Land East of Fontwell Avenue, Fontwell, West Sussex

Design Code

aap architecture

dandara
award winning property

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Section One

Introduction

1.1 Introduction

The Design and Access Statement submitted with the Application for Outline Planning Permission provides a development framework and set of principles for the whole site. This framework has greatly assisted in the preparation of this Design Code which will inform the Reserved Matters detailed stage.

This Design Code sets out a detailed design framework to accompany the Reserved Matters Application. Its purpose is to ensure the delivery of the vision and design quality set out in the approved Design and Access Statement.

The Code consists of a series related, measurable and quantifiable components which provide the clear guiding principles for the development.

Outline Design and Access Statement

1.2 Background

The structure of the code responds to Condition 7 of the Planning Permission. The full details are set out below.

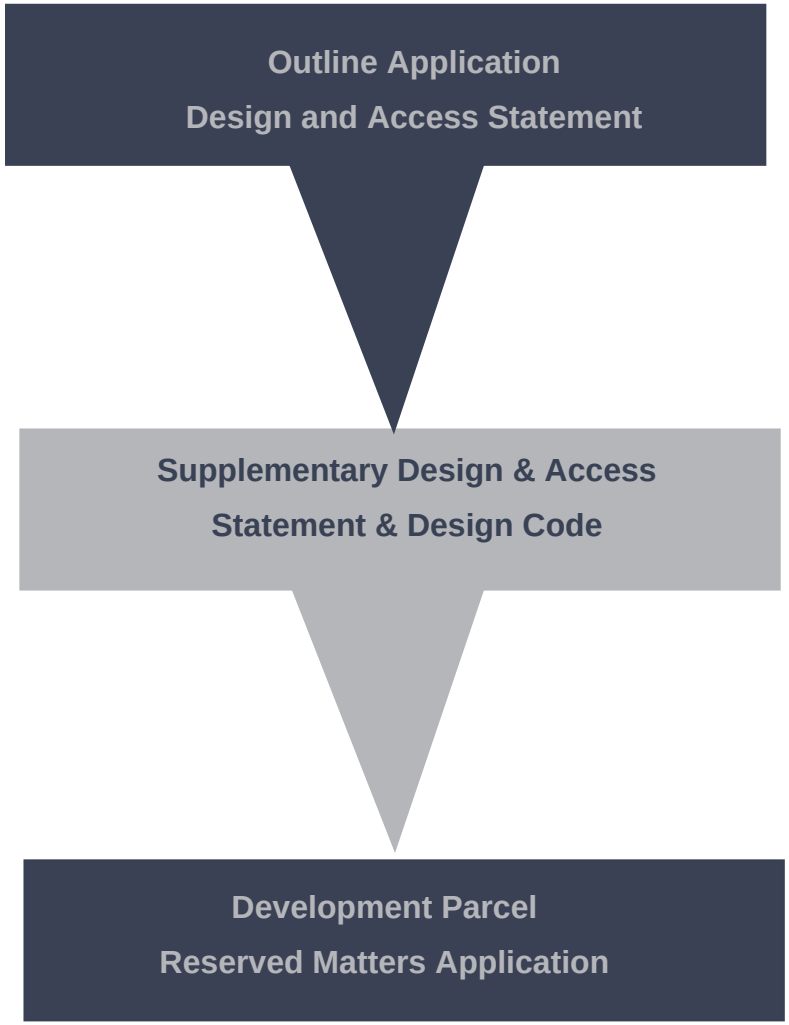
Prior to the commencement of any residential development, a Design Code Master Plan shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved Design Code Master Plan.

1.3 Purpose and Role of the Code

The purpose and role of the Code is to provide a coordinated framework giving certainty with regard to the quality of the development as well as assisting in the detailed design and decision making process for the Reserved Matters stage.

The code will:

- Deliver a development of high quality
- Provide design guidance for the Reserved Matters
- Provide instruction
- Promote legibility with ‘must have’ design fixes
- Provide consistency and continuity in quality over time.



1.4 Structure of the Code

This document sets out the codes to accompany the Reserved Matters Application which will meet and deliver the objectives of the approved Design and Access Statement. The Code is ordered under the following headings:

Components	Interpretation
Urban Space	
Street Types	The hierarchy of streets and their specifications in terms of highway design, materials, street furniture and planning.
Parking Codes	The range of appropriate parking typologies to fit the character and form of the development.
Street Furniture	Setting out of common language for the street furniture.
Tree Planting	Identification of the right plant and right place and interrelationship with services.
Boundaries	The treatment appropriate to front, side and rear property boundaries in relation to street types.
Open Space, Squares and Play	The landscape treatments for open space, squares and play areas, as well as general planting and furniture guidelines including details of the relationship between existing trees / hedges and build form.
Services	The location of services.

Components	Interpretation
Urban Form	
Block Structure Codes	The perimeter block structure that must be respect.
Sustainable Form	The framework for a sustainable lifestyle, responding to sustainability objectives.
Block Types	Detailing the components for each of the block types (residential and mixed used).
Scale	The heights and widths of buildings.
Density	Number of dwellings within the block.
Refuse and Recycling Storage	How properties will store refuse and recycling.
Community Safety	Detailing how the development will design in community safety.
Built Form	
Build Form Plan	Identification of character area extents.
Key Buildings and Frontages	Measured in storeys with relative proportion indicated.
Character Areas	Illustration of architectural style (street elevations), building form, details and materials for each character area.

1.5 Scope of the Code

The Code will focus on those characteristics that are important to achieve and fix the essential elements to provide continuity and consistency over time.

The Code does not cover every detail, the intention being that designers retain a degree of creative freedom and that there is cope for discussions with the Local Authority on detailed design matters.

The following sections are considered to achieve a fix on the essential elements which cover the following requirements:

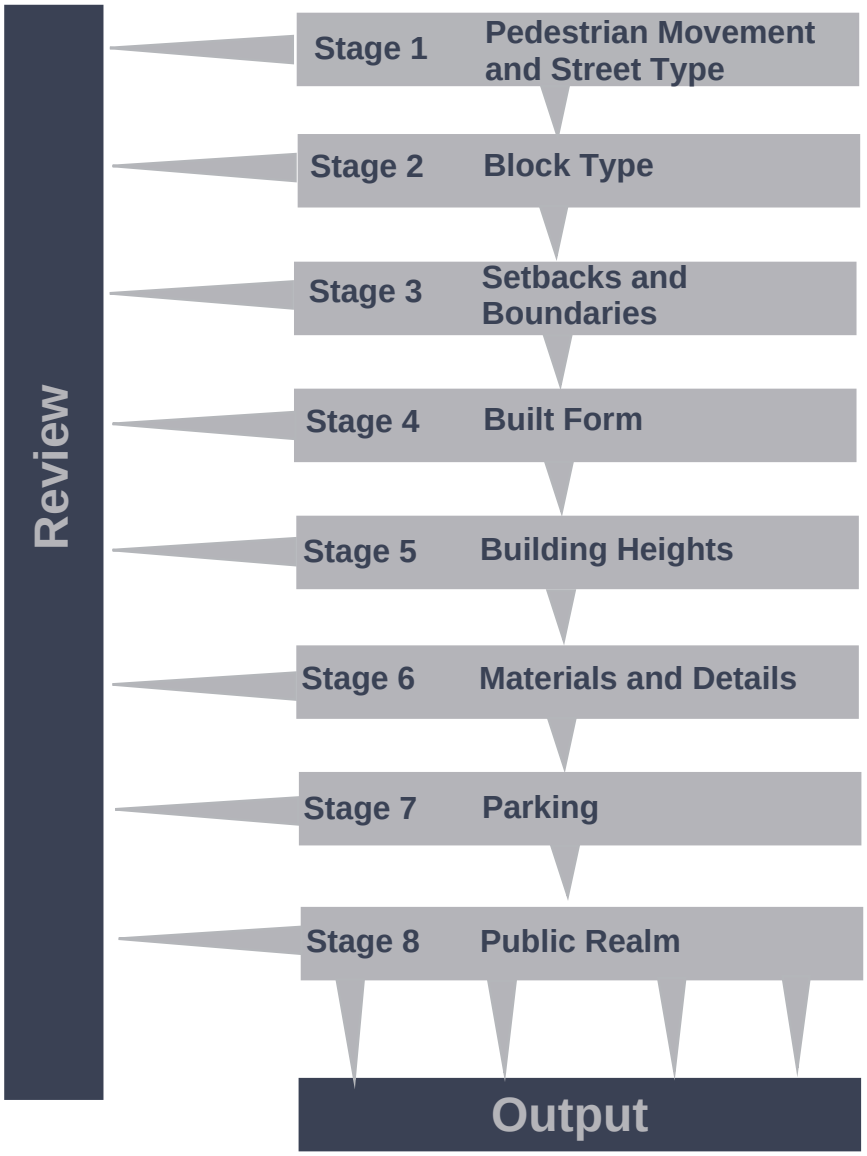
- **Street Hierarchy**
- **Boundary Treatments**
- **Green Infrastructure**
- **Block Typologies**
- **Scale**
- **Density**
- **Built Form**

1.6 Using of the Code

As a starting point, the approved Design and Access Statement establishes key information and parameters on the context covering matters such as land use, movement and access, building heights, density, green infrastructure and open spaces and character areas, which formed the basis of the approved Master Plan. The design process is then staged in relation to the code framework. The design then undertakes a sequence of stages 1-8, to achieve a scheme fully compliant with the Code.

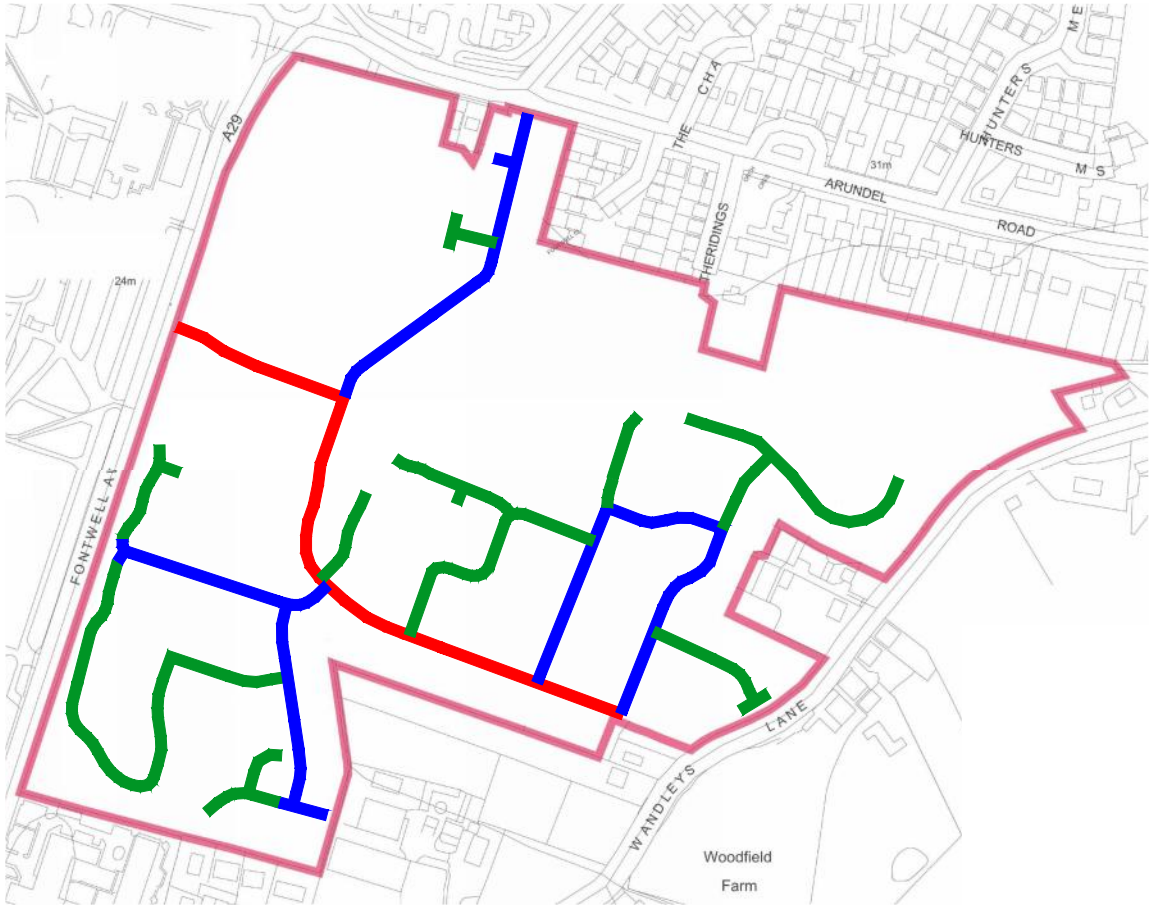
The process is intended to be an illustrative one with ongoing review and revision of earlier stages as the design advances.

Aerial Site Plan



1.7 Movement and Street Type

The design follows the principles set out in the Movement and Access Plan which will subsequently inform the Block and Street Structure, including street types, dimensions and design criteria and establishing the selection of codes for subsequent stages of design (Section 3.2).



Primary street

Secondary street

Tertiary street
Shared surface
Private drive

Movement and Street Type Layout Plan

1.8 Block Type

Information on the type of block will be gathered to establish the mix of uses to be accommodated and the basic block structure including the block 'type' back to back and courtyard. (Section 4.4).

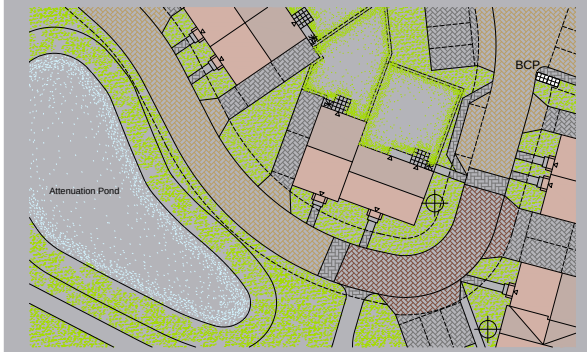
Block Type Plan

1.9 Setbacks and Boundaries

Relating to the character areas, dimensions for the building setback and boundaries will form the location of the build form and the treatment of the street and the buildings (Section 2.8).

Primary Street - Typically 1.5 - 2.5m setback from back of footpath to dwellings.

Secondary Street - Typically 2.0 - 3.0m setback from back of footpath to dwellings.



Tertiary Street - Typically 1.5 - 4m setback from back of footpath to dwellings.

Setback and Boundaries Plan

1.10 Built Form

Once the basic street and block design has been identified, details of the built form can be applied, such as variation in the building typologies (Section 2.3).

Detached dwellings

Semi-detached dwellings

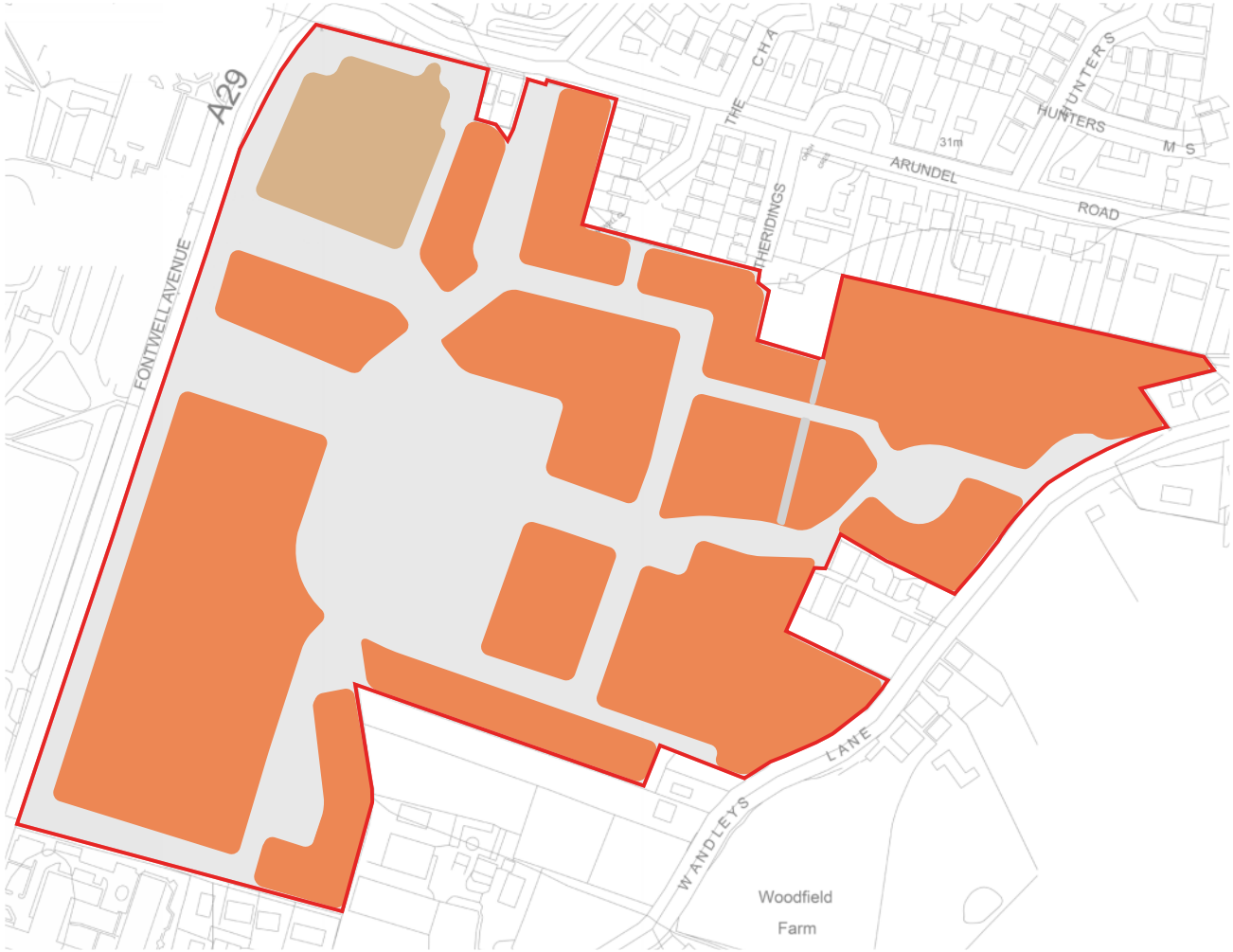
Terrace dwellings

Apartments

Built Form Plan

1.11 Building Heights

Building heights have been approved as part of the parmeters set out within the outline Design and Access Statement. These closely relate to built form (Section 4.5).



Site boundary

Development up to 2 storey (9m to ridge) with up to 10% of development potentially becoming 2.5 / 3 storey (up to 11m to ridge) to provide variety and meet palcemaking requirements, but located away from shared boundaries, toward the centre of the site. Exact FFL levels to be determined at reserved matters stage.

