



Land West of Thaxted Road Saffron Walden

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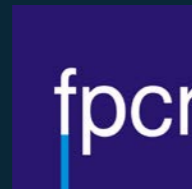
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- 6.1 Compliance Checklist

This document has been revised post-planning submission and is re-submitted to address comments during the application consultation as revision A.

All pages that have been updated have been highlighted by a light blue box around the page number.



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Section 1

Introduction

Introduction

1.1 About this document

This Design Code has been prepared to guide future development of the Land South of Saffron Walden.

This Design Code provides information on the site constraints and opportunities, the design objectives and the engagement process undertaken which in turn has informed the preparation of a series of design principles and a masterplan which subsequent planning application(s) will be expected to accord with.

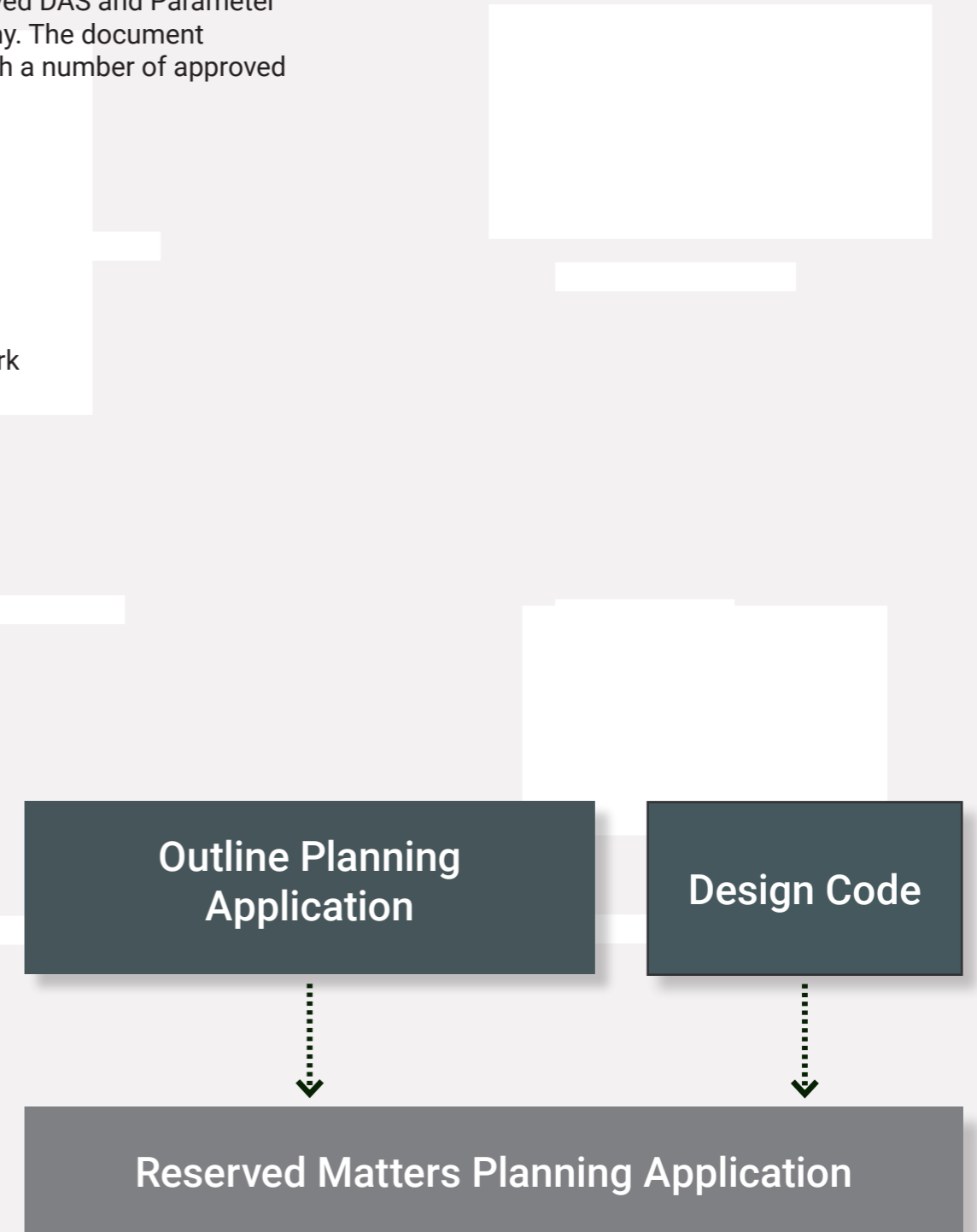
The Design Code has multiple aims, namely to:

- Inform the development management process;
- Enable the local community to fully engage with the planning and design of the site;
- Improve the efficiency of the planning and development process by providing greater certainty at the planning application stage; and
- Ensure that the new development framework delivers the sustainability and place-making aspirations of the design code thereby creating a high quality environment.

1.2 Overview of the Process/Planning Strategy

The Framework Masterplan and Residential Design Code is informed by and sits below the approved DAS and Parameter Plans in the overall document hierarchy. The document should also be read in conjunction with a number of approved documents such as:

- Building for a Healthy Life
- National Design Guide
- National Model Design Code
- National Planning Policy Framework



Introduction

1.3 Overview of the Design Code



Section 1
Introduction

1. INTRODUCTION

Information regarding the purpose of this document, its relationship to the wider application and the intent for how it should be utilised.



Section 4
**Overarching
Code Guidance**

4. OVERARCHING CODE GUIDANCE

Guidance to the complete overarching mandatory and recommended Design Coding Principles that apply to development across the entire site.



Section 2
Context

2. CONTEXT

A brief appraisal of the contextual analysis of the site contained within the Design and Access Statement.



Section 5
**Character Area
Guidance**

5. CHARACTER AREA GUIDANCE

Guidance to the mandatory and recommended Design Coding Principles that apply specifically within designated Character Areas on the site.



Section 3
**Framework
Masterplan**

3. FRAMEWORK MASTERPLAN

An overview of the Framework Masterplan that forms the basis of the Design Coding Principles contained within this document.



Section 6
Implementation

6. IMPLEMENTATION

A compliance checklist covering all Coding Principles within this document to assist in implementation of the design code.

Introduction

1.4 How to use this document

Mandatory Design Coding Principles are outlined individually on relevant pages with a dark background

Context Imagery and Precedent Examples

030 Movement Overarching Code Guidance 4.3 Cycle Parking

Cycle parking must be secure and as convenient as car parking. Cycle parking must be designed to be an integral part of the community.

CODING PRINCIPLES:

Cycle provision must comply with the local authority requirements for cycle parking.

Cycle parking for residential and non-residential land uses must be secure and covered.

For apartment buildings, cycle parking must be provided in a convenient location to encourage cycling.

• cycle parking should be located within the footprint of the building

• If cycle parking is external, it should be located as close as reasonably possible to the building's entrance, be overlooked and covered

• visitor parking should be provided close to the entrance to the building

For houses, cycle parking must be provided for in a convenient location to encourage cycling in one more of the following locations:

• within the footprint of the house

• in a secure, covered and lockable enclosure that does not rise above a side wall next to the public realm

• where there is the potential to combine the storage of cycles, bins and gardening equipment in a single secure garden structure

• in a garage with additional and dedicated storage space. The size of the garage must allow cycles to be removed easily without having to move vehicles.

Cycle Parking to be located 'close' to the front door of the house.

Visitor cycle parking should be provided clear of the highway, with a discreet attachment to the building or ground where appropriate for a cycle

General visitor bike stands should be integrated into the public realm. Cycle parking is especially important in key public spaces such as, the country park parking area



031 Movement Overarching Code Guidance 4.4 Waste & Recycling

Waste management for potential development at Smallfield should comply with appropriate requirements from Tandridge District Council, at the time of submission of the Reserved Matters application for each phase. This is in relation to quantum and types of waste provision required and the design of parking with regard to the accessibility and location of storage.

CODING PRINCIPLES:

The design of waste and recycling storage facilities must not detract from the streetscene or the overall appearance of the community.

All buildings must have adequate space for refuse and recycling facilities within the property boundary or shared space. For houses, provision of waste storage is likely to be wheeled bins. For apartments, provision of waste storage is likely to be larger bins within communal stores.

All buildings must provide sufficient internal storage to allow for the segregation of recyclable materials and food waste.

It must be possible for all refuse and recycling collections to be made from the adoptable public street network.

The refuse collection route should allow vehicles to continue in a predominant forward direction.

Whenever possible space for waste and recycling facilities will be provided in private garden areas.



Relevant sections within the *National Design Guide (2019)* which should be consulted when producing detailed design.

Recommended Design Coding Principles are outlined individually on relevant pages with a faded background

Introduction

1.5 Vision for the Site

The design team are seeking to create a new neighbourhood and community to the south-east of Saffron Walden of the highest standard, therefore a series of aspirations for the new development have been outlined and will be assessed throughout the process of design:



Landscape-led Design

Incorporation of existing landscape assets and key views to the wider area within an attractive, green landscape framework of streets and spaces.



Supporting a Sustainable Location

The delivery of a large amount of new homes to help support the excellent new local infrastructure already in place on Thaxted Road, and utilise the good transport connections into central Saffron Walden.



Integrate with Existing Community

An opportunity to provide an embellished settlement edge to the south-east of Saffron Walden that seeks to actively relate to the surrounding countryside and the existing settlement edge by careful development planning and extending desire lines and well-used routes through the site.



High Quality Design and Placemaking

A high quality new development seeking to continue the high standard of design and placemaking for new development within Saffron Walden such as the nationally recognised development at 'The Avenue'.

Section 2

Context

Context

2.1 The Site

The site is situated to the west of Thaxted Road, Saffron Walden.

The site is defined to the north and west by existing residential settlement including dwellings, open space, a leisure centre and a skatepark, to the east by Thaxted Road, and to the south hedgerow field boundaries along arable agricultural land.

The site is currently in agricultural use and is occupied by arable fields. Vegetation cover within the site itself is restricted to hedgerows and trees, situated along site perimeters and internal field boundaries.

Saffron Walden is a market town located within the authority area of Uttlesford District Council. It is located approximately 12 miles south of Cambridge and Stansted Airport is located 10 miles south. There are a number of smaller villages and hamlets surrounding the town.

The town is located on the B184 which connects it with Thaxted to the south east, and the A11 to the north.

Saffron Walden is served by Audley End railway station located approximately two miles from the centre of Saffron Walden. The town is strategically located on the West Anglian Main Line. Direct services operate out of Audley End Station to Cambridge (17 minutes), Bishops Stortford (13 minutes) and London Liverpool Street (56 minutes) as well as to other locations.

A complete analysis of the site and the surrounding context is contained within the Design and Access Statement that is included with the application, which covers the following topics:

- Planning Context & History
- Design Guidance
- Movement and Connectivity
- Local Amenities
- Visual Impact and Landscape
- Conservation and Heritage
- Local Character Studies
- Site Assessment
- Site Arboriculture
- Site Topography
- Site Drainage
- Site Ecology
- Site Specific Highways and Access
- Site Constraints



Location Plan


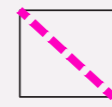

Context

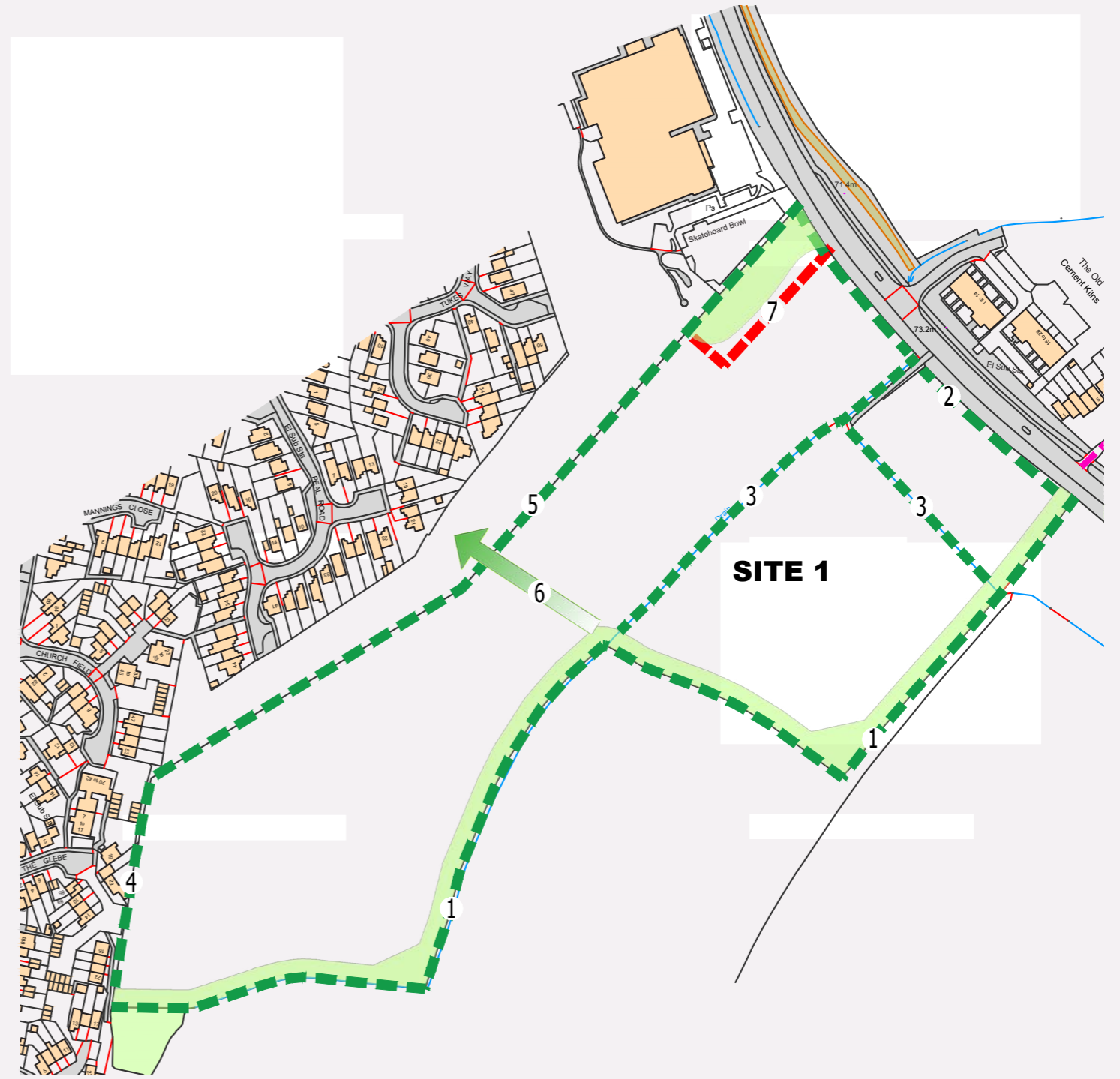
2.2 Landscape Context Overview

FPCR have outlined a series of landscape constraints that require consideration as part of the development of the site:

1. Landscape buffer (min 10m wide) to southern and eastern edge. Creates a green interface/transition to wider countryside. Supplement existing vegetation cover to soften & filter views of proposed built development.
2. Retain and enhance existing tree belt along Thaxted road which forms a landscape buffer to future residential development
3. Existing ditch / hedgerows along internal field boundaries have potential to form multi-functional north-south and east-west links as part of an enhanced green infrastructure framework.
4. Retain and enhance existing trees / hedgerow along the western site boundary, which filter views into the site from adjacent residential properties.
5. Retain and enhance existing trees / hedgerow along the northern site boundary, which filter views into the site from public open space and residential properties along peal road and Tukes way.
6. Opportunities for additional green links across the site connecting to existing features - hedgerows, treebelts and open space.
7. 30m buffer to activity zone of skate park, as recommended by fields in trust

KEY

-  HEDGEROWS, DITCHES, TREEN BELTS, FIELD TREES ALONG THE SITE PERIMETER & INTERNAL FIELD BOUNDARIES TO BE RETAINED & ENHANCED WHERE FEASIBLE.
-  PUBLIC RIGHTS OF WAY - OPPORTUNITIES TO BE RETAINED ON SITE WITHIN AN ENHANCED GREEN INFRASTRUCTURE / GREENWAYS
-  POTENTIAL OPPORTUNITIES FOR LANDSCAPE BUFFERS CREATING RURAL EDGES TO PROPOSED DEVELOPMENT AND ELSEWHERE BY EXISTING SITE CONSTRAINTS



Landscape Constraints Plan

Context

2.3 Constraints Overview

The site constraints plan on this page identifies key constraints relating to the site.



KEY:

-  SITE BOUNDARY
-  POTENTIAL SITE ACCESS
-  PUBLIC RIGHT OF WAY
-  LANDSCAPE BUFFER (MIN 10M WIDE)
-  30M BUFFER TO ACTIVITY ZONE OF SKATE PARK
-  PUBLIC OPEN SPACE
-  FLOOD ZONE 1
-  OVERFLOW ROUTE
-  LEISURE CENTRE
-  INFILTRATION BASINS 10M FROM STRUCTURE
-  SKATEBOARD BOWL
-  LAND FALL
-  SPOT LEVEL
-  EXISTING TREES & HEDGEROW WITH 5M WIDE BUFFER
-  POTENTIAL SUDS STRATEGY
-  GAS EASEMENT
-  POTENTIAL ROAD ALIGNMENT

Constraints Plan

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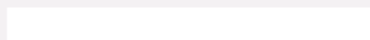
Section 3

Framework Masterplan

Framework Masterplan

3.1 Framework Masterplan

The plan shown on the facing page is the agreed Framework Masterplan taken from the Design and Access Statement and has been used as basis for the design principles and framework of the site.



Key Features of the Framework Masterplan

1. Vehicle access from Thaxted Road;
2. Landscaped strategic open space forming arrival space into development; opportunities for play, SUDs and flood mitigation, and permeability with the existing public open space to the north and leisure facilities for pedestrians and cyclists;
3. Focal building providing prominence over the arrival into the development;
4. Green corridor planting and landscaped channel for overland flood route - based on line of existing field drainage route;
5. Wide landscaped boulevard into main scheme, within which is located existing landscape features such as swale and hedgerow - opportunity for direct and segregated route for pedestrians and cyclists within green corridor;
6. Development areas designed to overlook internal streets and spaces and outwardly face towards countryside - allowance for new boundary planting to help screen new development from wider views;
7. Central open space linking existing public parkland to the north with circular footpath routes around the edges of the site; opportunities for new tree planting, play, and SUDs within a high quality and overlooked space;
8. Roads orientated to cross contours to mitigate increased gradients to the upper parts of the site; development parcels to be split by streets capable of incorporating new street planting to help screen the buildings from wider views;
9. Looser, more informal development areas allowing for lower density to upper levels of the site
10. Opportunities to introduce new pedestrian access points providing direct movement towards surrounding neighbourhood and its amenities
11. Public open space to upper level of the site, integrating with the existing public open space to the north and providing permeability through to this space;
12. Wide landscaped public open space along the southern edge of the site allowing for new planting opportunities to screen the new development at this upper level.

Framework Masterplan

3.2 Code Guidance Plan

The plan shown on the adjacent page is the Code Guidance Plan. This plan provides overarching design guidance for the detailed design of the development. The design principles are outlined under a series of headings that form the structure of Section 4 of this Design Code, within which more detailed guidance is provided.



KEY

DEVELOPMENT BLOCK PRINCIPLES		MOVEMENT	
Frontages		Streets	
	Rural Edge		Primary Access Upper Street
	Open Space Frontage		Primary Access Lower Street
	Internal Street Frontage		Residential Access Road
Character Areas			Mews Court
	Thaxted Meadows		Private Drive
	Green Corridor		Pedestrian Cycle Path
	Amenity Edge		Orbital Greenway
	Internal Streets		Informal Pedestrian Path
	Glebe Green		Pedestrian Friendly Crossing Area
	Rural Edge	ACCESS	
	Key Building Locations		Vehicle Access
KEY SPACES			Orbital Greenway
1.	Thaxted Meadows		Pedestrian/Cycle Access
2.	Green Corridor		Pedestrian Access
3.	Central Space		
4.	Glebe Green		



1

2

3

4

Section 4

Overarching Code Guidance

Overarching Code Guidance

4.1 Access & Movement

In order to reduce energy demand and promote energy efficiency, a walking and cycling strategy should form the fundamental basis for the movement strategy across the site. As such this form of movement should be placed as the highest priority in the hierarchy of routes within the Framework Masterplan.

The plan on this page illustrates how these routes can be accommodated within the Masterplan - this strategy is in accordance with the Access and Movement Parameter Plan.

ROUTE HIERARCHY KEY

- Site Boundary
- Primary Access Upper Street
- Primary Access Lower Street
- Residential Access Road
- Mews Court
- Private Drive
- Pedestrian Cycle Path
- Orbital Greenway
- Informal Pedestrian Path
- ▨ Pedestrian Friendly Crossing Area
- ➔ Vehicle Access
- ➔ Orbital Greenway Access
- ➔ Pedestrian/Cycle Access
- ➔ Pedestrian Access



Route Hierarchy Plan

Overarching Code Guidance

4.2 Access Principles

New access points into the development site should be proposed to align with the Access and Movement Parameter Plan. Four categories of access types are proposed in locations as follows:

Main access - multi-use: vehicle access into the site should be taken from Thaxted Road, in the location proposed on the Access and Movement Parameter plan. This location is off-set from vehicle accesses on the northern side of Thaxted Road, and is located where ground levels in the site align with Thaxted Road. Ground levels rise to the east within the site and above the level of the road, therefore banking would be needed any further east which would result in extensive hedgerow removal. Locating the access in the northern corner will ensure hedgerow removal is limited.

Saffron Walden Orbital Greenway - this is a strategic link proposed by Uttlesford Council and Essex County Council, forming a route around the edge of Saffron Walden for walkers, cyclists and horse riders. The entry point into the site to the east, across Thaxted Road, aligns with the existing PRoW opposite. However, as mentioned above, the creation of this access would require banking around the new access location and therefore the Framework Plan allows for a secondary route through the centre of the site to be considered where an access location would have less impact on the existing vegetation, by utilising the existing field access into the site.

Pedestrian/cycle access - the walking and cycling strategy proposed through the site would provide direct links between key destinations off-site in the surrounding area. Therefore entry points into the site have been identified as follows:

- Thaxted Road - adjacent to the main vehicle access;
- North corner - providing direct access to the skate park and Lord Butler Fitness and Leisure Centre, and potential alignment with Tukes Way;
- North-west boundary - providing potential direct access through to Peal Road which provides access to local amenities on Cromwell Road and Ross Close.

Informal pedestrian access - other pedestrian access points proposed as follows:

- Thaxted Road - using the current field access into the site from the main road;
- Northern boundary - a central access point linking the existing public open space to the north with the central green space of the proposed development.



Access Plan

Overarching Code Guidance

4.3 Streets

Streets and paths within the development must promote walking and cycling, both within the new community and within the wider area such as to the existing town.

Aside from the arrival street, streets must be designed to ensure vehicle speeds are no more than 20 mph to promote walking, cycling, and Streets for Life. Streets and paths must be designed to locally adoptable standards and conform to Manual for Streets 1 and 2 (as well as any other relevant national guidance). All streets within the development should comply with the Access and Movement Parameter Plan and reflect the Route Hierarchy.

Gradients

Road gradients should be designed to minimise the gradient as far as possible for accessibility.

In general, the maximum desirable longitudinal gradient on the footway / cycleway network, including the multi-user Orbital Greenway, within the Site will be 5.0% (1:20). Where natural steep changes in level are unavoidable, short sections may be constructed at 8.0% (1:12). Where these exist, flat platforms of at least 5.0m in length should be provided along its length.

STREET HIERARCHY PRINCIPLES

All streets within the development are part of a mandatory street hierarchy with recommended dimensions. The classification of street is dependent upon the role of the street within the masterplan.

Streets and Shared Surfaces at the bottom end of the hierarchy will experience the lowest volumes of vehicles, increasing the potential to promote play and street life.

Pedestrian & Cycle Routes

Primary Access Upper Street
Primary Access Lower Street

Residential Access Road

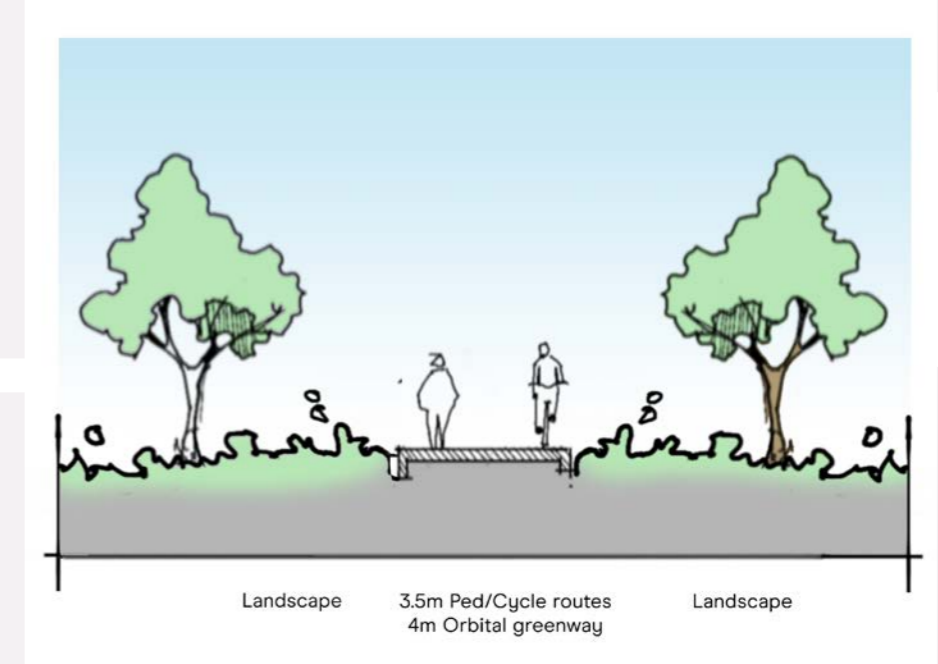
Mews Court

Shared Private Drive

Overarching Code Guidance

4.3.1 Pedestrian & Cycle Routes / Orbital Greenway

The dedicated Pedestrian and Cycle routes and Orbital greenway are routes that are set away from vehicular routes around the development, or section of path set alongside the main roads, but segregated by planted verges.



Pedestrian & Cycle Routes - Street Section
 Sections are illustrative and do not indicate differing ground levels.

The overall coding principles are as follows:

Character - Vehicle free routes set within existing or proposed landscape planting. Overlooked by new residential properties with direct frontage where possible.

Typical Carriageway Width - Ped/Cycle routes 3.5m
 - Orbital Greenway 4m

Cycling - Within Integrated route

Footway - Within integrated route

Services Margin - Ped/Cycle routes - 0.5m managed grass margin to adjoining dwellings preferred; Orbital greenway - 0.5m managed grass margin on both sides

Gradients - Maximum permitted

Landscape Character - To be set both away from adjacent roads by planted verges

Surface Materials - Asphalt sealed surface; Resin or polymer bound rubber crumb-grit compound surface (Trailflex or similar); Un-sealed surface.

