm will be predominantly addressed by development frontages.*

4.4.2 *Blocks should be configured so overlooking between properties' habitable rooms is avoided.*

SEMI-RURAL PERIMETER BLOCK

The block structure for Wanborough Green will be principally perimeter blocks.

They will present a continuous building line adapted to the streets' layout and a coarser grain, parking will be mainly provided to side of units with occasional front parking at side streets key locations. Corner units will present two active frontages onto the public realm.



SEMI-RURAL INFORMAL BLOCK

These blocks will present a staggered building line, a finer grain and different front garden sizes, Some dwellings can side onto the public realm where required by constraints.

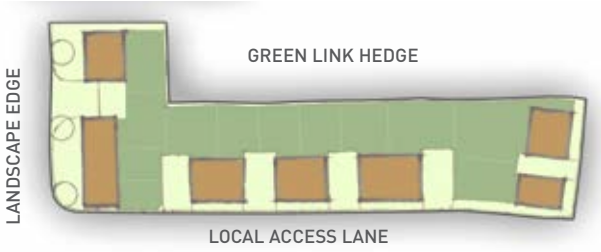
These blocks will only be provided where required by constraints, to edge of development and will create a more rural character.

LINEAR BLOCK

A linear blocks, comprising half a perimeter block, will be used backing onto existing hedge where depth is not enough to provide a perimeter block.

Where linear blocks are provided, upper floors need to have features at the back of the building that provide a sense of overlooking.

Dwelling on adjacent blocks will overlook the green corridor along the hedge



4.5 PLOT LAYOUT & HOUSETYPES

The core element of the block structure will be the individual house and garden. Typical individual house plots will include the following elements:

- Front gardens – clearly differentiated from the public realm;
- Parking space, typically to side of unit when dwellings are detached or semi-detached, to front of unit when terraced houses;
- Garage to larger detached dwellings; and
- Rear gardens to provide private, enclosed amenity space. Plots should be large enough for usable rear gardens.

In addition, occasional apartment blocks or maisonettes can also be provided on site. The apartment block plot will consist of communal parking courtyard, communal bin and cycle store and surrounding green areas. Apartment blocks should be confined to those parts of the scheme that require a slightly taller building form, they should address the space with strong frontage and be designed to look like large detached dwellings or terraces.

PLOT LAYOUT & HOUSETYPES CODES:

4.5.1 *Plot distribution will follow the general principles illustrated on these pages and will comply with the description of the different plot arrangements.*

4.5.2 *Front garden private space should be clearly differentiated from the public realm.*

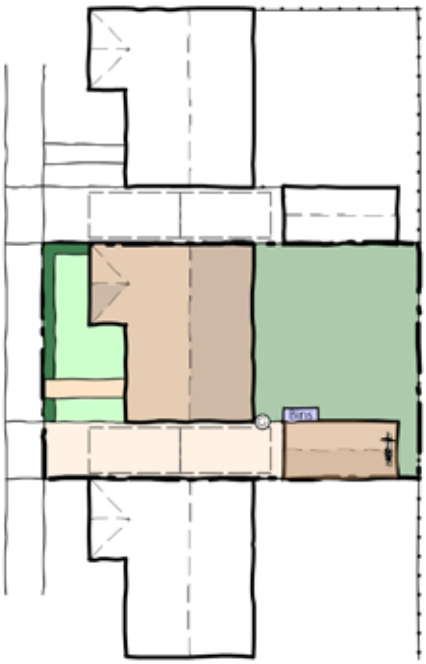
4.5.3 *Houses rear gardens will be proportional to the size of the house and, ideally, no less than the footprint of the house. They will be suitable for family living and will include space for outdoor facilities.*

4.5.4 *Blank elevations or elevations with one small window fronting the public realm are not acceptable.*

4.5.5 *All units will have direct access to rear gardens from the public realm. Rear paths providing access to gardens will be as short and straight as possible.*

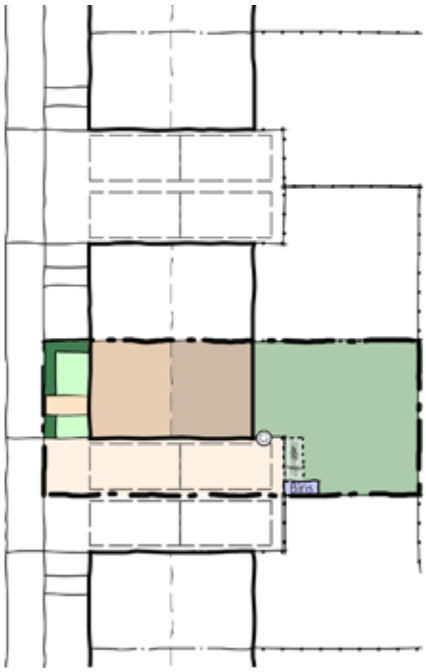
DETACHED UNIT TYPICAL PLOT

- Typically provided along landscape edges.
- Larger front gardens enclosed by hedges.
- Parking will provided on-plot to side of unit.
- Additional garage will be provided to larger units.
- Cycles will be stored at garages where provided or at sheds within rear gardens.
- Bins will be stored at rear gardens.



SEMI-DETACHED UNIT TYPICAL PLOT

- Mainly provided along primary street and within housing core, occasionally along landscape edges and Landscape Edge Courtyards.
- Mainly on-plot parking to side of unit within individual or shared private drives.
- Occasionally, parking can be provided to front. Where this is the case, parking will be broken up by green verges for visual mitigation.
- Front gardens will be typically delineated by hedges.
- Bins will be stored at rear gardens.
- Cycles will be stored at rear gardens within sheds.
- Parking to rear will be permitted at corner units.



TERRACES

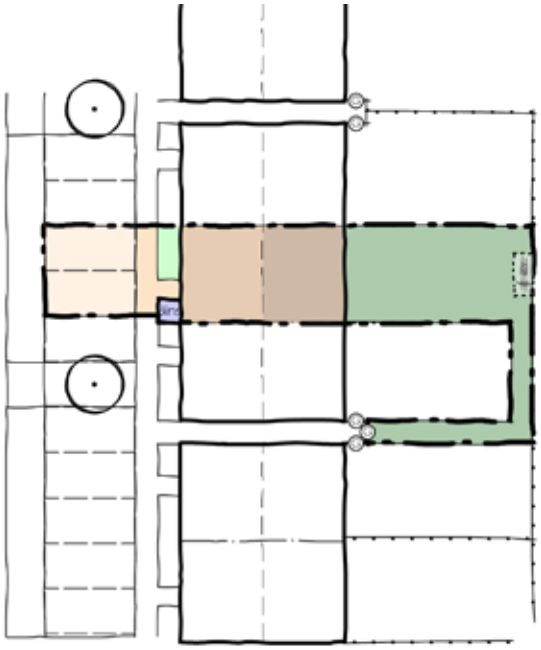
- Typically provided within housing core. Terraces will not be provided along the primary street or landscape edges.
- Terrace lots will be maximum 3 units to ensure access to rear gardens is as direct as possible.

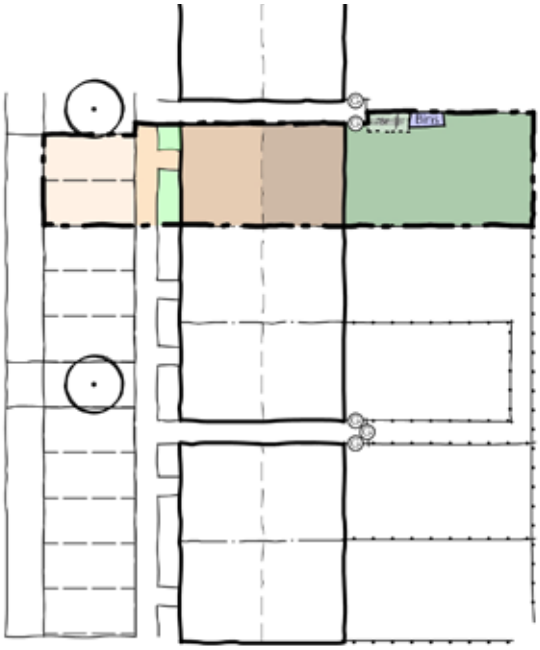
MID-TERRACE UNITS TYPICAL PLOT

- Min. 2.1m front garden will include footpath and planting area.
- Parking will be provided to front. End of terrace units parking can be provided either to front or to side within private drives.
- Bins will be stored at front within enclosed bin storage areas.
- Cycles will be stored at rear gardens within sheds.

