



# Land North East of Thaxted Road Saffron Walden

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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.

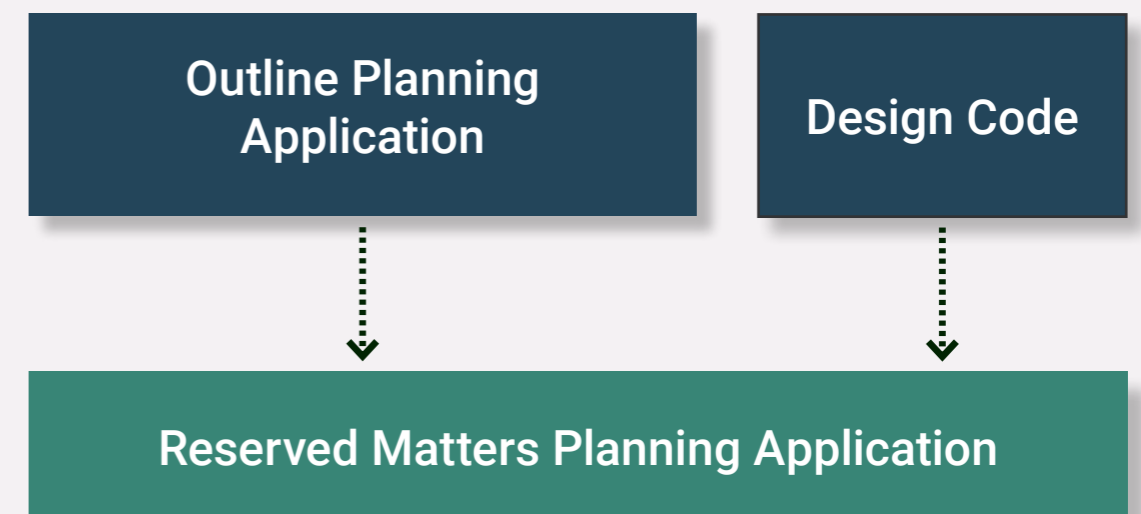
The Design Code has multiple aims, namely to:

- 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



### 1. INTRODUCTION

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



### 4. OVERARCHING CODE GUIDANCE

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



### 2. CONTEXT

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



### 5. CHARACTER AREA GUIDANCE

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



### 3. FRAMEWORK MASTERPLAN

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



### 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

026

### 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 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

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



027

### 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.

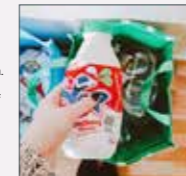
All buildings must have adequate space for refuse and recycling facilities within the property boundary or shared space. For houses, provision of waste storage is likely to be wheelie bins. For apartments, provision of waste storage is likely to be larger bins within communal stores.

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 predominantly 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 development 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 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.



### Complement the Emerging Community

An opportunity to support the emerging residential development to the south-east of Saffron Walden by incorporating sustainable connectivity and public open space that will be a benefit for all new development.



### 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 rear of Knight Park on the north-east side of Thaxted Road, on the south-eastern edge of Saffron Walden. It is split into two separate fields by the Tiptoffs Lane Byway, which joins with other public rights of way at the north-eastern corner of the site.

The site is defined to the west by the Knight Park commercial area, within which the Saffron Walden Recycling Centre and a service yard for commercial units adjoin the site boundary. To the north-west is a small piece of land which has planning approval for new residential development. To the north, and elevated above the site, is a new housing development called Poppy Fields. To the east and south-east are open fields for agricultural use.