Trees and Planting - Enhance existing hedgerow with additional larger sized native trees. Opportunities for feature/ semi-ornamental shrub planting at gateways.

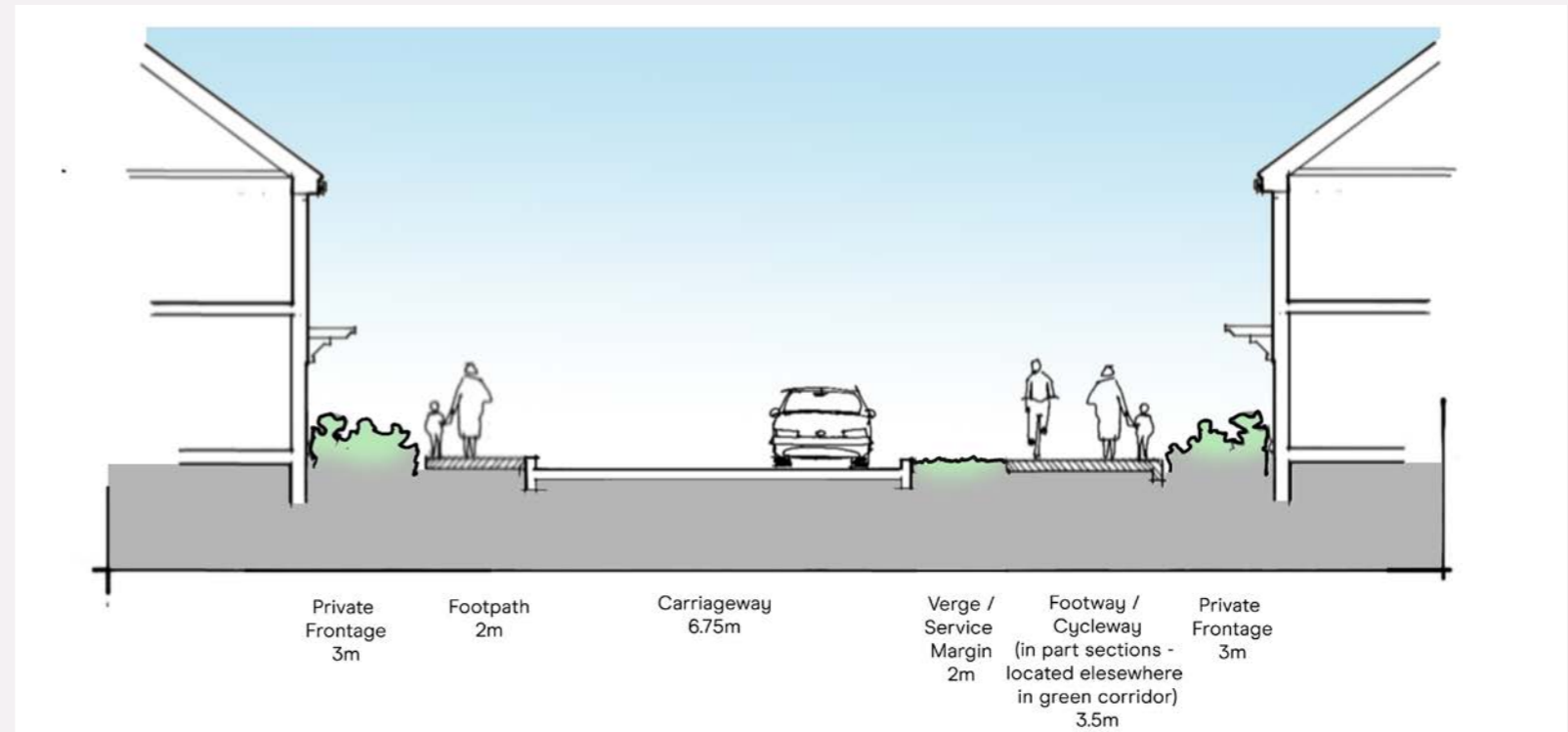
SuDS -Potential for linear grass swales – subject to engineering requirements

Street Furniture - Provision of street furniture at key locations / junctions, including waymarker signage, bollards, seating and litter / dog waste bins.

Overarching Code Guidance

4.3.2 Primary Access Lower Street (Essex Design Guide Street Type D - Feeder)

This is the main street on arrival to the site, extending from the site entrance off Thaxted Road, crossing the 'Thaxted Meadows' public open space. Once entering the main development area the street is generally dual sided extending through the development to the central open space.



Street Section

Sections are illustrative and do not indicate differing ground levels.

The overall coding principles are as follows:

Character - Street crossing arrival space and adjacent/ within lower development area

Carriageway Width - 6.75m

Anticipated Vehicle Types - All Types of Vehicles

Footway Width - 2m to one side aligned with buildings

Services Margin - 3m verges ideal

Cycling - within road

On-Street Parking - Limited frontage parking to dwellings

Gradient - 8% or 6% on a bus route

Trees and Planting - Use at key locations where space permits and within widened plot frontages.

SUDs - Subject to engineers requirements

Street Furniture - Co-ordinated range throughout the development. Design to be agreed with the LPA at reserved matters stage

No. of Dwellings Served - Up to 200 units in a cul-de-sac

Target maximum vehicle speed - 20mph

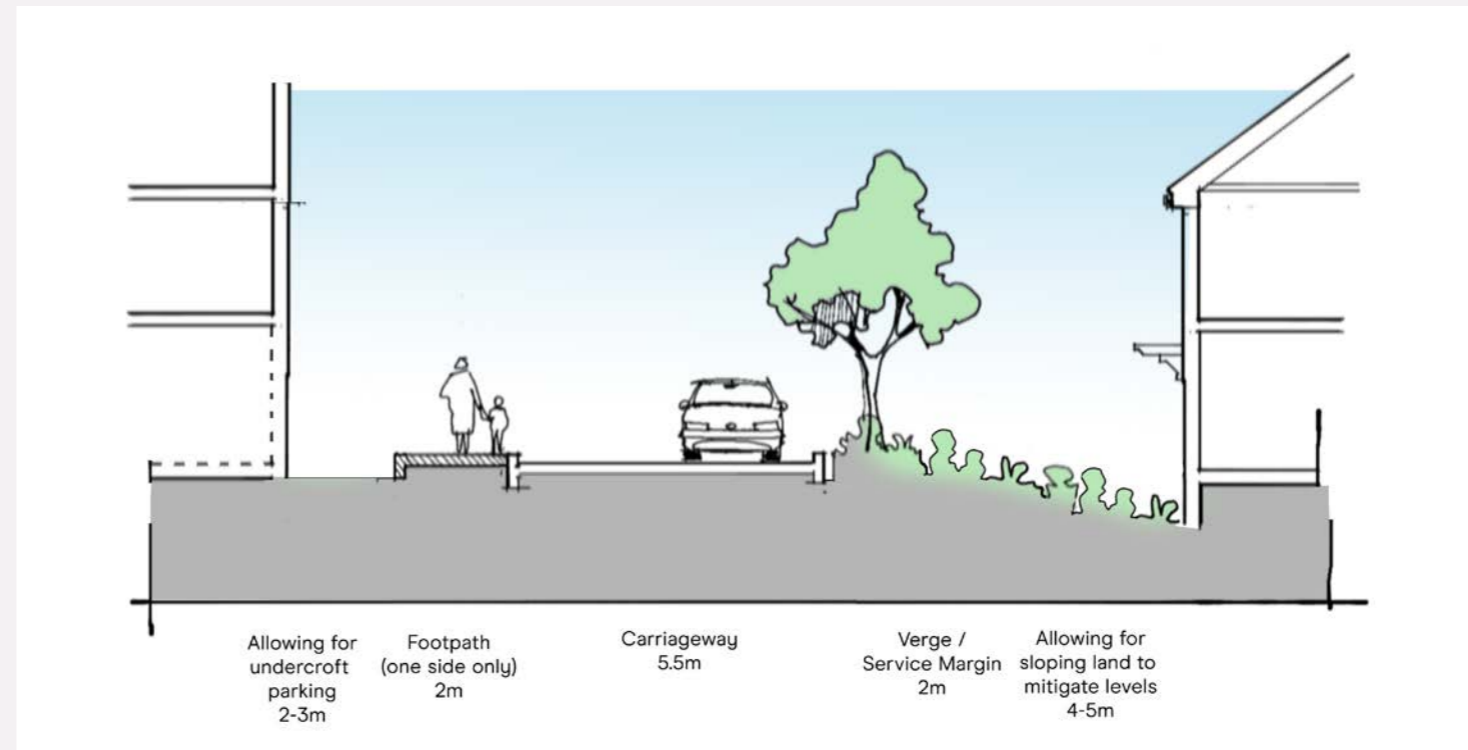
Carriageway - Blacktop macadam. Change in surface to coloured macadam and quality block paving at feature squares, key gateways / junctions / crossing points.

Footway - Coloured macadam or quality paving.

Overarching Code Guidance

4.3.3 Primary Access Upper Street (Essex Design Guide Street Type E - Access)

This is the main street that serves the development areas to the west, and upper, parts of the site. A pedestrian crossing area in the central open space linking with the Orbital Greenway and Green Corridor should demarcate where the 'lower' street ends and the 'upper' street begins, with a narrower street width proposed as fewer dwellings will be served by this section of the road.



Street Section

Sections are illustrative and do not indicate differing ground levels.

The overall coding principles are as follows:

Character - Street crossing arrival space and adjacent/ within lower development area

Carriageway Width - 5.5m

Anticipated Vehicle Types - All Types of Vehicles

Footway Width - 2m to one side, generally 'higher' side of road

Services Margin - 3m verges ideal

Cycling - within road

On-Street Parking - Limited frontage parking to dwellings

Gradient - 8% or 6% on a bus route

Trees and Planting - Use at key locations where space permits and within widened plot frontages. Opportunities for specimen/ larger sized avenue street trees within public realm/ open space.

SUDs - Subject to engineers requirements

Street Furniture - Co-ordinated range throughout the development. Design to be agreed with the LPA at reserved matters stage

No. of Dwellings Served - Up to 200 units in a cul-de-sac

Target maximum vehicle speed - 20mph

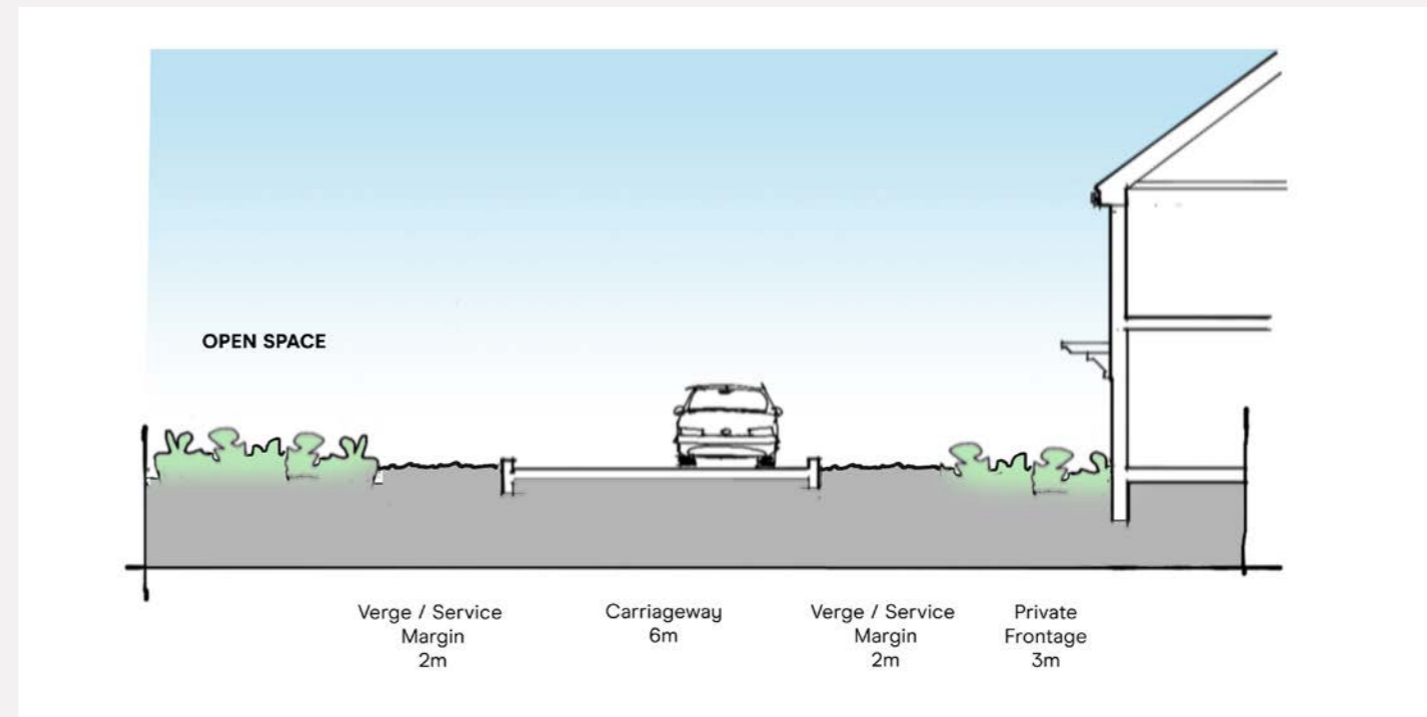
Carriageway - Blacktop macadam. Change in surface to coloured macadam and quality block paving at feature squares, key gateways / junctions / crossing points.

Footway - Coloured macadam or quality paving.

Overarching Code Guidance

4.3.4 Residential Access Road (Essex Design Guide Street Type F - Minor Access)

These streets form the connecting streets between the Primary Access Street and the lower category streets around the edges of the site or within the development parcels. As such they are generally limited to short sections across areas of open space or into development parcels.