END OF TERRACE UNITS TYPICAL PLOT

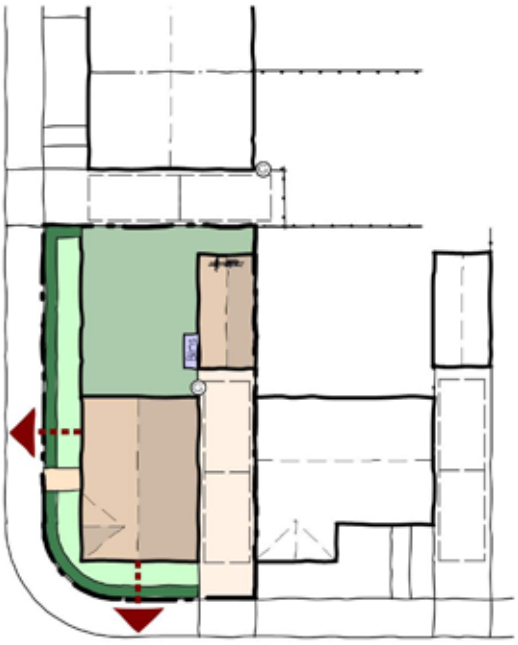
- Min. 2.1m front garden will include footpath and planting area.
- Parking can be provided either to front or to side within private drives.
- Bins will be stored at rear gardens.
- Cycles will be stored at rear gardens within sheds.





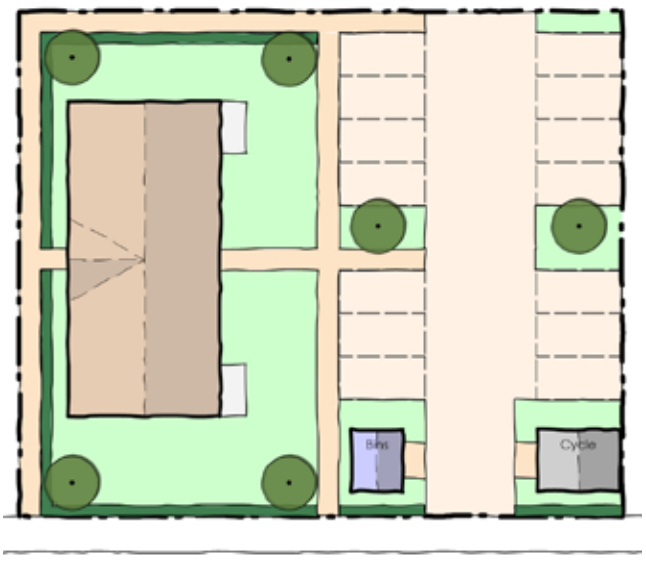
CORNER UNIT TYPICAL PLOT

- Corner turner units will be detached or semi-detached dwellings.
- Dual aspect dwellings will be used at corners with windows on either elevation fronting the public realm.
- Corner units will present the same level of details and similar material treatments on either elevation fronting the public realm.
- On-plot parking to side or rear of unit with additional garage to larger detached units.
- Cycles will be stored at garages where provided or at sheds within rear gardens.
- Bins will be stored at rear gardens.
- Rear garden boundaries abutting the public realm will be masonry walls.



APARTMENT BLOCK TYPICAL PLOT

- Apartment will be designed to look like a terrace or large dwelling to keep in line with the aesthetic of the site.
- A Minimum of 5 sq m amenity space will be provided for each flat in the form of balconies and/or shared communal space.
- Shared communal space will be clearly differentiated from public open space through design.
- Parking provided within communal courtyard.
- Parking courtyard to be enclosed by buildings and planting where possible to be properly screened.
- Where possible, parking will be broken up by green verges for visual mitigation.
- Communal bin and cycle store will be provided close to the apartment communal entrance and as close as possible to the adopted highway and will be designed in the same style and materials as the apartment block.

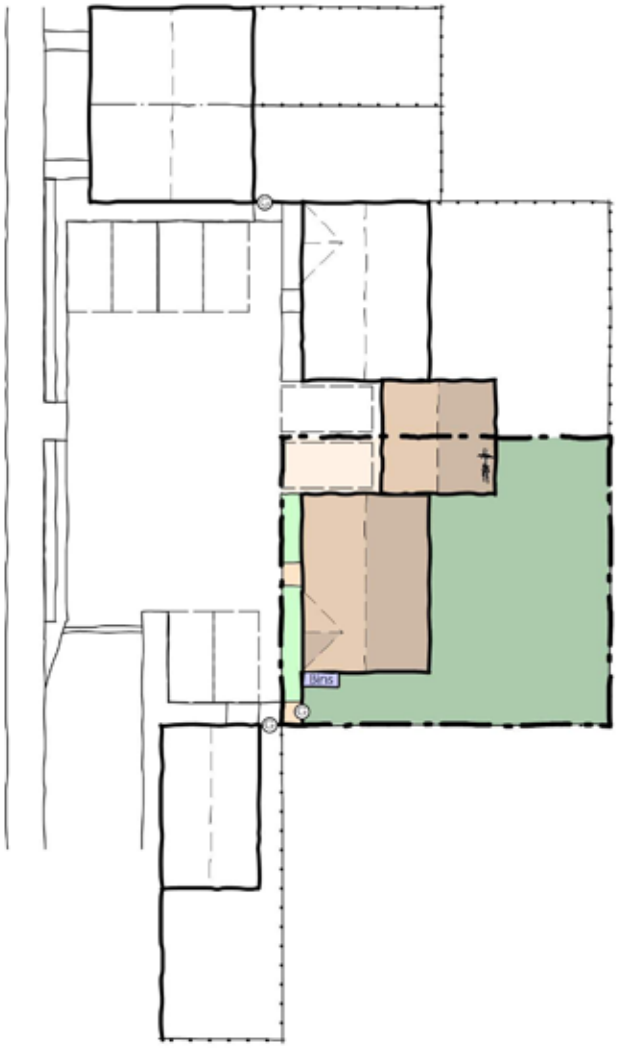


LANDSCAPE EDGE COURTYARDS TYPICAL PLOTS

- A combination of wider fronted detached units, semi-detached units and corner units will be provided at LECs creating a sense of enclosure.
- Dwellings thresholds will be clearly defined by low planting or hedges and change of material to private footpaths. Where fronting landscaped public open space, hedges will be provided to delineate front gardens.
- Rear garden boundaries abutting the public realm or the LEC will be masonry walls.