GTR light industrial up to 2 storey (12m to ridge)

No built development

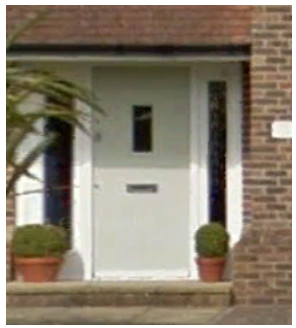
Building Heights Parameter Plan

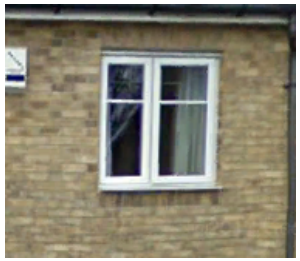
1.12 Materials and Details

Brick Detailing

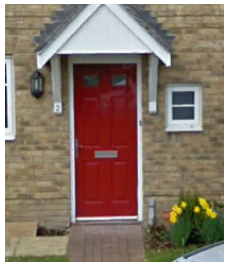
With the external location and scale parameters established, attention can then be turned to materials and details of the elevations. These are detailed in relation to each of the character areas in Section 5.

Although the detailed design of the development is to follow through a Reserved Matters application, it is the intention that the architectural style, form, materials and details of buildings, will draw on the local vernacular and will create a development that reinforces local distinctiveness.





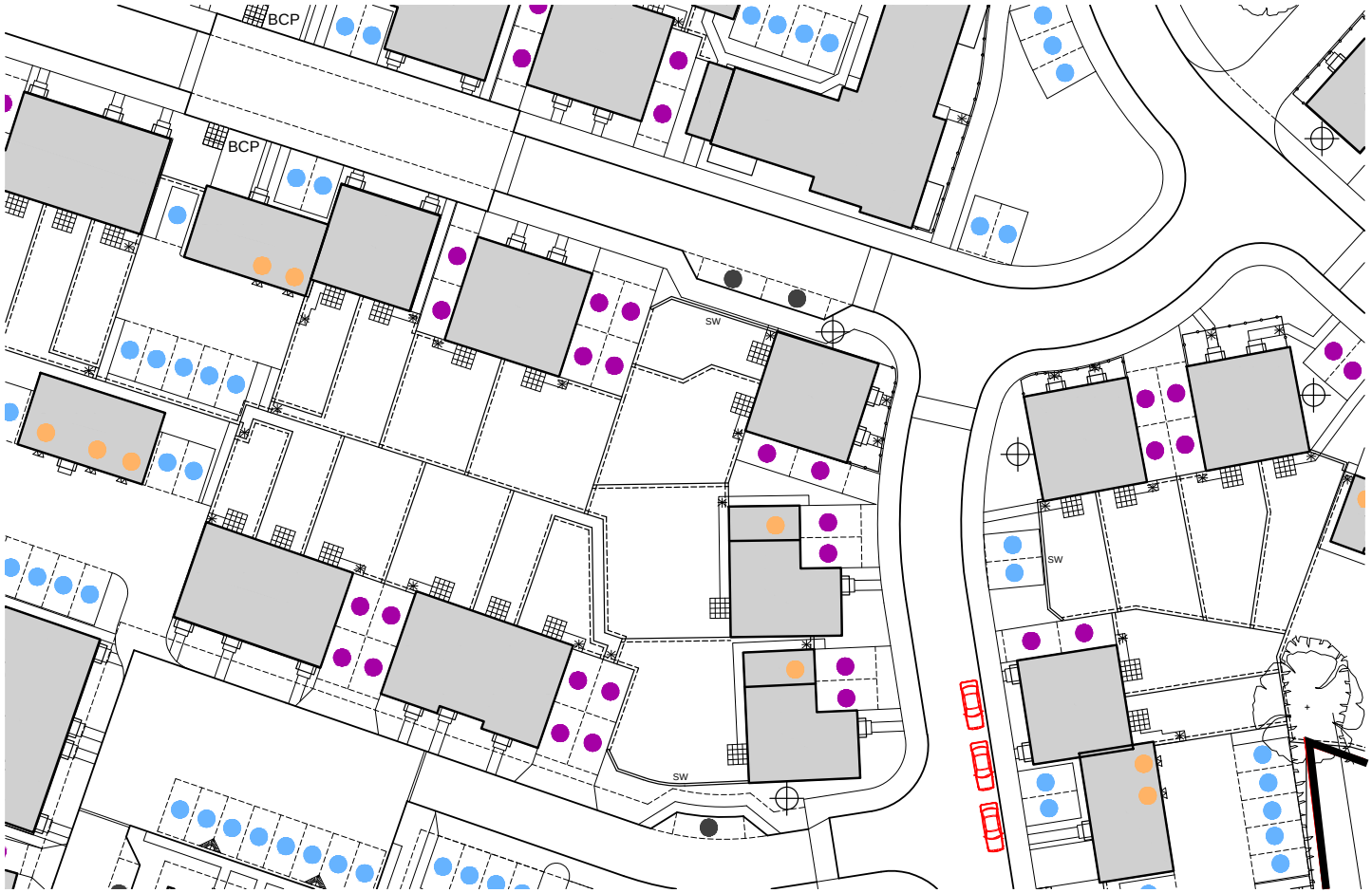
Doors and Windows



Gables

1.13 Parking

Information on how parking is to be accommodated including the amount required is set out in Section 3.3.



Allocated parking space

Allocated driveway parking space

Allocated garage or carbarn parking space

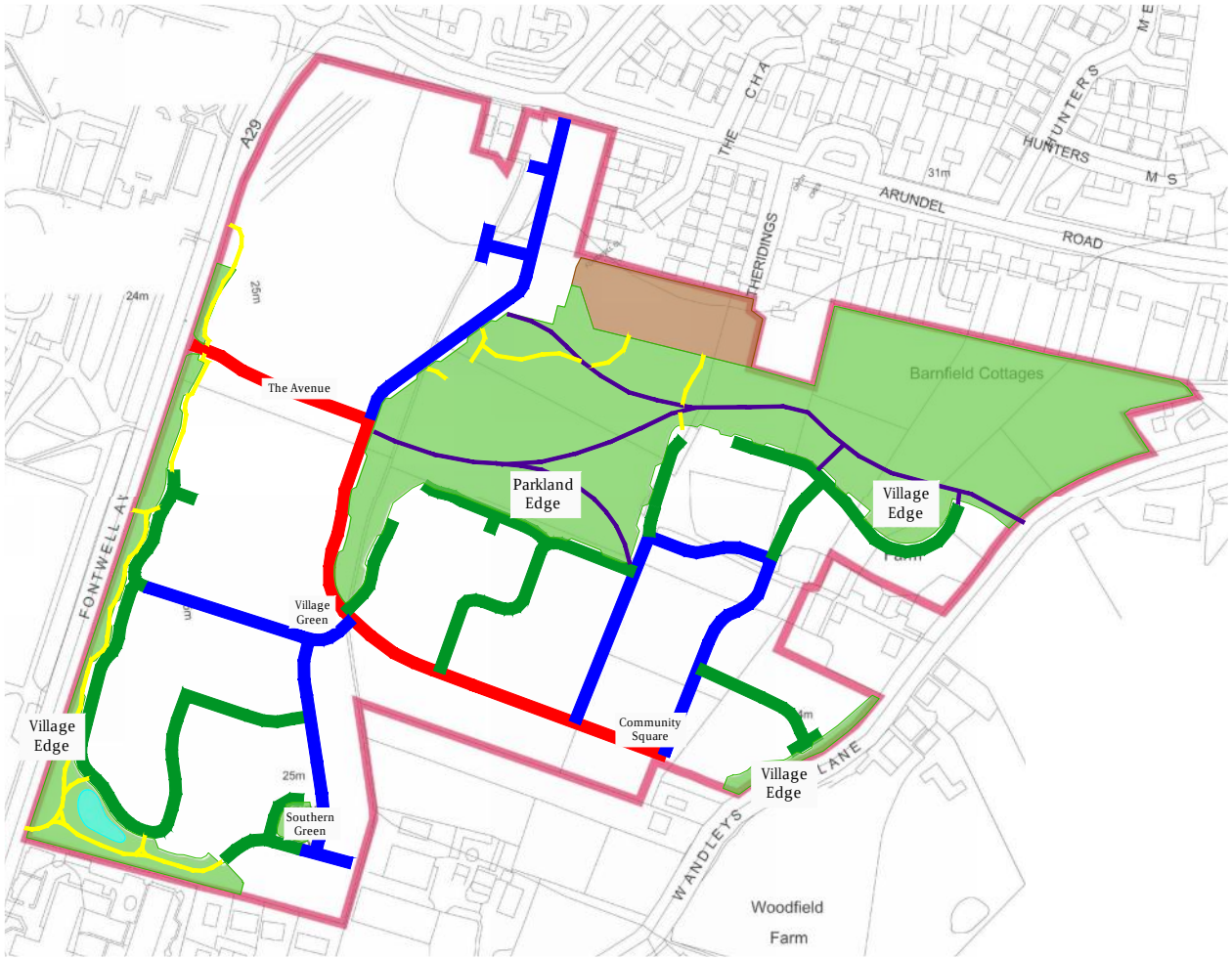
Unallocated parking space

Unallocated casual parking

Parking Plan

1.14 Public Realm

Having established the quantum of public space at outline stage, the design will detail out public areas specific to each street type such as tree planting, street furniture, open spaces, squares, play and services in line with the details in Section 3.7.



Key

- Primary street
- Secondary street
- Tertiary street
  Shared surface
  Private drive
- Footpaths
- Cycleways
- Public Open Space
- Allotments
- Pond

Public Realm Plan

Section Two

Regulating Master Plan

2.0 Master Plan

1. Access from A29 Fontwell Avenue.

2. Pedestrian access from Arundel Road avoiding the busy A29.

3. Community Centre.

4. Public open space and parkland will be an important community resource, with easy access for both new and existing residents. This area will include a M.U.G.A, L.E.A.P, outdoor gym and several walking routes and cycle ways.

5. Community Orchard.

6. Wildflower meadow and paddocks. T-his will be naturalistic incorporating areas of habitat creation helping to increase biodiversity.

7. Strategic cycle / pedestrian link offering connections between Fontwell Avenue, Arundel Road and Wadleys Lane.

8. Primary Street.

9. Allotments.

10. Existing mature trees are retained where possible, and are positively incorporated into the townscape providing a dramatic outlook for the new homes.

11. Incidental green spaces create attractive local amenity spaces offering the opportunity for localised social interaction.

12. Proposed employment area.

2.1 Introduction

The regulating Master Plan which will form the Reserved Matters application is illustrated on this page. The Plan provides details of the approximate location and configuration of buildings and spaces. It provides a key tool for achieving the comprehensive development of the whole site.

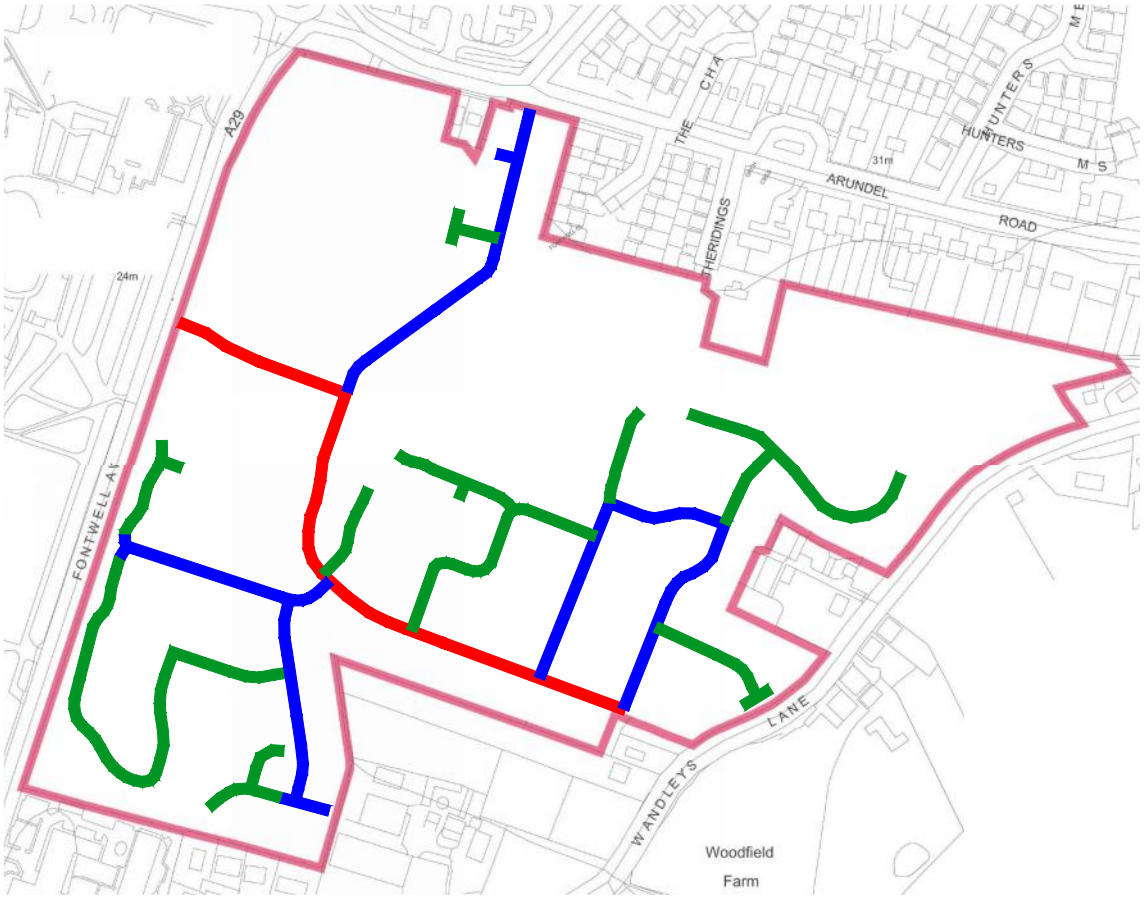
The regulating Master Plan also comprises a series of layers. these include:

- Street Type Plan (Page 19)
- Block Types Plan (Page 20)
- Green Infrastructure (Page 21)
- Land Uses (Page 22)
- Building Heights Plan (Page 23)
- Density Plan (Page 25)
- Character Areas (Page 26)

Master Plan

2.2 Street Types

Street types within the development are categorised according to their intended character, function and movement they accommodate. The type, function and nature of these streets will determine their character and also the nature of the built form or landscape approach adopted.



Primary street

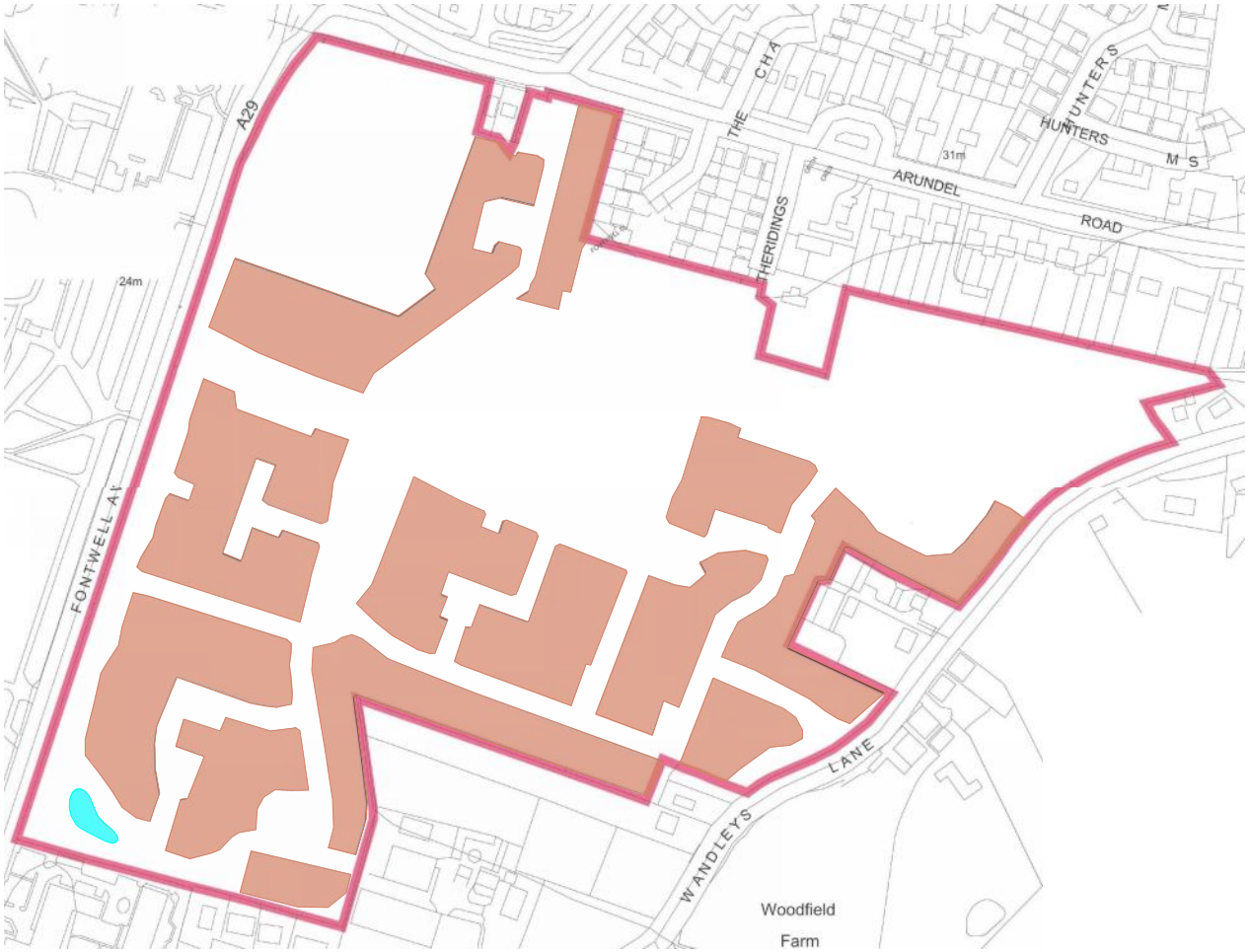
Secondary street

Tertiary street
Shared surface
Private drive

Street Typology Plan

2.3 Block Types

The parameter plans associated with the outline provide the design principles for the residential block types. The principles established are to be used to inform detailed layouts that will be provided at the Reserved Matters application stage.



Built Form / Block Layouts

Block Types

2.4 Green Infrastructure

Within the development, there are a number of areas of open space, codes specific to each of these are set out within this document and compliment the strategy established in the Design and Access Statement.

Open Space / Landscape Master Plan

2.5 Land Uses

Though predominantly residential, the new neighbourhood will also contain a mix of employment, community, retail, open space and infrastructure uses to ensure a sustainable, integrated community and provide for the new and existing residents. The land uses proposed in the development are fully in accordance with the design principles established within the outline application.