Street Section

Sections are illustrative and do not indicate differing ground levels.

The overall coding principles are as follows:

Character - Tabled entrance with priority for pedestrians / cyclists across junction

Carriageway Width - 6m combined pedestrian and vehicular surface;

Anticipated Vehicle Types - All Types of Vehicles

Footway Width - n/a

Services Margin - 2m to both sides

Cycling - within street

On-Street Parking - Linear and perpendicular parking

Gradient - 8%

Trees and Planting - Use at key locations where space permits and within widened plot frontages. Opportunities for specimen/ larger sized street trees within public realm / open space.

SUDs - Subject to engineers requirements

Street Furniture - Co-ordinated range throughout the development. Design to be agreed with the LPA at reserved matters stage

No. of Dwellings Served - Up to 25 units in a cul-de-sac

Target maximum vehicle speed - 20mph

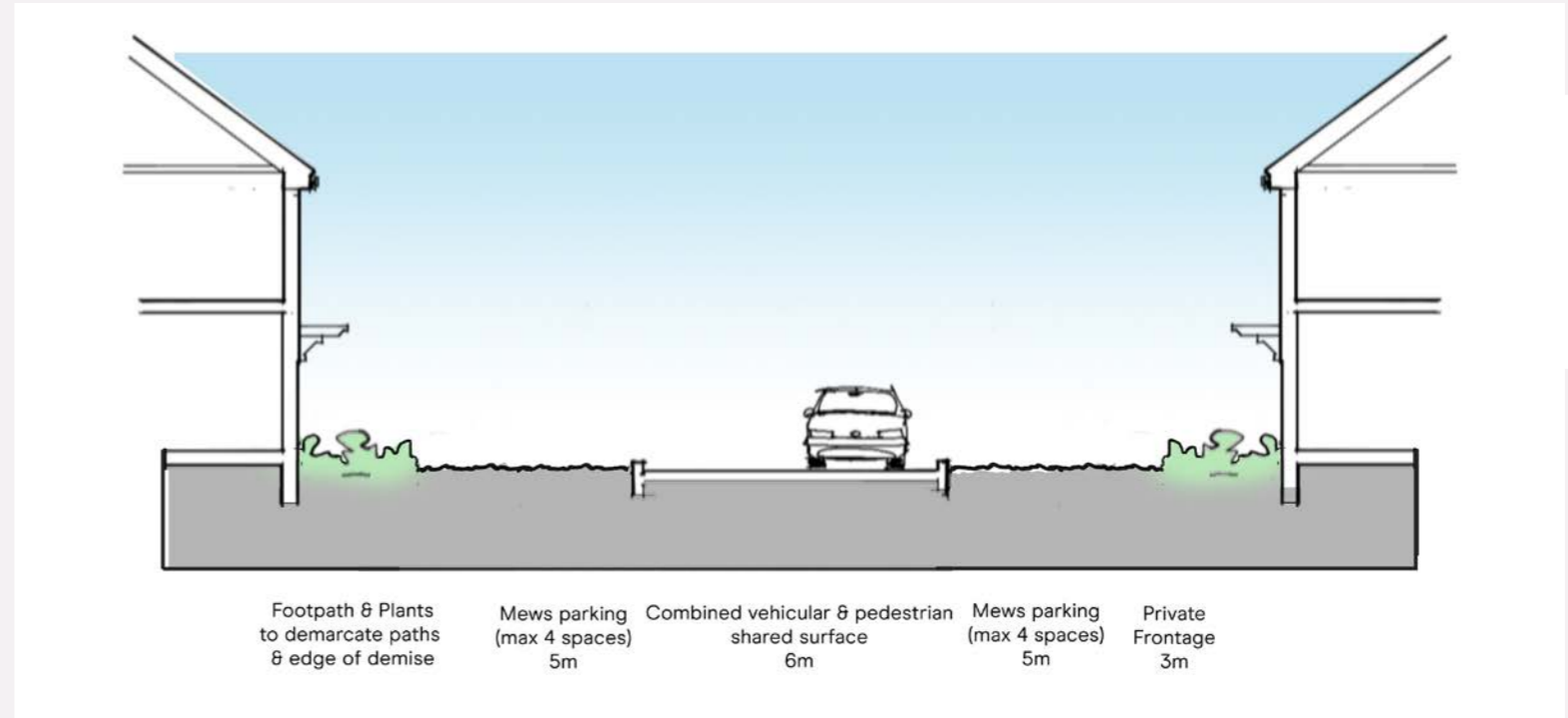
Carriageway - Blacktop macadam. Change in surface to coloured macadam and quality block paving at key gateways / junctions / turning heads.

Footway - Coloured macadam or quality paving.

Overarching Code Guidance

4.3.5 Mews Court (Essex Design Guide Street Type G - Mews Court)

These streets are located centrally to the development areas where a number of dwellings are served by frontage parking, therefore a carefully considered design will be required with regard to the hard landscaping of the courts, and where soft landscaping can be integrated to help break up the parking bays.



Street Section

Sections are illustrative and do not indicate differing ground levels.

The overall coding principles are as follows:

- Character** - Tabled entrance with priority for pedestrians / cyclists across junction. Constricted entrance enclosed by buildings or walls for first 8.0m (except for 1.5m x 1.5m pedestrian visibility splay requirements)
- Carriageway Width** - 6.0m width combined vehicular and pedestrian shared surface with localised narrowing where appropriate
- Anticipated Vehicle Types** - All Types of Vehicles
- Footway Width** - n/a
- Services Margin** - Within Road
- Maximum length** - 50.0m

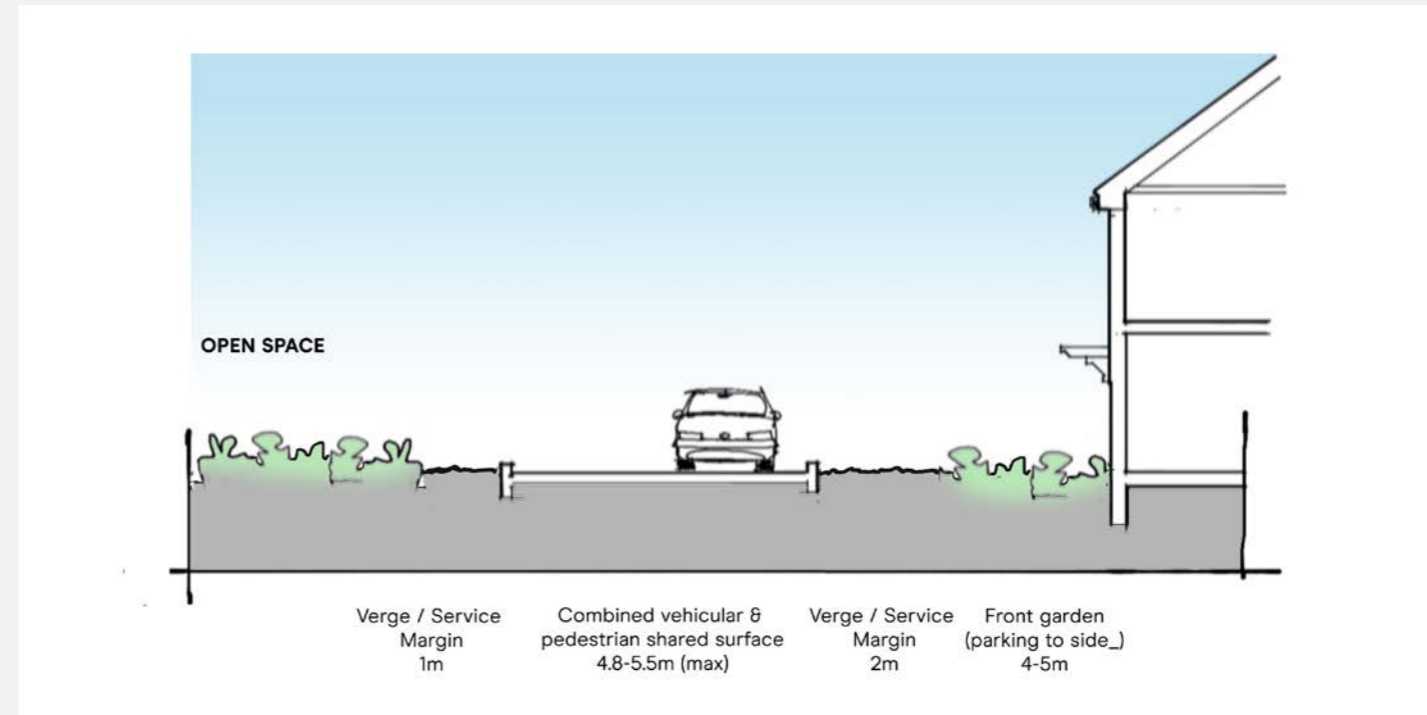
- Cycling** - within streets
- On-Street Parking** - Perpendicular spaces
- Gradient** - 8%
- Trees and Planting** - Use at key locations where space permits.
- SUDs** - N/A
- Street Furniture** - Co-ordinated range throughout the development. Design to be agreed with the LPA at reserved matters stage
- No. of Dwellings Served** - Up to 20 units
- Target maximum vehicle speed** - 20mph

- Carriageway** - Quality block paving and/ setts.
- Footway** - Quality block paving or setts

Overarching Code Guidance

4.3.6 Shared Private Drive (Essex Design Guide Street Type H - Shared Private Drive)

These streets are at the outer edges of the development serving 5 or less dwellings as specified by the Essex Design Guide. These streets should be designed at minimal width to ensure their intended character is clear as the most intimate street type within the development.



Street Section

Sections are illustrative and do not indicate differing ground levels.

The overall coding principles are as follows:

Character - Shared surface courtyard areas with perpendicular parking to one streets serving no more than 5 dwellings

Carriageway - 5.5m combined pedestrian and vehicular surface, reduced width where possible

Anticipated Vehicle Types - All types of vehicles TBC

Footway - n/a

Services Margin - Within road

Maximum Length - 18.0m (desirable) (longer length required Size 5 turning head & passing bays)

Cycling - Within street

On-Street Parking - Linear parking adjacent to street edge

Gradient - 8%

Trees and Planting - Use at key locations. Opportunities for specimen/ larger sized trees within public realm / open space.

SUDs - Subject to engineers requirements

Street Furniture - Co-ordinated range throughout the development. Design to be agreed with the LPA at reserved matters stage

No. of Dwellings Served - Up to 5 units

Target maximum vehicle speed - 20mph

Carriageway - Quality block paving and/ setts.

Footway - Quality block paving or setts.

Overarching Code Guidance

4.4 Parking

Parking should comply with appropriate requirements from Essex County Council at the time of submission of the Reserved Matters application. This is in relation to quantum of parking, size of spaces, minimum dimensions for garages to count as parking provision, and regard to the accessibility of spaces and parking courts.

A mixture of parking types should be proposed across the master plan.



Frontage



On Plot

CODING PRINCIPLES:

Street Parking

- Ensure allocated and un-allocated parking are clearly defined;
- Where appropriate allocated parking is clearly identifiable to the property which it serves;
- Parallel bays must be limited to 4 bays before incorporating a break for landscape/planting
- Where possible provide un-allocated parking in parallel form for ease of access off the street;

Courtyard

- Parking to be segregated from residential parking - potentially with differing surface material demarcation or signage
- Parking to be limited to blocks of 4 spaces
- Parking to be screened by new planting
- Parking to be integrated with surface design strategy for street



Courtyard

On-Plot Parking

- Ensure parking spaces are subservient to the property they serve;
- Side parking to be set back behind the building line where possible;

EV Charging

- For housing developments with garages and/or dedicated off-street parking, each new dwelling should be fitted with a standard (3-7kW) chargepoint.
- For housing developments with no off-street parking, 10% of the unallocated parking bays should have an active (i.e., wired and ready to use) chargepoint.
- A further 10% should have the necessary underlying infrastructure (i.e., cabling and ducting) to enable quick, simple installation at a later date when there is sufficient demand.

Parking Courts

- Ensure parallel parking bays are limited to 4 spaces before incorporating a break for landscape/planting;
- Ensure parking courts are overlooked by habitable accommodation (ground floor recommended)



On-Street Parking

Overarching Code Guidance

4.5 Cycle Parking

Cycle provision must comply with the local authority requirements for cycle parking at the time of the Reserved Matters submission.

CODING PRINCIPLES:

Cycle provision must comply with the local authority requirements for cycle parking.

Cycle parking for residential and non-residential land uses must be secure and covered.

For apartment buildings, cycle parking must be provided in a convenient location to encourage cycling:

- cycle parking should be located within the footprint of the building
- If cycle parking is external, it should be located as close as reasonably possible to the building's entrance, be overlooked and covered
- visitor cycle parking should be provided close to the entrance to the building

For houses, cycle parking must be provided in a convenient location to encourage cycling in one more of the following locations:

- within the footprint of the house
- in a secure, covered and lockable enclosure that does not rise above a side wall next to the public realm
- where there is the potential to combine the storage of cycles, bins and gardening equipment in a single secure garden structure
- in a garage with additional and dedicated storage space. The size of the garage must allow cycles to be removed easily without having to move vehicles.

Cycle Parking to be located 'close' to the front door of the house.

Visitor cycle parking should be provided clear of the highway, with a discreet attachment to the building or ground where appropriate for a cycle

If required, general visitor bike stands should be integrated into the public realm.



Overarching Code Guidance

4.6 Waste & Recycling

Waste management for the potential development should comply with appropriate local authority requirements, at the time of submission of the Reserved Matters application. This is in relation to quantum and types of waste provision required and with regard to the accessibility and location of storage.



CODING PRINCIPLES:

The design of waste and recycling storage facilities must not detract from the streetscene or the overall appearance of the community.