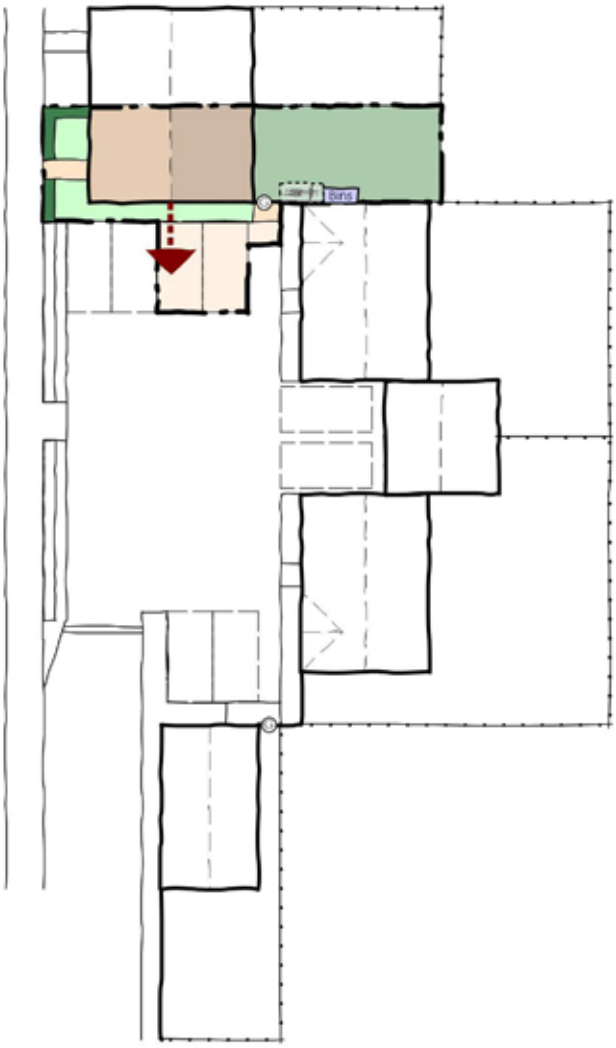
LECS DETACHED UNIT TYPICAL PLOT

- Wide fronted units to create sense of enclosure.
- Parking will be provided either to side of unit or within the LECs space.
- Additional garage will be provided to larger units.
- Cycles will be stored at garages where provided or at sheds within rear gardens.
- Bins will be stored at rear gardens.



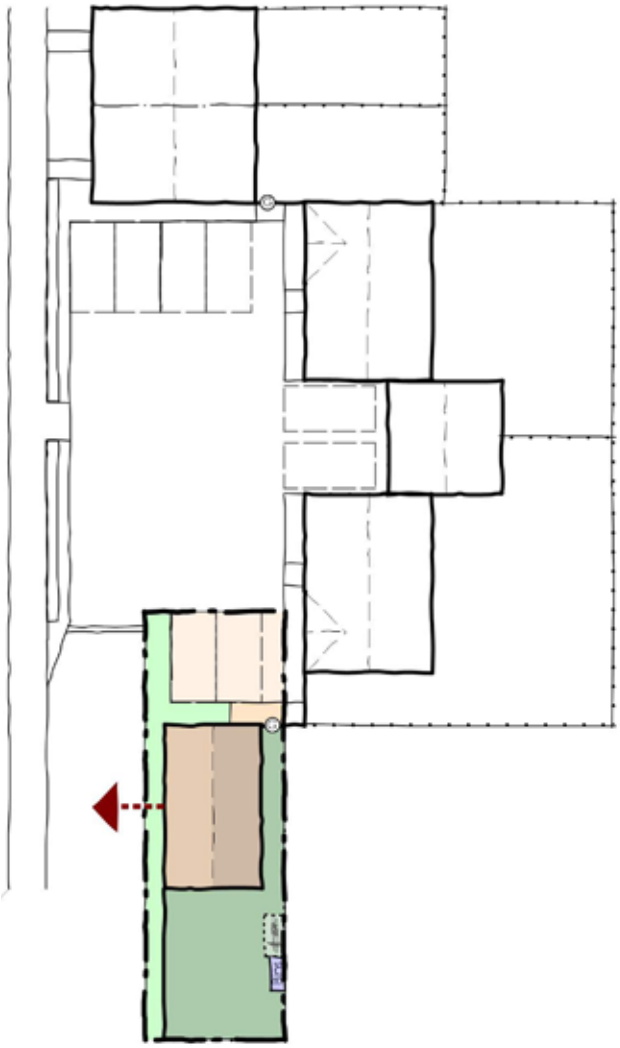
LECS SEMI-DETACHED UNIT TYPICAL PLOT

- Where semi-detached units have elevations fronting public open space and LECs they will be dual aspect dwellings with windows on either elevation, and will present the same level of details and similar material treatments on either elevation.
- Parking will be provided either to side of unit or within the LECs space.
- Cycles will be stored at sheds within rear gardens.
- Bins will be stored at rear gardens.



LECS CORNER UNIT TYPICAL PLOT

- Corner units will be dual aspect dwellings with windows on either elevation, and will present the same level of details and similar material treatments on either elevation.
- Parking will be provided either to side of unit or within the LECs space.
- Additional garage will be provided to larger detached units.
- Cycles will be stored at sheds within rear gardens.
- Bins will be stored at rear gardens.



4.6 ARCHITECTURAL CHARACTER

DEVELOPMENT CHARACTER

It is envisioned a semi-rural character should be delivered within the area, underpinned by a mix of detached, semi-detached and terraced typologies. Potentially, occasional apartment blocks or maisonettes could also be delivered at key locations.

Different architectural styles will be delivered across the site to add legibility. These will include an Arts & Craft style along the Southern Connector Road and within the housing core, and a Rural Cluster style along green edges (including the Scheduled Monument Edge) and Landscape Courtyards Edge. The two styles will present slight variations to help differentiate the four character areas identified across the site.

EXAMPLE OF ARTS & CRAFT DETACHED UNIT

EXAMPLE OF ARTS & CRAFT DETACHED UNIT

EXAMPLE OF ARTS & CRAFT DETACHED UNIT

ARCHITECTURAL CHARACTER CODES:

4.6.1 *Different architectural styles will be delivered across the site to add legibility in line with the Character Area Plan opposite.*

4.6.2 *These character areas should work together to create a cohesive semi-rural character across the development.*

4.6.3 *Architectural details and materials will follow guidance provided on pages 102 to 110.*

CHARACTER AREAS FRAMEWORK PLAN

KEY

- Southern Connector Road (SCR) (Arts & Craft)
- Side Streets (Arts & Craft)
- Green Edge Frontage (Rural Cluster)
- Scheduled Monument (SM) Edge (Rural Cluster)
- Landscape Edge Courtyards (Rural Cluster)

4.7 SCR FRONTAGE CHARACTER AREA

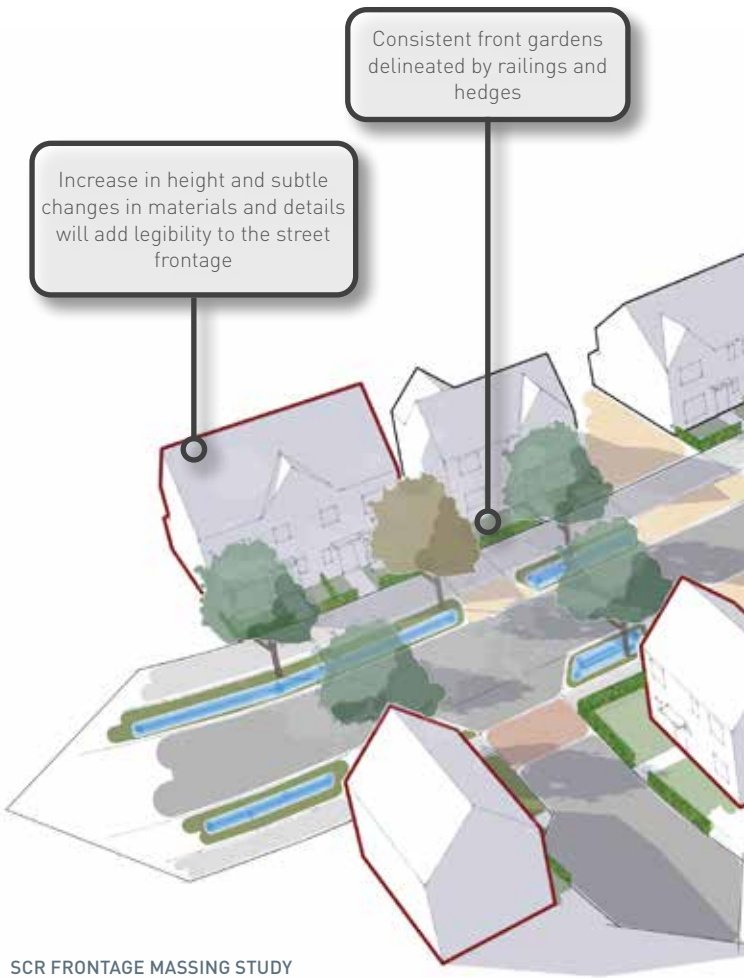
Dwellings will be formally arranged along a highly landscaped street, including green verges with swales and high trees and consistent 3m deep front gardens delineated by railing and hedges, as specified on **Section 2.2** of this code.