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


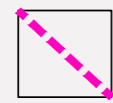

# Context

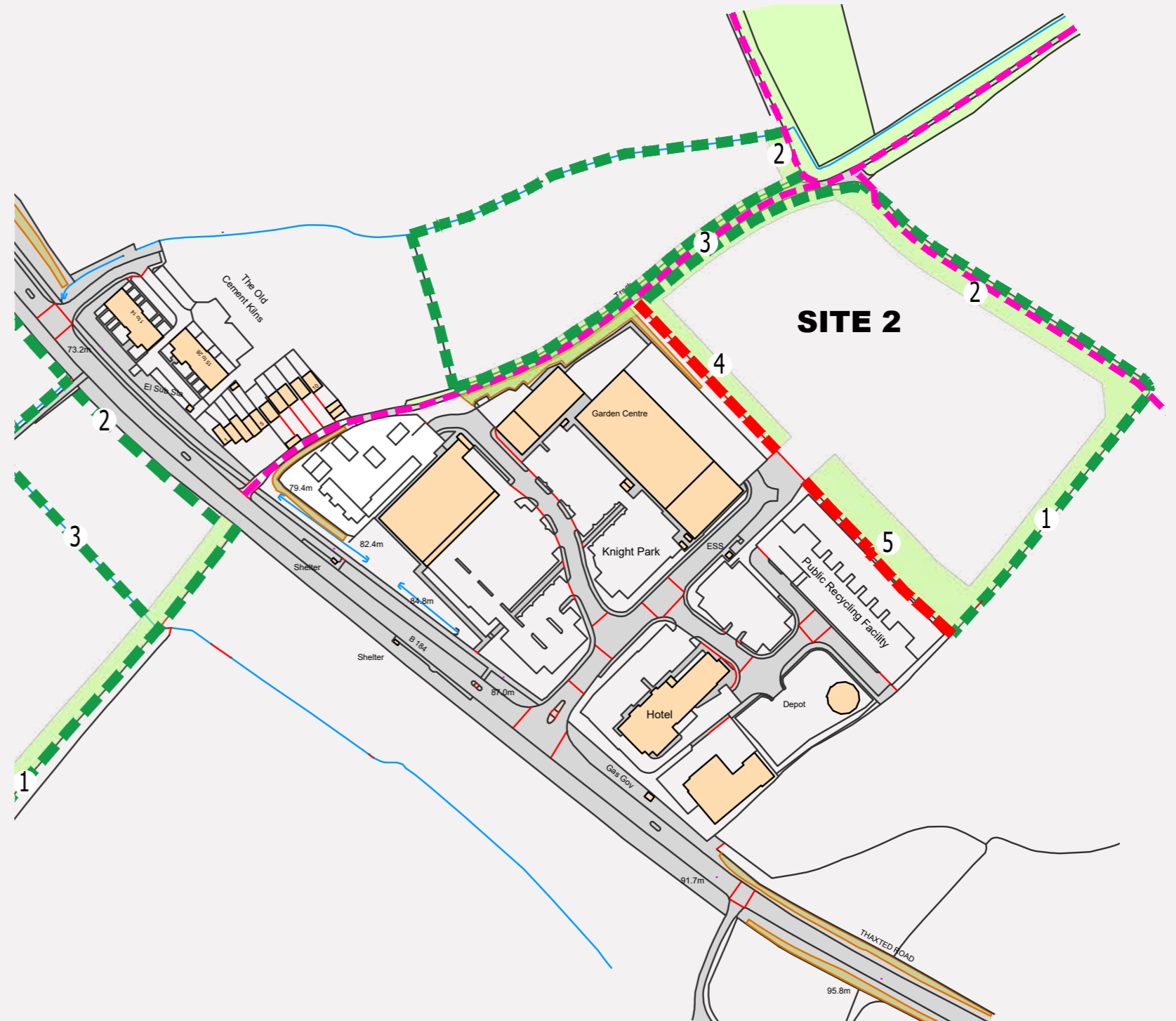
## 2.2 Landscape Context Overview

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 south eastern & edge. Creates a green interface/transition to wider countryside. Supplement existing vegetation cover to soften & filter views of proposed built development.
2. Landscape buffer (min 10m wide) to the northern edge. Creates a green interface/transition to wider countryside. Supplement existing vegetation cover to soften & filter views of proposed built development. Retains a green setting to the public rights of way
3. Existing byway & hedgerows have potential to form an enhanced green infrastructure link, connecting to the wider rights of way network and woodland to the north east.
4. Opportunities for landscape buffer to screen existing development the back of the retail park, including service yard & building.
5. Opportunities for landscape buffer to screen existing Saffron Walden recycling centre. Potential landscape bund combined with acoustic fencing.

### 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 various technical considerations outlined over the preceding pages have been collated into an overarching constraints plan to provide a baseline from which the development proposals can be progressed.

- KEY:**
-  SITE BOUNDARY
  -  POTENTIAL SITE ACCESS
  -  PUBLIC RIGHT OF WAY
  -  LANDSCAPE BUFFER (MIN 10M WIDE)
  -  FLOOD ZONE 2
  -  OVERFLOW ROUTE
  -  EXISTING BUILDINGS
  -  INFILTRATION BASINS 10M FROM STRUCTURE
  -  LAND FALL
  -  SPOT LEVEL
  -  EXISTING HEDGEROW & 5M WIDE BUFFER
  -  EXISTING TREES (TOPO SURVEY)
  -  SUDS PONDS
  -  NOISE LEVELS: >68
  -  NOISE LEVELS: 65 - 68
  -  NOISE LEVELS: 60-65
  -  NOISE LEVELS: 55-60
  -  NOISE LEVELS: 50-55
  -  NOISE LEVELS: <50
  -  TREE CAT B RPA & CANOPY
  -  TREE CAT C RPA & CANOPY
  -  TREE CAT U RPA & CANOPY



Constraints Plan

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. Main vehicle access – via Knight Park;
2. Landscape buffer – proposed to include new planting, acoustic screening, play and open space opportunities;
3. Residential development block – outwardly facing to all edges to provide positive frontage overlooking streets, open spaces and development edges;
4. Street network – proposed to include central ‘loop’ from which lower category roads can be taken to the outer edges of the development;
5. Focal buildings – opportunities for focal buildings on corners and on key vistas to assist wayfinding and provide interest to the street scene;
6. New public open space – large area of 1.15ha proposed as public open space located centrally to new housing development to the north-east of Thaxted Road, to facilitate this site, and conveniently located for residents in the adjacent Old Kilns and Poppy View developments.