All buildings must have adequate space for refuse and recycling facilities within the property boundary or shared space. For houses, provision of waste storage is likely to be wheelie bins. For apartments, provision of waste storage is like to be larger bins within communal stores.

All buildings must provide sufficient internal storage to allow for the segregation of recyclable materials and food waste.

It must be possible for all refuse and recycling collections to be made from the adoptable public street network.

The refuse collection route should allow vehicles to continue in a predominantly forward direction.

Whenever possible space for waste and recycling facilities will be provided in private garden areas.



Overarching Code Guidance

4.7 Residential Landscape & Open Space Strategy

Proposed residential landscape and public realm should create a distinctive, high quality place, which is informed by best practice design guidance. Because the settlement edge context of the scheme the rationale for a landscape led approach is a logical one. A safe and enduring landscape should be established that will provide a rich and diverse setting for the development; encourage recreation and play; provide identity within the built form; maximise bio-diversity and encourage sustainability benefits such as Sustainable Drainage (SuDS).

Provision of public open space and private gardens should comply with the relevant standards. Based on the open space standards identified within Saffron Walden's Neighbourhood Plan, the quantum and types of open space proposed for 170 dwellings, would be as follows:

- Natural & Semi-natural Greenspace = 2.37ha
- Amenity Greenspace = 0.65ha
- Provision for children and young people = 0.04ha

Every home will provide some individual private garden or communal private amenity space in accordance with the Essex Design Guide guidelines.



RESIDENTIAL LANDSCAPE CODING PRINCIPLES:

A landscape led approach to the proposed residential development responds positively to its local context, which will assist in creating a strong sense of place. In particular an appropriate relationship with the existing settlement edge and wider rural character is achieved by respecting both the existing public open space, established residential streets, historic field boundaries, topography and views along the Cam valley. The following Landscape Principles should be applied throughout the design process

Existing hedges and trees by the site perimeter and along field boundaries will be retained where feasible to enhance the rural edges and to sub-divide the proposed residential parcels.

The existing field hedgerows within the site should be supplemented with additional tree planting, bolstering vegetation cover which will soften and filter views.

A landscape buffer (minimum 10m wide) should be provided to the southern and eastern edge of the site, in order to create a green interface / transition to the wider countryside.

New planting should utilise a select planting palette including locally characteristic indigenous native tree varieties. Characteristic hedgerow trees should include field maple and hornbeam. Characteristic hedgerow species mixes should include hawthorn, blackthorn, hazel, field maple, dogwood, spindle and small-leaved lime.

Key areas of focal open space and greenways should be actively fronted onto by adjacent streets, lanes and residential properties.

To minimise visual impacts development within the western part of the site situated on higher ground could accommodate lower density residential development, up to 2 storeys in height. Lower lying parts of the site, adjacent to Thaxted Road would be suitable for higher density development up to 3 storeys in height.

New footpaths and bridleways should be accommodated along greenways and lanes to enhance opportunities for recreational uses. Attractive, convenient routes through the proposed development will ensure connectivity both to the existing settlement and to the wider countryside.

All of the landscape areas and public open space features will be managed and maintained. This should be achieved through the implementation of a comprehensive Landscape and Ecological Management Plan (LEMP).

Overarching Code Guidance

4.7 Residential Landscape & Open Space Strategy

OPEN SPACE CODING PRINCIPLES:

Design Guidance, Department for Levelling up, Housing and Communities and Ministry of Housing Communities & Local Government (Published March 2014) provides guidance for the provision of open space in new developments. The National Design Guidance acknowledges that open space can take many forms including linear corridors and that it can contribute towards Green Infrastructure:

'Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure.'

UDC require the proposed development to meet the following minimum requirements for the provision of open space, based upon Fields in Trust 2020 guidance :

- 0.6Ha Parks, gardens, and amenity green spaces
- 0.7Ha Natural and semi-natural green spaces

The adjacent plan shows how this space is exceeded within the Framework Masterplan.

The proposed open space should be designed as an integral part of a multi-functional Green Infrastructure. Alongside the requirements for open space provision, the proposed Green Infrastructure has been designed to maximise opportunities for a range of functions;

- Connectivity / movement;
- Place making, landscape character and visual amenity;
- Sustainable urban drainage;
- Biodiversity; and
- Noise attenuation

* SUDS will not contribute towards the provision of open space as required by UDC, unless they are designed to be fully accessible and usable.

A cohesive network of open space should be distributed across the proposed development, designed to enhance opportunities for recreational uses and to include:

- pocket parks,
- childrens play areas
- linear corridors linked by recreational routes.

The area of existing open space known as the Green Mile is located immediately to the north of the site, within close walking distance of the proposed dwellings. Consequently, the proposed development must be very well connected to this area of existing open space, which can accommodate ball kicking, kite flying etc.

The Strategic Accessible Green Space have been located on the flattest parts of the steeply sloping site rather than central to the development.



Indication of 1.3Ha minimum required provision of Parks, Gardens, Amenity plus Natural and Semi-Natural Accessible Green Space overlaid upon Green Infrastructure Plan

Overarching Code Guidance

4.7.1 Street Furniture

CODING PRINCIPLES:

Although each area will have its own design language, a consistent palette of materials and street furniture is to be applied throughout the landscape of the scheme to provide coherent and legible public realm.

High quality street furniture should be appropriately placed to reduce clutter while enhancing pedestrian spaces.

Where appropriate, street furniture should be painted in a colour chosen from a selected palette to complement the colour of the local building materials.

Street furniture should be sustainable, durable, easy to maintain and resistant to vandalism.

The placement of street furniture, including signs, bins, bollards, cycle stands, lighting, etc, should be designed with the aim of reducing visual clutter.

Seats must be carefully placed to be visible and encourage proper use. Seats must be accessible, particularly for elderly or disabled people, be comfortable and ergonomically designed.

A new wayfinding system should be commissioned for the town. A coordinated system of fingerposts, and interpretation signs would help improve legibility around the development and introduce more local character into the scheme. A common colour should be used as a unifying colour for all wayfinding signage.

Where possible, signs should be fixed to walls or incorporated with other streetscape elements, such as bollards, to reduce clutter. Freestanding information signs should be sited to avoid visual clutter.



Overarching Code Guidance

4.7.2 Children's Play and Recreation

Provision of children's play area facilities and recreational open space should be informed by Fields in Trust best practice design guidance and open space standards identified within Saffron Waldens Neighbourhood Plan and the UDC Open Space Assessment report.

The proposed development provides a range of open space for natural play and informal recreation along with the provision of equipped play. Existing recreational facilities located in close proximity to the north of the site, include public open space, One Minet Skatepark and the Lord Butler Leisure Centre. The proposed development should provide a Local Equipped Area of Play (LEAP) and Local Area for Play (LAP) children's play area which would complement the existing recreational facilities.

CODING PRINCIPLES:

Creation of a Local Equipped Area of Play (LEAP) and Local Area for Play (LAP) children's play area in a location central to the development, within a main focal area of public open space well-overlooked and built in durable materials fit for purpose

The play area should be clean and litter free, well maintained and should also contain seats, litter bins and be dog free (where appropriate). It should be appropriately located conveniently accessible from the footpath and cycleway network.

The play area should cater for a wide range of user groups and ages including infants, juniors and toddlers and meet minimum LEAP and LAP criteria set out in the FIT standards.

Themes for the play area should be informed by its wider setting of the Cam valley. For example the play area will be informal in character with a range of 'natural' play features which create an attractive setting for play

The play area will be positioned within amenity grassland, however areas of conservation grassland and native (or where appropriate semi-ornamental) shrub and tree planting will be incorporated as part of a comprehensive layout design. The planting will add interest and help to soften and blend the play areas within the open space. For safety, care will be taken in the planting design to ensure an open aspect that will allow natural surveillance of the area to continue as planting matures.



Overarching Code Guidance

4.8 Block Frontage & Addressing Edges

The development must have a well connected, permeable and legible block structure. The built form must be arranged in complete perimeter blocks, ensuring passive surveillance of both street and private open space (gardens) in the centre of the block. Buildings must be positioned on the corner of every block.

The Key frontages and edges to be addressed are as follows:

- Open Space Frontage
- Rural Edge
- Internal Street Frontage



Wyedene, High Wycombe



Horsted Park, Chatham



Marmalade Lane, Cambridge



Abode, Cambridge

Block Frontage

Key points are to establish a frontage along the perimeter of all development parcels; front doors and ground floor windows must be positioned to promote natural surveillance of the streets they look out upon

Principal elevations of buildings must dominate streets, and the lengths of boundary walls enclosing rear gardens within the streetscape should be kept to an absolute minimum

Strong building lines must be adopted to improve visual quality of the street. Staggered building lines and 'haphazard' plotting of buildings should be avoided

Where more than one elevation engages with the public realm, the building must be designed in the round so as to engage fully with its entire context, not just the street facing the primary façade

The setting out of blocks should ensure there is a minimum 20m back-to-back distance between the windows of first floor habitable rooms to the rear of homes. This dimension may be reduced where rear elevations are carefully designed and windows are arranged to avoid direct overlooking

Addressing Edges

Each boundary of the site requires specific attention and treatment, as set out in the design principles plan. The orientation of buildings adjacent to the boundaries of the site should respond to the context upon which they adjoin

Where appropriate; frontage must be provided facing towards important boundaries – northern boundary facing the existing open space, and the southern boundary facing the rural edge

Ensure appropriate separation between existing properties and proposed new development, by backing onto existing rear gardens; minimum back-to-back distances must be incorporated as set out above.

Due to level differences and strong existing vegetation, it may not be appropriate to face the western boundary to Thaxted Road, and instead orientate dwellings into the site.

Overarching Code Guidance

4.9 Legibility - Corners and Views

Buildings must hold the corner of blocks. Intersections between all streets must contribute to place-making, with careful placement of front doors, privacy strips, carriageways, foot paths, shared surfaces, raised tables and parking.

Legibility - Corners

In order to ensure intersections are properly defined, buildings must be placed on the corner of every block to aid place-making

At crossroad intersections, all four corners must be framed by buildings

Junctions must be designed with safe visibility splays

If possible at crossroads, front doors should be arranged in a pin wheel formation to provide consistent activity to each street

Garages or surface parking are not acceptable on corners

Angled buildings may be needed where development blocks are not at right angles

Legibility - Views

At T-junctions, buildings must be placed to provide prominence along the street arriving at the junction

These buildings must be carefully located and provide a considered design

These buildings which terminate vistas at the end of T-junctions must be treated as key elevations – these can provide a different scale, material or colour to adjoining buildings

Side or rear boundaries to gardens will not be acceptable as a viewpoint along an approaching road



The Avenue, Saffron Walden



Tadpole Garden Village



Tadpole Garden Village

Overarching Code Guidance

4.10 Legibility – Statement and Key Buildings

Statement buildings can help to increase the prominence and importance of a specific space or arrival point within a new development. Key buildings should be used to provide interest to street scenes, such as on corners, when viewed from an approaching route, or where located around a key space or street.

Legibility - Statement Buildings

Statement buildings should be used in very limited locations to increase their importance within developments

These can be 'one-off' buildings offering an alternative use, or in a key location that requires a specific building type not found anywhere else in the development

A Statement building could be included within the Thaxted Meadows character area, providing a sense of identity on arrival to the development.

Key buildings should be located on corners and key junctions, and provide important visual reference points within the street scape, such as the block at the head of the green corridor.

Key elevations of focal buildings should be defined by certain design principles, such as:

a change in building material

a change in colour of the building material

a set back or forward from adjacent building line

raised or reduced building height from the adjacent buildings; alternatively raising or reducing roof eaves and/or ridge line

specific/feature detail to building



The Hamptons, Worcester Park



Bolnore Village, Haywards Heath



Holborough Lakes

Overarching Code Guidance

4.11 Streetscape & Roofscape Composition

A varied townscape and roofscape must be achieved across the new development. This must be particularly evident in the form of buildings overlooking important routes, spaces and edges throughout the scheme, where the building typology will help dictate the character of the development area to appropriately reflect the setting onto which the buildings are fronting.

PRINCIPLES

Street scenes must be provided to make sure buildings are designed to sit well alongside one another, and to show a consideration of the context and aspirations of character

The use of 3D modelling to create and assess street scenes and roof designs during the design process is advocated

Gable forms must be used to articulate buildings and provide variety to the roofscape

Repetition of form should be explored in key locations where a strong building line and prominence may be necessary

Compositions of buildings around junctions and facing sideways and across to each other should be considered

Use of height around key spaces or junctions should be considered



Abode, Great Kneighton



Edenbrook, Fleet

Overarching Code Guidance

4.12 Ground Levels & Building Heights

Building heights will accord with the principles set out in the Building Heights Parameter plan. All heights are based on the buildings finished floor level, and the approximate height of the building is to the ridge line.

The design of roads and buildings within the new development must account for the topography.