Dwellings will be of a consistent scale and massing, and a consistent architectural style, arranged to provide a regular rythm to the street elevation. A combination of semi-detached and wider fronted detached units will be delivered along a regular building line with on-plot parking to the side. Gable features to all units, will provide the desired regular rhythm to the roofscape.

Narrower gable fronted detached units and 2.5 storey dwellings provided in a different material can be used at key locations as corners and vista stops to add legibility. In addition, gateway houses will be designed with a differentiated approach to act as landmark buildings, marking the entrance to the site, and a distinctive. Units around the Wanborough Square will also be delivered on a consistent distinctive architectural style

KEY URBAN FRONTAGES LOCATION PLAN

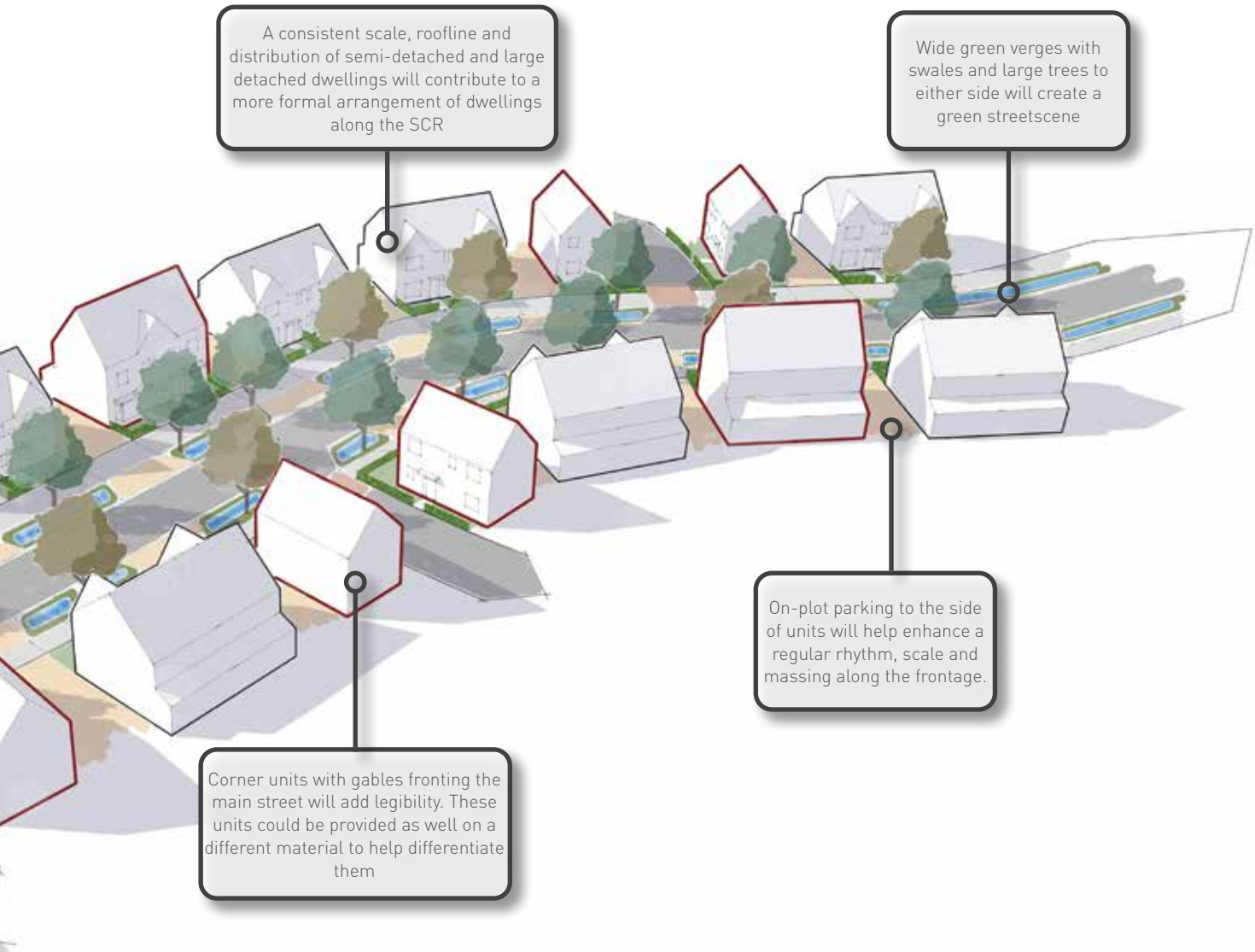
SWALES AND TREES WITHIN GREEN VERGES TO PROVIDE A WELL LANDSCAPED SPACE



SCR FRONTAGE MASSING STUDY

GREEN VERGES AND FRONT GARDENS WITH RAILING AND HEDGES TOGETHER WITH A CONSISTENT SCALE, DISTRIBUTION AND ARCHITECTURAL STYLE OF DWELLINGS

A COMBINATION OF SEMI-DETACHED AND DETACHED DWELLINGS WITH GABLE FEATURES



ARCHITECTURAL STYLE

Dwellings elevations will have details resembling the arts & craft style. Details and materials typical arrangement and key features will be as follows:

- Gable features will be used to all units to provide a regular rhythm to the roofscape
- Façades will be of brick with white render potentially used at key dwellings and roof material will be consistent to enhance the distinctive character of the area.
- Details will also be consistent along this frontage and can include brick bands at different heights and use of creasing tiles to windows headers and sills.

CORNER AND VISTA STOP UNITS

Key buildings at corners and vista stopsalong the SCR will be distinguished from the surrounding buildings by subtle changes to add legibility and character of the development.

These changes can include bespoke features, changes in material; additional detailing; different frontage arrangement; and/or an increase in scale.

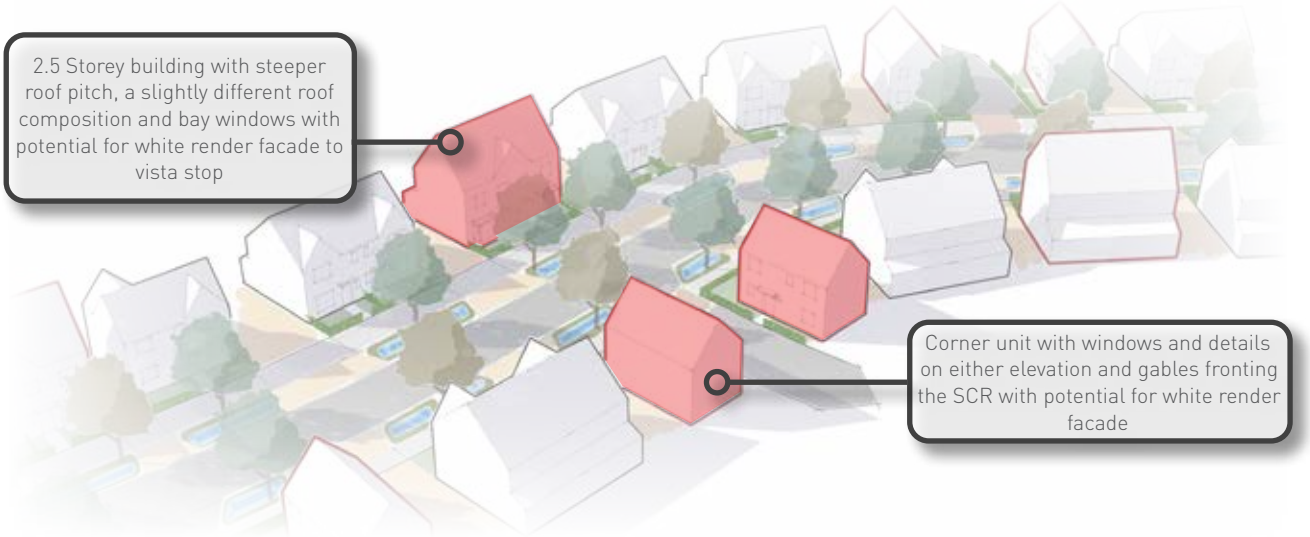
Dwellings at corners will be provided with windows and same level of detailing on either elevation fronting the public realm as specified on **Section 4.5** of this code.