- Residential development area
- Formal & informal open space
- Employment area
- Allotments
- Community building
- Retail unit

Land Use Parameter Plan

2.6 Building Heights Plan

The majority of the site will comprise of two storey dwellings, respecting the surrounding areas, with occasional use of two and a half or three storeys used in selected locations.

Building heights also respond to the natural topography of the site.

Single Storey / Community Centre

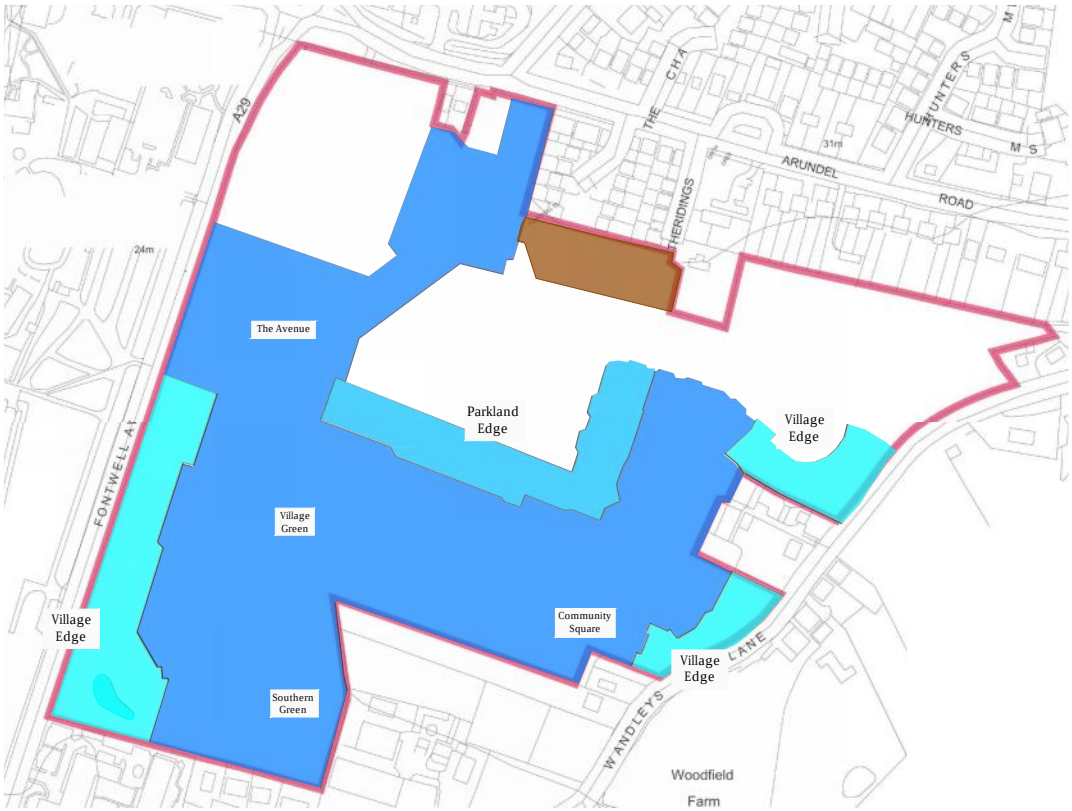
Two Storey

Two & Half Storey

Three Storey Units away from shared boundaries at key locations to meet Place Taking Requirements

Building Heights Plan

2.7 Density



Density

The development will maintain the maximum number of units set out within the outline planning permission and will also respond to the densities set out within the table below.

The following densities will be appropriate for each character area:

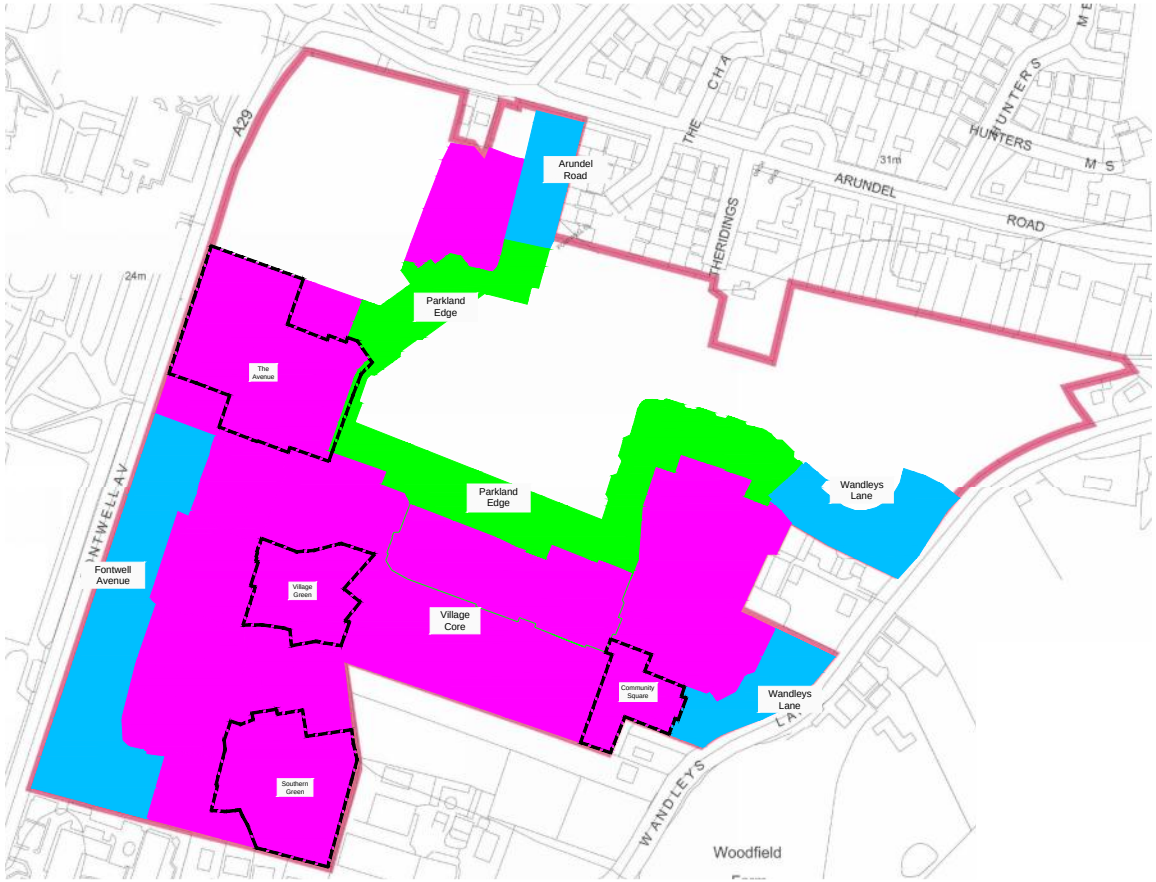
Character Area	Density Range
Village Edge	20 - 25
Parkland Edge	25 - 35
Village Core	35 - 45

The range of densities identified for each character area ensures that The Code is robust and adaptable to change over time. This enables The Code to accommodate changes in market conditions and provides flexibility in the mix that each character area brings forward.

The Density Plan shows how the higher densities are focused generally within The Core, like the Building Heights Plan, densities are graduated downwards moving from the high densities at the centre down to the lowest densities at the edges. This range of densities not only permits a range of different dwelling types, but will also create visual variety, distinguish the various character areas and provide an element of integration with neighbouring developments of similar density.

2.8 Character Areas

A hierarchy of spaces have been developed to provide distinctive areas within the development and to enhance the overall sense of place. The character is derived from the natural attributes of the site, the vision to create a coherent sense of place, inspiration from the illustrative outline layout and cues from neighbouring developments. Great emphasis has been placed on reflecting the architectural vernacular of the surrounding area.



Area 1 Village Edge

Area 2 Parkland Edge

Area 3 Village Core

The Avenue — Place Making Spaces

Village Green — Place Making Spaces

Southern Green — Place Making Spaces

Community Square — Place Making Spaces

Indicative Character Areas Plan

Section Three

Urban Space

3.1 Introduction

The development structure has been informed by the vision of achieving a high quality public realm. The following public realm elements are coded in this section.

- **Street Types** - are the organising elements in the urban space and are influenced by the Design Codes for highways, Materials, Street Furniture and Street Planting as well as the build form.
- **Highway Design Parameters** - relating to each of the street types.
- **Materials Palette** - to ensure a simple yet innovative approach to detailed design and the use of high quality materials within each of the streets.
- **Street Planting** - the use of trees in the public realm is important in establishing the character of streets and the landscape framework. Tree species vary according to location and function.

In addition, this section provides coding for:

- Boundary treatments relating to street type
- Open Space and green infrastructure
- Services

3.2 Street Types

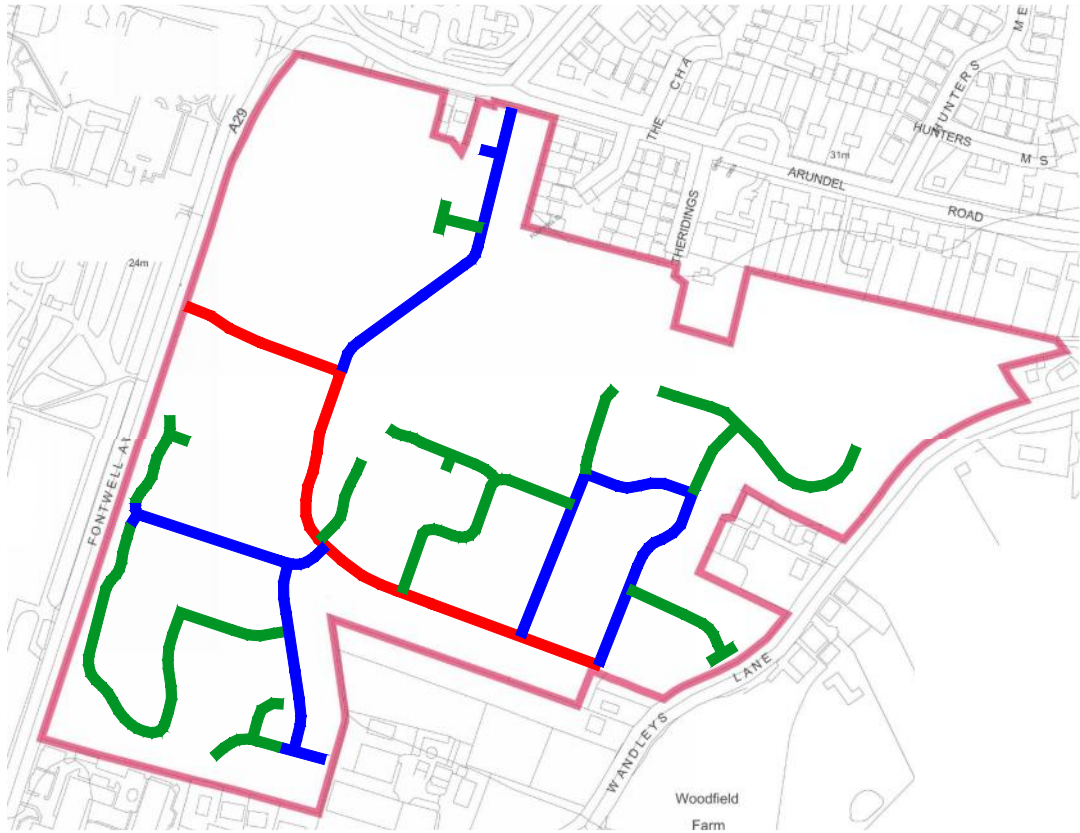
The plan on this page, illustrates the Residential Street typologies. There are 3 main street types:

- Primary Street
- Secondary Street
- Tertiary Street

All streets will be designed in accordance with Manual for Streets which are appropriate for lightly trafficked residential streets such as those proposed. Emphasis will be placed on better designed streets which contribute to the quality of the built environment and recognise their role in creating places for all members of the community, as part of this approach. Higher priority will be given to pedestrians and cyclists.

Each street type as illustrated in the following pages by a series of annotated diagrams and accompanying tables, detailing the High Design parameters, materials palette, street planting and street furniture for each street type.

In addition to the Street hierarchy, a series of cycle / footpath routes provide connections to existing built up areas. These routes are conveniently available to residents and run through mostly open spaces.



Street Typologies Plan

Primary street

Secondary street

Terrtiary street
Shared surface
Private drive

Primary Streets

Character and Role: The Primary Street forms the main spine connecting Fontwell Avenue via the mixed use development to the Village Core and terminates the Community Square. This is the principal and most and important street in terms of hierarchy. The entry Avenue leading to the Parkland will be designed as a tree planted Avenue.

Built Form: The build form and architecture will reflect the importance and role of the main street. These streets will be enclosed by predominantly detached and semi-detached housing, up to 2.5 storeys with the occasional small run of terraces and small block of flats up to 3 storeys. The building line will be formal, predominantly 1.5 - 2m set back from the footpath along its length. Public spaces are provided along its length to create traffic calming. The built form, tree planting, surface material and street furniture will reinforce the form of the space.

Landscape: Tree planting within the verge at the entrance, will be a single species to ensure a consistent avenue character. Trees will be distributed taking account of lighting columns, sight lines at junctions and access from on street parking. The remainder of the route will incorporate more hard landscaping. Planting will be restricted to occasional street trees in feature areas or where space allows. Servicing channels will be accommodated beneath the footpath as indicated on Page 57.

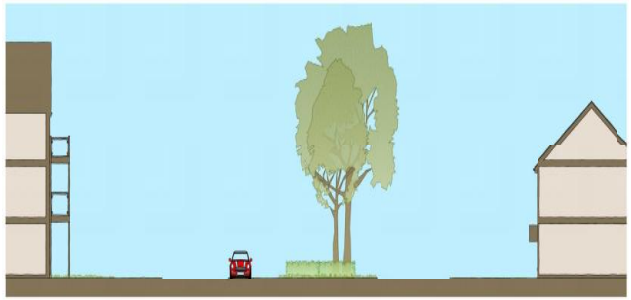
The following table summarises the specification and character of the Primary Street. These tables should be read in conjunction with the plan and cross-sections on Page 31.

Primary Street

Highway Design	
Design Limits	
Speed Limit	30 mph
Control Speed	30 mph
Maximum number of properties served	N/A
Street Dimensions and Character	
Maximum carriageway width	5.5
Footway / Cycleway	2m
Verge	2m (both sides)
Public Transport	
Bus Route	No
Bus Stop	No
Street Design Details	
Traffic Calming	Combination of horizontal alignment and public realm treatment along a cul-de-sac
Vehicle swept path to be accommodated	Refuse Vehicle
Gradients	5% max
Minimum forward visibility	43m
Minimum Junction sitelines (x./y)	2.4m x 43m
Maximum Junction Radii	8m
Kerb height	full height
Statuary Services and Drainage	
Statuary services	2m wide service corridor beneath both footways
Drainage (exc. storm and capping layer drainage)	Beneath carriageway

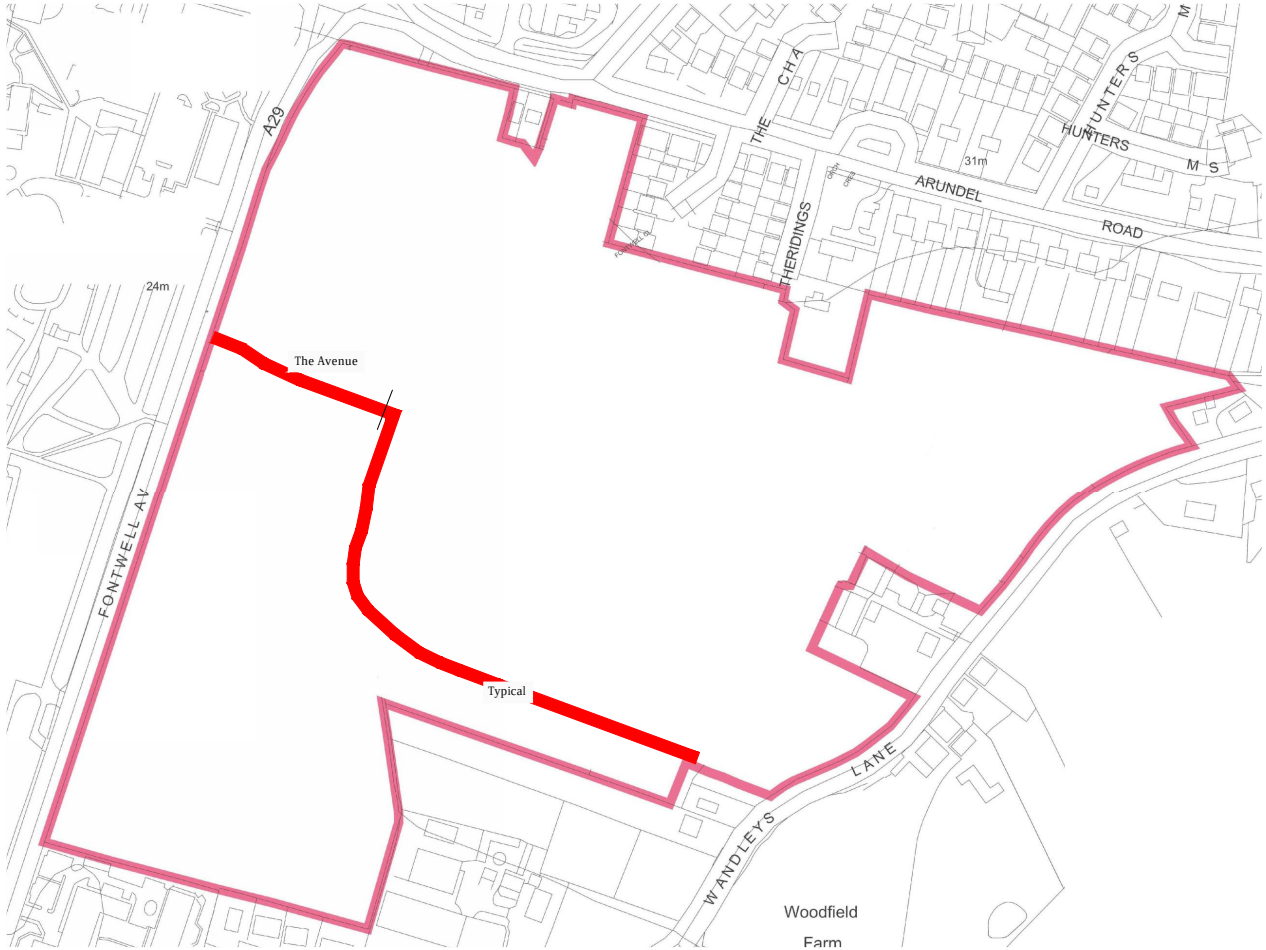
Courtyard Access	
Vehicular Access to courtyards	Yes
Parking	
Private Parking provision	Detached Garage Hardstanding Parking Court
Visitor parking provision	On street
On street parking (max 3 adjoining bays)	Parallel
Splay into parking bay	45 degrees
Maximum number of grouped parallel bays between trees	3
Direct vehicular access to properties	Yes
Materials	
Street Materials	
Footway surfacing	Block paving
Parking Zone	Block paving
Kerbing (between footway and parking)	Concrete kerbs
Carriageway Surfacing	Block paving
Street Furniture and Planting	
Street Furniture	
Street Lighting and Street Furniture	LED lighting with minimal light spill
Street Planting	
Street Trees, Feature Trees Street trees to be clear stemmed to 2.5m. Tree locations and spacing to respect highway sightlines	Tree species to suit highway environment. Clear stems to 3.0m tree locations and spacing to respect highway sightlines