Knights Park, Tunbridge Wells

PRINCIPLES

The design of the street network must be led by the aim to reduce cut and fill on the site and tie in with the existing ground levels of the site where possible;

Where gradients are steep the alignments of roads and footpaths must 'cross' contours to ensure gradients do not exceed maximum requirements and can be used by all;

Terraced buildings must be avoided where gradients are steeper to minimise any extended flank elevations where finished floor levels may sit above surrounding ground levels;

Terraced gardens should be considered with small steps in order to minimise the height of retaining walls;

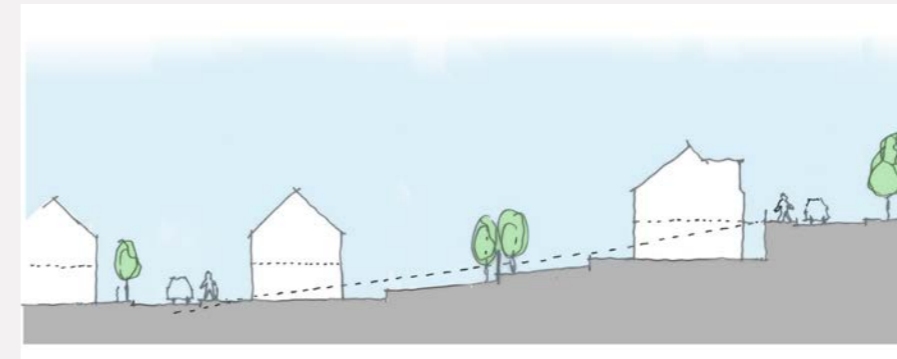
Retaining structures should be located within development blocks, so they are generally hidden from the public realm;

Steps in buildings can help convey the local character and therefore should not be discounted;

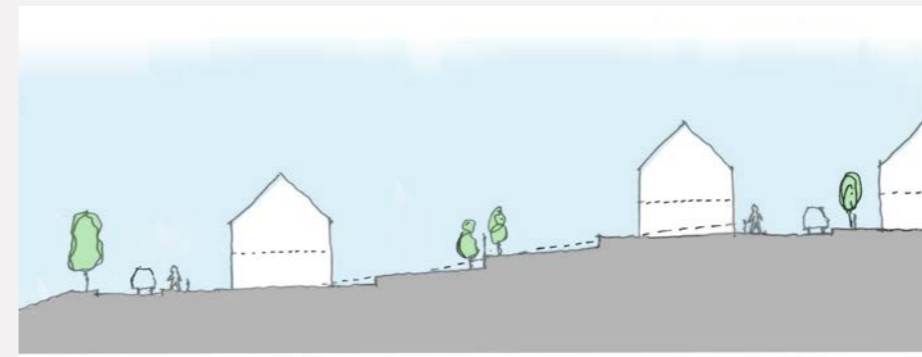
Front doors on adjoining stepped units should be 'handed' away from one another to allow for suitable footpath gradients where level differences occur;

Split level houses should be considered where larger levels differences occur across development blocks.

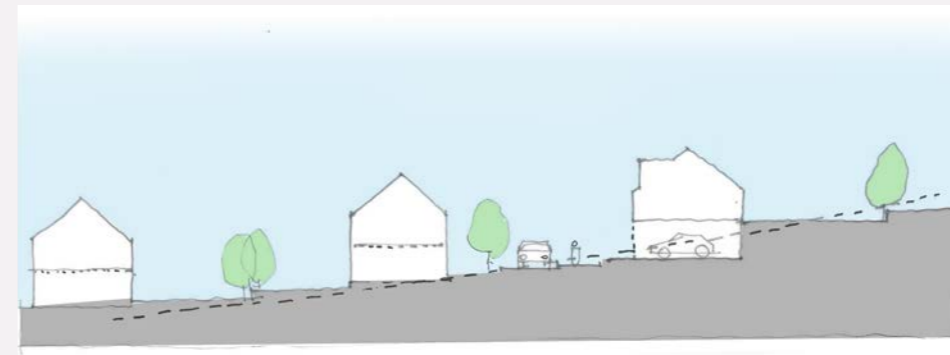
INDICATIVE BLOCK ARRANGEMENTS WHERE LEVEL DIFFERENCES OCCUR:



- Gentle slopes across gardens
- Circa 1m retaining walls to rear of patios and below boundary fence
- Potential for 'split level' houses to address level differences



- Gentle slopes across gardens
- Circa 1m retaining walls to rear of patios a below boundary fence

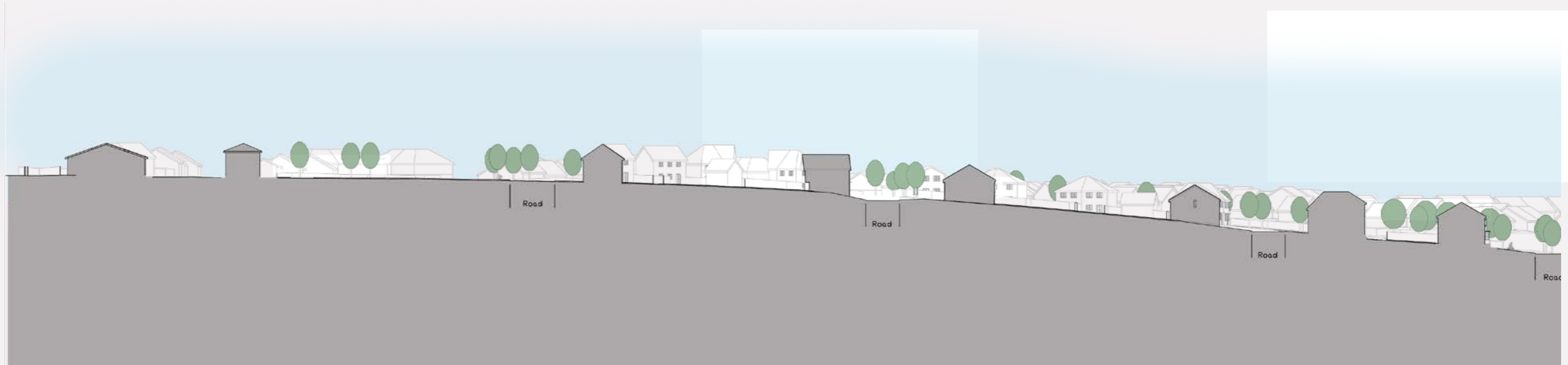


- Gentle slopes across gardens
- Circa 1m retaining walls to rear of patios and below boundary fence
- Potential for 'split level' houses to address level differences

Overarching Code Guidance

4.12 Ground Levels & Building Heights

Indicative Section through the Site



Section A1-A1



Section A2-A2



Key Plan

Overarching Code Guidance

4.13 Local Influence

The design of building forms and use of materials must reference an understanding of the local character. A character study should be conducted as part of the design process and used to help inform the appearance of the proposed buildings.

PRINCIPLES

- A character study of the area must be referenced to justify the proposed design style
- Building forms must have a relevance to the local vernacular and take visual cues from the area
- All buildings must be made from materials that are durable, age well and are positively enhanced by weathering. Additional and alternative materials may be appropriate and will be considered on their merits.
- The design of streets and spaces can take reference from precedents, whether these are local or in other well considered schemes demonstrating good standards of design



Debden Road



West Road



Victoria Avenue



West Road



The Avenue



Mount Pleasant Road



Mount Pleasant Road



Castle Hill



Hop Fields

Overarching Code Guidance

4.14 Building Colours & Materials

All buildings must be made from well-detailed traditional materials that are durable, age well and are positively enhanced by weathering.

Material choice must be informed by a character study of the area and strong design rationale for the specific character area within which the buildings are located.

MATERIALS

Walls



Red Brick



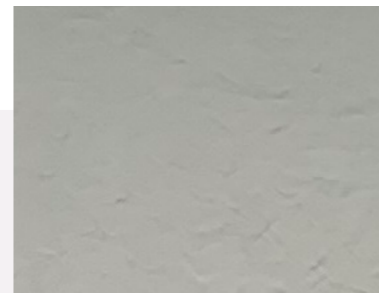
Tile Hanging



Weatherboarding - Dark



Buff Brick



Coloured Render/ Weatherboarding - Sage Green; Sky Blue; Pale Grey; Light Burgundy



PRINCIPLES

Brickwork must be either red or buff in colour to complement the local vernacular within Saffron Walden;

Secondary materials must reference colours used in the local area – use of materials to reflect darker colours (timber effect), other colours such as sage green; sky blue; pale grey; light burgundy;

The colour of the mortar used must complement the tone of the brick;

Variety in brick type should be employed, but avoiding dominant strong colours or contrasts.

Brickwork should potentially include features such as brick arches, string courses, decorative bonds, patterns and textures.

Dormer Windows



Flat Roof



Pitched Roof

Roofs



Clay Roof Tile



Slate Roof Tile



Chimneys

Porches/Canopies



Porch/Canopies



Porch/Canopies

Windows



Bay Windows

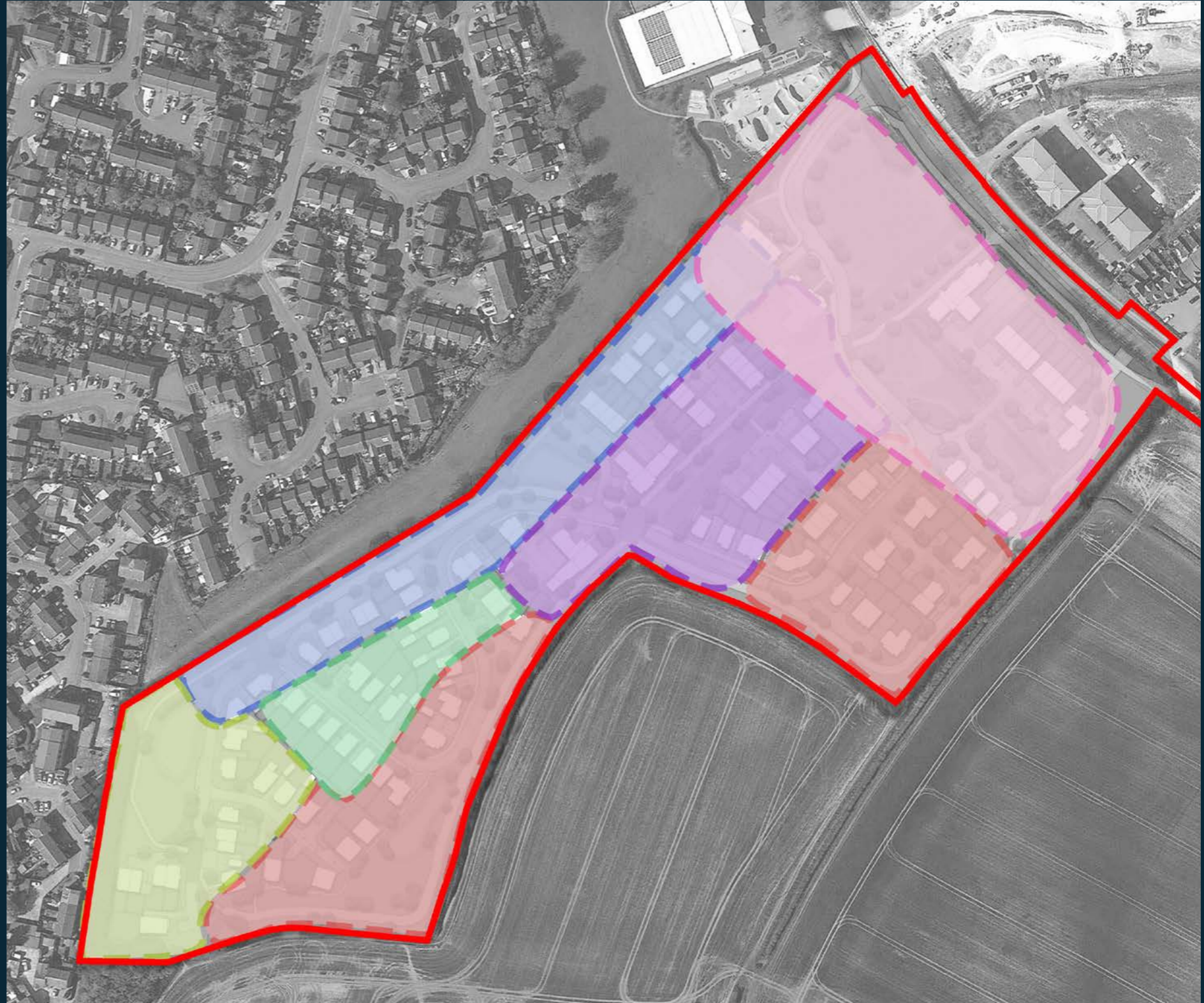
Overarching Code Guidance

4.15 Character Areas

The overall identity can be split into 6 individual Character Areas, each taking on a unique identity, informed from its role and context within the wider setting.

The six defined character areas are:

- Thaxted Meadows
- Green Corridor
- Amenity Edge
- Rural Edge
- Internal Streets
- Glebe Green



Overarching Code Guidance

4.16 Key Spaces

The Framework Masterplan illustrates a development arrangement set around the route hierarchy outlined in section 4.1. Within this framework are a number of key spaces which routes pass through and around which development has been proposed. The design of these spaces will be key in creating a legible and attractive environment for people to enjoy, and as such require some attention to their structure.

Key spaces

For the site, the key spaces indicated on the Framework Masterplan are:

1. Thaxted Meadows
2. Green Corridor
3. Central Space
4. Glebe Green

Section 5 of this DCD provides some indications of how these spaces could be designed, as set within the proposed character areas and the illustrative masterplan submitted with the Outline planning application. However below are a series of design considerations that must be acknowledged during detailed design of the spaces.



Key Spaces

The overall coding principles are as follows:

Key spaces must have an enhanced amount of frontage and overlooking from the surrounding built form. Frontage of buildings onto these spaces must take priority over other aspects, whilst ensuring where located on corners, buildings offer some frontage to these other streets and spaces as well

Key spaces can must allow opportunity for statement or key buildings to be incorporated in important locations, such as providing prominence over vistas or acting as gateways to these spaces

Scale of buildings is important and should reflect the size of the space onto which they face; aspirations for increased high should be acknowledged, where appropriate, whilst also ensuring heights are limited in more sensitive locations

The design style and material choice for buildings in the key spaces should reflect the overarching character proposals for the site and the context analysis undertaken of the local area

Key elements of buildings such as gables, bay windows, enhanced fenestration and other building features should be concentrated in these areas to enhance the space

Overarching Code Guidance

4.17 Spatial Design and Amenity

New buildings should be designed to appropriate living standards within and around the home, which should allow for flexibility and adaption in the future.