KEY			
	Site Boundary		Green Corridors
	Footpath links		Focal Point Buildings
	Primary Access Street		Residential Development
	Residential Lane		Vehicle Access
	Shared Private Drive		Pedestrian Access



LEAP Children's Play Area  
See MLLA drawing  
PR162-02REVA

6

5

4

5

4

3

2

6

1

82.4m

84.8m

87.0m

Garden Centre

Knight Park

ESS

Public Recycling Facility

Hotel

Depot

Shelter

B-184

# Framework Masterplan

## 3.2 Code Guidance Plan



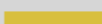
The plan shown on the adjacent page is the Code Guidance Plan. This plan provides overarching design guidance for the detailed design of the development. The design principles are outlined under a series of headings that form the structure of Section 4 of this Design Code, within which more detailed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








**KEY**

**DEVELOPMENT BLOCK PRINCIPLES**



**Frontages**

-  Rural Edge
-  Open Space Frontage
-  Internal Street Frontage

**Character Areas**





-  Knight Park Frontage
-  Internal Streets
-  Rural Edge
-  Key Building Locations
-  Corner Buildings

**ACCESS**

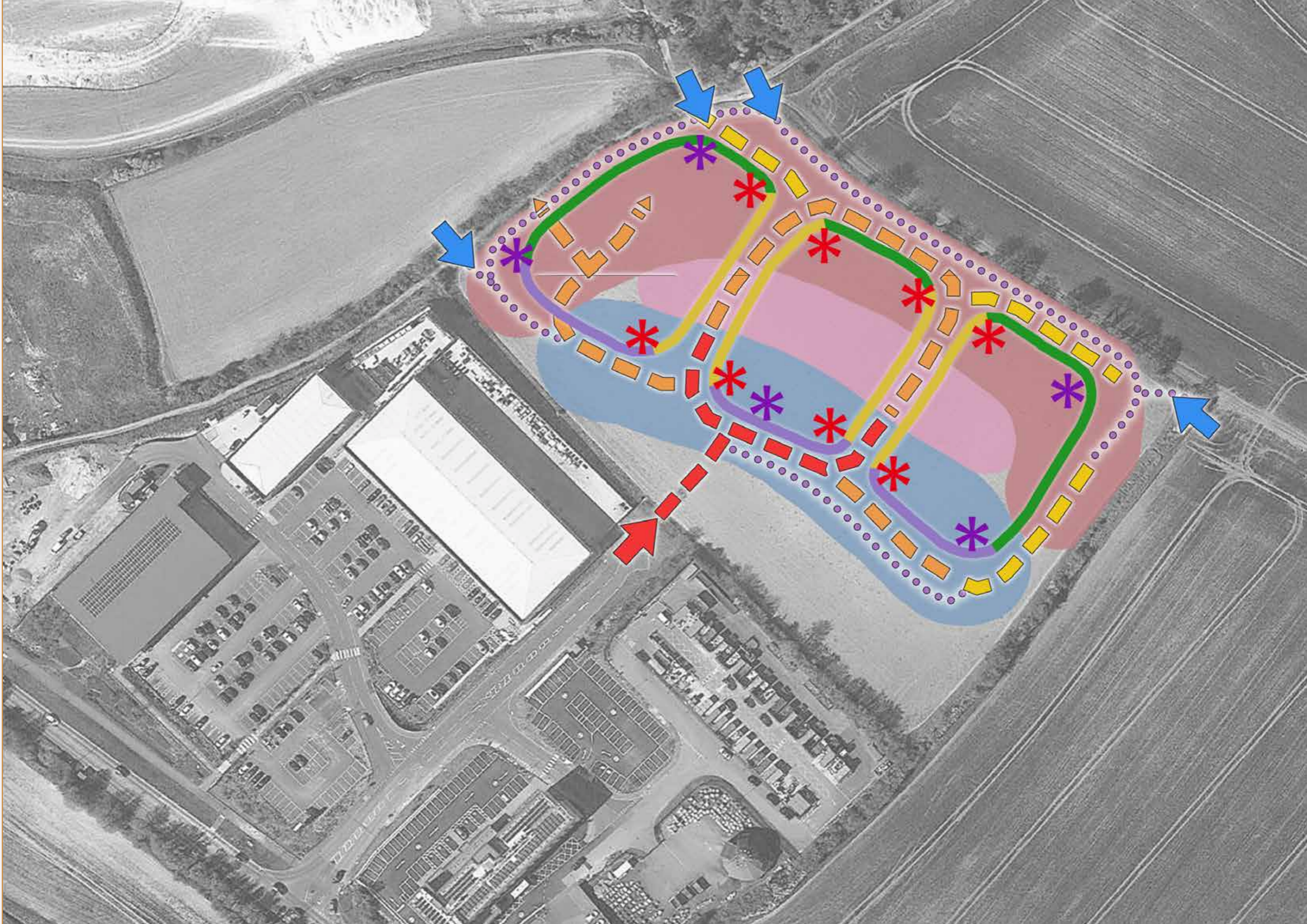
-  Vehicle Access
-  Pedestrian Access

**MOVEMENT**

**Streets**

-  Primary Access Street
-  Residential Lane
-  Shared Private Drive
-  Pedestrian Footpath





Section 4

# Overarching Code Guidance

# Overarching Code Guidance

## 4.1 Access Principles

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

**Main access** - multi-use: vehicle access into the site should be taken from Knight Park, via the extension of an existing road spur adjoining the south-western boundary. Footpaths proposed to both sides of the access road.