Primary Street - The Avenue



The Avenue

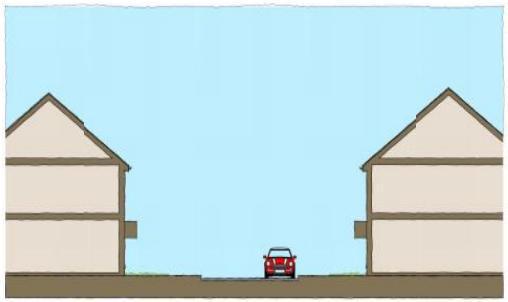
The Avenue Plan



Location of The Avenue

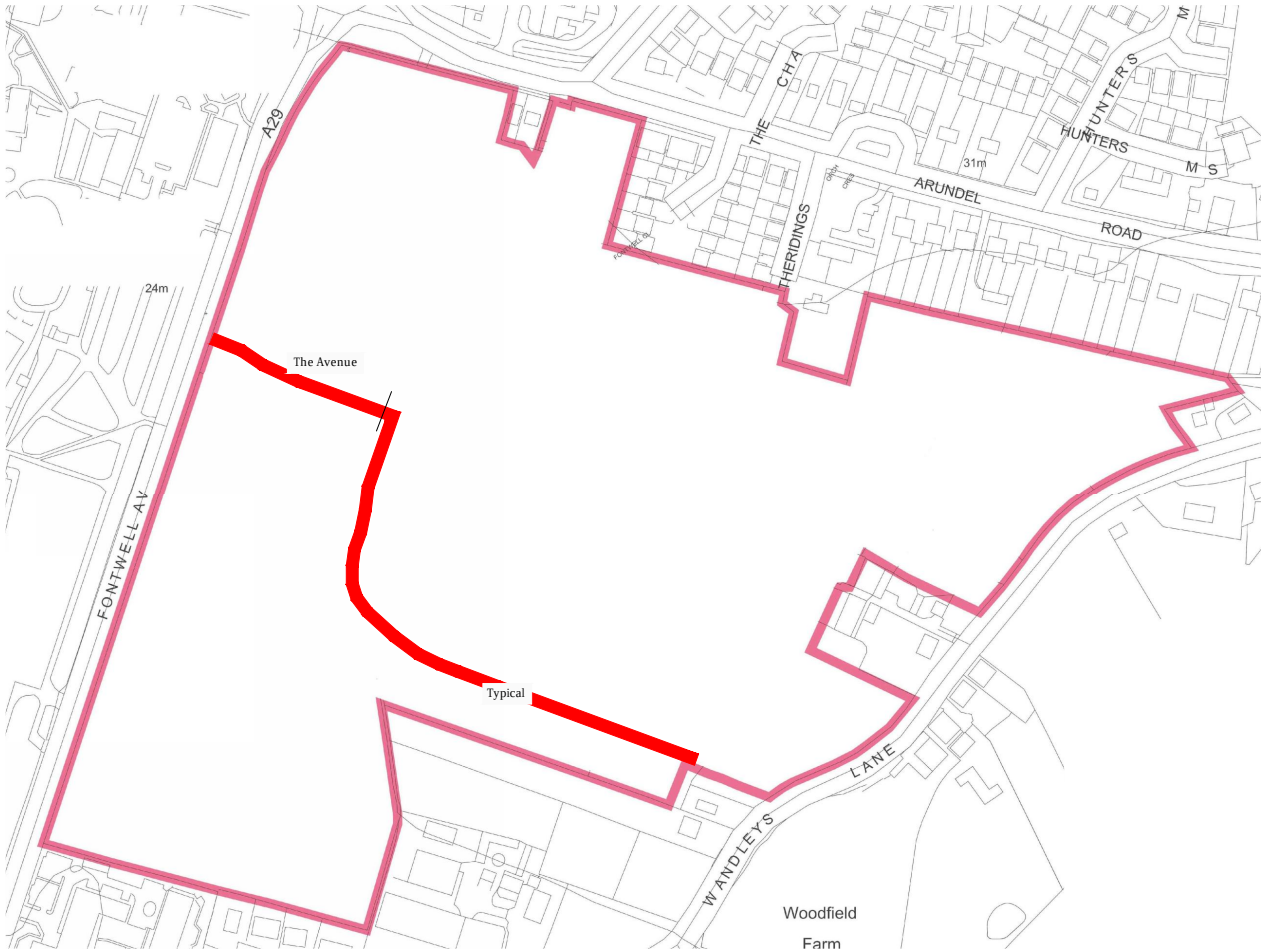
Primary street

Primary Street - Typical



Typical Primary Street

Primary Street Plan



Location of Typical Primary Street

Primary street

Secondary Street

Secondary Streets

Character and Role: The Secondary Street will converge with the Primary Street at The Avenue, Village Green and Community Square. The Secondary Street will vary in character and have a supporting role to the Primary Streets and provide access to the Tiertiary and shared surface streets. They are less formal than the Primary Street, but retain the general consistent building lines.

Built Form: The Built Form will be well defined with predominantly semi-detached, small terraces and apartments up to 3 storeys. The building lines will be formal with set back up to 3m from the back edge of the footpath along its length.

Landscape: Planting will be restricted to occasional street trees between parking bays and where space allows.

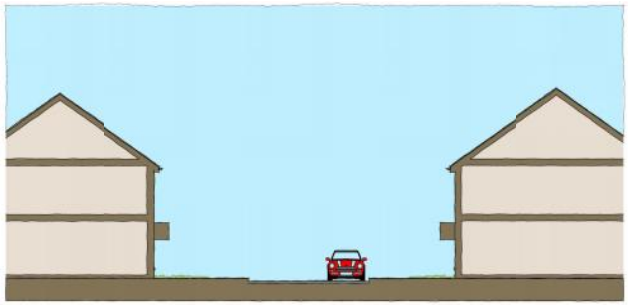
Highway Design	
Design Limits	
Speed Limit	30 mph
Control Speed	30 mph
Maximum number of properties served	N/A
Street Dimensions and Character	
Maximum carriageway width	5.5
Footway	2m
Verge	2.5m (one side)
Public Transport	
Bus Route	No
Bus Stop	No
Street Design Details	
Traffic Calming	Combination of horizontal alignment and public realm treatment along a cul-de-sac
Vehicle swept path to be accommodated	Refuse Vehicle
Gradients	5% max
Minimum forward visibility	43m
Minimum Junction sitelines (x./y)	2.4m x 43m
Maximum Junction Radii	6m
Kerb height	full height
Statuary Services and Drainage	
Statuary services	2m wide service corridor beneath both footways

Secondary Street

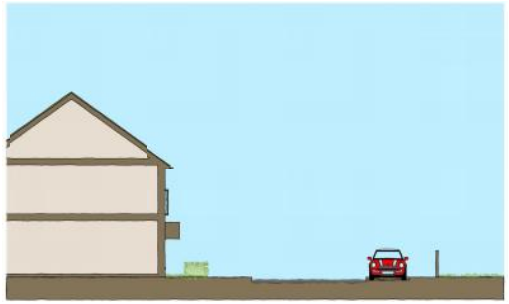
Drainage (exc. storm and capping layer drainage)	Beneath carriageway
Courtyard Access	
Vehicular Access to courtyards	Yes
Parking	
Private Parking provision	Detached Garage Hardstanding Parking Court
Visitor parking provision	On street
On street Parking (max 3 adjoining bays)	Parallel
Splay into parking bay	45 degrees
Maximum number of grouped parallel bays between trees	3
Direct vehicular access to properties	Yes
Materials	
Street Materials	
Footway surfacing	Block paving
Parking Zone	Block paving
Kerbing (between footway and parking)	Concrete kerbs
Carriageway Surfacing	Block paving (Tegula for feature spaces)
Pedestrian Crossing	N/A
Traffic Deflection Island	N/A
Drive over strip	Granite Setts

Street Furniture and Planting	
Street Furniture	
Street Lighting and Street Furniture	LED lighting with minimal light spill
Street Planting	
Street Trees, Feature Trees Street trees to be clear stemmed to 2.5m. Tree locations and spacing to respect highway sightlines	Tree species to suit highway environment. Clear stems to 3.0m tree locations and spacing to respect highway sightlines

Secondary Street

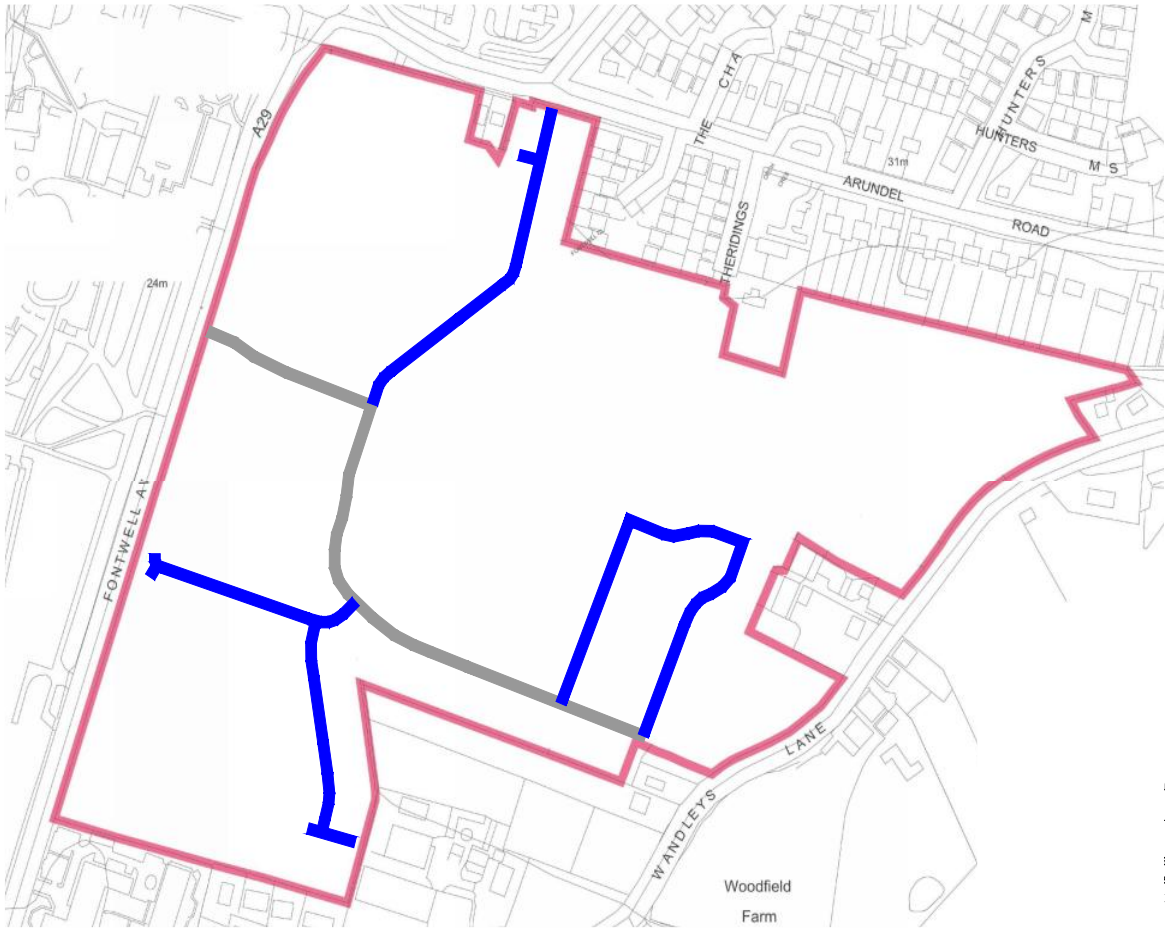


Typical Secondary Street Section



Secondary Street Section Fronting Open Space

Secondary Street Plan



Location of Secondary Street

Tertiary Street

Tertiary Streets

Character and Role: The Tertiary Streets help define the building blocks and are part of the permeable network of routes. Traffic flow will be low enabling a mixing of pedestrian and vehicles.

Built Form: The Built Form is less formal with building heights up to 2 storeys. A variety of detached, semi-detached and terrace forms will enclose these streets. Parking is predominantly on curtilage to the side of the property.

Landscape: Tree planting will be occasional where space allows.

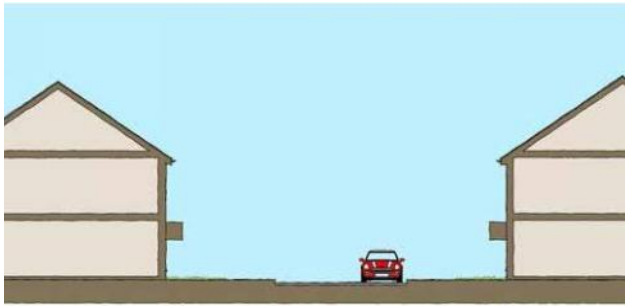
Highway Design	
Design Limits	
Speed Limit	20 mph
Control Speed	20 mph
Maximum number of properties served	N/A
Street Dimensions and Character	
Maximum carriageway width	5.5m generally 5m
Footway	As part of shared surface carriageway
Verge	None
Public Transport	
Bus Route	No
Bus Stop	No
Street Design Details	
Traffic Calming	Shared space design, Narrower vehicle tracks, Short uninterrupted sections, Parking, Street Parking
Vehicle swept path to be accommodated	Refuse Vehicle
Gradients	5% max
Minimum forward visibility	25m
Minimum Junction sitelines (x./y)	2.4m x 25m
Maximum Junction Radii	6m
Kerb height	50mm (where applicable)

Tertiary Street

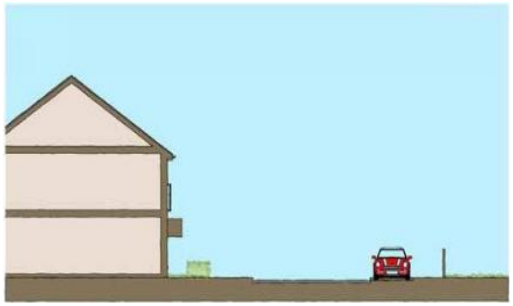
Statuary Services and Drainage	
Statuary services	2m wide service corridor beneath carriageway / service strip
Drainage (exc. storm and capping layer drainage)	Beneath carriageway
Courtyard Access	
Vehicular Access to courtyards	Yes
Parking	
Private Parking provision	Detached Garage Front Court Hardstanding
Visitor parking provision	On street
On street Parking (max 3 adjoining bays)	Perpendicular, Parallel
Splay into parking bay	45 degrees
Maximum number of grouped parallel bays between trees	3
Direct vehicular access to properties	Yes
Materials	
Street Materials	
Footway surfacing	N/A
Parking Zone	Block paving
Kerbing (between footway and parking)	Concrete kerbs
Carriageway Surfacing	Block paving
Pedestrian Crossing	N/A
Traffic Deflection Island	N/A
Drive over strip	Granite Setts

Street Furniture and Planting	
Street Furniture	
Street Lighting and Street Furniture	LED lighting with minimal light spill
Street Planting	
Street Trees, Feature Trees Street trees to be clear stemmed to 2.5m. Tree locations and spacing to respect highway sightlines	Tree species to suit highway environment. Clear stems to 3.0m tree locations and spacing to respect highway sightlines

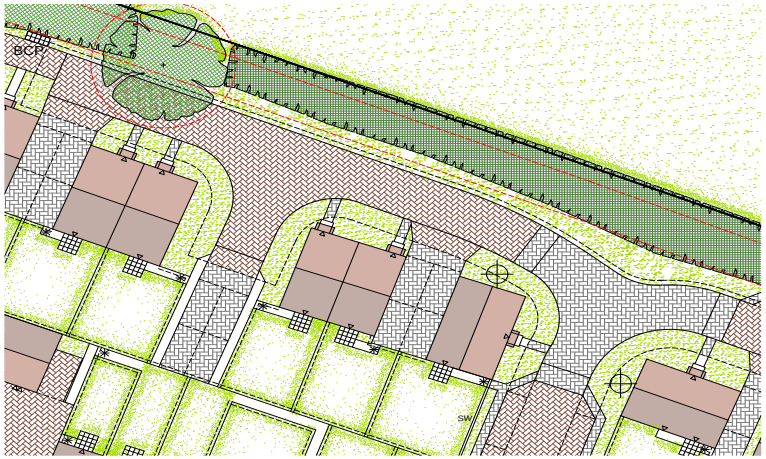
Tertiary Street



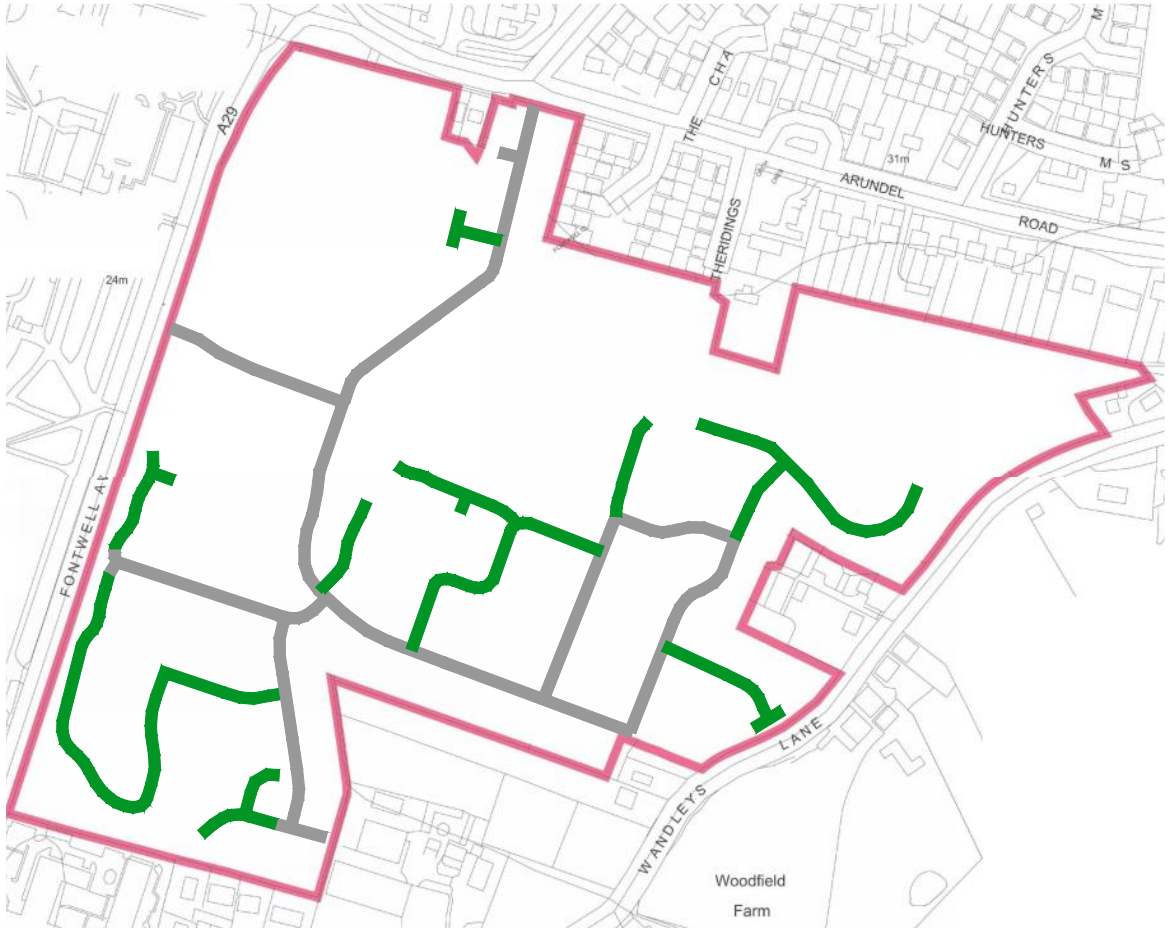
Typical Tertiary Street



Tertiary Street Section - single sided



Tertiary Street Plan



Location of Tertiary Street

3.3 Parking

Car parking will be in accordance with West Sussex County Council car ownership parking demand tool, as shown.