SCR LANDMARK BUILDINGS: GATEHOUSES

A distinctive treatment and further enhancement will be provided to Gatehouses, located at either end of the SCR. These large detached units will introduce an element of surprise and delight into the scheme.

SCR LANDMARK BUILDINGS: WANBOROUGH SQUARE UNITS

Units set around Wanborough Square will present a consistent increase in height with 2.5 storey dwelling houses and a 3 storey apartment block delivered on a similar style. Enhanced materials and details will also be used consistently around the square to create a distinctive space that will work as the heart of the development.



CORNERS AND VISTA STOP UNITS EXAMPLE

SCR FRONTAGE CODES:

4.7.1 *Green verges with swales and large trees, and generous front gardens will provide a green streetscene*

4.7.2 *Dwellings mass and scale and plot distribution will be consistent along the primary street, consisting of mainly semi-detached and large detached units with on-plot parking to the side*

4.7.3 *A consistent architectural character with elements resembling the arts & craft style will be provided along this frontage*

4.7.4 *The building line will be consistent along this street with front gardens delineated by railing and hedges*

4.7.5 *The roofscape will be characterised by the use of gable features, creating a regular rhythm along the SCR*

4.7.6 *Dwellings with subtle changes will be provided at corners and vista stops.*

Changes can include:

- *Additional or different detailing*
- *Different wall materials to facade*
- *An increase in height to 2.5 storeys that could include steeper roof pitches and dormer windows*
- *Gable fronted units or slightly different roof composition*

4.7.7 *Gatehouses will introduce an element of surprise and delight to the scheme, using enhanced materials and distinctive details which can include changes to the roof form. They will be dual aspect with windows and a similar treatment on both elevations fronting the public realm*

4.7.8 *Higher dwellings will be provided around Wanborough square with a distinctive character and enhanced materials and details*

4.9 SIDE STREETS CHARACTER AREA

Side streets will present a slightly higher density and finer grain structure, with smaller units generally semi-detached or grouped in terraces of three. Units will be arranged along narrower Local Access Lanes and Semiprivate Drives on a pedestrian priority environment.

A consistent building line will be provided with shallower front gardens delineated by hedges, occasional front parking will provide a more informal streetscene, enhanced by the occasional use of block paving to some areas.

A consistent height of 2 storey will be provided within this character area.

ARCHITECTURAL STYLE

Elevations will have elements resembling the arts & craft style on a simpler style to the one provided along the SCR. Details and materials typical arrangement and key features will be as follows:

- Pitched roofs will enhance an horizontal composition of the street elevations. Occasional gable features will be used as a distinctive element.
- Brick façades and brown roof tiles will be provided consistently throughout this character area.
- Details will also be consistent, including brick bands, and brick headers and sills.
- Windows, doors and canopies will be of a same style within the character area and different to the SCR Frontage ones.

SIDE STREETS CHARACTER AREA LOCATION PLAN

SIDE STREET CODES:

4.9.1 *A pedestrian priority environment will be delivered providing a more informal streetscene*

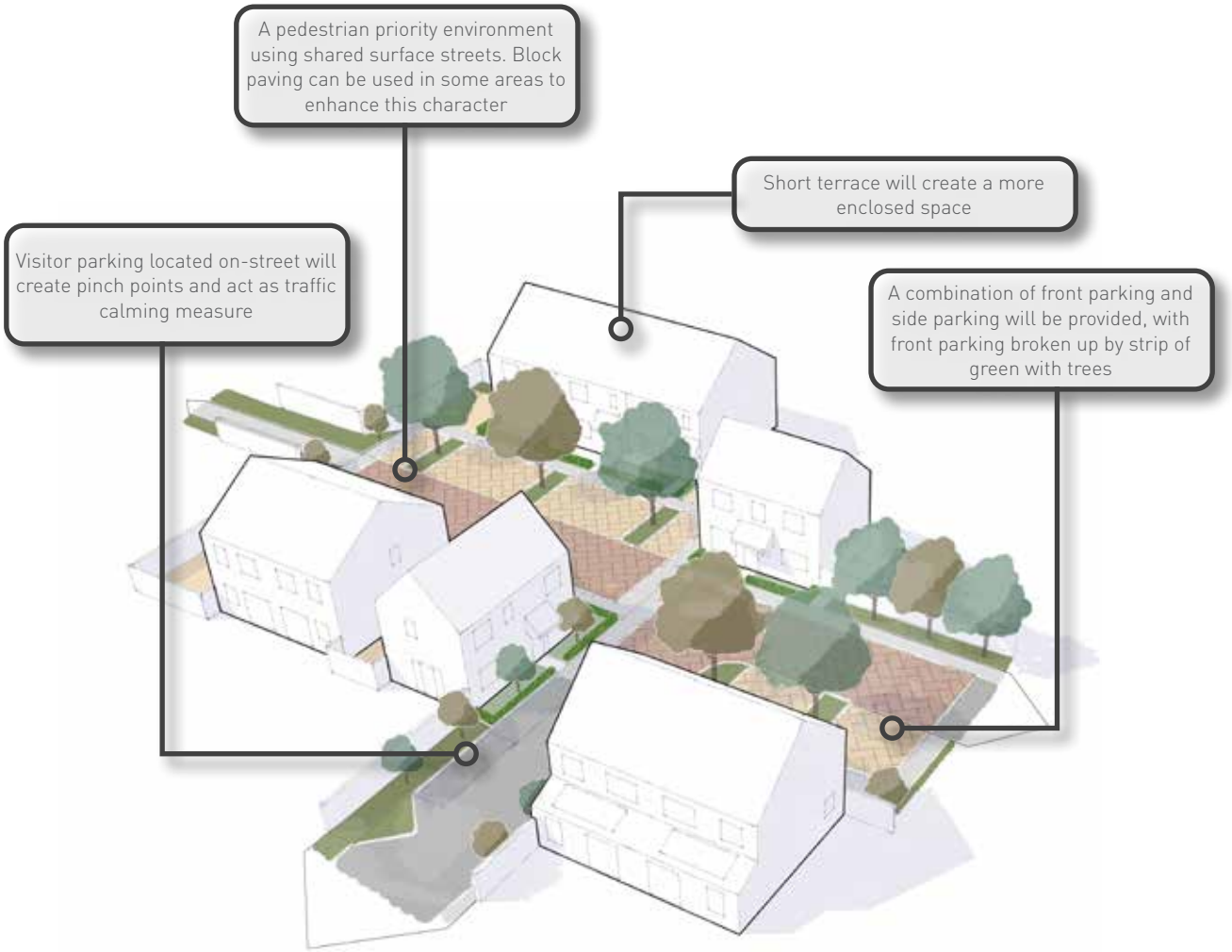
4.9.2 *A sense of enclosure will be provided through use of small group of terraces and semi-detached units separated by small gaps*

