

4.0 The Design Code

Concept

Initial Concept Drawings

4.1 The constraints and opportunities of the site have been considered at the outline planning stage and again within this design code stage too. The following sequence of drawings show how we have developed the overall urban framework for the future reserved matters application.

4.2 For the purposes of the design code it assumed the primary school will be developed on the site. Should this not happen then the land will revert to housing to the deliver up to 280 dwellings overall on the site.

The Existing Site

4.3 The site is relatively barren of any features within the site boundary. Views out to the north and west are features, but the site is relatively flat with no notable point of reference or destination point

The Future Uses

4.4 The next element to consider is the connection of the future focal uses, such as the school, scout hut and future Ambulance area. A legible desire line and safe route to school is required to and within the site, with consideration for cyclists. The existing operations and associated noise emissions at the Osborne Refrigeration site also need to be taken into consideration.

Proposed Block Structure

4.5 The block structure is then informed by the desire lines to proposed key features of the site, giving a permeable, connected sequence of streets punctuated by focal spaces.

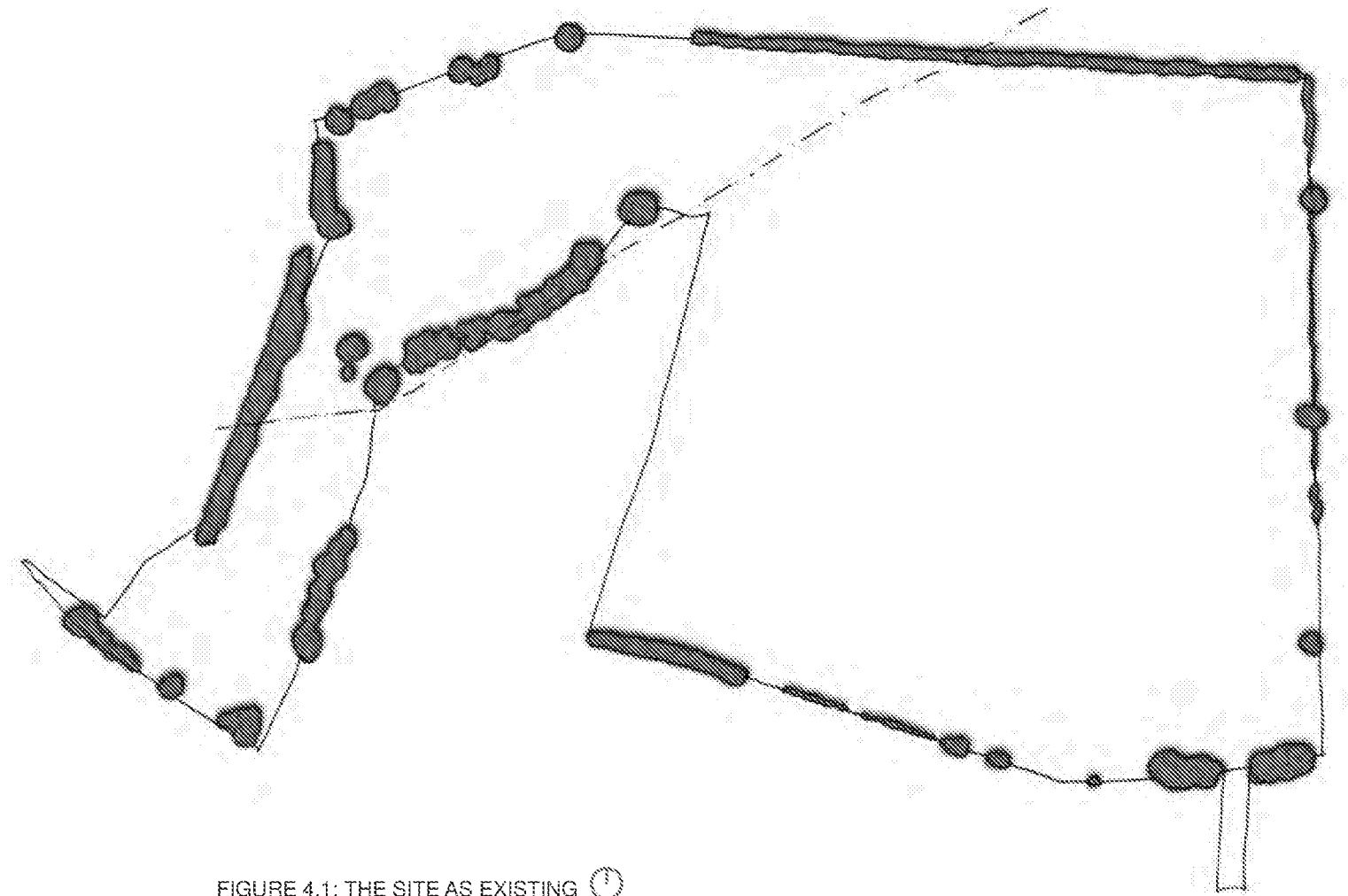


FIGURE 4.1: THE SITE AS EXISTING ①

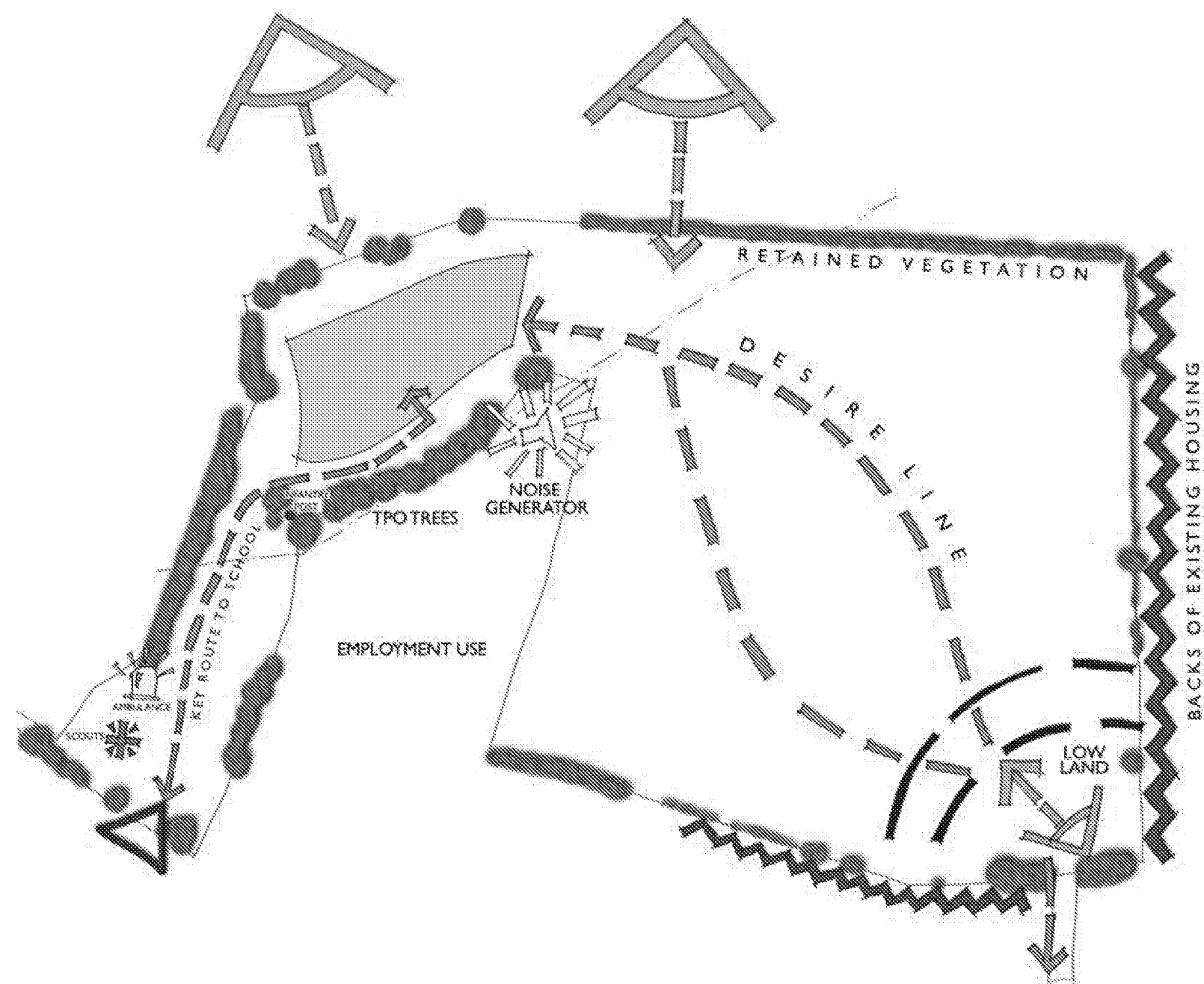


FIGURE 4.2: PROPOSED KEY FEATURES ①

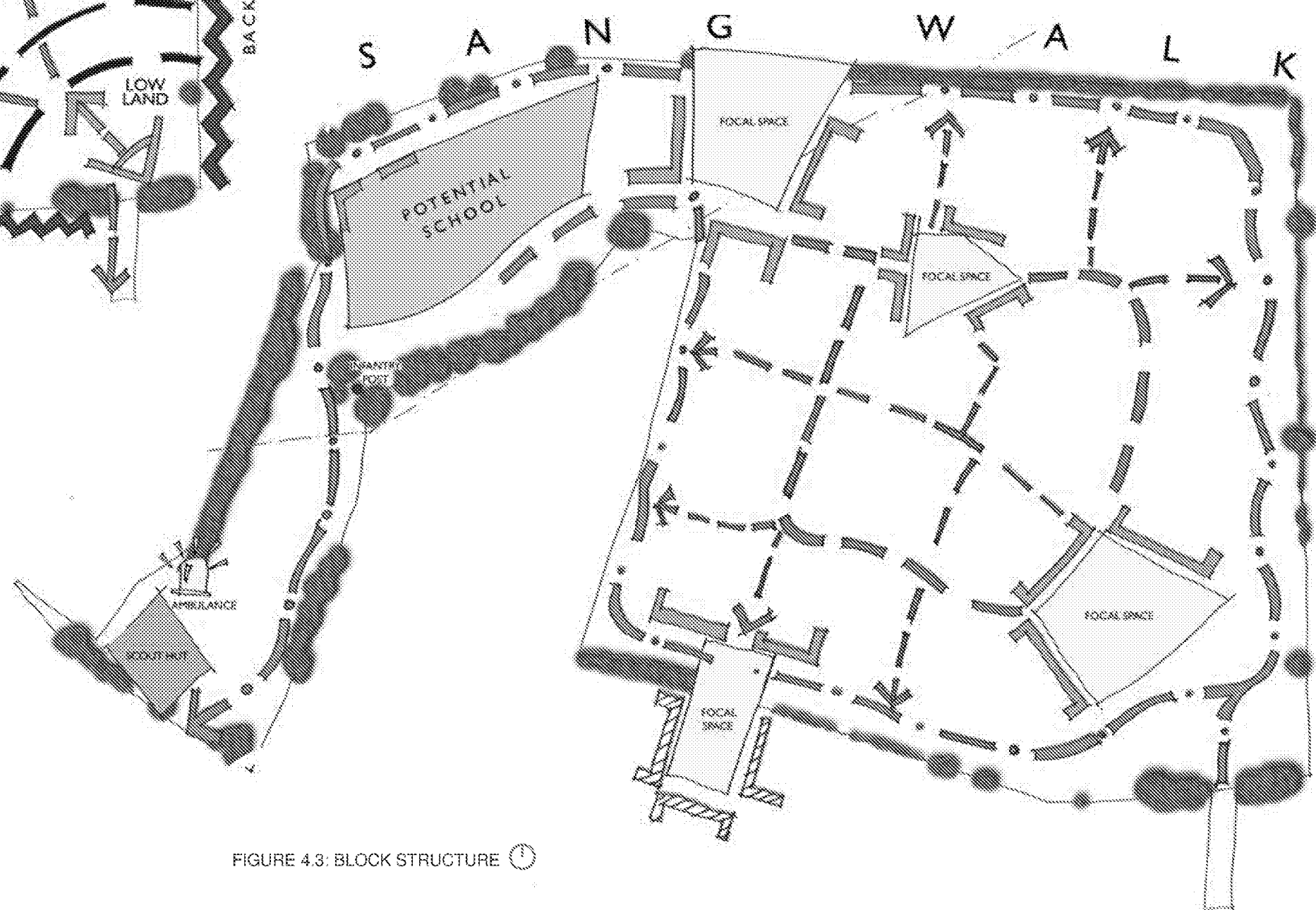


FIGURE 4.3: BLOCK STRUCTURE ①

Urban Form

4.6 Buildings and streets vary in their form and design to respond to the need to create variation in character. Development fronting the main street has a tighter grain and is more dense whereas the streets to the green edges and west of the site are more irregular.

4.7 The urban form seeks to respond to the existing context and landscape setting in terms of block structure as well as the development.

Road Alignment

4.8 The road alignment proposed provides a range of routes through the development creating a sequence of linked streets and spaces, that ultimately connect to the key uses of the site, following desire lines.

Hierarchy

4.9 The proposed road network is clear and legible with a wider road connecting to the school (6.0m) and the slightly narrower road for the main street (5.5m) serving the area east of the school, which will help to create a less road dominated environment. This hierarchy will be further reinforced with hard and soft landscaping proposals, as well as architecture.

Enclosure

4.10 All street and spaces are enclosed by development and respond to the variation in character, regardless of development form.

Privacy

4.11 All back to back distances are 21m or more throughout the development with 10m+ used where development sides on, with a mix of walls and fencing enclosing private amenity areas.

Vista

4.12 All internal vistas with the site terminate on built form frontage, proposed landscaping or the existing landscape beyond. The focal spaces within the development are strategically placed to create a legible environment that is also supported by strong frontage and landscaping.

Frontages

4.13 All streets, spaces and courtyard areas are overlooked by development. No blank gables are proposed that address the street or notable corners.

Scale and Massing

4.14 Generally all the buildings are 2 to 2.5 storey with the exception of the marker apartment building and town-houses on key corners/ vistas, 3 storeys.

