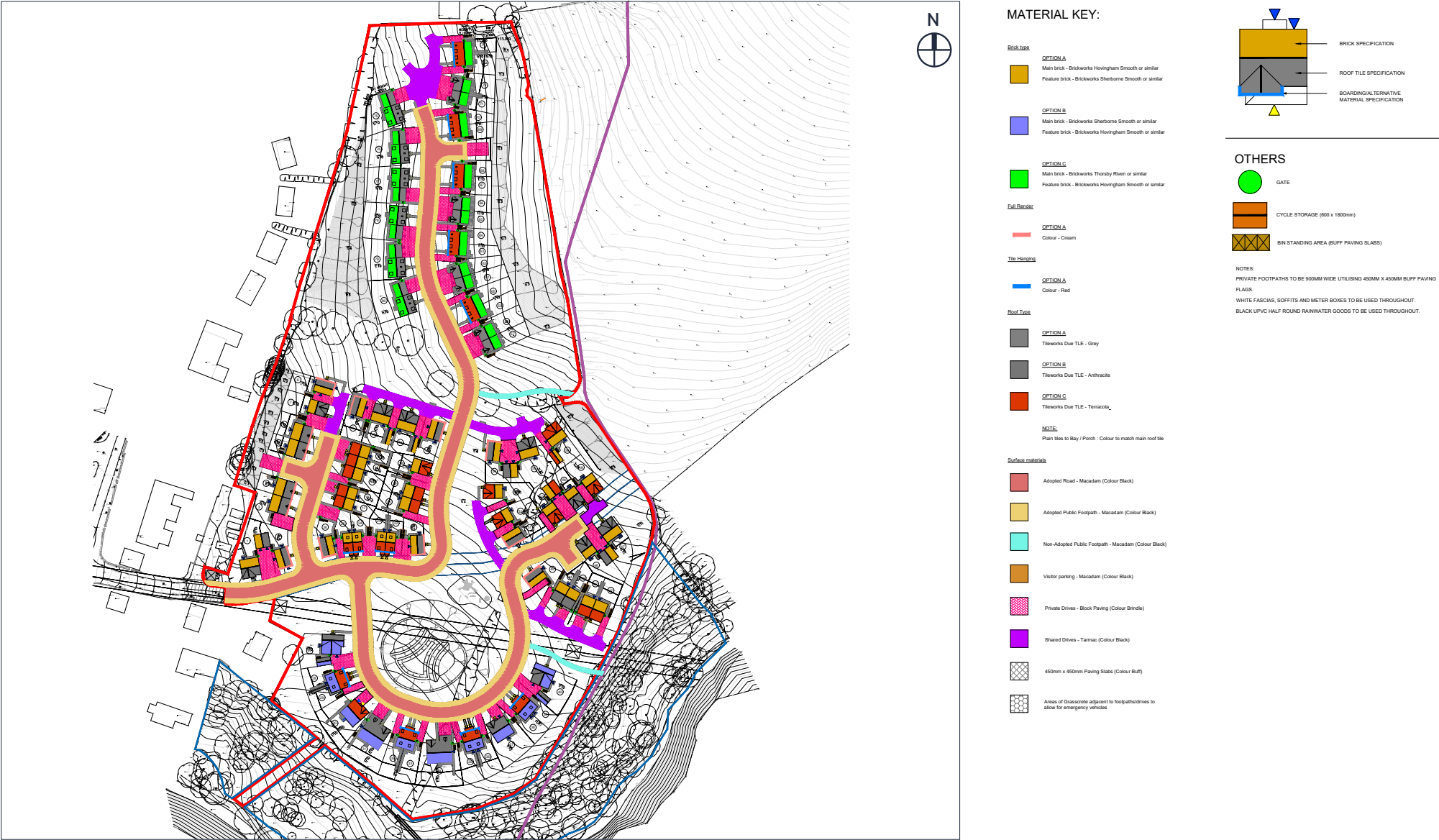