**Pedestrian/cycle access** - the walking and cycling strategy proposed through the site should provide direct links with existing public rights of way within and around the site. Therefore entry points into the site have been identified as follows:

- Tiptoffs Lane – access onto the Byway proposed in two locations, to the north-west and northern corner, to be located in suitable locations through gaps within the hedgerow boundary following arboricultural advice.
- Existing public right of way – extends across the site between the north and east corners of the site – these positions to be respected and enhanced as a suitable route for pedestrian.



# Overarching Code Guidance

## 4.2 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.

An indication of the potential movement framework is illustrated on this page, incorporating pedestrian and cycle connections with the previously identified access points.

### ROUTE HIERARCHY KEY

- Site Boundary
- - - Primary Access Street
- - - Residential Lane
- - - Shared Private Drive
- Pedestrian Footpath
- ➔ Vehicle Access
- ➔ Pedestrian Access



Route Hierarchy 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 such as the Essex Design Guide, 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 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.

Primary Access Street

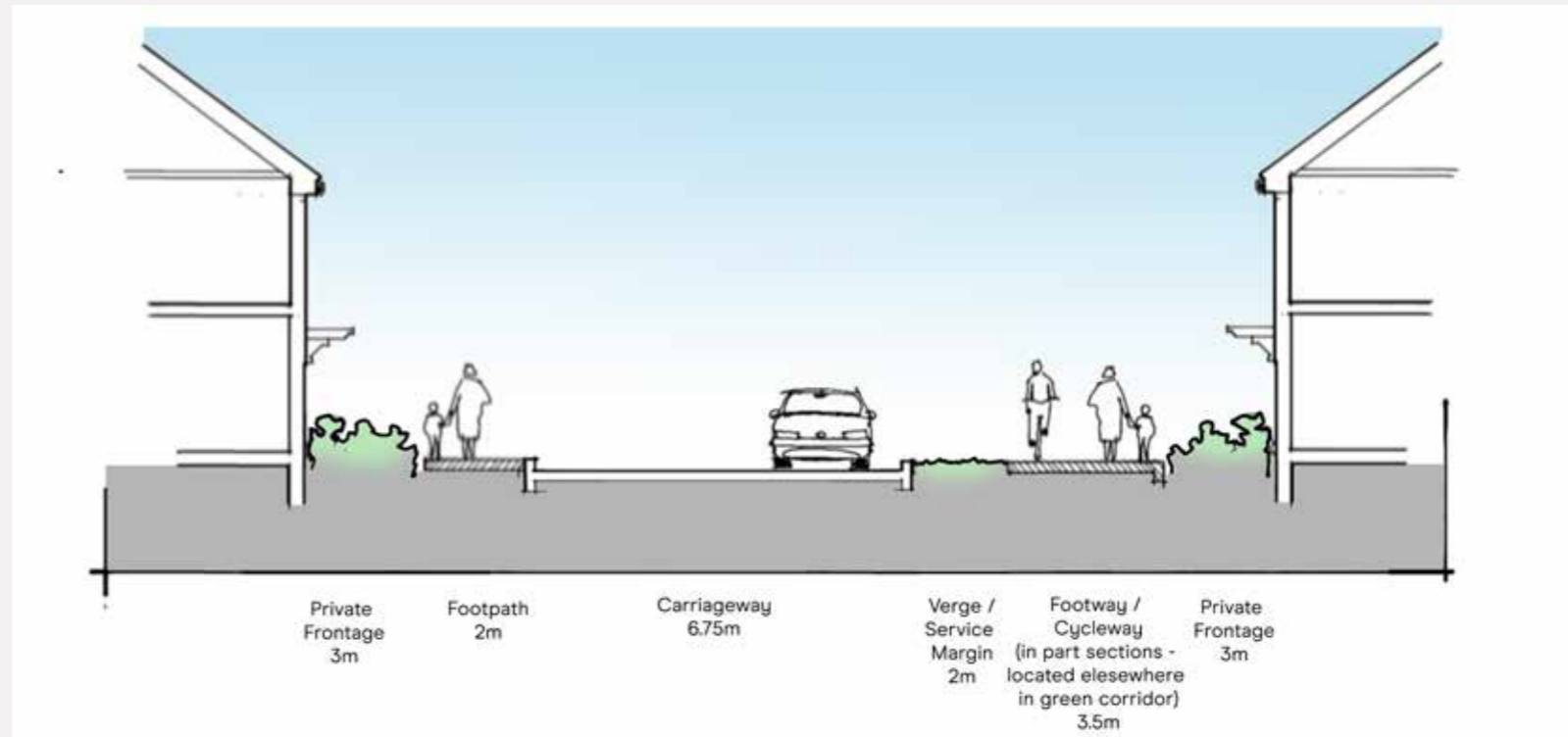
Residential Lane

Shared Private Drive

# Overarching Code Guidance

## 4.3.1 Primary Access Street (Essex Design Guide Street Type E - Access)

Main access street into the development from Knight Park.