Within the residential areas, a mix of street, off-street and on plot parking spaces will be provided. The car parking spaces will be provided on street in a form which is not intrusive and does not compromise pedestrian safety.

Off street spaces serving dwelling houses will normally by provided in small groups serving no more than 6 dwellings, where possible. On plot spaces will include allocated spaces and garages.

WEST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Walberton
District	fontwell
Ward 2	
District	
Ward 3	
District	
Ward Tempro Factor 2009-2026	1.046994
District Tempro Factor 2009-2026	1.067644

west sussex county council

Ward Finder			
Postcode		Ward	fontwell

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
							per unit	Total	per unit	Total	
A	Houses	Private	6	19	3+	57	0	1	0	4	62
B	Houses	Private	6	17	3+	51	0	1	0	3	55
C	Houses	Private	5	39	2	78	0	6	0	8	91
D	Houses	Private	5	6	2	12	0	1	0	1	14
E	Houses	Private	5	78	2	156	0	11	0	16	183
F	Houses	Private	4	90	2	180	0	10	0	18	208
G	Flats	Private	3	7	2	14	0	0	0	1	15
H	Houses	Private	6	1	3+	3	0	0	0	0	3
I	Flats	Private	3	8	2	16	0	0	0	2	18
J	Flats	Private	3	15	2	30	0	0	0	3	33
K	Houses	Council/Housing Association (not including shared ownership)	3	39	2	78	0	0	0	8	86
L	Houses	Council/Housing Association (not including shared ownership)	4	19	2	38	0	0	0	4	42
M	Houses	Council/Housing Association (not including shared ownership)	5	3	3+	9	0	0	0	1	10
N	Flats	Council/Housing Association (not including shared ownership)	1	6	2	12	0	0	0	1	13
O	Flats	Council/Housing Association (not including shared ownership)	2	33	1	33	1	28	0	7	68
P	Flats	Council/Housing Association (not including shared ownership)	3	20	2	40	0	0	0	4	44
Q											
R											
S											
Total				400		807		59.25		80.00	946

West Sussex County Council Parking Requirements

Parking Typologies

"On Plot"

Front Court Parking

Surface level parking bays in private area overlooked by front of dwellings. Not part of the public highway.

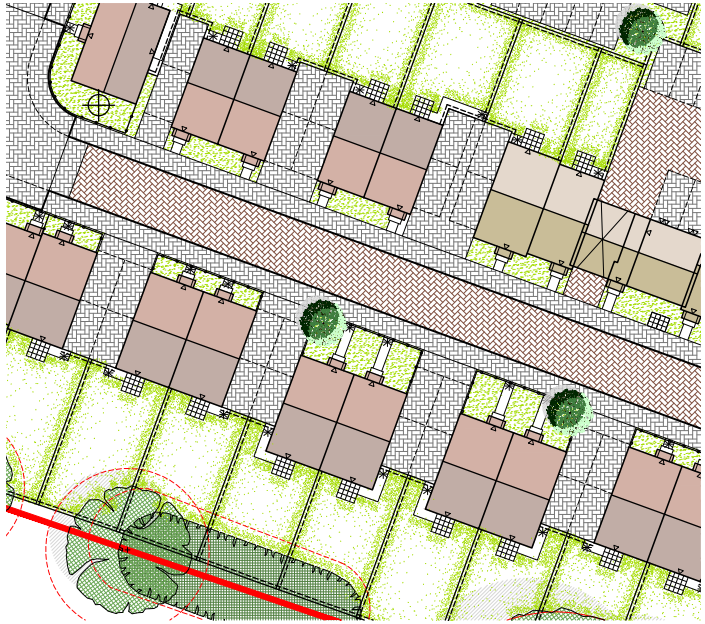
Spaces can be allocated to dwellings permanently or unallocated. Normally well overlooked and likely to be well used.

"On Plot"

Detached Garage

Garage is located to side of house and set back, giving indirect access to dwelling with parking in front. Option of accommodation over. May be paired with neighbour.

"On Plot"

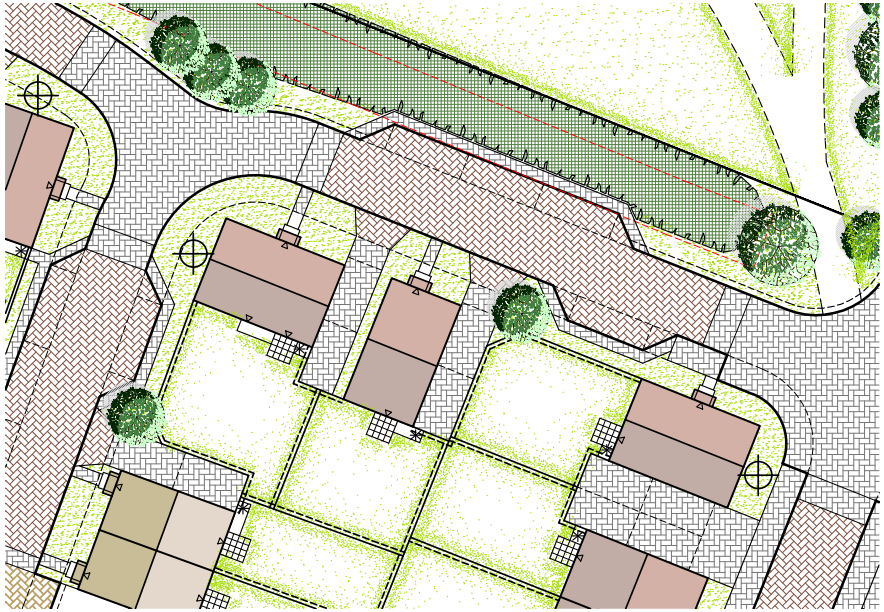


Hardstanding

Allocated uncovered parking area to side or front of house and within property curtilage.

Parking Typologies

"Off Plot"

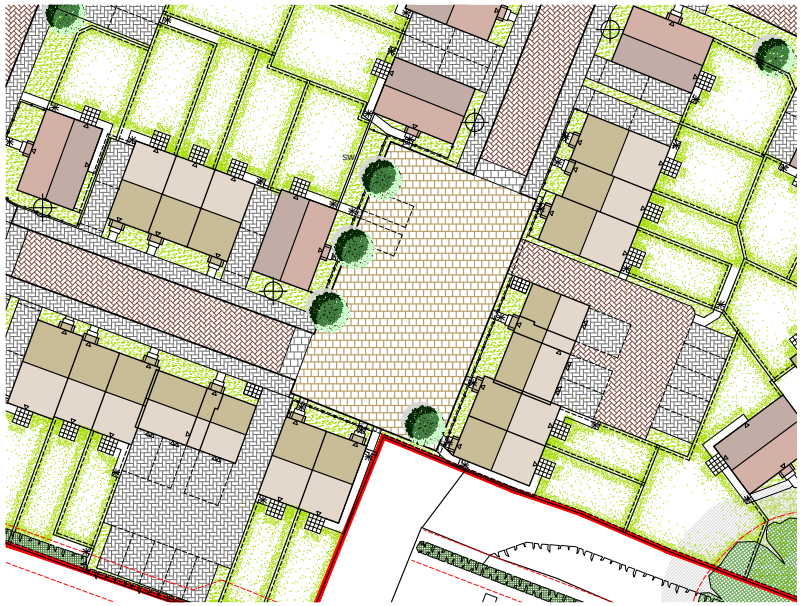


Parallel Parking

Kerbside parking parallel to street. Bays may be marked or unmarked. Typical unallocated or visitor must be, if on public highway).

Can also be used in shared surfaces. Vehicles enter and leave the parking space in the same direction. Marked bays generally more efficient.

"Off Plot"



Rear Court Parking

Grouped garages or hard standing around shared court accessed between properties.

Spaces can be allocated to dwellings permanently or unallocated.

Rear court parking can give rise to security concerns and can be unpopular with residents. Recommended that court parking serves no more than 6 dwellings with the exception of apartments.

Residential Parking Courts

The front door to the property will be from the street. Access from the courtyard to the property via a rear access will be acceptable.

There shall be only one point of entry to the courtyard, which can be used by both vehicles and pedestrians. There shall be no other means of entering or exiting the courtyard other than the rear adjacent entrances to properties.

The courtyard will have designed-in surveillance from adjacent dwellings, including:

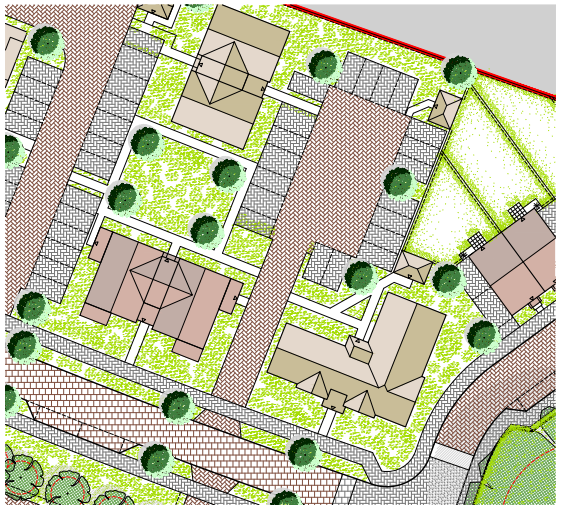
- Windows on the flank elevations at the entry points;
- The primary entrance being through the front door from the street;
- Lighting to the relevant British Standards;
- Overlooking from adjacent rooms, including 'active' rooms.

Parking courts for dwelling houses only serve no more than six dwellings.

Courtyards are for the exclusive use of residents. There shall be no visitor parking within the courtyards.

Instructions on the appropriate boundary treatments to parking courts are set out in this Code in Section 3.5.

Courtyards will incorporate landscaping and amenity space as an integral part of the design approach where possible.



Parking Court Plan

Parking Court Principles

- The front door to the property will be from the street, although access from the courtyard to the property via a rear access will be acceptable.
- Only one point of entry to the courtyard will be permitted.
- Adjacent dwellings will provide surveillance.
- Parking courts for dwelling houses only, will serve no more than six dwellings.

3.4 Tree Planting

Open Space
The open space network within the development will be designed and located to reflect consultation with the local community and Arun District Council. The open space network will consist of a park running through the site, providing important green infrastructure between Fontwell Avenue and Wandleys Lane and is located in this position to provide a green buffer between Arundel Road. The park will also provide community assets to the new and existing residents of Fontwell.

Sustainable Movement
The development will provide new improved access for pedestrians and cyclists, with new footpath and cycleway links connecting Fontwell Avenue along the western boundary through to the more rural Wandleys Lane along the eastern boundary. Both of these connections tie together within the central park, which then provides a further link to the north onto Arundel Road. This approach will provide both the existing community and the new residents with a safe and legible route to the green spaces, the recreational facilities and the play area within.

The Main Entrance
The Main Entrance, located off Fontwell Avenue provides a formal avenue into the development, for pedestrians, cyclists and cars. The alignment is located alongside the existing line of mature hedgerow and trees that run through the site in this location. The main entrance road will be planted with an avenue of specimen avenue trees to reflect the avenue found alongside Fontwell Avenue.

Site Boundaries
The boundaries of the site will retain existing vegetation (where possible) and be planted with a variety of native tree and shrub species and wildflower meadow edges. This natural approach will help to assimilate the development within the local surroundings and provide important opportunities for wildlife. Within the southern boundary a surface water attenuation basin will be provided that that can attenuate surface water runoff and provide an additional new habitat within the development.

Site Existing Vegetation
Existing mature trees and hedgerows will be protected and retained where possible within the site. The residential layout will be designed around existing trees, providing a series of Incidental green pockets within the development and a pleasant view over established trees. Boundary vegetation will be cut back and enhanced to form a more defined and manageable boundary and make the most use of the land within the site.

Street Trees: Main Avenue
Street Trees along the main avenue will be large avenue specimens, suitable for an urban environment with a formal habit and 2m clear stem. These will provide a strong formal identity to the site entrance and be appropriately sized to match the adjacent apartment buildings. Further into the scheme, street trees will provide a range of sizes and habits depending on location, providing ornamental qualities and seasonal interest.

Street Trees: Residential
Trees being planted within the residential areas will be of a low to medium water demand species and ultimately need to be located alongside adjacent service runs and installed with appropriate root barriers where required. Larger, more native trees will be planted in the parkland area away from the constraints caused by residential houses, lighting and highways.

Parkland Trees
There will be a range of parkland trees providing a variety of colours and shapes. These trees will be made up of ornamental varieties of native trees chosen for particular seasonal displays. Native trees and shrub planting will be provided around the eastern edges of the site to enhance the site wide ecology and to assimilate the residential scheme into the more rural character of Wandleys Lane.

Parkland Trees

Residential Street Trees

Avenue Trees

Native Trees

3.5 Boundary Treatments

Boundary treatments provide the transition and define the relationship between the public and private realms. There are four types of boundary conditions. These are:

- Front boundary, where buildings front onto the street
- Side boundary, where two properties meet and where corner properties edge the street
- Rear boundary, where properties have a boundary or shared access to secure central courtyards
- Rear or side boundary, with new or existing residential properties

This section of the Code addresses each of these boundary conditions in turn and sets out the general requirements that shall be addressed in each case. Details of the type of boundary treatments appropriate to each character area are set out in Section 3.5 of this Code.

The boundary treatments to front gardens are key to providing clear definition between the public and private realm and contributing to the overall character and quality of the development. The set backs and boundary treatments for each character area is set out within this Code. The following requirements will apply to all front garden boundaries:

- The boundary treatments will respond appropriately to the building set back range, articulated for each character area, be that in the form of a vertical demarcation or privacy strip;
- The height of any walls, railings, fences or hedges that demarcate the property line will not exceed 1.2 metres high to ensure adequate surveillance of the adjacent properties;
- Privacy strips will provide a strong contrast with the adjacent footpath or shared surface in terms of materials, colour or detailing;
- Careful consideration shall be given to the coordination of boundaries along streets, particularly where variety is sought to provide a pleasing aesthetic.

Front garden boundaries will provide a positive definition between the public and private realm in feature areas.

Side Boundaries

The requirements for the treatment of side boundaries between gardens are as follows:

- Boundaries between gardens will have screens consisting of a 1.8m high fence;
- The screen will be visually impermeable adjacent to the house, and for the depth of the garden from the back of the house;
- Adjacent to the public realm, side boundaries will consist of 1.8m high brick walls;
- Any walls or fences adjacent to access points, where they are not providing privacy to rear gardens, shall be no higher than 600mm. this will ensure that pedestrian safety is secured.

Rear Boundaries

The codes for the treatment of rear boundaries to communal spaces, including car parking or community gardens, are as follows:

- The rear boundary of homes which share a secure central courtyard must allow surveillance of the parking area from habitable rooms whilst maintaining privacy within the rear garden area;
- With the courtyard, the inclusion of planting, such as climbers, will be encouraged to green the enclosure and provide visual variety and contrast;
- Where a gate is allowed between the courtyard and an individual property, it will reflect the height of the boundary, it will be of high quality materials and design such as timber, and it will be lockable from both sides.

The boundary between two rear gardens will be a secure and visually impermeable timber fence of 1.8m to provide security and to ensure maximum privacy within the gardens.

Image of wall adjacent to the public realm side boundaries will consist of 1.8m high brickwalls

Existing Boundaries

The existing boundary conditions adjacent to the site vary and are of inconsistent quality and definition. The development will formalise this edge condition by the provision of this new boundary treatment and will be consistent with the following objectives and principles:

- Provide an impermeable and secure boundary between existing and new residential properties;
- Provide an appropriate level of privacy within both the gardens of existing and new residential properties;
- Respond sensitively to the presence of existing trees adjacent to the boundary, with variations in alignment and post positioning permissible;
- Localised variations in height of the new boundary fence above 1.8m may be appropriate to respond to changes in level between the existing residential area and the site to ensure adequate levels of privacy.

Fencing

Fencing, where permitted, shall provide suitable privacy between dwellings, and should therefore be:

- No lower then 1.8m above finished ground level;
- The use of concrete posts, unless for stability reasons is not permitted;
- Panel fence systems can only be used between properties;
- The use of trellis of no more than 300mm upon a fence of 1.5m in height is allowed, and should be used where the boundary is considered exposed to the risk of intruder access;
- Where localised use of retaining walls are required, these shall be faced in a material consistent with the adjacent dwelling.

Examples of rear boundary treatment

Boundary	Location Example	Boundary Type	Example Image
Front Garden Boundaries		Varies, depending on character area, including railings, natural hedge, box hedge and open plot	
Garden Boundaries to Parking Courts		1.8m high close board timber fence	
End of Terrace / Corner Plot Garden Boundaries		1.8m high wall. Material to tie into dominant adjacent building facade. 1.8m high close board timber fence	
Boundaries between Gardens		1.8m high close boarded timber fence. 1.8m high panel fence.	

Gate Location	Boundary Type	Example Image
Pedestrian access in walls 1.8m high and above	Gate to be timber. Timber to match height of adjacent enclosure.	
Pedestrian access in 1.2m high railings	Gate adjacent to railings. Railing to match height of adjacent enclosure.	

