



Existing buildings provide clues to the scale and form of development adjoining the site (King Edward Street above, Weymouth Street)



Communal space

Communal areas for flats should be designed to maximise visibility and natural surveillance from within the flats and to avoid hiding places.

Light fittings must be vandal resistant and provide adequate and even lighting levels.

3.18 School

The master plan allows for a reserved development site for possible school extension, a requirement of the Local Plan.

The suggested location of the site has been based on an examination of the topography and a visual relationship between the existing school and site. The proposed site also incorporates a partly levelled area, presently occupied by part of the play area off King Edward Street. The existing school sits within a bowl, excavated into the land. The suggested site represents the best visual relationship between existing on potential school areas (see photo). Details of the final use and form of the site will need to be agreed prior to its development.



View looking west from existing footpath (adjoining railway line)

3.19 Achieving appropriate density

The scale and form of adjoining development is to be considered as part of any new development.

Sensitive areas

In some areas, the scale and form of development will need to take into account on-site and edge of site characteristics. This means that building heights or densities will need to be carefully controlled to avoid unnecessary conflicts.

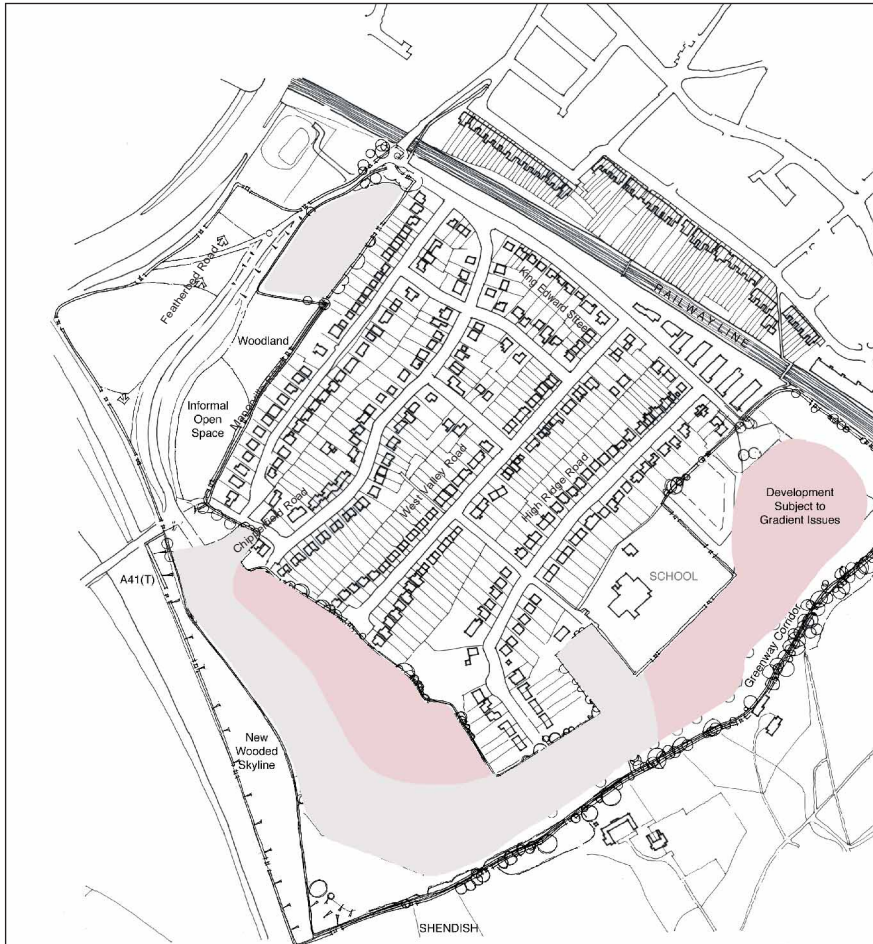
Sensitive attention is required where two storey properties or bungalows back onto the site. New development should acknowledge this scale and ensure that it is in sympathy to avoid any unreasonable overlooking.

Areas with significant views from the green belt or adjoining areas with either individual or groups of trees with established amenity value will require sensitive development (see issues analysis plan for significant landscape features in Section 2).

Higher densities to enhance key corridors

It is important that the key transport corridor becomes a fundamental part of the urban fabric and does not become part of the "rear" of development or a "no-go" zone for pedestrians during the evening. It will be designed to allow buildings to enclose and overlook and avoid a long line of garden walls and fences as part of the back of development.

The key local public transport corridor should be wider than other residential streets to allow for a range of vehicles (areas for buses, cars, pedestrians and cyclists). Such wider streets will need to ensure an appropriate density of development to encourage a sense of enclosure.



Density strategy

Higher density development (approximately 30-35 dwellings per hectare) will be considered along the public transport corridors given that there is greater accessibility to frequent and high quality public transport services.

In order to deliver approximately 300 units the form of the development will need to be relatively "urban" in nature, with sensitively designed edges to remove any significant visual impact from the wider area. Higher densities throughout the development, however, could provide a harsh environment and increase conflicts between residents, the environment and movement within the development and wider context. Densities will vary according to access to public transport, relationship to context and the desire to create local amenity for residents including facilities and a variety of newly created green areas of open space.

Within more sensitive areas, lower densities will exist. The key lower density area is where locally important tree cover has been identified in the analysis and where there are open views from the adjoining countryside. In order to reduce conflicts between the built form and landscape, development will be contained in relatively tight clusters to ensure sufficient spaces between the existing tree lined corridors / lanes and buildings. Again these areas will provide a mix of residential units, generally two storeys in height, though with focal buildings of up to three storeys.



Village green - Lower density housing

"Village" feel to development with mix of house types, including larger detached units and small terraces.

"Village green" providing soft edge to development.

New housing overlooking neighbourhood green open space, incorporating equipped play/ "kick-about" (the size would accommodate a junior size football pitch).

Use of two storey housing possibly with three storey feature buildings to enhance townscape character.

Car parking predominantly within curtilages and set back behind building facade to reduce visual impact. Terraces incorporate some small rear parking courts.

Incorporation of shared surface or 'snicket' streets and private drives via a linking street.

Landscaped edge to development and within spaces, including parking areas, streets and gardens.