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

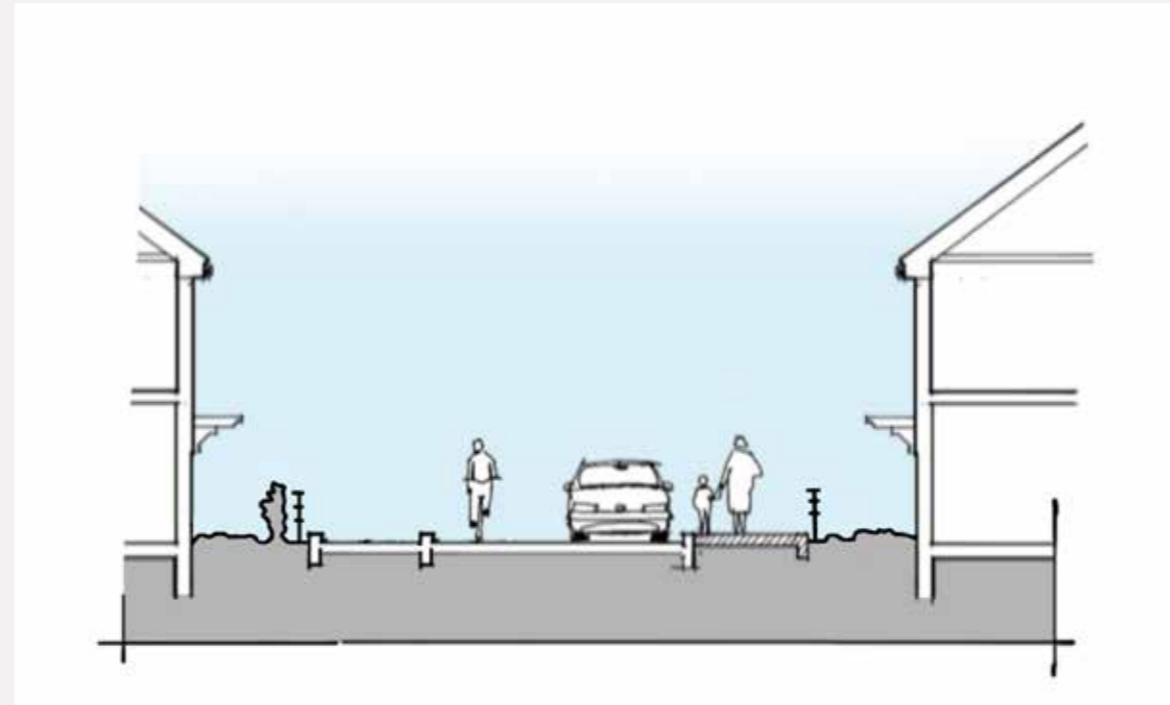
- Cycling** - within road
- On-Street Parking** - Limited frontage parking to dwellings
- Gradient** - 8% or 6% on a bus route
- Trees and Planting** - Use at key locations where space permits and within widened plot frontages.
- SUDs** - Subject to engineers requirements
- Street Furniture** - Co-ordinated 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

## 4.3.2 Residential Lane (Essex Design Guide Street Type F - Minor Access)

Internal streets centrally located within the development.



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

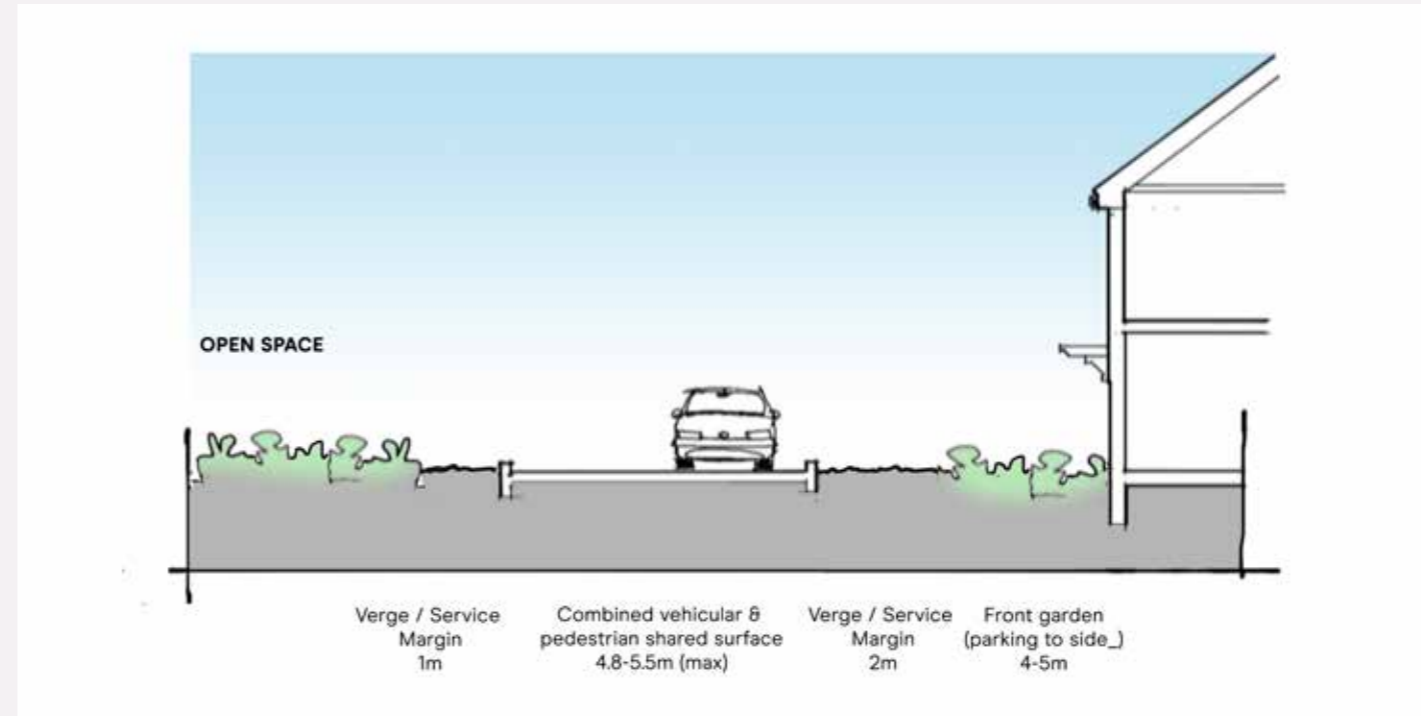
**Carriageway** - Blacktop macadam. Change in surface to coloured macadam and quality block paving at feature squares, key gateways / junctions / crossing points.