4.9.3 *A consistent architectural character with elements resembling the arts & craft style will be delivered along this frontage, with simpler details to the ones provided along the SCR Frontage to help distinguish both areas and add legibility*

4.9.4 *The building line will be consistent along this street with front gardens delineated by hedges*

4.9.5 *Front parking should not dominate the streetscene, they will be provided occasionally, in small groups and in enclosed well landscaped spaces*

BRICK FACADES WITH SIMPLE BRICK DETAILS RESEMBLING THE ARTS & CRAFT MOVEMENT WILL BE ARRANGED ALONG LOCAL ACCESS LANES WITH OCCASIONAL WELL LANDSCAPED FRONT PARKING. FRONT GARDEN WILL BE DELINEARED WITH HEDGES



SIDE STREET MASSING STUDY

4.10 GREEN EDGES CHARACTER AREA

Green edges will be generally served by Local Access Lanes, semi-private drives and Landscape Edge Courtyards. They will be of a lower density than the majority of the site, with 2 storey larger units –generally detached– fronting the green open space and arranged along a more staggered and informal building line.

A coarser grain combined with abundant vegetation will create a softer edge to the development.

Landscape Edge Courtyards will be occasionally provided along these frontages and will be more enclosed spaces with a distinctive approach.

GREEN EDGE CHARACTER AREA LOCATION PLAN

ARCHITECTURAL STYLE

A traditional rural architectural character with use of different materials and colours will be provided along green edges. Clusters of units delivered on the same material and with consistent detailing will be provided around Landscape Edge Courtyards as defined on **Section 4.12**. Main features of the architectural style will be as follows:

- Projecting gable features, and 1 and 2 storey bay windows will be frequently provided.
- Different roof and wall materials to add variety. Facade material will be brick, reconstone or render with different timber cladding to gable features and windows details. Different door colours and canopies/porches will be used.
- LECs units will be delivered on the same materials and with consistent detailing.

GREEN EDGES CODES:

4.10.1 *A rural low density edge development will be provided with a more organic building line and use of larger detached units*

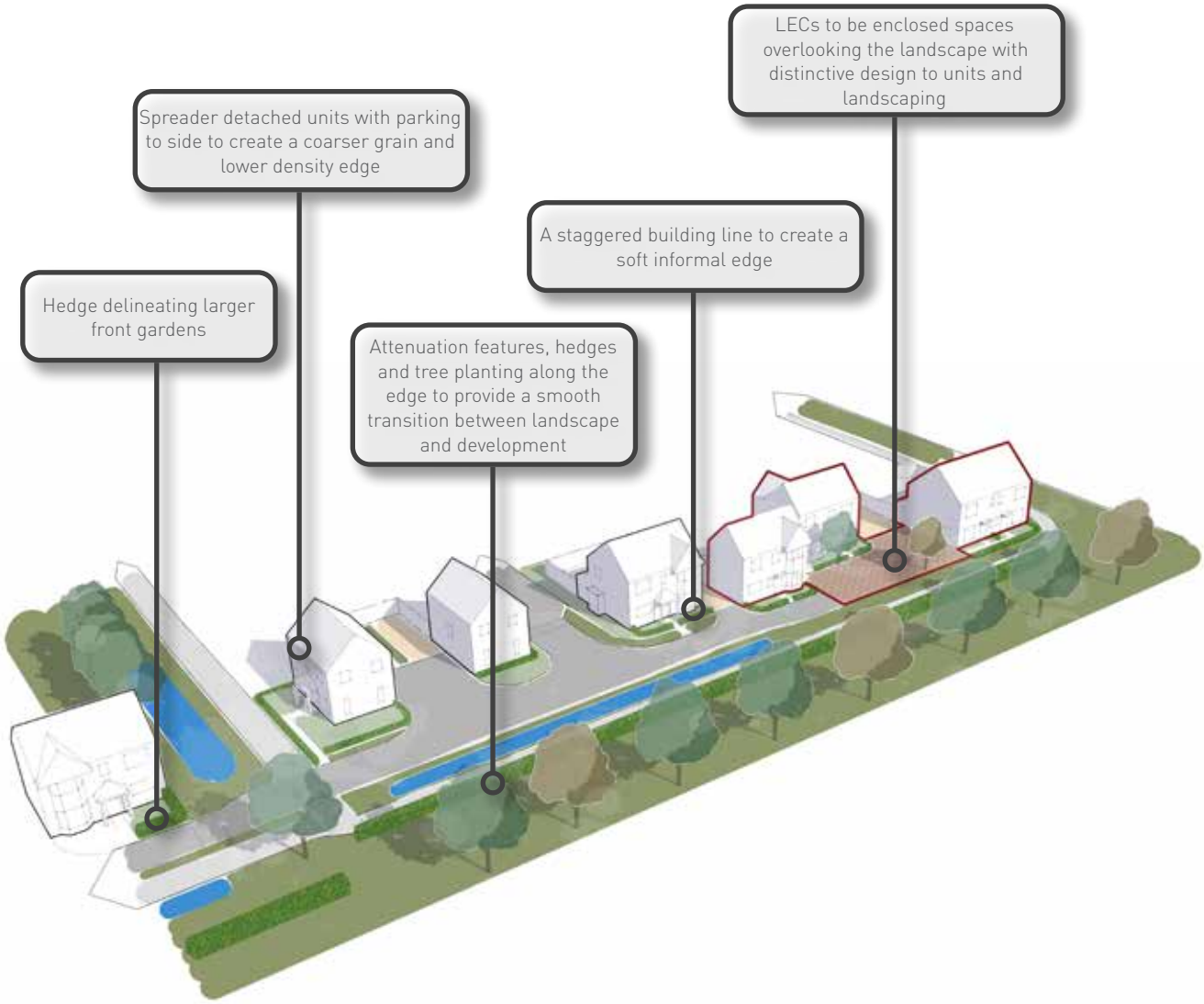
4.10.2 *Planting along the edge and within front gardens, including hedges to boundary, will help soften the views of the development from landscape areas*

4.10.3 *A varied material palette including render, stone and brick to facade, different door colours and timber cladding elements will be provided on a traditional rural architectural style*

4.10.4 *Bay windows and projecting gable features will enhance the rural character of the area*

4.10.5 *LECs will be provided along the edge with units around them using same materials and consistent detailing*

LARGE DETACHED DWELLINGS IN A TRADITIONAL RURAL STYLE ARRANGED ALONG LOCAL ACCESS LANES AND SEMI-PRIVATE DRIVES



GREEN EDGE MASSING STUDY

4.11 SCHEDULED MONUMENT FRONTAGE

The Scheduled Monument Frontage is the southern green edge and will be delivered in a similar manner to other green edges, with a lower density and additional rules to protect and enhance the scheduled monument.

Large detached dwellings arranged along a more organic and irregular building line with larger rear gardens and an coarser grain than other green edges will provide the lowest density of the site.

The building line will be set back 50m from the scheduled monument and dense tree planting will create a green buffer to soften views of the development. Linear attenuation features and hedge planting will delineate the edge of the development.

A large Landscape Edge Courtyard will be delivered fronting the scheduled monument.

Architecture will be of a traditional rural style, as per other green edges.