3.6 Active Frontages

The contribution that active frontages can make to the quality of the built environment and creating sustainable communities for the future is recognised in best practice guidance. Well designed 'active' frontages add interest, life and vitality to the public realm. this is often achieved by the articulation of facade in a way which includes:

- Frequent doors and windows with few blank walls;
- Articulation of facades with projection such as bay and porches;
- Internal use visible from the street, particularly on non residential uses

The treatment of corners plays an important role in achieving this objective and requires careful consideration. On this development, where a building turns the corner or has a gable end facing the public realm, the following principles apply

Corner Turning Buildings

Corner turning buildings will:

- Maintain continuity of frontage and visual surveillance;
- Secure a direct relationship between habitable rooms and gardens;
- Ensure privacy between habitable rooms within the corner
- Allow light penetration to garden space and habitable room
- Articulate prominent junctions and nodal points.

Typical 'corner turning' house types

Public Realm Facing Gable Ends

Windowless gable ends facing the public realm are inconsistent with maintaining active frontages and do not provide natural surveillance of the public realm.

The following principles will apply:

- Gable ends will be animated by at least one active window;
- Windows can be provided at either the ground or first floor levels;
- Where windows are not provided on the ground floor, a 1m buffer zone between the gable end and the public realm will be provided;
- The buffer zone will be defined by either a 1.2 - 1.4m railing or a 1m high hedge as a deterrent;
- Where there is insufficient room for a buffer zone, appropriate materials will be used to avoid opportunities for graffiti.

Front garden boundaries will provide a positive definition between the public and private realm

Gable End Indicative Example

Gable End Boundaries

3.7 Open Space

Design Strategy

Park
Connected to this green infrastructure is the park situated in the centre of the development. The park will include footpaths and cycle connections, a play area (LEAP), outdoor fitness equipment, an orchard, wildflower meadows, picnic benches and litter bins.

Park: Play Area and MUGA
Within the park, the Play Area will provide at least 8 pieces of play equipment that are suitable for a range of children. These will include smaller pieces for younger children and imaginative play, with larger pieces providing for children who can go out and play independently. The minimum activity zone will be 400m2 and consist of suitable play surfacing. The area around the activity zone will also include land modelling to provide alternative play provision. Adjacent to the play area there will be a Multi-Use Games Area (MUGA) that will provide a suitable location for impact sports. This will be provided with a weld mesh fence and gate.

Park: Orchard
Along the northern boundary there will be an orchard provided that will include a minimum of 6 different species of apple tree and several fruiting plum trees (to be sourced by a local fruit tree supplier).

Park: Allotments
To the north of the park there will be an area provided for allotments. There will be 12no full size (250m2) plots that can be divided up into smaller plots thereafter if required. There will also be parking provision for a minimum of 5 cars with a turning area at the eastern end. The allotments will be secured around the whole perimeter with a wire mesh fence with gated vehicular access at the western end.

Park: Paddocks
Within the eastern part of the site an area has been provided for paddocks. This area will be a large grass area that be secured through a timber post and rail fence. Vehicular access will be provided via the housing development, with sufficient space to park adjacent to the main gate to the enclosure.

Field Maple

Silver Birch

Oak

Play Areas

The central open space within the development will include a LEAP providing a range of opportunities for various ages enabling many stimulating and challenging play experiences. There will be natural play items such as mounds and boulders combined with a trim trail and multi-use equipment providing a range of play values encouraging the children's imagination, agility and coordination. Low sensory shrub planting will provide additional play value whilst still allowing for natural surveillance from the adjacent properties.

Embankment Slide

Twin Swing

Hexagonal Play Unit

Cradle Swing

Scramble Net

Two Person Seesaw

Toddler Log Stack

Allotments

The allotment will contain various sized allotment plots from 15 to 6m². The communal shed and water butts will be situated near the access points. The allotment will be surrounded by native hedgerow planting to encourage bees and insects aiding pollination of the crop.

3.8 Services

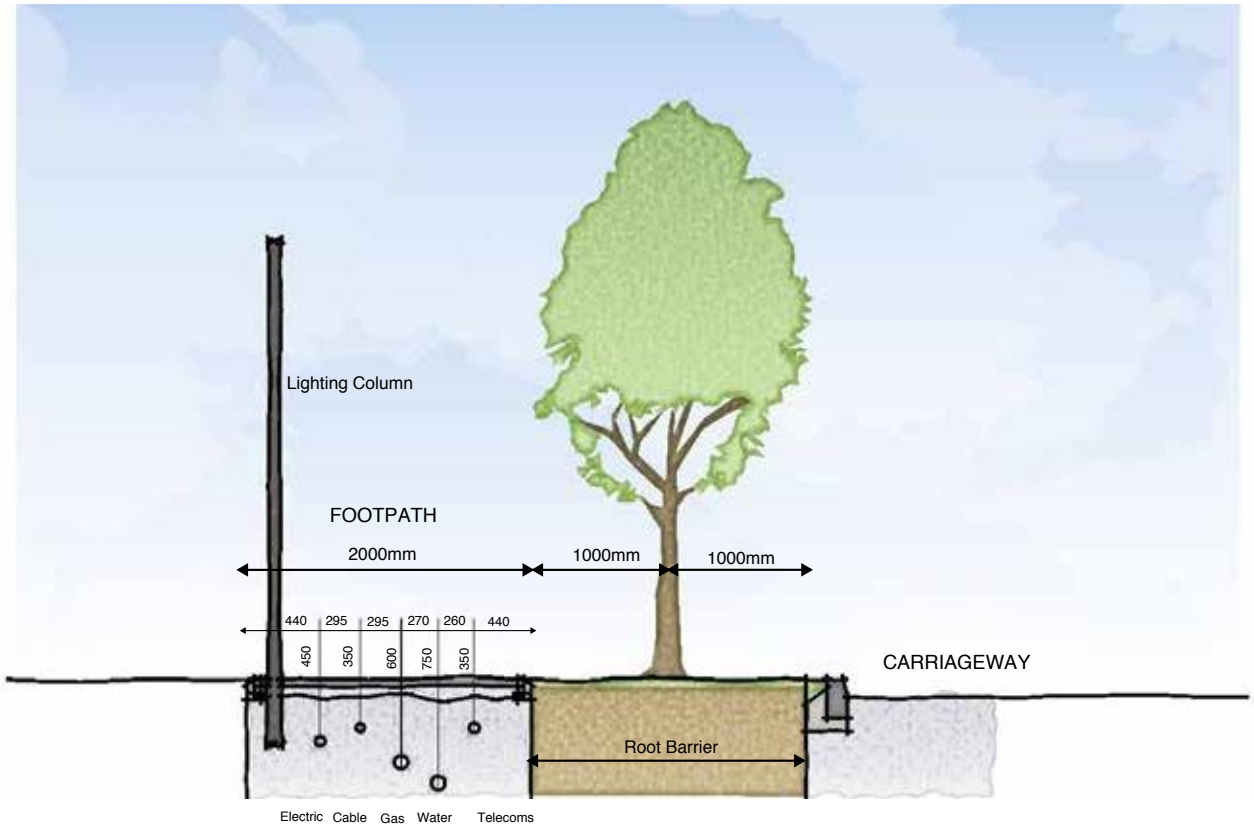
Utility mains, such as gas, electricity, water and telecommunications will be located within a services corridor within the adopted highway. Where practicable, this will be installed beneath the footway but in certain locations will fall beneath car parking bays (unallocated spaces only). No utility meters or private services should be located in public service open space.

Generally, the services trench will follow the back of kerb to the parking bays or roads and must avoid being set within the pedestrian crossing. A minimum corridor width of two metres has been established. All tree pits adjacent to the trench will be lined with anti-rot film barrier, at least on the services side if trees are planted in a trench. If trees are planted in individual pits, the anti-rot film can be extended to three sides of the pit.

Services will be incorporated within the common service zone as illustrated.

Individual parcels will need to respond, particularly to the advance service infrastructure and to the servicing of surrounding development sites.

Individual service connections will need to be carefully considered and integrated wihin the public realm design, particularly where these cross verges containing tree planting to avoid disrupting the rhythm or losing individual trees.



Arrangement of Services in Footway with Tree Planting in Adjacent Verge

Section Four

Urban Form

4.1 Introduction

The development is based upon a perimeter block structure, which provides a clear distinction between public fronts and private backs and encourages informal surveillance of the public realm.

The urban form of the Fontwell development will be informed by best practice as well as by examples from the higher quality places within the local context.

This section illustrates the development form with the detailed design principles covering:

- **Block Types**
- **Heights**
- **Density**
- **Utilities**
- **Refuse and Recycling Storage**
- **Community Safety**

4.2 Block Structure Codes

The block layout set out on Page 20 establishes the urban form of the development and must be followed. The following principles must also be respected:

- The perimeter block form (albeit, there is some room for flexibility), with respect to the dimensions and boundaries;
- Blocks cannot be combined to create larger blocks;
- The street hierarchy as set out in Section 3 must be respect;
- Projections and recesses to the defined building line are allowed

Block Structure Plan

4.3 Sustainable Form

A definition of sustainable communities is that they are:

'Places where people want to live and work, now and in the future. That are active, inclusive and safe, well run, environmentally sensitive, well designed and built, well connected, thriving, well served and fair to everyone'.

Energy

The reduction of energy consumption and carbon dioxide (Co2) emissions is the conerstone of any sustainable development.

The development will use a variety of strategies designed to be flexible and responsible to new technologies and construction methods.

Water Use

An essential part of a sustainable development is the reduction in the water consumption requirement for the development. The design of the dwellings delivers this requirement by way of introducing new water saving technologies into the home and information to assist the householder to save water.

Materials and Sustainable Construction

The development will minimise its environment impact on the local and wider environment by way of use of recycled or sustainable sourced materials in the construction of the dwellings and supporting infrastructure. This is further enhanced by highly efficient and development construction management systems.

Waste

A major factor in sustainable development is the concept of 'whole life' waste minimisation and recycling, from the construction phase to the end user. This will be achieved at the development by setting targets for waste minimisation and recycling of construction materials and the incorporation of accessible and well designed facilities for recycling for the residents as will be detailed on the Site Waste Management Plan.

Water Management

One of the key environmental issues facing our society both locally and globally is the issue of flooding and water management. The Fontwell development will deliver a well designed and extensive water management system, providing a significant network of permeable surfacing and attenuation basins.

Health and Well Being

Design and Access:

The development is based on apermable network of streets and is designed to encourage movement by foot, cycle and access to existing public transport facilities. A network of cycle routes bisects the site and provides safe, convenient and attractive linkages to the wider network.

Residential Travel Plan:

Both national and local planning policy require every residential development on the scale of this development to incorporate a Residential Travel Plan (RTP) that targets reduction in car use generated by the development. the RTP devises strategies that encourage and promote non-car modes of travel such as walking, cycling and the use of public transport. This will be achieved by well designed, accessible and safe networks of footways and cycleways and links to wider public transport networks as well as careful consideration for cycle parking as well as other incentives that will encourage the use of more sustainable modes of transport.

Living Environment

As outlined above, the development will provide a high degree of sustainability in terms of energy and construction efficient, water and waste management etc. It will also significantly contribute to the health and well being of its residents by way of:

- Social inclusion
- Disability access
- On-site community facilities
- High levels of dwelling noise insulation
- Considerate Contractors Sheme (CCS)
- Extensive public open space
- Locally equipped areas of play (LEAP) & MUGA, trim trail
- Allotments
- Orchard, wild flower meadow
- Paddocks

Environment Protection

The development will safeguard its own environment in terms of environmental and ecological protection and reservation. these key elements are to be delivered by way of:

Natural Daylight and Private Space:

The Master Plan, Design Codes and the designs of the individual dwellings maximises the amount of natural day light and private space for each dwelling on the development.

Ecological Management Plan and Wildlife Protection Scheme:

They ensure that the existing and future bio diversity of the site is both enhanced and protected.

Ground Investigation:

This will establish that the environment of the site is both clean and safe for its residents now and in the future.

4.4 Block Types

Block Structure Codes

There are two types of residential blocks within the Regulating Plan, with the Codes applicable to each set out in the following pages.

Residential Block - Back to Back

General 1

There is a clear distinction between public and private space with garaging and parking a key element in the character of the public realm.

Landscape Design 2

High quality surface materials should be used to enhance public realm and encourage pedestrian activities. Hard and soft landscaping treatment and tree planting should be used.

Parking 3

In the streets around the block there should be a mixture of visitors and on plot spaces for private parking. Parking within property curtilage can include a mixture of detached and integral garages.

Privacy 4

Minimum distance of 20m should be maintained between rear face elevations on 2 storey and 25m on 3 storey in order to achieve acceptable privacy levels for properties.

Security 5

Buildings should face the public realm with front doors and/or windows to habitable rooms to give natural surveillance to streets.

Servicing and Storage 6

Provision of adequate space for refuse and recycling bins as well as accessibility to them should be considered. Generally bins should be collected from the front of properties with a back-to-back block arrangement. Where bins are to be stored to the rear of the property, gated access will need to be provided to the rear garden from the front of each property.

Each dwelling should have secure storage for at least one cycle for apartments and two for houses. 7

Cycle parking for dwellings will be either accommodated in a secure shed within the garden or within the garage if 6 x 3m garage provided. For apartments, a secure cycle store is provided within the block.

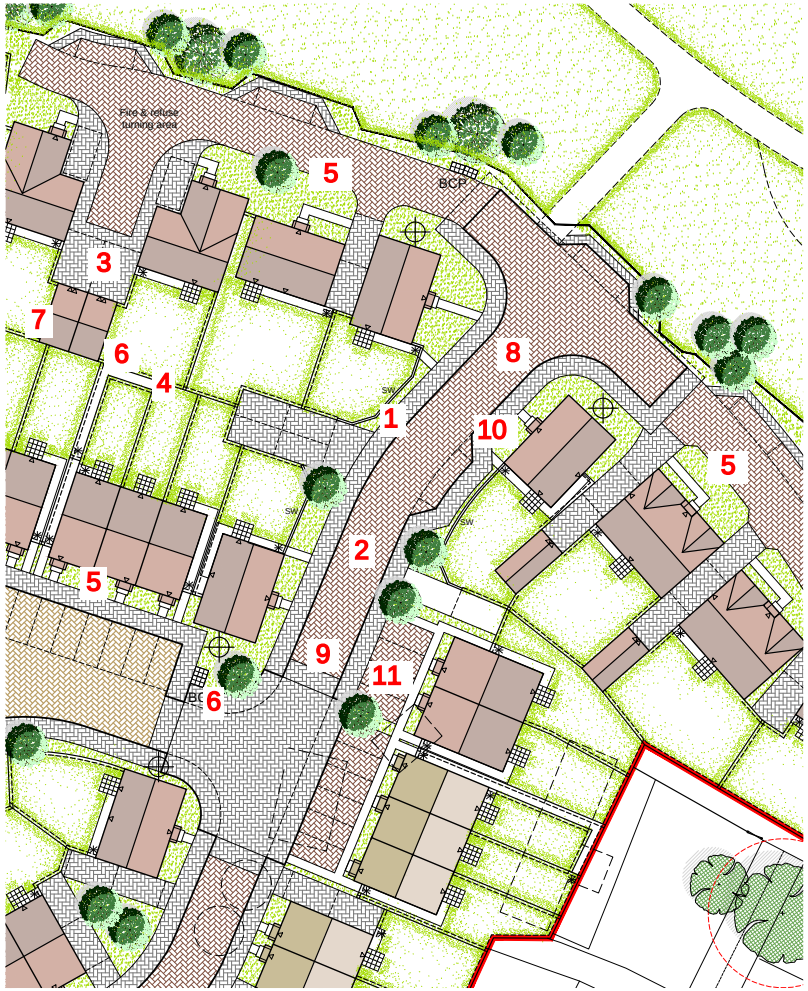
Street Design

Street widths will vary according to street hierarchy and to accommodate a wider range of parking types. 8

The streets should be designed to give priority to the disabled, pedestrians and cyclists. High quality materials are to be used in the streets. 9

Corner elevations should have windows, avoiding long sections of blank walls. Consideration should be given to placing the front entrance and windows to main rooms on the gable. 10

Include breaks in lines or rows of on street parking bays every 6 spaces where possible. This can either be for tree planting or to make it easier for pedestrians to cross from one side of the street to the other. 11



Residential Block - Back to Back

Residential Block - Courtyard

General 1

The internal areas will accommodate a number of uses. The amount of parking and garaging will vary according to density and must not dominate the space without regard to amenity.

Landscape Design 2

Landscape will be of high quality in residential blocks. The spaces will have suitable hard and soft landscape treatments. Courtyards will be secure places.

Security 3

The design of courtyards in residential areas should discourage access by people other than adjoining occupiers. Any entrance ways should make it clear to non-residents that the courtyard is private. Opportunities for casual surveillance of courtyards should be maximised.

Urban Form 4

Buildings should be provided around the block perimeter to define the public realm (streets, squares etc) from the private realm (rear gardens).

Active Frontage 5

Buildings should face onto the public realm with front doors and windows to main rooms giving natural surveillance and activity to the public realm.

Active Corners: 6

Corner elevations should have windows, avoiding long sections of blank walls. Consideration should be given to placing the front entrance and windows to main rooms on the gable.

Parking within courtyards will be used in conjunction with on-street and on-plot spaces. Parking in courtyards should be limited to no more than 6 homes. 7

Parking Bays: 8

Include breaks in lines or rows of on-street parking bays every size spaces where possible.

Parking Security: 9

All cars should be visible from ground or upper floor windows.

Inclusive Design 10

The streets should be designed to give priority to the disabled, pedestrians and cyclists. High quality materials are to be used in the streets.

Servicing and Storage

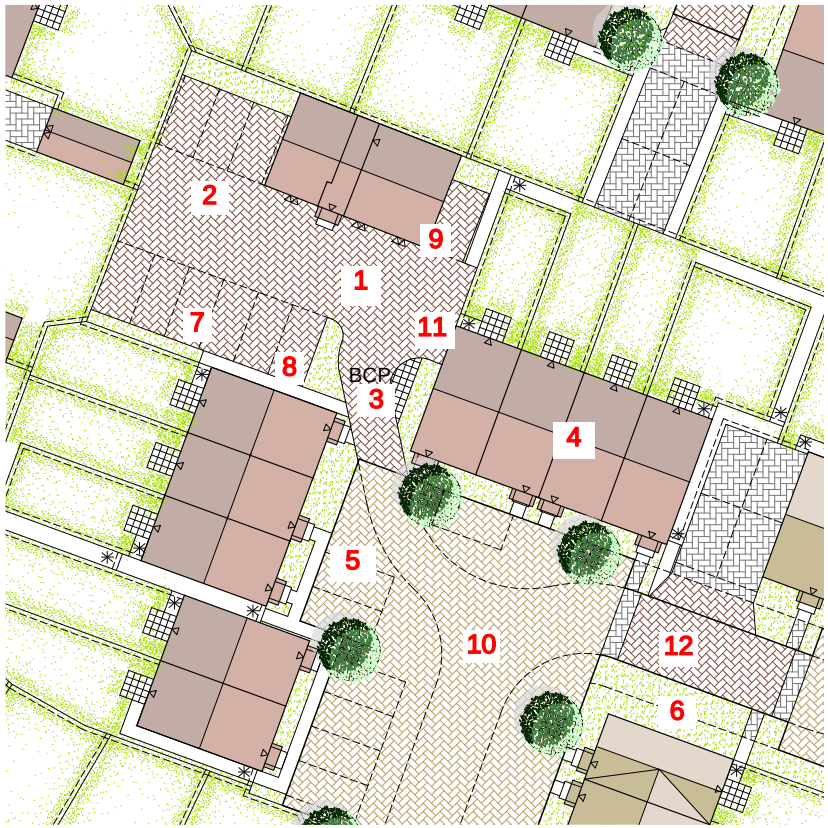
Care should be taken to provide locations for refuse and recycling bins that are convenient for collection. 11

Each dwelling should have secure storage for at least one cycle for apartments and two for houses.