**Footway** - Coloured macadam or quality paving.

# Overarching Code Guidance

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

Edge lanes outwardly facing towards existing vegetation.



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

## 4.4 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.



On Plot Parking



Courtyard Parking

### 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



Visitor Parking

#### 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)



Garage

# 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.

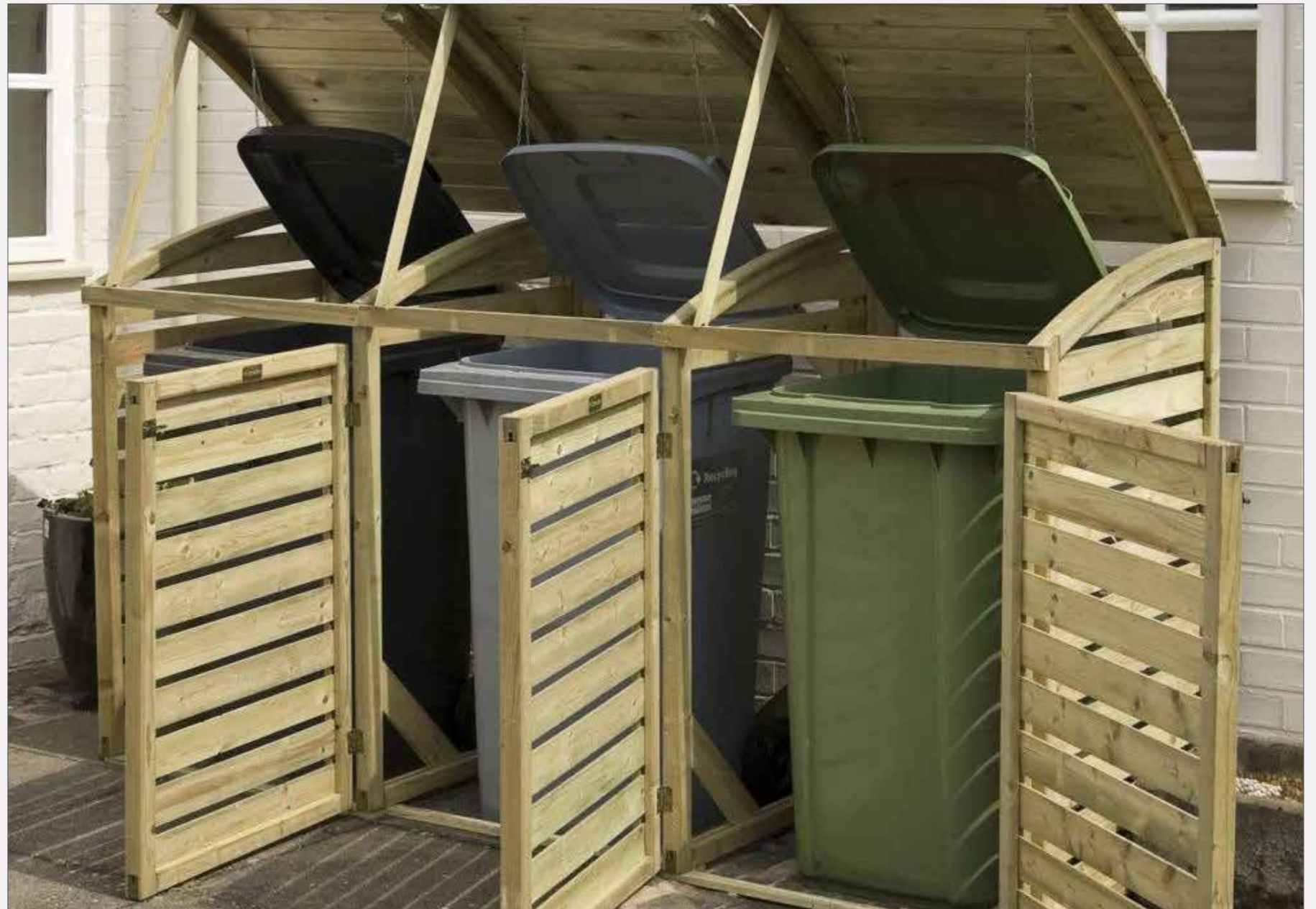
All buildings must have adequate space for refuse and recycling facilities within the property boundary or shared space. For houses, provision of waste storage is likely to be wheelie bins. For apartments, provision of waste storage is like to be larger bins within communal stores.