SM FRONTAGE CHARACTER AREA LOCATION PLAN

SM FRONTAGE CODES:

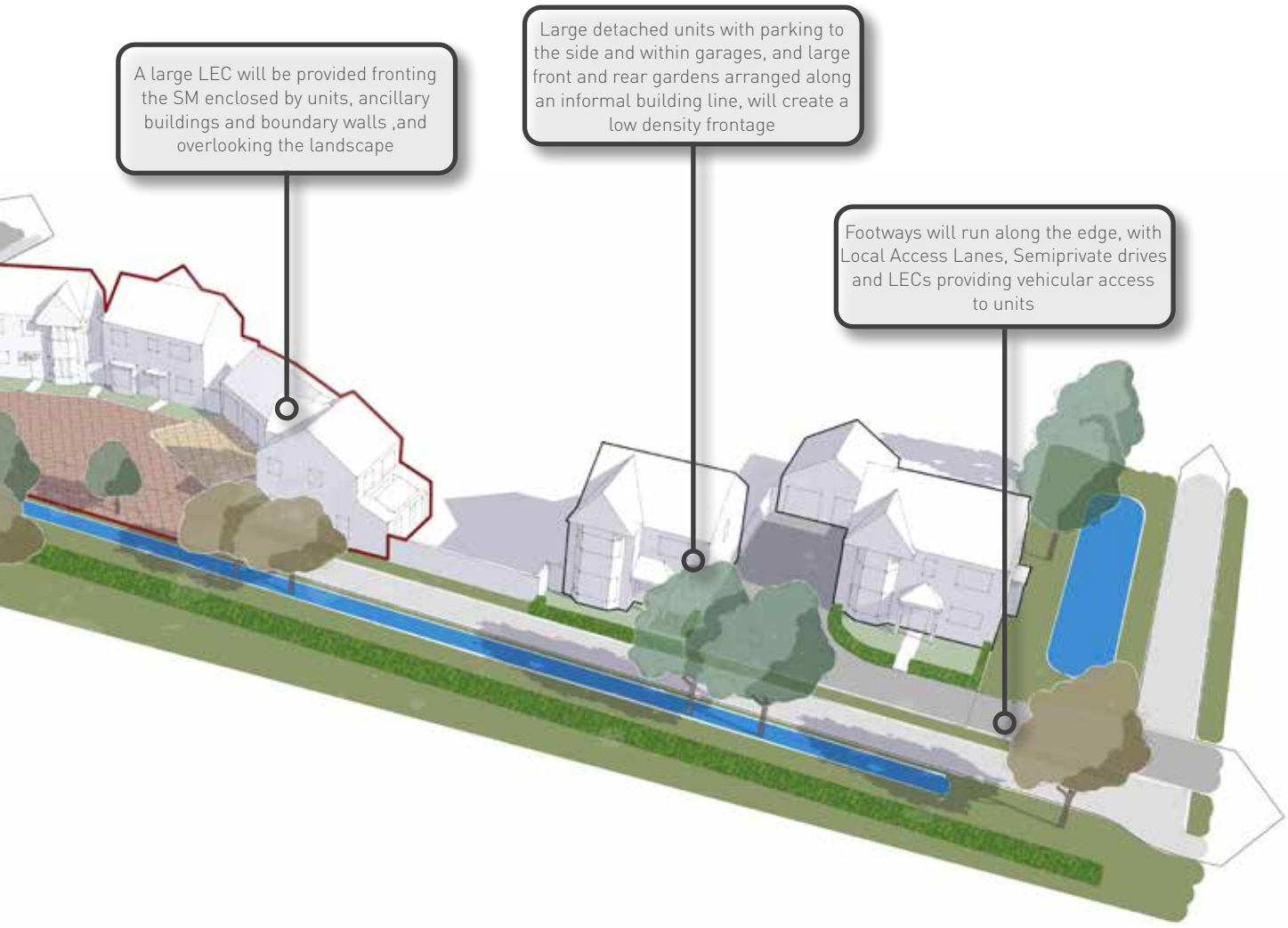
4.11.1 *This frontage will be of a slightly lower density, with larger rear gardens and a waving/staggered building line*

4.11.2 *A heavy planted green buffer will be provided between the SM and the development*

4.11.3 *The architectural style will be as per other green edges*

4.11.4 *Dwellings situated along the southernmost landscape edge, must be set back at least 50m from the SM*

ABUNDANT PLANTING AND A 50M SET BACK FROM THE SCHEDULED MONUMENT WILL MITIGATE THE IMPACT OF THE DEVELOPMENT, PROTECTING AND ENHANCING THE SCHEDULED MONUMENT.



SM FRONTAGE MASSING STUDY

4.12 LANDSCAPE EDGE COURTYARDS

Landscape Edge Courtyards (LECs) will be provided along green edges and the SM Frontage.

The LECs should be created by a cluster of buildings that resemble the arrangement of local 'farmstead'. They will be pedestrian priority zones delivered on a single surface material. Dwellings will be arranged so they enclose the courtyard defining 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 façades.

Continuous frontages along three of the LEC sides can be achieved by using corner turning units, detached wider fronted units and/or short terraces. Garages can also help define the boundaries of the LEC.

LECs, informed by both local townscape studies and wider best practice precedents will add to the rural character of the green edges.

ARCHITECTURAL STYLE

A traditional rural style architecture will be provided to units around LECs, creating rural clusters with a strong identity along green edges. Key features of this style include:

- Projecting gable features and 1 and 2 storey bay windows.
- Consistent facade and roof materials inspired by to provide a clear identity.
- Use of simple details, doors and windows

LANDSCAPE EDGE COURTYARDS LOCATION PLAN

LANDSCAPE EDGE COURTYARDS CODES:

4.12.1 *LECs should be enclosed on three of their sides, the fourth being open to create views of the landscape. LEC side fronting open space will be delineated with hedges*

4.12.2 *A consistent material palette will be provided to units around the LEC, delivering a rural character.*

4.12.3 *LECs should be delivered to be a pedestrian priority zone, consisting of block paving, slightly raised from the carriageway that approaches the courtyard itself.*

4.12.4 *Building thresholds in LECs should be defined by low set planting or hedges to a maximum width of 2.5 metres. Front private paths surface will be concrete slabs to clearly differentiate public and private space*

RURAL STYLE DWELLINGS RESEMBLING A FARMSTEAD ARRANGEMENT

EXAMPLE OF LEC SPACE CONFIGURATION WITH DWELLINGS AND ANCILLARY BUILDINGS ENCLOSING THE COURTYARD

LANDSCAPE EDGE COURTYARD MASSING STUDY

4.13 RECYCLING & WASTE MANAGEMENT

Development will follow the "Waste storage and collection: guidance for developers" SPD from Wiltshire Council.

Individual containers should be provided to every individual dwelling as per SBC adopted policy:

- 2x180 l bin
- 1x240 l bin
- 2x55 l kerbside boxes.

Individual containers will be stored at rear gardens and within enclosed bin storage areas to front of the property at mid-terrace units.

Communal bin stores will be provided to apartment blocks. Developers should identify on plans which residential units are allocated to use each store.

Where bin collection points are provided, these should be located within 10 m of the highway, and within 30 m of the dwelling internal storage.

WASTE MANAGEMENT CODES:

4.13.1 *Individual containers should be provided to every individual dwelling as follows:*

- *2x180 l bin*
- *1x240 l bin*
- *2x55 l kerbside boxes.*

4.13.2 *Dwellinghouse containers will be stored at rear gardens unless the house is a mid-terrace unit.*

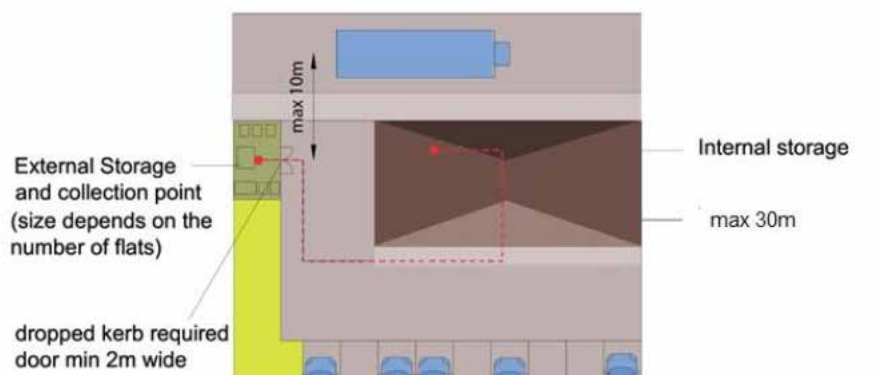
4.13.3 *Mid-terrace units will be provided with an enclosed bin storage area to front of dwelling on a similar material and style to the dwelling it serves.*

4.13.4 *Communal bin stores will be provided to apartment blocks.*

4.13.5 *Communal bin store should be located close to the building entrance, will be easily accessed and of similar material and style to the building it serves.*

4.13.6 *Where bin collection points are provided, these should be located within 10 m of the highway, and within 30 m of the dwelling internal storage.*

4.13.7 *Bin collection points boundaries at LECs will be delineated by a subtle change in colour to individual block paving.*



STORAGE SOLUTION FOR BLOCK OF FLATS SHARING A BIN STORE (FROM WASTE STORAGE AND COLLECTION SPD)

4.14 NOISE MITIGATION

No current noise issues from existing sources identified and there is noticeable difference between base standards and the WHO requirements of 55 dB.