Cycle parking within the house or apartment block. Where this solution is proposed, the scheme drawings must show how appropriate space, which is specifically designed for cycle storage, will be provided within the building(s); or within the rear garden areas which can include a shed; or within courtyards in a secured location sheltered from the weather.

Street Design 12

The street width and length will be varied according to the prominence of the route and housing density. This will allow a wider range of parking types to be used and will help to vary street character.



Courtyard

4.5 Height

The heights of buildings develop the principles set out in the Design and Access Statement. They respond to the character of the space or edge treatment to which they relate.

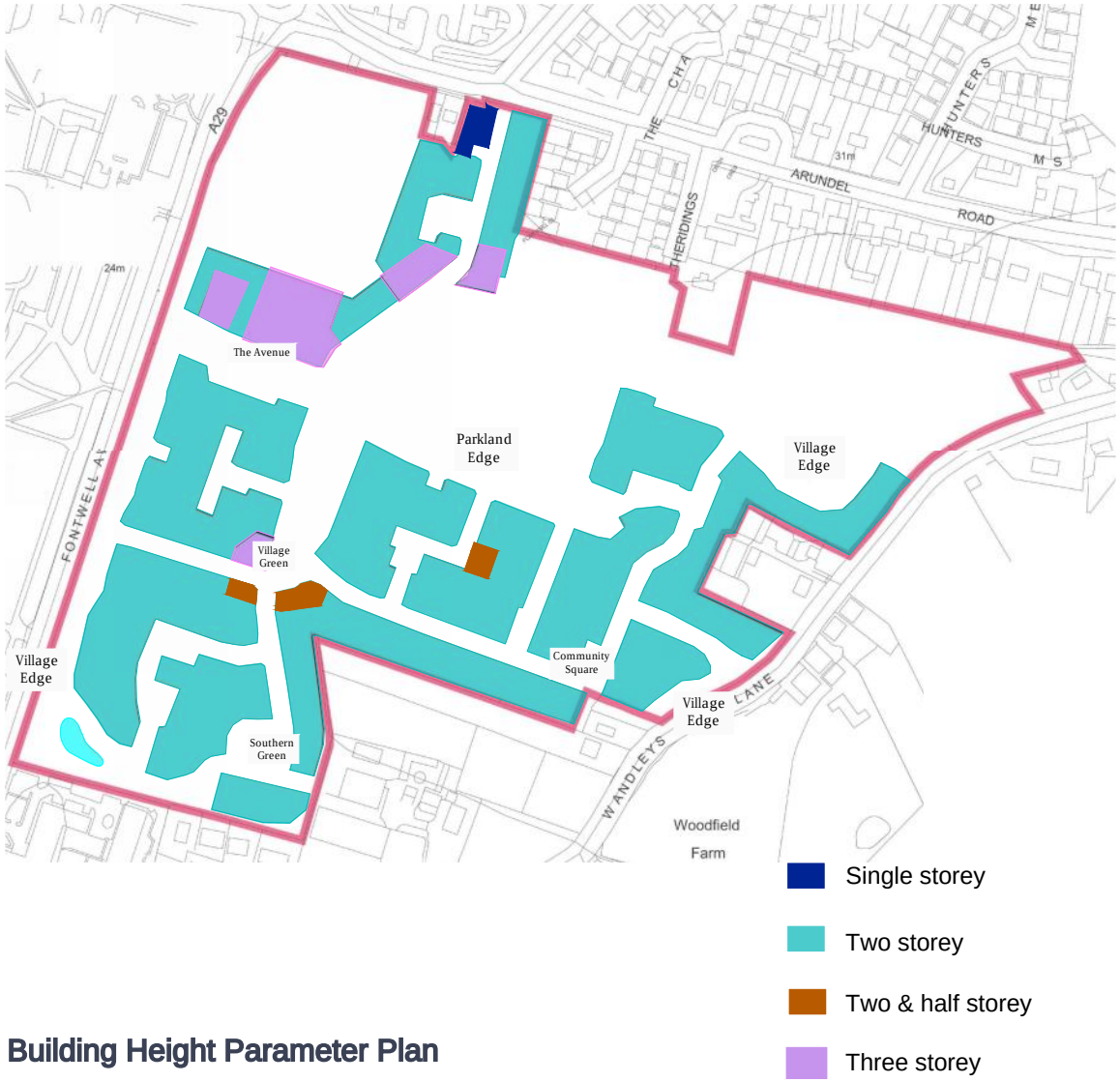
The key features of the heights strategy are:

- Building heights will be restricted to 2 storeys adjacent to the existing built up area, responding to the heights of the existing suburban context.
- Taller buildings up to 3 storeys will be sited north of the site entrance along The Avenue, providing a transition to the employment land.
- The Parkland Edge and core, will have elements of 2.5 and 3 storeys helping to define spaces.

Regular building heights and eave heights should be maintained along primary streets, reflecting the more regular and formal nature of these routes, as expressed in the character area summary. The consistency of these features will also help to reinforce the hierarchy of these streets.

Eaves, storey heights and roof pitch should vary throughout the remaining areas of the site to help create an interesting roofscape and increase the visual richness of the new neighbourhood.

Building heights also respond to the natural topography of the site.



Building Height Parameter Plan

Private and Incidental Amenity Areas

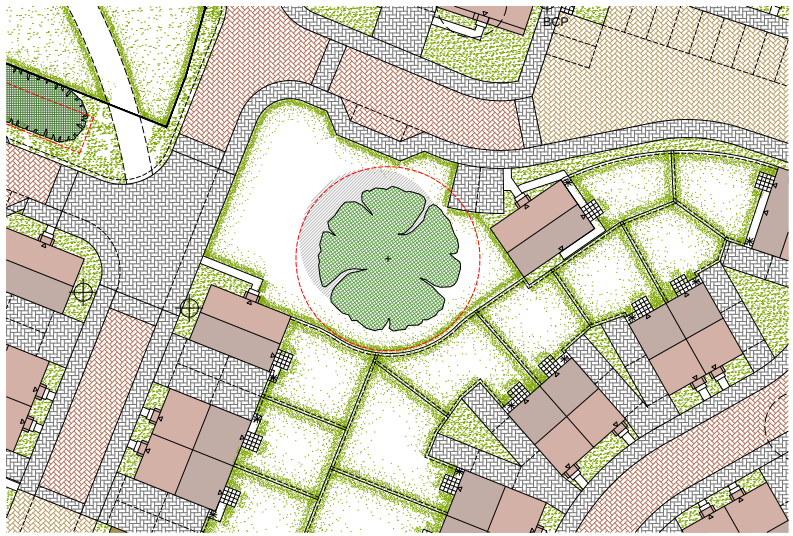
The following principles apply to the provision of amenity areas to dwellings.

For houses, the absolute minimum for private amenity space is a garden length of 10m.

Front gardens are an important contributor to delineate between public, semi public and private ownership as well as providing landscape opportunity and social interaction.

Different types of boundary treatments are proposed depending on location and the character of the space and will include walls, fences, railings and hedges. In some situations front gardens are not provided where houses front directly onto the pavement or where the character of the space dictates.

Incidental Amenity Areas Plan



Amenity Area Example

4.6 Density

The gross red line site area is 16.18 hectares, with 4.5 hectares of open space. The remaining gross development area is 11.68 hectares. The average density of the site, excluding the Parkland is 34 dwellings per hectare.

The average density of the dwellings per hectare has been calculated for the residential zone and small mixed use local facility. Their locations within the layout, indicates the way the scheme will 'grade' the scale and density of development from low around the more sensitive edges, to higher in the more internalised central sections of the scheme. The Character Areas Plan (shown on next page), also demonstrates the way that the residential development is fragmented by character area, each responding to the context of their location.

Village Edge - Density 20 -25 DPH

This represents a low density of residential development with the potential for detached and semi-detached housing on medium sized plots. This is a sustainable approach to developing a more Arcadian edge to the development, responding to the existing neighbourhood. The heights of the buildings would be restricted to 1 -2 storey.

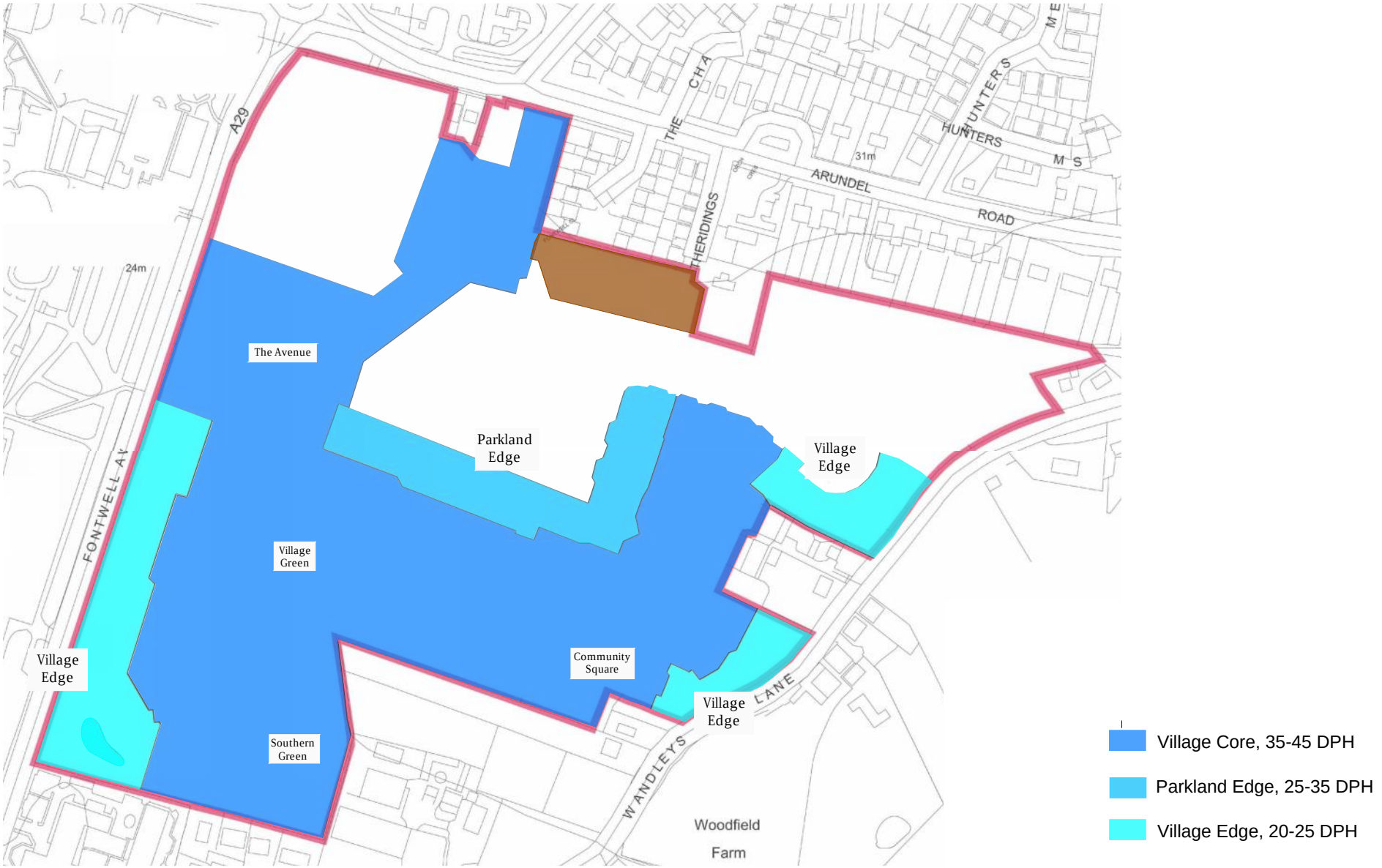
Parkland Edge - Density 25 - 35 DPH

A wide ranging density that covers a substantial proportion of the pattern of development in the UK. the height of buildings would be predominently 2 storey with occasional 2.5 storey in key locations.

Village Core - Density 35 -45 DPH

A density at which primary and secondary street patterns become more continuous, with small groups of terraces and small blocks of apartments. Building heights would increase to 3 storey in key focal points. Parking cannot always be provided on curtilage at this density and some small parking courts behind building lines and street parking will be incorporated in the layout. As the density increases, the plot size will reduce to form a more continuous built form.

The design teams approach to the arrangement of these three character areas has been carefully considered. The overall effect is of a slow but logical transition from one area to another, with layouts ranging from 'formal' in the core areas, to more 'informal' at the edges.



Density Plan

4.7 Refuse and Recycling

The storage and collection of household refuse and recycling will be carefully considered throughout the design of the development. As such, the following codes must be adopted:

- The design of recycling and waste storage facilities as part of the block design needs to be flexible to accommodate changing priorities, technologies and the extent of the recyling programme in West Sussex County Council.

- Design and location of facilities must be appropriate and successfully integrated into the development. In all cases, bins should not be positioned where they will be visible from a public highway. Instead, discreet, sensitively designed storage areas/units should be located where they will have minimal impact in terms of noise, odour and visual intrusion. However, as refuse and recycling collection takes place at the kerbside of adopted highways, storage facilities must be sited and designed to enable residents to conveniently, safely and easily access collection points.

- For all individual properties (eg houses) there will be an area of hard standing designed for refuse and recycling storage facilities as follows: 1 x 240 litre wheeled bin, or black sacks to be collected weekly.

  All bins to be manufactured to EN 840 Standard. Eurobins to be supplied with metal bodies and flat plastic lids. Green lidded Eurobins to be supplied with a lockable lid and a paper flat opening.

  Individual householders will be responsible for moving the wheelie bins and boxes to a designed collection point on the collection day and return them to the front / rear garden. The designated collection point must be either part of the adopted highway or immediately adjacent to the adopted highway. Communal bin stores and collection points are not acceptable for groups of houses.

- Composting bins will be provided within back gardens where appropriate.

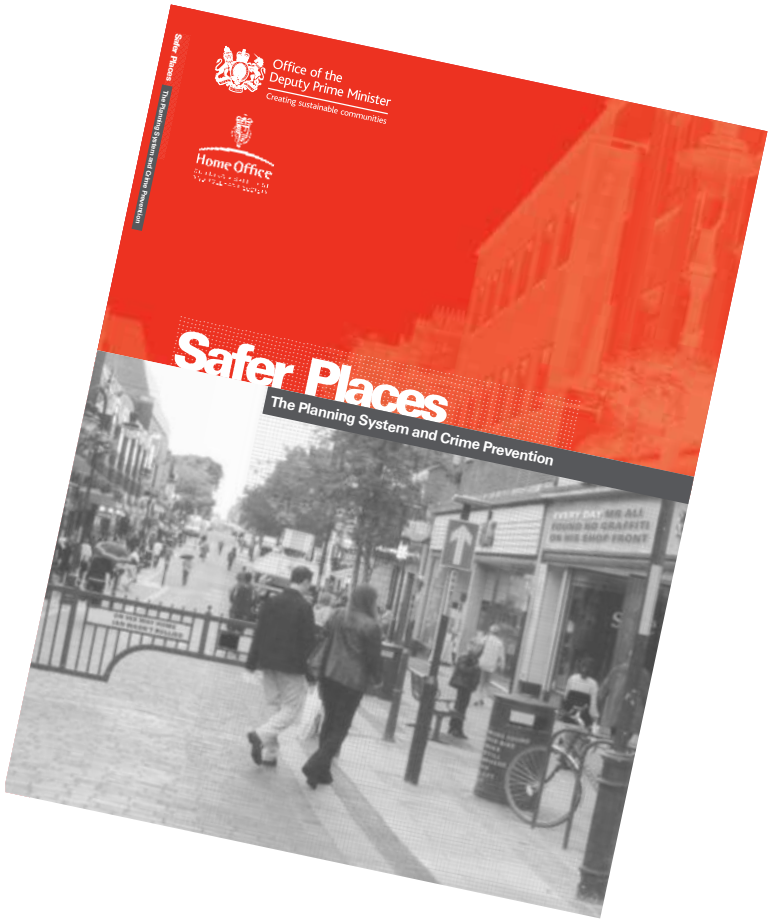
4.8 Community Safety

Crime is known to have a potentially detrimental economic, social and environmental impact upon a development at Fontwell. The development will fully embrace the crime prevention measures set out in Safer Places: The Planning system and Crime and Secured by Design to reduce the opportunity for crime and fear of crime thereby creating a safer more secure and sustainable environment.

Secured by Design aims to achieve a good overall standard of security in two ways:

- Effective design solutions - including matters of layout and surveillance and;
- Specification of building products - such as doors and windows that have independent third party certification to Secured by Design specifications.

The development will also reflect the attributes set out in Safer places: The Planning System and Crime which highlights the need for natural surveillance and the creation of active neighbourhoods through the design and layout of buildings, a mix of dwelling types and the creation of connected movement networks. The following table demonstrates the principles and approaches that will be adopted to achieve community safety and reduce opportunities for crime and anti-social behaviour.



Sustainable Community Attribute	Design Principle Advanced
Access and Movement	Primary routes for pedestrians, cyclists and vehicles are direct and follow key desire lines in response to where people want to go. Very little segregation occurs between movement modes making sure that movement routes are well used by a variety of modes, thereby creating surveillance through use. Footpaths and cycle routes are well overlooked by surrounding buildings.
Structure	The number of exposed building sides to the public realm are limited to provide enclosed and more secure private realm areas only accessed by residents. Windows and door openings create active frontages to streets, footpaths and cycle routes. Continuous and active frontages will reduce the opportunities for graffiti on blank façades , such as gable ends.
Surveillance	Natural and active surveillance from surrounding properties and movement routes will overlook all publicly accessible spaces.
Ownership	Development layout and boundary treatments will clearly delineate between public, semi-public and private ownerships. Where side or rear boundaries to the public realm cannot be avoided in the layout, high fences, walls and landscape treatment that actively impede access must be used.
Physical Protection	The perimeter block layout of the Master Plan achieves a base line level of security. To further the physical protection, during the detailed design and construction, buildings will be fitted with crime prevention measures to Secured by Design standards. Crime prevention measures that compromise the quality of the local environment and appearance of the dwellings such as grilles across windows and barbed wire will not be acceptable.
Activity	Public spaces will be designed for a range of community functions thereby encouraging frequent use and therefore surveillance. All building entrances will be accessible and visible from the street, thereby encouraging movement between the buildings and the street and bringing additional activity.
Management and Maintenance	A good quality public realm will be provided, stimulating human activity and influencing the behaviour of users. Maintenance of the public realm will retain the attractiveness of the street, increases safety and use and promotes respect towards the environment.