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 of 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; deliver bio-diversity enhancements 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 Waldens Neighbourhood Plan, the minimum quantum of open space proposed for 55 dwellings, would be 1Ha.

It is envisaged that the proposed Framework Masterplan will provide a generosity of open space totalling 2.28Ha, that will far exceed the minimum requirements.

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 the existing public rights of way, historic field boundaries, topography and local views. 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 provide containment to the proposed residential development.

The existing field hedgerows within the site should be supplemented with additional tree planting, bolstering vegetation cover which will soften and filter views. The following landscape buffers should be provided, in order to create a green interface / transition to the wider countryside and appropriate relationship with the existing settlement.

- Minimum 10m width to the south-eastern and north-eastern site boundaries.
- Minimum width of 10m to commercial development and 20m to the household waste recycling centre.
- Minimum width of 5m width to the existing hedgerow along Tiptofts Lane.

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.
- Characteristic structural planting species should include hornbeam, field maple, English Oak, Holm Oak, large-leave lime, crab apple and wild cherry.

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

New footpaths should be accommodated along greenways, lanes and through public open space 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.'

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

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

- Parks and gardens 0.01Ha
- Natural & Semi-natural Greenspace 0.77ha
- Amenity Greenspace 0.21Ha
- Provision for children and young people 0.01Ha

The proposed Framework Masterplan provides a generosity of open space totalling 2.28Ha, that will far exceed UDC's minimum requirements. There will be a range of open space provided for natural play and informal recreation along with the provision of an equipped children's play area.

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:

- A large area of informal open space (north of Tiptofts Lane)
- A pocket park, a childrens play area and linear corridors linked by recreational routes (south of Tiptofts Lane)

# 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 a children's play area facility 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. The proposed development should provide a Local Equipped Area of Play (LEAP) children's play area which would complement the existing recreational facilities.

### CODING PRINCIPLES:

Creation of a Local Equipped Area of Play (LEAP) children's play area within a 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 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



The Avenue, Saffron Walden



Horsted Park, Chatham



Knights Park, Tunbridge Wells



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 of 25m back-to-back distance as required in the Essex Design Guide, 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



Knights Park, Tunbridge Wells



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 facing the arrival into the development when viewed from Knight Park, 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



Indicative strategy for statement and key buildings



Abode, Great Kneighton



Bolnore Village, Haywards Heath



Bolnore Village, Haywards Heath

# 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



Oakgrove Village, Milton Keynes



Sovereign Gate, Cheshunt

# Overarching Code Guidance

## 4.12 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

## 4.13 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



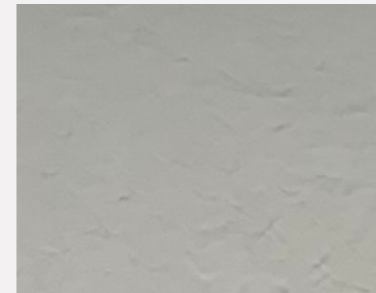
Tile Hanging



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

## 4.14 Character Areas

The overall character of the new development should be read holistically, however some character around the development can be incorporated through a typology based approach to the building designs, to match the setting within which they are located.

Character areas have been identified based on the street typologies as set out earlier in this chapter in section 4.2, as follows:

01 - Knight Park

02 - Internal Streets

03 - Rural Edge



Character Areas Plan

# Overarching Code Guidance

## 4.15 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:

### *Knight Park Frontage*

#### *Knight Park Frontage*

The south-western edge of the site will comprise of an area of open space fronted by a development edge facing towards the site boundary. Buildings should form a strong building line, to ensure that private amenity on the opposite side of the building is shielded from the noise sources to the south. This frontage will also provide good surveillance overlooking the open space, and provide an interesting street scene upon entry to the site from the main vehicle access.

Frontage or rear parking should be explored, to minimise the amount of side parking and ensure any gaps between buildings are small and assist with the design principle of using building mass to screen noise.



Key Plan



Extract of character area

# Illustrative View Of Knight Park Frontage 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;

A key building should be located facing the access road into the site to provide prominence over the entrance and arrival into the development.

# Character Area Guidance

## 5.1 Character Area 1:

### *Knigh Park Frontage*

#### Plot Principles

Building typologies to include apartment blocks up to 2.5 storeys to provide presence over the public open space;

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

Some semi-detached and detached houses can be used to create character and act as specific design responses to the layout;

Walls - predominance of red or buff brick as the main material;

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

Roofs - clay colour or 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;



Sovereign Gate, Cheshunt



Bolnore Village, Haywards Heath



Abode, Great Kneighton



The Avenue, Saffron Walden

# Character Area Guidance

## 5.1 Character Area 1:

### *Knights Retail Park Frontage*

The Knight Park Frontage creates an attractive interface with Knight Retail Park and the wider rural landscape situated to the south of the site. Proposed build development would be set back from the site boundary behind landscape buffers.

#### Public Realm Principles

Proposed build development should be set back from the south-eastern site boundary to create a landscape buffer a minimum width of 10m. This should ensure that the existing field hedgerow can be retained and enhanced with additional native hedgerow trees. The vegetation cover should filter and soften views of the proposed built development from the Cam valley.