PRINCIPLES

All new homes must be designed to comply with Nationally Described Space Standards (NDSS)

All new homes must be provided with private external amenity space that meets the requirements as outlined in the Essex Design Guide

All new apartments must also be provided with private external amenity space that meets the requirements as outlined in the Essex Design Guide



Section 5

Character Area Guidance

Character Area Guidance

5.1 Character Area 1:

Thaxted Meadows

Thaxted Meadows

This area comprises the lower parts of the site which in the main are characterised by the large areas of multi-functional public open space, around which buildings should provide a strong sense of overlooking and containment of the space, by linked building typologies and taller, three story buildings.

The northern part of this space will form a continuation of the existing public open space to the north of the site and provide good connectivity with the existing play facilities, skate park and the Lord Butler Leisure and Fitness Centre. The landscaped corridor extending to the southern edge of the site will provide pedestrian and cycle links with the Orbital Greenway extending along the southern edge of the site.



Key Plan



Extract of character area

Illustrative View Of Thaxted Meadows Character Area



Block Principles

Residential blocks to have continuous building lines to provide structure to the street;

Corner buildings located within development areas can be at right angles to junctions to provide more formality to the street;

It is important that corner buildings provide dual aspect frontage overlooking both streets/spaces as in this area they form visual markers;

Buildings must face towards the streets and spaces within this area and overlook the public open spaces;

Houses should 'back on' to the northern boundary where ground levels differ to Thaxted Road and existing vegetation forms a strong barrier with no frontage over the main road;

Buildings must be orientated to overlook the north-east corner of the site and the proposed entrance for the Saffron Walden Orbital Greenway.

Character Area Guidance

5.1 Character Area 1:

Thaxted Meadows

Plot Principles

Building typologies to include apartment blocks up to three storeys to provide presence over the public open spaces;

Houses should generally be in terrace form to provide strong building lines and potentially up to 2.5 storeys;

Some semi-detached or detached houses can be located at the eastern end of the space where the development meets the countryside edge;

Walls - predominance of buff brick as the main material;

Feature - dark stained boarding and some red brick buildings; to be used on some key buildings as main material;

Roofs - slate colour tile to complement buff brick and dark stained boarding;

Porches/canopies - natural timber colour or dark stained to match main building; roof covering must match main roof

Windows/doors - dark grey windows and door frames; dark window colours can be considered on houses using dark stained boarding as main wall material;



Tadpole Garden Village



Caterham Barracks, Surrey



Highwood, Horsham



The Avenue, Saffron Walden



Church Street, Saffron Walden

Character Area Guidance

5.1 Character Area 1:

Thaxted Meadows

Thaxted Meadows will create a distinctive area of informal open space situated on low lying land adjacent to Thaxted Road. It should provide an attractive arrival space into the residential development, which the main vehicular entrance, along with pedestrian and cycle routes pass through.

Public Realm Principles

Where feasible existing hedgerows and trees situated along the site perimeter and field boundaries will be retained and enhanced with additional native hedgerow trees and shrubs. This will increase the vegetation cover, which should filter and soften views of the proposed built development from Thaxted Road and the existing open space.

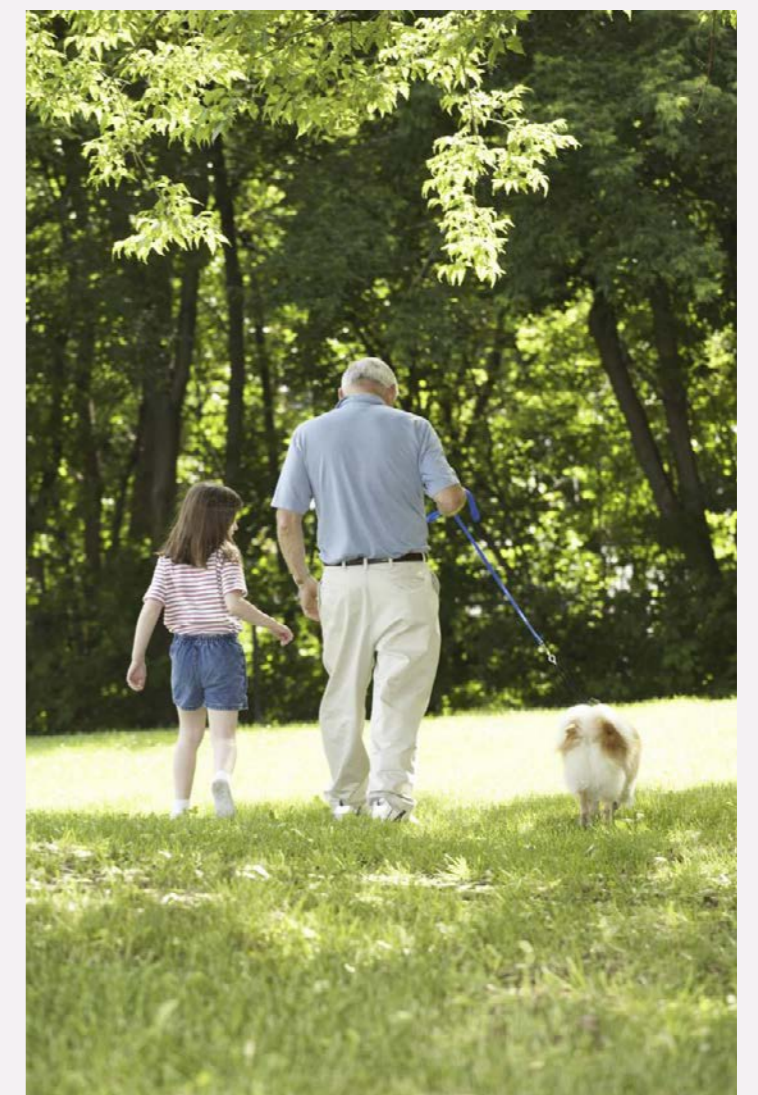
A green corridor of informal open space should link the north eastern corner of the site (adjacent to the existing skatepark) with the southern site boundary. This creates a connection between the existing open space at the settlement edge and the wider countryside.

The green corridor incorporates an overland drainage flow route and flood zone.

Street trees should create a distinctive avenue along the main entrance into the site. Proposed planting of larger scale specimen trees should be undertaken through Thaxted Meadows open space.

Opportunities for other areas of ecological habitat creation should include species rich grassland, native trees and shrubs and wetland within SuDS basins, which should contribute towards biodiversity net gain.

A cohesive network of recreational routes within Thaxted Meadows provides connections to proposed residential streets, existing open space, highways and public rights of way. Thaxted Meadows should be designed to allow natural surveillance from nearby dwellings with safe and accessible recreational routes.



Character Area Guidance

5.2 Character Area 2: Green Corridor

Green Corridor

This corridor provides direct pedestrian and cycle connectivity through the site, from the arrival space off Thaxted Road to the centre of the development. This route is safeguarded away from the roads and should be overlooked by linked building typologies to form a safe and well overlooked route through the development.

The corridor includes existing landscape assets to the site, such as a hedgerow and drainage ditch which can assist with the transfer of surface water and the SUDs strategy throughout the development.



Key Plan



Extract of character area

Character Area Guidance

5.2 Character Area 2:

Green Corridor



Block Principles

Residential blocks to have continuous building lines to provide structure to the corridor;

Corner buildings located within development areas can be at right angles to junctions to provide more formality to the street;

Where streets are perpendicular to the green corridor, end houses should be 'corner' types with front doors placed on the corridor side of the building;

Parking for houses and buildings along the green corridor should generally be accessed from the side or rear of the property;

Character Area Guidance

5.2 Character Area 2:

Green Corridor

Plot Principles

Building typologies to include apartment blocks up to three storeys on corners to provide visual markers;

Houses should generally be in terrace form to provide strong building lines and potentially up to 2.5 storeys;

Walls - predominance of buff brick as the main material;

Feature - coloured boarding to match colours locally - sage green, sky blue, pale grey, light burgundy; to be used on some key buildings as main material;

Roofs - slate colour tile to complement buff brick and any alternative colours;

Porches/canopies - natural timber colour or dark stained to match main building; roof covering must match main roof

Windows/doors - white or dark grey windows and door frames to complement colour of building



Market Row, Saffron Walden



Castle Hill, Saffron Walden



The Avenue, Saffron Walden



Knights Park, Tunbridge Wells



Upton, Northampton

Character Area Guidance

5.2 Character Area 2:

Green Corridor

The Green Corridor creates a wide landscaped boulevard into the central part of the proposed residential development. It provides an attractive linear corridor of open space framed by adjacent residential development, with opportunities for direct and segregated routes for pedestrians and cyclists.

Public Realm Principles

Where feasible existing landscape features along an internal field boundary will be retained and enhanced with native hedgerow and tree planting. This will assist in defining the boulevard and focusing views along the Green Corridor.

Proposed planting of larger scale specimen trees should be undertaken within the Green Corridor.

The proposed footpath / cycleway route along the Green Corridor should enable convenient safe connections to proposed residential streets. The Green Corridor should be designed to allow natural surveillance over the footpath / cycleway route from nearby dwellings.



Character Area Guidance

5.3 Character Area 3:

Amenity Edge

Amenity Edge

This area comprises the northern edge of the development. The existing hedgerow in this area is to be retained and respected with a 5m buffer. Adjacent to this will be pedestrian/cycle paths set away from the adjacent roads. Where possible, and where the topography allows, dwellings should be orientated to overlook this edge and form a positive relationship with the existing public open space to the north which currently lacks natural surveillance.

The central open space should, like the arrival space, form a continuation of the existing public open space to the north of the site. Pedestrian links into the adjacent streets to the north are limited adjacent to this area, therefore the increased space offered by the central open space should allow for alternative walking routes and movement from the existing green space through to Thaxted Road and the countryside edge.

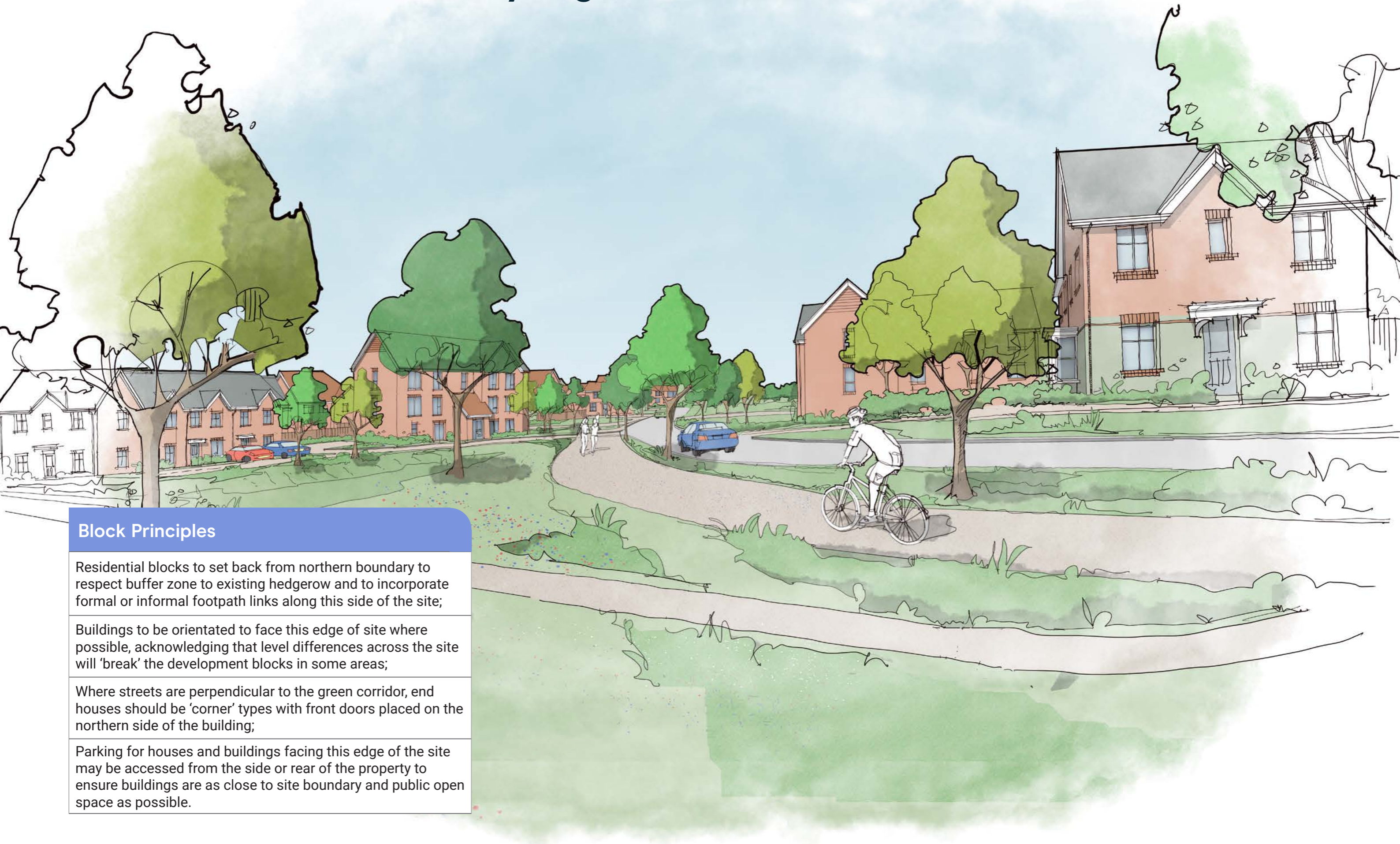


Key Plan



Extract of character area

Illustrative View Of Amenity Edge Character Area



Block Principles

Residential blocks to set back from northern boundary to respect buffer zone to existing hedgerow and to incorporate formal or informal footpath links along this side of the site;

Buildings to be orientated to face this edge of site where possible, acknowledging that level differences across the site will 'break' the development blocks in some areas;

Where streets are perpendicular to the green corridor, end houses should be 'corner' types with front doors placed on the northern side of the building;

Parking for houses and buildings facing this edge of the site may be accessed from the side or rear of the property to ensure buildings are as close to site boundary and public open space as possible.