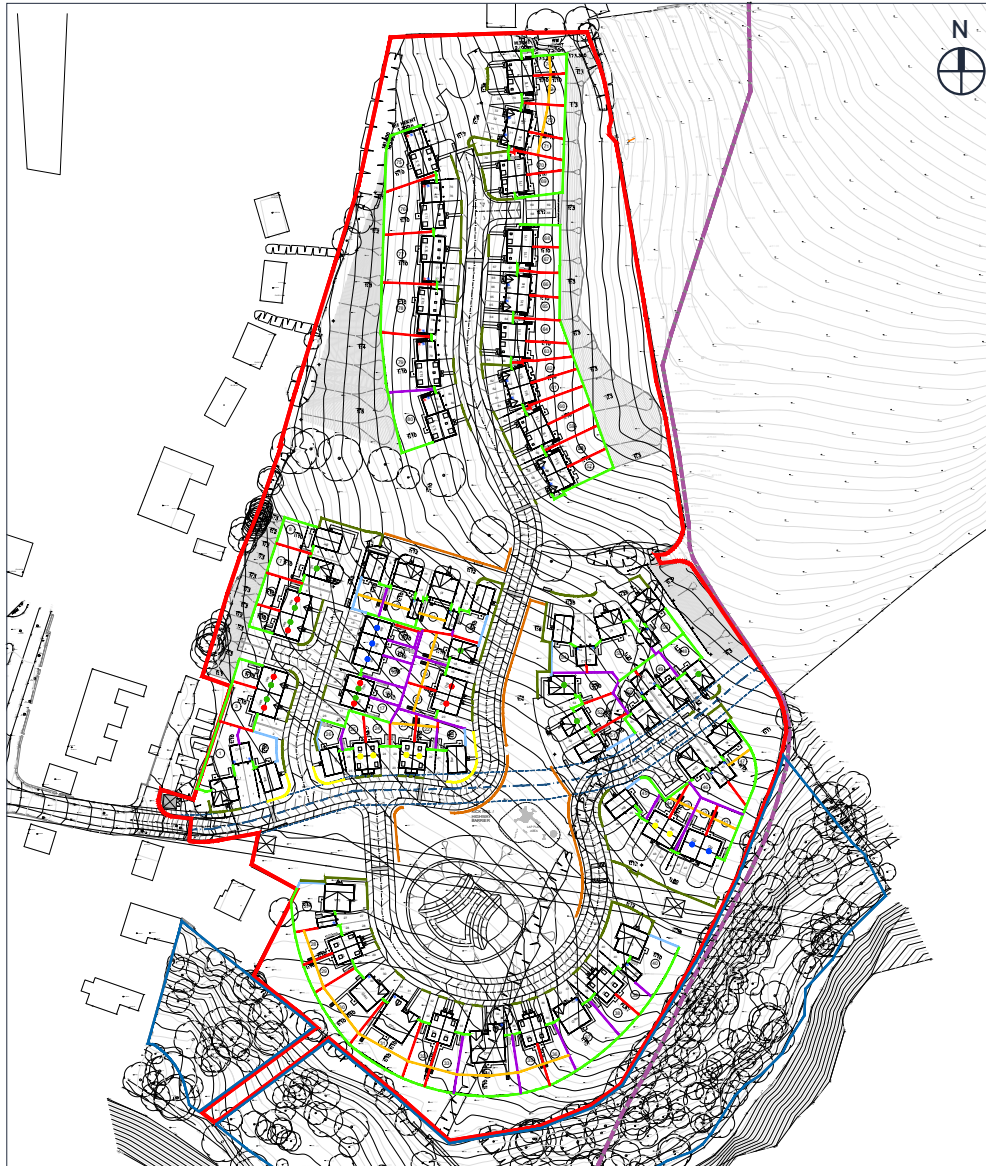