Section Five

Built Form

5.1 Introduction

The Design and Access Statement identifies areas of particular character or nature (Character Areas) within the layout and describes their key features or characteristics. The Design Code will explore and test these character areas in detail whilst providing a framework against which all phases of development can be judged. Specific areas of the site have been selected and illustrated in more detail providing guidance on architectural detail, plot design and house types.

The Village Edge

The Village Edge character area will assist in making an appropriate transition between the existing urban area, the Village Core and the Parkland Edge character areas. Densities within this character area, will be lower than elsewhere. Dwellings within this area will predominantly be detached and semi-detached, maximum 2 storey in height, with a mix of walling and roofing materials, which reflect the variety of materials found in the area.

Parkland Edge

The Parkland Edge is a medium density character area and forms an important and positive relationship with the Parkland open space, allowing high levels of passive surveillance. The dwellings within this character area are predominantly detached, semi-detached, with the occasional small terrace and block of apartments. They will be predominantly 2 storey in height.

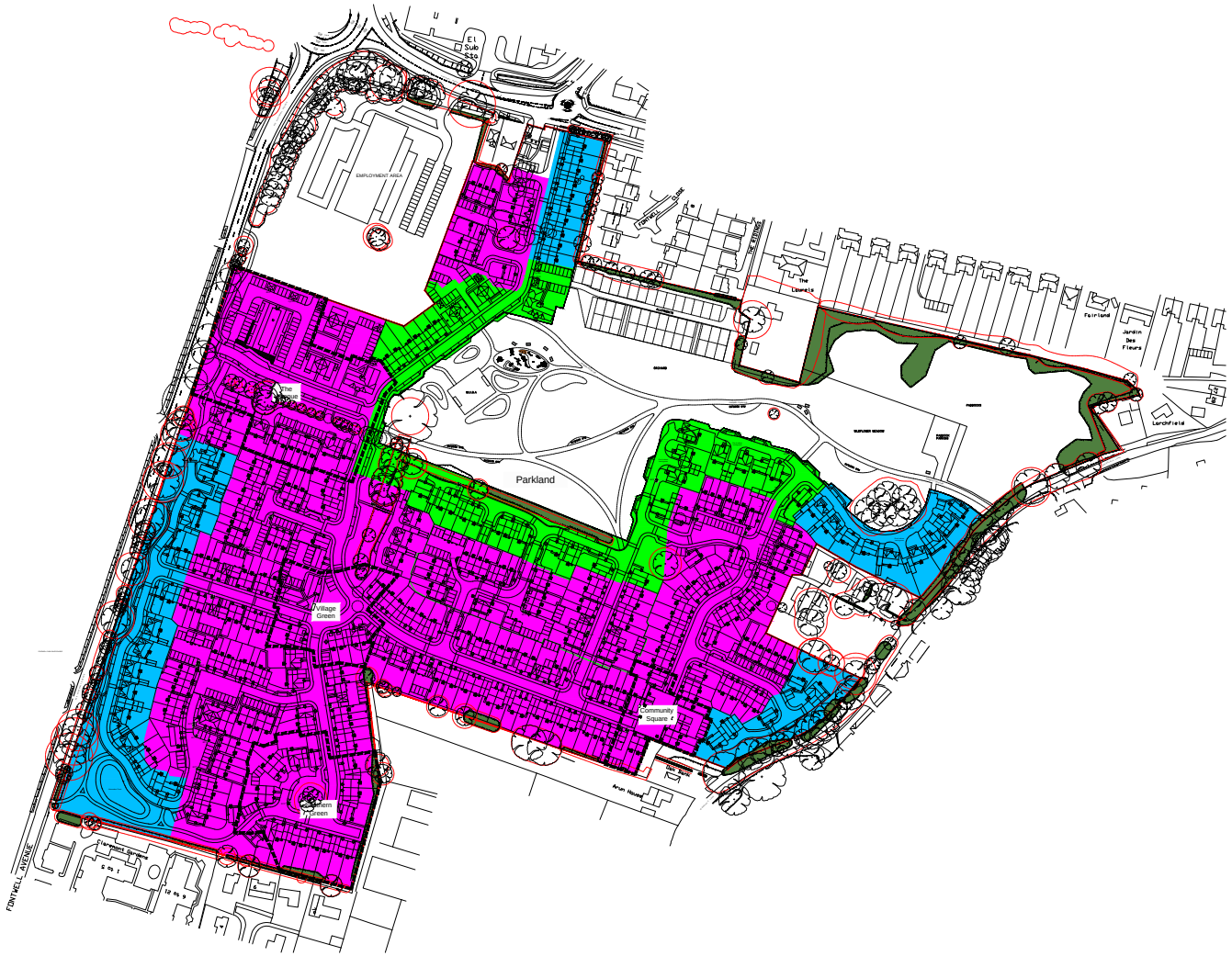
Village Core

The Village Core represents the largest and denser character area, being at the heart of the development. The dwellings are semi-detached, small terraces, flats and maisonettes, which are characterised by a strong semi-continuous build line, good sense of enclosure, rhythmic pattern of frequent doors and windows. The Village Core links all the character areas and is typified by a variety of building typologies and materials, to provide a varied street scape, distinct from other character areas within the development. The Village Core proposed the opportunity for areas of place making along the primary street.

These places are:

- **The Entry Avenue**
- **The Village Green**
- **The Southern Green**
- **The Community Square.**

These areas will be well defined by those typologies with a common walling and flooring material, reinforcing the identity and legibility of the space.



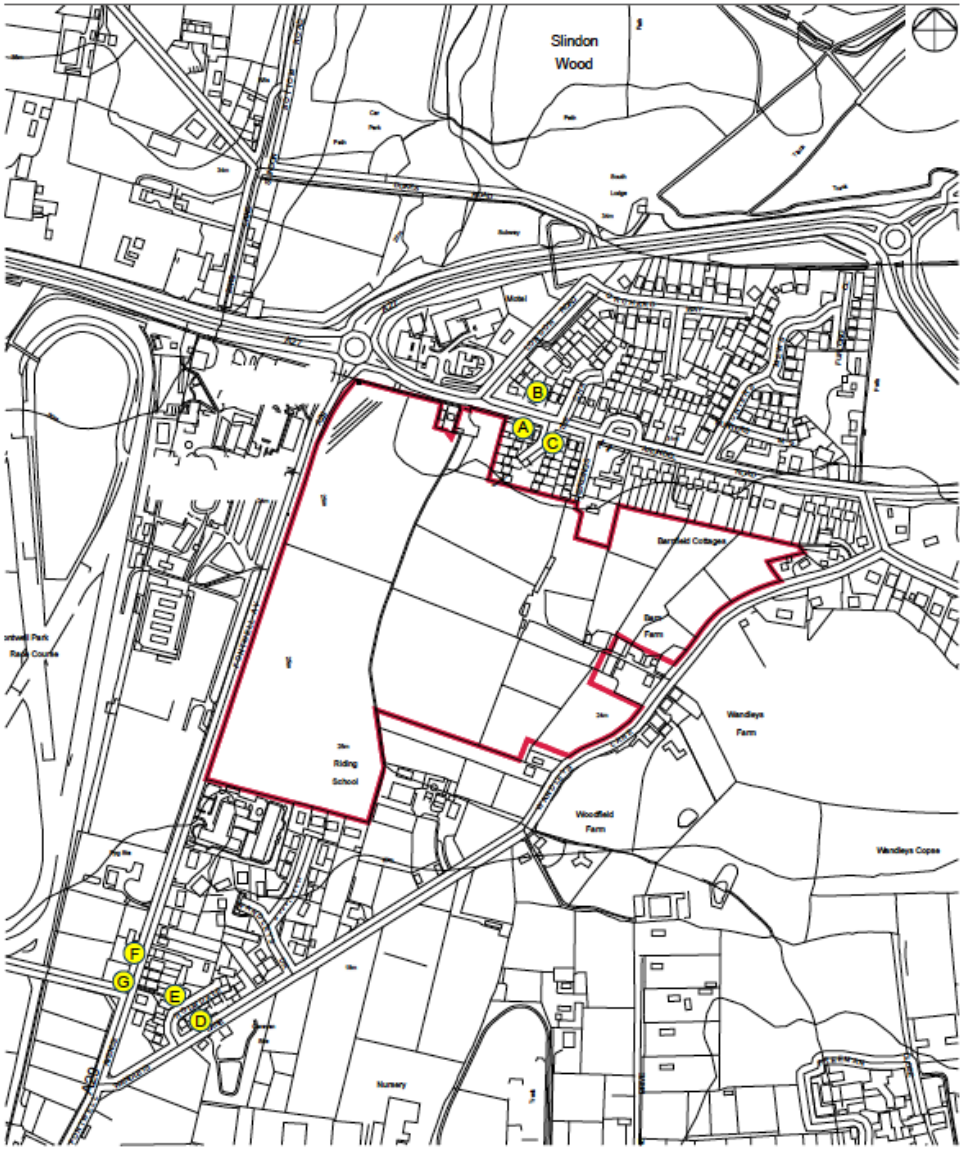
Established Character Area Plan

5.2 Fontwell Avenue

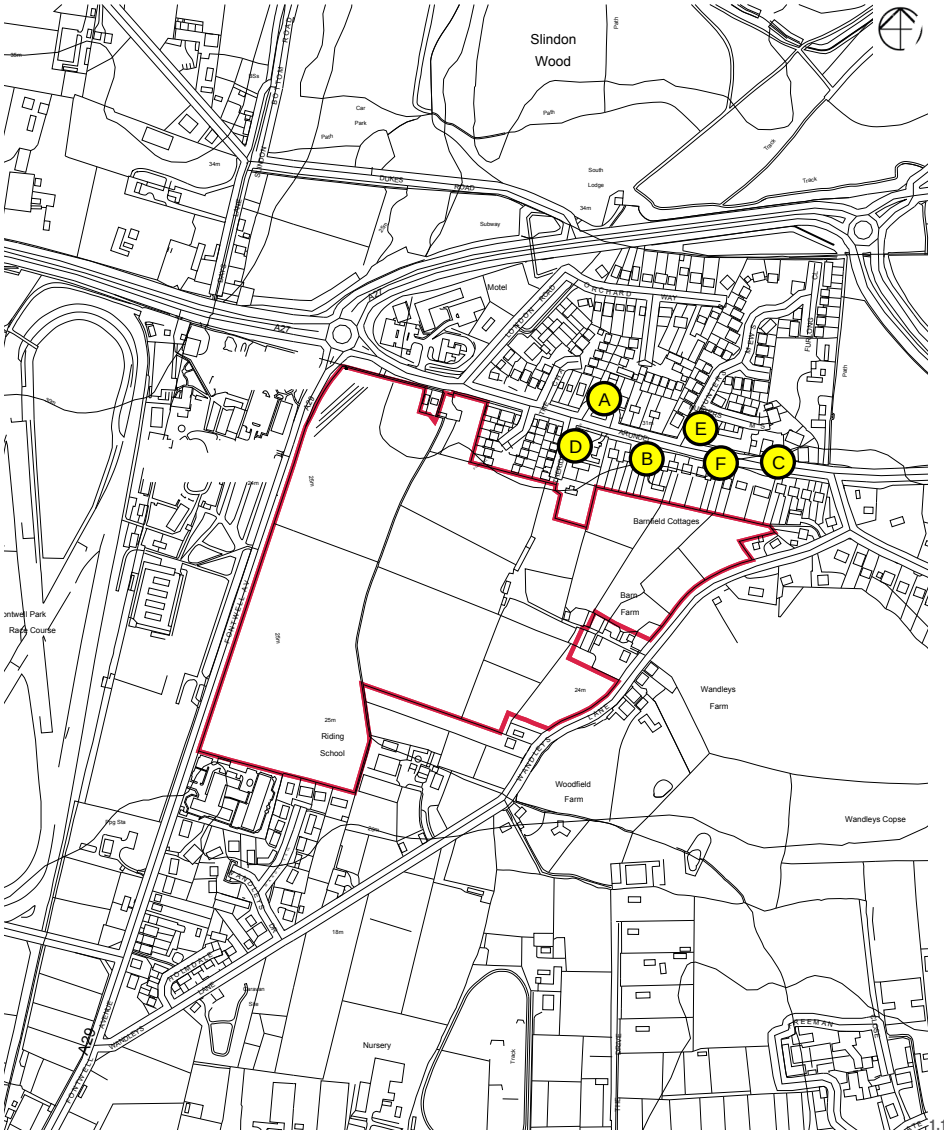
Fontwell Avenue has two character areas along its frontage. These character areas have the potential to create a strong first impression for the residents and visitors arriving to the site. Set in a mature existing landscape, the housing along the prime frontage will contribute significantly to the surroundings of the whole development.

The area covers the primary access road which is treated as a tree lined avenue, leading its way to the Parkland at the centre of the development. North of the primary access road is the mixed use building which serves as a landmark and provides an important transition between the residential frontage and the adjacent employment area to the north.

Fontwell Avenue Overview



Neighbouring Developments



Neighbouring Developments

5.4 Character Analysis - Informing the Architectural Code

General

- Suburban in character
- Materials generally comprising of red brick, different colour renders to walls with occasional tile hanging
- Roofs are predominantly red with occasional brown and grey plain, slate or pantile profile
- A variety of setbacks and informal building arrangements
- Typically 2 storeys in height with very occasional 2.5 storeys.

Form and Scale

- Building typologies comprise of mainly detached, semi-detached forms set back from the road
- Building heights are predominantly 2 storey with very occasional 2.5 storeys

Block Structure

- Single aspect plots at the edge of development fronting the main roads
- Back to back perimeter blocks are predominant within recent and adjacent developments

Roofs

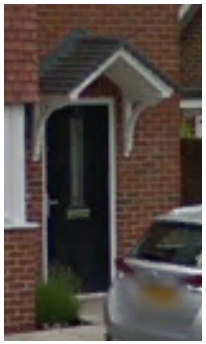
- Predominantly pitched front to back
- Gables to front elevations are common
- Occasional hipped roofs and barn hips
- Typically consistent ridge lines

Boundary Treatments

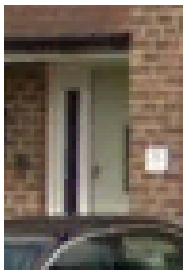
- Brick Walls
- Hedges
- Fencing
- Open
- Shrub planting

Entrances

- Generally entrances are simple in style



- Simple pitched roof, lean to and flat roof porches feature



- Some doors are recessed

- Garages are not a dominant feature in the street

Continuity and Enclosure

- Continuous frontage and high degree of enclosure around the site
- Increasing fragmentation of frontages and weakening of enclosure on radiating streets

Setbacks / Boundary Treatments

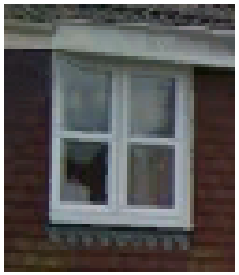
- Typically consistent setbacks with subtle variations locally but more widely between 3 - 10m
- Increasing variation in setbacks to village fringe

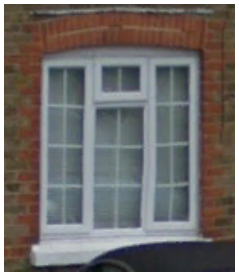
Street Typology

- Rectilinear street patterns
- Formal street typologies with consistent width which runs parallel to the building line

Windows

- Windows are predominantly a mixture of different style casements
- Bay windows are a feature
- Brick head and cill details are common



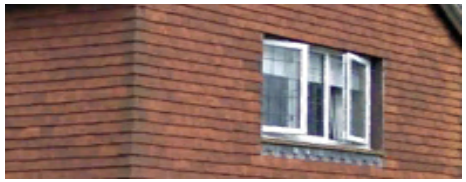


Wall Finishes

- Red brick is the predominant walling material

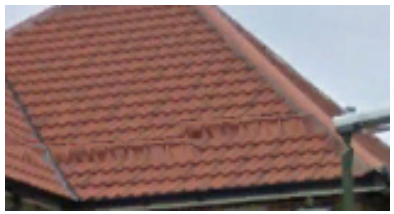
- Varieties of colour renders are common

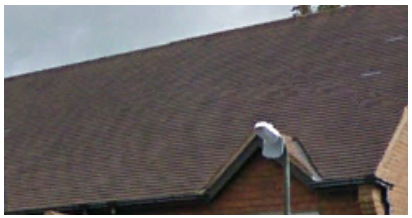
- Red tile hanging is a feature



Roof Finishes

- Roofs are predominantly red with occasional brown and grey tiles in plain, slate or pantile profiles





Village Edge, Character Area

Wall finish:

- Red multi brick
- Red tile hanging with club tiles as a feature
- Arched brick heads and brick cills
- Contrasting 3 course band at window head
- Single contrasting plinth band

Roofs:

- Front to back pitch with barn hips
- Red and brown plain style tile roofs
- Repeated gables and gablets
- Roof pitches between 35 and 50 degrees

Windows / doors / porches:

- Cross bar windows in white
- Cottage style front doors
- Front doors in timber colour
- Lean to porches

Parkland Edge, Character Area

Wall finish:

- Red facing brickwork
- Dark grey board
- Juliet balconies to first floor
- Single projecting feature band at low level
- Stone head and cills

Roofs:

- Predominantly grey with occasional red tile roofs
- Simple front to back roofs
- Gable and flat roof projections are a feature
- Roof pitches between 35 and 50 degrees
- Eaves dark grey

Windows / doors / porches:

- Contemporary style front doors
- Front doors in white
- Flat roof porches
- Plain casement windows in white
- Casement windows with low level division
- French doors to first floor bedrooms

Village Core, Character Area

Wall finish:

- Red facing brickwork
- White render or white boarding
- Single brick feature band at low level
- Juliet balconies to Southern Green and Village Green
- Stone heads and cills

Roofs:

- Red and occasional grey tile roofs
- Simple front to back roofs
- Occasional gables
- Roof pitches between 35 and 50 degrees
- Eaves in dark grey

Windows / doors / porches:

- Contemporary style front doors
- Front doors in white
- Flat roof asymmetric porches
- Plain casement windows with low level division
- Stone heads and cills

Place Making Areas, Character Area

Wall finish:

- Red facing brick
- Blue boarding
- Juliet balconies to Southern and Village Green spaces
- Stone heads and cills
- Single projecting feature band at low level

Roofs:

- Predominantly red with occasional grey tile
- Simple front to back roofs
- Eaves in dark grey
- Roof pitches between 35 and 50 degrees

Windows / doors / porches:

- Contemporary style front doors
- Front doors in white
- Flat roof asymmetric porches
- Plain casement windows in white
- Casement windows with low level division
- French doors to first floor bedrooms to Southern and Village
- Green spaces
- Grey window frames
- Feature box surround to some prominent elevations

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