Proposed build development should be set back from the site boundary with Knights Retail Park to create landscape buffers a minimum width of 10m to commercial development and 20m to the household waste recycling centre. The landscape buffer along should create physical and visual separation between the proposed residential development and the existing commercial developments and household waste recycling centre. An acoustic fence should also be installed along part of the site boundary / interface with Knights Retail Park.

It would include belts of native tree and shrub planting to filter and soften views of existing developments within Knights Retail Park. A proposed SuDS attenuation basin along with specimen trees alongside the main access into the site from Knights Retail Park should create an attractive green gateway. Areas of ecological habitat creation should include species rich grassland, native trees and shrubs and wetland within the SuDS basins, which should contribute towards biodiversity net gain.

Amenity open space would provide facilities including recreational routes and an equipped children's play area. Provision of pedestrian links to the residential development should enhance connectivity both to the existing public rights of way and to Knights Retail Park as part of a cohesive network of recreational routes. The Knight Park Frontage should be designed to allow natural surveillance over the open space and children's play area from nearby dwellings and residential streets. This will assist in creating an active edge to the open space.



# Character Area Guidance

## 5.2 Character Area 2:

### Internal Streets

#### Internal Streets

Internal streets within the development will provide the only instances of double sided streets. Due to the relatively small nature of the overall development and the design principle of outwardly facing to all development edges. As such these internal areas will have a different character to elsewhere and the building design can enhance that through a specific use of different materials to those found elsewhere in the development.

The streets should be designed as a 'space' for the residents to meet, and therefore should include planting opportunities for street trees where possible, and a cohesive surface material across the space to highlight pedestrian priority and reduce vehicle speeds.



Key Plan



Extract of character area

# Illustrative View Of Internal Streets Character Area



## Block Principles

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

Corner buildings should be at right angles to junctions to provide more familiarity to the street;

Rear parking courts for houses can be considered to strengthen the frontage and density;

Side parking can be considered but should have some enclosure – gates, wall, or build over with drive through below;

Frontage parking should be broken by planting areas limiting adjacent spaces to 4no. maximum.

# Character Area Guidance

## 5.2 Character Area 2:

### Internal Streets

#### Plot Principles

Building typologies to feature terraced and semi-detached properties. Consistent building line between plots is essential to define edges of each street;

Walls - predominance of buff brick;

Feature – brick detailing to accentuate openings or provide interest to larger areas of brickwork;

Roofs - slate colour tiles generally;

Porches/canopies – flat or pitched roof style are acceptable; colours of porch must match the windows/door colours of the main building;

Windows - grey or white windows are appropriate;

Features - bay windows, brick banding at floor levels and elsewhere to delineate features.



Upton, Northampton



Lawley Village, Telford



Horsted Park, Chatham



The Pheasantry, Crawley Down

# Character Area Guidance

## 5.3 Character Area 3:

### Rural Edge

#### Rural Edge

This comprises the outer edges of the development, facing the landscape buffers and existing vegetation to the north-east and south-east. This character should also extend along the north-west edge facing the bridleway where the existing hedgerow is proposed to be retained to respect the setting of the bridleway.

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 forma positive relationship with the countryside edge.



Key Plan



Extract of character area



# Illustrative View Of Rural Edge Character Area



## Block Principles

Residential blocks to have a broken building line suitable when facing the rural edge of the site, to ensure gaps are located between buildings;

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

## 5.3 Character Area 3:

### 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;

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

## 5.3 Character Area 3:

### Rural Edge

The Rural Edge wraps around the northern part of the proposed development, creating an attractive interface with Tiptofts Lane and the wider rural landscape situated to the north and east of the site. Proposed built development would be set back from the site boundary behind landscape buffers and existing hedgerows.

#### Public Realm Principles

Proposed built development should be set back from the north-eastern site boundary to create a landscape buffer a minimum width of 10m. This should ensure that the existing field hedgerow can be retained and enhanced with additional native hedgerow trees. The vegetation cover should filter and soften views of the proposed built development from the Cam valley.

Proposed built development should be set back from the existing hedgerow along Tiptofts Lane a minimum width of 5m. This should ensure that existing vegetation can be retained and enhanced with additional native hedgerow trees. This will ensure robust screening and minimise visual impact of the proposed development upon users of Tiptofts Lane.

Proposed informal footpaths along the Rural Edge should enable convenient safe walking routes and connections to proposed residential streets and enhance connectivity to the existing public rights of way as part of a cohesive network of recreational routes.

Native tree and shrub planting along with species rich grassland, should complement the wider character of the Cam valley and contribute towards biodiversity net gain.

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



Example of Rural Edge Residential Treatment



Tiptofts Lane



Rural Edge Public Footpath

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
<b>Walking + Cycling Strategy</b>			
Primary Access Street			
Residential Lane			
Shared Private Drive			
<b>Car Parking</b>			
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			
Legibility - Statement and Key Buildings			
Streetscape and Roofscape Composition			
Local Influence			
Building Colours and Materials			
Character Areas			
Spatial Design and Amenity			

Character Areas			
	Y	N	N/A
<b>Knight Park Frontage</b>			
Block Principles			
Plot Principles			
Public Realm principles			
<b>Internal Streets</b>			
Block Principles			
Plot Principles			
Public Realm principles			
<b>Rural Edge</b>			
Block Principles			
Plot Principles			
Public Realm principles			



Illustrative Vignette



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