6.3 Materials and External Finishes



External finishes plan

6.4 Boundary Treatments

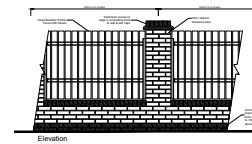


Boundary treatments plan

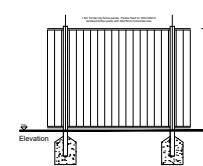
Boundary Details

- Type 1 - 1800mm High Screen Wall/Fence
- Type 2 - 1800mm High Close Boarded Timber Fence
- Type 3 - 1500mm Fence with 300mm Trellis
- Type 4 - 1200mm High Estate Railings
- Type 5 - Small Ornamental Hedges / example small laurel (TBC)
- Type 6 - 600mm High Knee Rail Fence
- Type 7 - Retaining Wall with 1500mm High Fence
- Type 8 - Retaining Wall with 1100mm High Railing

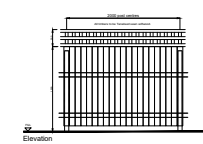
Existing boundaries will generally be fenced with 1.8m (6ft) high close boarded fencing, unless existing structures or hedging are deemed satisfactory



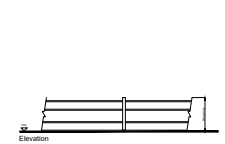
TYPE 1 - 1800mm High Screen Wall/Fence Detail



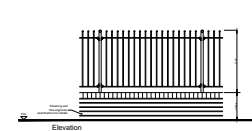
TYPE 2 - 1800mm High Timber Close Board Fence



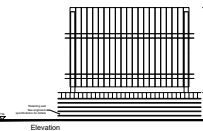
TYPE 3 - 1500mm Fence with 300mm Trellis



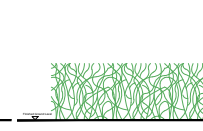
TYPE 4 - 600mm High Estate Railings



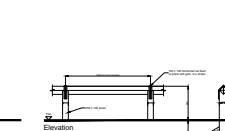
TYPE 7 - Retaining Wall with 1100mm High Railing



TYPE 8 - Retaining Wall with 1500mm High Fence



TYPE 5 - Small Ornamental Hedges / example small laurel (TBC)