Standard noise conditions attached to permission (Nos49 and 50) requiring units to be protected from noise and meet BS standard 8233:2014.

A preoccupation survey needs to be completed to validate the works and the advice we have received is that as the majority of the roads will be designed to a 20 mph speed limit, there is unlikely to be any significant increase in noise levels to justify extra mitigation.

Phased noise reports will need to be completed as part of future proposals.

NOISE MITIGATION CODES:

4.14.1 *Units will be protected from noise and will meet BS standard 8233:2014.*

4.14.2 *Phased noise reports will need to be completed.*

5. CONCLUSION

5.1 CONCLUSION

This Design Code relates to Wanborough Green, the first phase of development at Lotmead Villages. The Code has been written to discharge Condition 10 of the outline planning permission (S/OUT/19/0582/PEEG) and is devised to achieve a cohesive and high quality development. It sets a series of rules to which the reserved matters submissions within the area must adhere. It builds on the Strategic Design Code and guidance contained within the DAS for the site, and the approved parameter plans.

6. APPENDIX

6.1 STRATEGIC DESIGN CODE REVIEW

Code Elements	Response
SDC 1. OPEN SPACE FRAMEWORK	
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).	n/a
SDC 1.1.1.2 (M) The CPC is clearly defined by the natural boundaries defined by existing landscape features. The existing hedgerow running northsouth 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.	n/a
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.	n/a
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).	n/a
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).	n/a
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.	n/a
SDC 1.1.2.3 (M) The Southern Connector Road (SCR) will inform the southern and eastern edge of the Central Sports Hub.	n/a
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).	n/a

Code Elements	Response
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'.	Landscape features are retained broadly in accordance with GI Plan with some minor discrepancies and not sifnificant lost
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.	✓
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 prerequisite, 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.	✓

Code Elements	Response
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).	n/a
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).	n/a
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.	✓ ha of play area as per WG Urban Design Framework Plan
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).	Some GI areas differs from the Parameter Plans due to changes on road alignment and to improve efficiency. Neighbourhood spaces shape and size are not fixed according to figure 5.17.
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.	Play areas have been relocated to more suitable areas, to improve access and create more atractive green spaces.
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 1.5.1.3 (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.	✓

Code Elements	Response
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'.	Landscape features are retained broadly in accordance with GI Plan with some minor discrepancies and not sifnificant lost
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.	✓
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 prerequisite, 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.	✓

Code Elements	Response
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).	n/a
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).	n/a
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.	✓ ha of play area as per WG Urban Design Framework Plan
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).	Some GI areas differs from the Parameter Plans due to changes on road alignment and to improve efficiency. Neighbourhood spaces shape and size are not fixed according to figure 5.17.
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.	Play areas have been relocated to more suitable areas, to improve access and create more atractive green spaces.
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 1.5.1.3 (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.	✓

Code Elements	Response
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	n/a
SDC 2 THE GREEN NETWORK AND DEVELOPMENT EDGES	
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).	✓
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 in 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.	✓

Code Elements	Response
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.	✓
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.	Pedestrian/cycle alignments/routes differ to those on Movement Plan due to change on road alignments, however, green infrastructure elements are well connected and sustainable methods of transport encoureged
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.	n/a
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.	Green insertions are provided, with slight variation in locations shown on Figure 5 in order to enhance legibility and character of the site
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 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)'.	✓

Code Elements	Response
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	
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).	Development will deliver a coherent hierarchy of street. The alignment of the primary street has changed to improve block structure efficiency and provide a more rural character along landscape edges.
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-XXDR- 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.	The SCR is expected to be on place when WG is built, therefore, and following discussions with SBC, there is no need for private vehicular access from Wanborough Road. However, a bus only route will be provided controlled through a bus gate
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).	This document reviews Primary street features to provide wider green verges that allow for larger trees. Adoptable area will be, however, in line with approved DAS SDC (18.3 m wide) . The alignment of the primary street has changed to improve block structure efficiency and provide a more rural character along landscape edges.

Code Elements	Response
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'.	✓
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.	✓ Tactile and contrasting surfaces will be introduced. Key Crossing Points will be raised. Median strips will not be a common feature within WG.
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).	n/a
SDC 3.3.3.2 (M) Where the SCR and Primary Street intersect, the junction must be designed to provide pedestrian priority.	n/a

Code Elements	Response
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 demarkated using a contrasting surface material.	n/a
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.	n/a
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.	n/a
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.	n/a
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.	n/a
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.	n/a
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.	n/a

Code Elements	Response
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-XXDR-U-0004-S4-P03) (p. 155)	The alignment of the primary street has changed to improve block structure efficiency and provide a more rural character along landscape edges.
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).	Phases ✓ - Variations to green infrastructure and pedestrian and cycle connections as previously noted
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.	✓

Code Elements	Response
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).	✓
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.	✓
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).	n/a

Code Elements	Response
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.	n/a
SDC 4.5.3 (M) Cycle storage will be incorporated within the design of the PPZ.	n/a
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.	n/a
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.	n/a
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 treatmant within the landscape edge courtyards is deemed innapropriate and will deter from the rural character these spaces aim to establish. As such, it recommended tarmac is not used as a surface treatment.	✓
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.	✓
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	✓

Code Elements	Response
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.	✓
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.	✓
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.	✓
SDC 5. Lotmead Village: Wanborough Green (WG) Neighbourhood Design Code	
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.	✓

Code Elements	Response
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.	The SCR is expected to be on place when WG is built, therefore, and following discussions with SBC, there is no need for private vehicular access from Wanborough Road.
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 treelined 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.	✓ No private vehicles will be allowed to access from Wanborough Road (as above)
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 Paramater 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).	This document reviews Primary street features to provide wider green verges that allow for larger trees. Adoptable area will be, however, in line with approved DAS SDC (18.3 m wide) . Key crossing points will be delivered broadly in accordance with Figure 6 and SDC 3.3.2 ✓
SDC 5.1.1.7 (M) The street hierarchy within Wanborough Green will consist of the SCR, tertiary streets, local access routes and semiprivate drives. The design of each street typology within the hierarchy should be delivered as outlined in Table 2 (p. 63).	Street hierarchy ✓. Street design has been adapted following design evolution, always in line with Manual for Streets and following place-making principles.
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).	Lotmead Common ✓. Lotmead Green provided in line with description, but LEAP has been replaced with NEAP as explained above.

Code Elements	Response
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-DRU-0005-S4-P03) (p. 154). The detailed design of the NEAP should correspond with Cross Section A-A.	Play areas have been relocated to more suitable areas, to improve access and create more atractive green spaces.
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-DRU-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.	✓

Code Elements	Response
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.	Semidetached units are proposed along the SCR due to better suit new alignment frontage character.
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.	✓

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