Character Area Guidance

5.3 Character Area 3:

Amenity Edge

Plot Principles

Building typologies to include detached or semi-detach houses due to the change in ground level along this edge;

Terraced housing may not be appropriate along this edge due to the change in ground levels;

Walls - predominance of buff brick as the main material;

Feature - coloured boarding to match colours locally - sage green, sky blue, pale grey, light burgundy; to be used on some key buildings as main material;

Roofs - slate colour tile to complement buff brick and any alternative colours;

Porches/canopies - natural timber colour or dark stained to match main building; roof covering must match main roof

Windows/doors - white or dark grey windows and door frames to complement colour of building



Sovereign Gate, Cheshunt



Bolnore Village, Haywards Heath



Abode, Great Kneighton



The Avenue, Saffron Walden

Character Area Guidance

5.3 Character Area 3:

Amenity Edge

The Amenity Edge creates an attractive interface with the existing open space situated to the north of the site. Proposed build development would be set back from the site boundary behind existing hedgerow and trees.

Public Realm Principles

Proposed build development should be set back from the site boundary a minimum distance of 5m to ensure that the existing hedgerow and trees situated along the northern boundary can be retained and enhanced with additional native hedgerow trees. This will increase the vegetation cover, which should filter and soften views of the proposed built development from the existing open space.

The greenway corridor along the amenity edge should widen to accommodate a footpath, which forms part of a cohesive network of recreational routes. Provision of pedestrian links to the northern site boundary should enhance connectivity with the existing open space.

A pocket park within the central part of the site will create a green link connecting the existing open space at the settlement edge and the wider countryside. Proposed planting of larger scale specimen trees should be undertaken within the pocket park. Other areas of ecological habitat creation should include species rich/wildflower meadow grassland, native trees and shrubs and wetland within SuDS basins, which should contribute towards biodiversity net gain.

The Amenity Edge should be designed to allow natural surveillance over the greenway route and pocket park from nearby dwellings and residential streets.



Character Area Guidance

5.4 Character Area 4:

Rural Edge

Rural Edge

These areas form the southern edges of the development, with buildings set back from the site boundary. Buildings in these areas should be of a lower density than elsewhere within the development, comprising detached and semi-detached properties and orientated to face outwards and form a positive relationship with the countryside edge.

The open space in these areas should allow for new planting to assist with screening of the new buildings from wider views, and form an attractive space within which the new Saffron Walden Orbital Greenway can pass through.



Key Plan



Extract of character area

Character Area Guidance

5.4 Character Area 4:

Rural Edge



Block Principles

Residential blocks to have an informal building lines suitable when facing the countryside edge of the site;

Buildings should generally be served by Shared Private Drives as the lowest form of street category to these sensitive locations;

Building placement should ensure frontages and entrance doors face outwards towards the rural edge;

Due to the informal form to the edge, more 'special' house types should be considered to ensure all public facing facades have interest and habitable room windows providing surveillance.

Character Area Guidance

5.4 Character Area 4:

Rural Edge

Plot Principles

Building typologies should generally be detached houses with parking to the side and recessed garages to provide gaps between buildings, to minimise the massing along this edge;

Some semi-detached houses may be appropriate but should be limited to within streets;

Some single storey bungalows could be used at upper areas of the site to mitigate any external views back to the site;

Walls - predominance of red brick as the main material;

Feature - dark stained boarding; to be used on some key buildings as main material;

Roofs - clay colour tile to complement red brick;

Porches/canopies - natural timber colour or white; roof covering must match main roof

Windows/doors - white windows and door frames to complement colour of building



Bolnore Village, Haywards Heath



Kiln Barn Road, Aylesford



The Frythe, Welwyn



Arborfield Green

Character Area Guidance

5.4 Character Area 4:

Rural Edge

The Rural Edge creates an attractive interface with the wider rural landscape situated to the south of the site. Proposed build development would be set back from the site boundary behind existing hedgerow and trees.

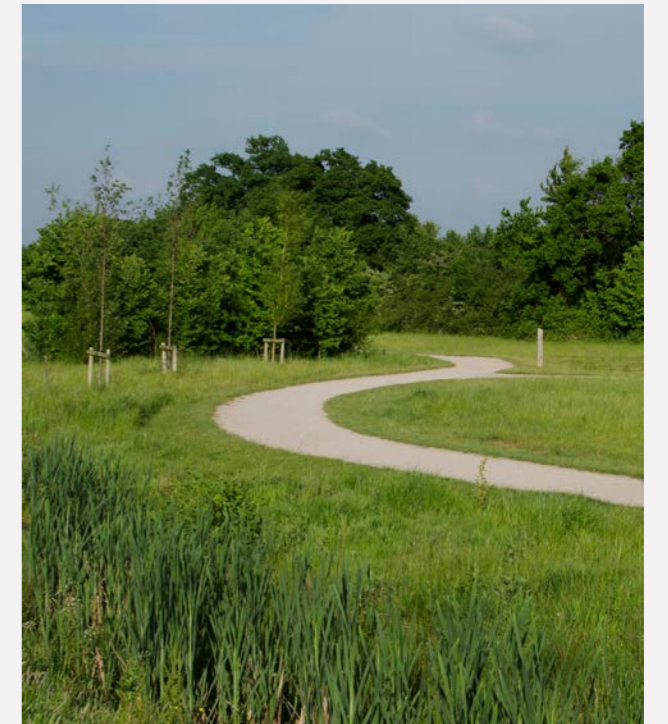
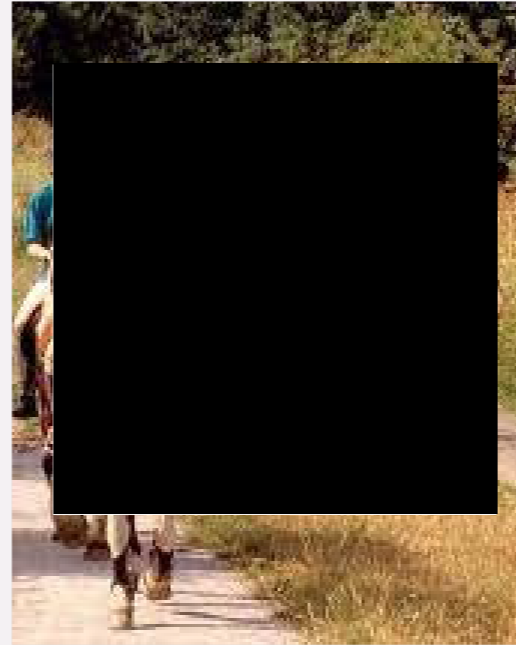
Public Realm Principles

Proposed build development should be set back from the site boundary a minimum distance of 10m to ensure that the existing hedgerow situated along the southern boundary can be retained and enhanced with additional native hedgerow trees. This will increase the vegetation cover, which should filter and soften views of the proposed built development from the Cam valley.

The open space along the Rural Edge should accommodate a bridleway, which forms part of a cohesive network of recreational routes. Provision of pedestrian links to the residential development should enhance connectivity with the proposed open space.

The Rural Edge should be designed to allow natural surveillance over the open space from nearby dwellings and residential streets. This will assist in creating an active edge to the open space.

On the higher ground within the western part of the site, seek opportunities to widen the 10m corridor. Proposed planting of larger scale specimen trees should be undertaken where feasible in order to soften potential views of the proposed built development. There should also be opportunities to celebrate long distance views across the Cam valley. Areas of ecological habitat creation should include species rich grassland, native trees and shrubs and wetland within SuDS basins, which should contribute towards biodiversity net gain.



Character Area Guidance

5.5 Character Area 5:

Internal Streets

Internal Streets

The streets in the western area of the site are at a gradient to address the rising ground levels to the western edge of the site, and as such buildings either side of the streets should be designed specifically to address this condition.

Houses should generally be detached and set back from the road to allow for separation and frontage gardens to mitigate any change in levels, or alternative house types proposed that seek to address the level changes within the design of the house, such as split-level houses.



Key Plan



Extract of character area

Character Area Guidance

5.5 Character Area 5: Internal Streets



Block Principles

Blocks should follow the alignment of the road within this area, which will be orientated to address the levels rising from the centre of the site to the western edge;

Buildings can be located closer to the street in this area than others, to emphasise the different character as a dual sided street;

Buildings should acknowledge the change in ground level through this part of the site:

- Buildings on the upper side of the street could be 'split-level' including undercroft parking, with living areas and garden at a raised level;
- Buildings on the lower side of the street may be set back a little more to accommodate some banking required to reduce floor levels;

If split-level houses are proposed, parking requires detailed consideration so not to dominate the frontage of the house - potential for some side parking with accommodation above to screen any retaining walls to the rear;

Character Area Guidance

5.5 Character Area 5: Internal Streets

Plot Principles

Building typologies to generally be semi-detached or detached buildings to enable mitigation of change in ground levels;

Walls - predominance of red brick as the main material;

Feature - coloured boarding to match colours locally - sage green, sky blue, pale grey, light burgundy;

Roofs - slate colour tile to complement buff brick and any alternative colours;

Porches/canopies - natural timber colour or dark stained to match main building; roof covering must match main roof

Windows/doors - white or dark grey windows and door frames to complement colour of building



Museum Street, Saffron Walden



Church Street, Saffron Walden



Highwood, Horsham



Knights Park, Tunbridge Wells



Trumpington Meadows, Cambridge

Character Area Guidance

5.6 Character Area 6:

Glebe Green

Glebe Green

This area comprises the highest part of the site and another strategic area of public open space serving the development. Like the arrival space and the central space, this should form a continuation of the existing public open space to the north of the site and provide good connectivity with this space.

The space should be well overlooked by new houses surrounding it, including some new houses in the far western corner of the site to ensure the proposed new access point has direct overlooking and frontage. The space should also link with the Rural Edge area offering an attractive route around the southern edge of the site for walking and cycling to promote healthy living.



Key Plan



Extract of character area

Illustrative View Of Glebe Green Character Area



Block Principles

Residential blocks to have strong building lines to provide structure to the open space

Parking for houses and buildings around this space should generally be to the side of the house to ensure the houses are not set too far back from the space;

Character Area Guidance

5.6 Character Area 6:

Glebe Green

Plot Principles

Building typologies should generally be detached or semi-detached properties due to this area being at the highest point of the site;

Walls - predominance of red brick as the main material;

Feature - dark stained boarding; to be used on some key buildings as main material;

Roofs - clay colour tile to complement red brick;

Porches/canopies - natural timber colour or white; roof covering must match main roof

Windows/doors - white windows and door frames to complement colour of building



Kiln Barn Road, Aylesford



Trumpington Meadows, Cambridge



The Avenue, Saffron Walden



The Brackens, Ascot

Character Area Guidance

5.6 Character Area 6:

Glebe Green

Glebe Green creates a focal area of open space on an area high ground situated at the western end of the site. It forms an attractive pocket park overlooked by proposed residential development, will be well connected to the existing settlement with recreational routes for pedestrians and cyclists.

Public Realm Principles

The existing hedgerow situated along the site boundary can be retained and enhanced with additional native hedgerow shrubs. This will bolster the existing vegetation cover, which filters views of the proposed built development from the existing residential properties.

The open space should accommodate a recreational route, which forms part of a cohesive network of recreational routes.

The Glebe Green should be designed to allow natural surveillance over the recreational route and pocket park from proposed dwellings and residential streets.

In addition to areas of amenity grassland, areas of ecological habitat creation should include species rich/wildflower meadow grassland, specimen trees and shrubs and wetland planting within the SuDS basin, which should contribute towards biodiversity net gain.



Section 6

Implementation

Implementation

6.1 Compliance Checklist

The following Design Code Compliance checklist will be completed and included within the Design and Access Statement to be submitted with any subsequent Reserved Matters planning application.

This checklist contains all elements of Mandatory or Recommended coding as included within this document, and as such should be completed as appropriate to the designs being submitted at Reserved Matters stage, with the exception of the Character Areas whereby only Character Area coding related to the application being submitted need to be included.

Mobility + Access			
	Y	N	N/A
Walking + Cycling Strategy			
Pedestrian + Cycle Routes / Orbital Greenway			
Primary Access Upper Street			
Primary Access Lower Street			
Residential Access Road			
Mews Court			
Shared Private Drive			
Car Parking			
Cycle Parking			
Waste + Recycling			

Landscape Principles			
	Y	N	N/A
Public Open Space			
Street Furniture			
Childrens Play + Recreation			
SUDs Strategy			
Trees & Planting			
Public Realm Materials			

Urban Design Principles			
	Y	N	N/A
Block Frontage and Addressing Edges			
Legibility - Corners and Views And Key Buildings			
Legibility - Statement and Key Buildings			
Ground Levels & Building Heights			
Local Influence			
Character Areas			
Key Spaces			
Material Colours			

Character Areas			
	Y	N	N/A
Thaxted Meadows			
Block Principles			
Plot Principles			
Public Realm principles			
Green Corridor			
Block Principles			
Plot Principles			
Public Realm principles			

Amenity Edge			
	Y	N	N/A
Block Principles			
Plot Principles			
Public Realm principles			

Character Areas			
	Y	N	N/A
Rural Edge			
Block Principles			
Plot Principles			
Public Realm principles			
Internal Streets			
Block Principles			
Plot Principles			
Public Realm principles			

Glebe Green			
	Y	N	N/A
Block Principles			
Plot Principles			
Public Realm principles			



Illustrative Vignette



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