TYPE 6 - 600mm High Knee Rail Fence

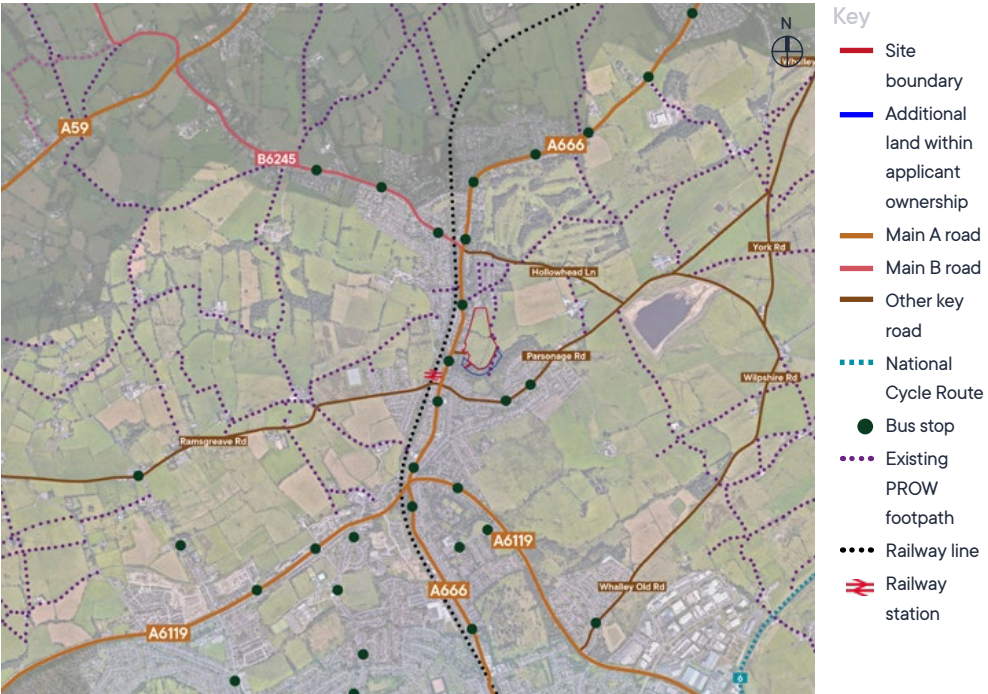
07

Building for a
Healthy Life
Assessment

07

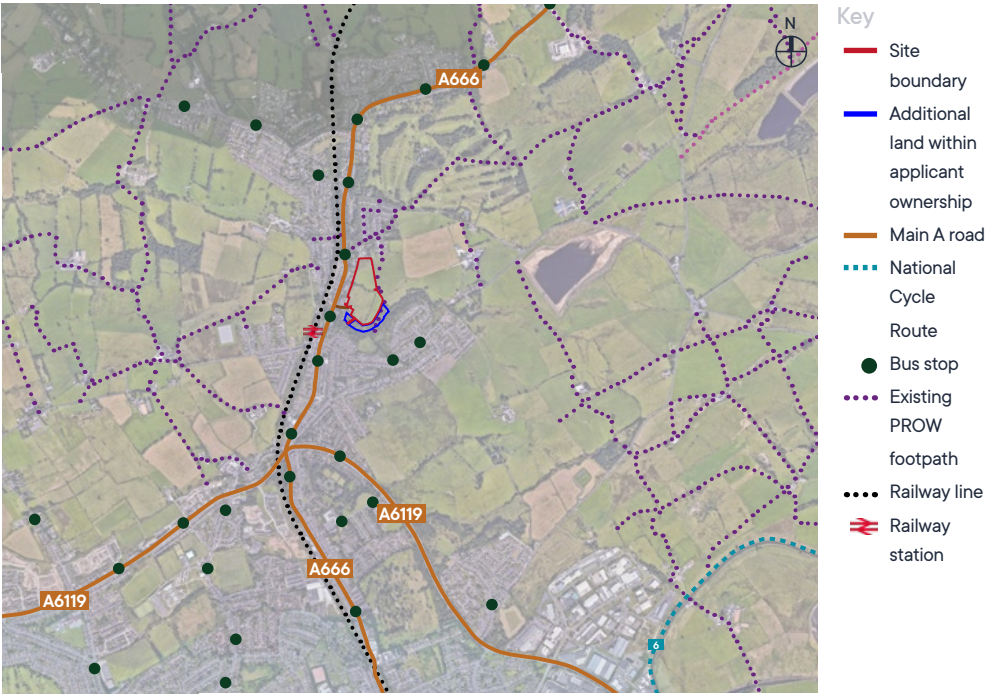
7.1 Integrated Neighbourhoods

Question	Response	Rating
1. Natural connections <i>Create places that are well-integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.</i>	The site has been reviewed at a 'macro' scale to understand and build upon existing connections. A key design driver for the proposed masterplan is to encourage both a physical and visual connection between the existing and proposed. This includes: utilising the existing site access via Salesbury View; maximising views over the valley; establishing new pedestrian routes which link to existing footpaths including the PROW to the east; and retaining existing landscape features where possible for natural buffers.	Achieve  Review  Fail 



Wider connectivity plan

Question	Response	Rating
2. Walking, cycling and public transport <i>Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.</i>	A legible network of new pedestrian and cyclist routes are proposed across the scheme which will be integrated with existing routes around the site. This includes pedestrian links to the east of the site and south to adjoin the existing PROW footpath, pedestrian links to the railway station via the A666 and cycle routes which link beyond to National Cycle Route 6. This connectivity to the existing pedestrian and cycle network also ensures that local bus stops are easily accessible on foot or bicycle.	Achieve  Review  Fail 



