

Section Three

Development aims

3.0 This section of the brief sets out the key urban design principles that are expected to be incorporated in any detailed design of the Local Plan Housing Sites TW3 and 4.

A masterplan sets out the broad framework for the development. The rest of this section provides detailed advice on different aspects of this development.

The applicant will be required to demonstrate how any planning application responds to and meets the urban design principles and the planning requirements set out in the Local Plan. A design statement should address these points.

3.1 Key urban design principles

- There will be an integration of old and new development into one estate.
- It will have ready access by foot, cycle and passenger transport. There should be a safe integration of pedestrians, cyclists and traffic, providing vibrancy to the public realm and increasing movement options for all road users.
- All streets and public spaces should be ‘fronted’ by development making for a safer and more interesting public realm.

- Hard and soft landscaping
- The affordable housing should be distributed throughout the development and be indistinguishable from the market housing
- All public areas should incorporate quality hard and soft landscaping.
- There should be a strong sense of enclosure to the streets, provided by continuity of frontages and the principle of the ‘perimeter block’.
- There should be a clear distinction between public and private spaces (e.g. secure front gardens) leading to an increased sense of ownership.
- There should be a well-connected street network based on a ‘grid’ form.
- Public space should be ‘overlooked’ by active edges (e.g front doors and windows) making them feel more secure.
- Streets should be treated less as roads simply for moving traffic and more as ‘places’, with houses fronting them rather than turning away.
- There should be increased opportunities for non-car modes of transport.
- The enlarged Manor Estate community will have its own facilities, open space and mix of housing.
- New development must create a positive sense of identity, building upon the scale, character and enclosure created by adjoining development.
- Develop a well connected street pattern which incorporates formal spaces, overlooked by adjoining development, creating a place that is easy for people to make their way around.

3.2 The masterplan

The masterplan demonstrates how the extension to the existing urban area should be designed and form part of the local community. It provides for a variety of house and flat types, the potential for community building/ school extension and a variety of local open spaces.

Detailed design may prove that the guidance may have to be modified in certain locations for particular purposes. However, the framework for design contained within this brief should remain as the principal point of reference for the ongoing design process. The council expects variations to be fully explained with reference to the design principles in this brief.

The masterplan demonstrates the quality and form of the development expected for the site and shows how it will connect into the surrounding context and deal with the constraints.

The key approach to the development is to provide a sequence of streets and spaces, using a disjointed grid form of development blocks, characterised by the local context.

The development will be focused around the tree-lined key corridor that forms an arc, linking the Featherbed Lane entrance with the King Edward Street entrance. This will provide for public transport connections.

Quieter residential streets and home zones will feed off this corridor and most of the adjoining greenway and open spaces will be fronted by private drives.

The relatively higher density bus corridor will incorporate a mix of flats and town houses. Flats will also be located on the land adjoining the railway line to aid noise attenuation.

More formal open spaces or squares will be incorporated into the development to provide local amenity and form part of the traffic calmed and pedestrian friendly form of the development.

Phasing

The developer is expected to submit a phasing plan for the development. The phasing will link to the provision of the new bridge over the rail line, and assist in managing the timing of community benefits listed in Section 4.

Concept masterplan



- KEY
- Shared Surface / Snickets
 - Private Drives
 - Existing Roads
 - Avenue / Bus Corridor
 - Avenue Street Planting
 - Development Blocks Showing Key Frontages
 - Open Space
 - Existing / Reinforced Tree Belts
 - Proposed Tree Belts
 - Greenway Link / pedestrian/cycle only
 - Improved junction and bridge crossing

Footpath diversion designed partly as Greenway Link

Reserved development site for possible school extension

Development subject to re-contouring on steeper slopes