Pedestrian and cycle connectivity

Question	Response	Rating
3. Facilities and services <i>Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.</i>	The site lies within close proximity to local facilities and amenities such as supermarkets, schools, leisure and fitness and retail facilities within walking or cycling distance from the site. New, safe pedestrian and cycle routes are introduced across the site which are well integrated within the existing movement framework in the site's context to ensure that new residents are able to easily access these facilities via foot, bicycle or bus. Transportation services such as the railway station are also accessible via foot or bicycle.	Achieve  Review  Fail 

Question	Response	Rating
4. Homes for everyone <i>A range of homes that meet local community needs.</i>	A total of 80 new homes are proposed on the site, which comprise a mix of 2, 3, 4 and 5 bedroom homes. The proposed housing mix ensures that a wide range of homes are provided which will attract a variety of different households. To further diversify the housing offer and meet local community needs, 30% of the proposed dwellings are allocated as affordable homes. There will be no distinction between affordable and private housing to ensure that different tenures are seamlessly integrated into the scheme.	Achieve  Review  Fail 



Facilities plan



Proposed indicative streetscene and CGI visualisation

7.2 Distinctive Places

Question	Response	Rating
5. Making the most of what's there <i>Understand and respond.</i>	The proposed masterplan acknowledges the site's existing context in order to respond to the constraints and maximise any opportunities. Key constraints include the site's challenging topography, however the orientation of houses and introduction of split level house types provides the opportunity to utilise this topography for views over the valley. The existing access via Salesbury View is also utilised as the site's gateway, whilst the existing PROW footpath has been incorporated into the proposed pedestrian framework.	Achieve  Review  Fail 



CGI massing visualisation

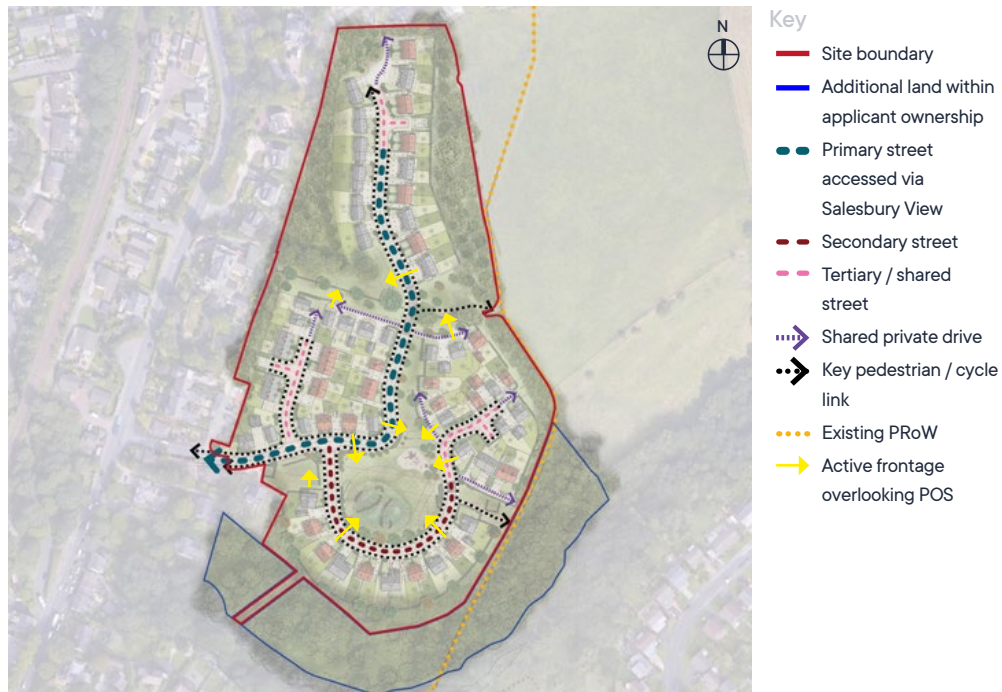
Question	Response	Rating
6. A memorable character <i>Create places that are memorable.</i>	The architectural style of the proposals is suggested as a traditional vernacular approach which is distinct, yet sympathetic to the existing character of the site's local context. This includes a locally referenced palette of materials and detailing such as bay windows, exposed rafter feet, stone heads and cills, chimneys and dormers, alongside the use of red brick tones, render and slate and clay tile roofs. The use of semi-detached and detached houses across the site is synonymous with the 18th and 19th century villas found across Wilpshire. This approach is considered to be acceptable in order to create a beautiful development.	Achieve  Review  Fail 



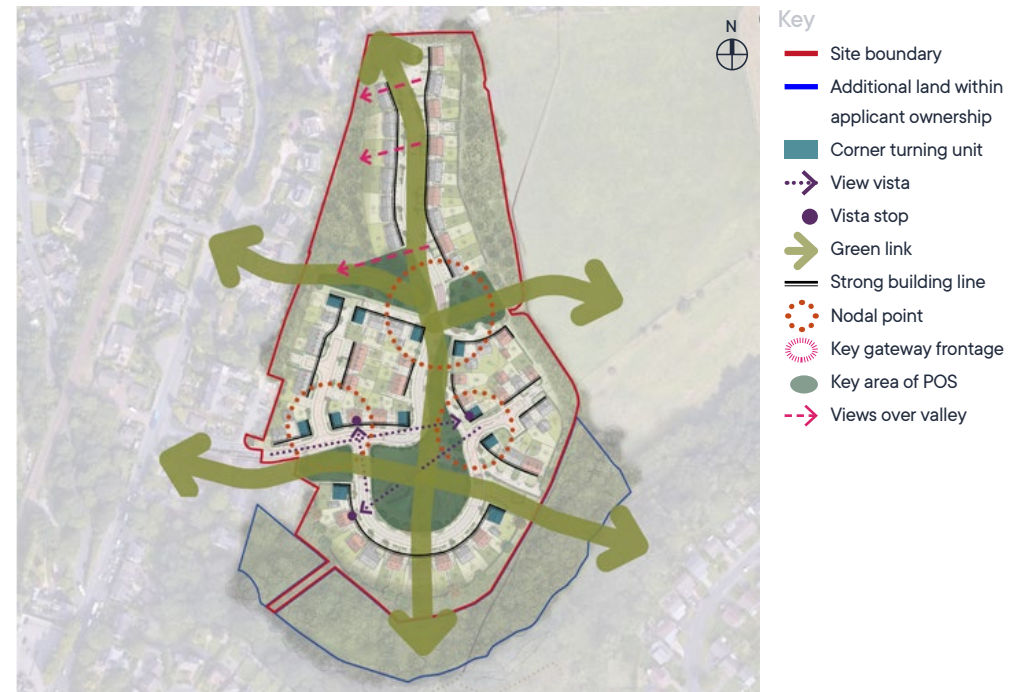
CGI streetscene visualisation

Question	Response	Rating
7. Well-defined streets and spaces <i>Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal façades of buildings face streets and public spaces.</i>	A cohesive and legible street hierarchy is proposed which is well defined by frontages of houses. The site's network of primary, secondary and tertiary streets is clearly demarcated by changes in road surface materials. Outward facing development cells ensure that buildings face streets, providing active frontages to routes across the site to assist with legibility. In addition, corner turning units are incorporated to further define the street pattern and assist with way-finding. Boundary treatments are also implemented to define streets.	Achieve  Review  Fail 

Question	Response	Rating
8. Easy to find your way around <i>Use legible features to help people find their way around a place.</i>	The proposed masterplan has been designed with interventions to help create a place which is easily navigable. For example, buildings are placed at the end of view vistas to create reference points within the site, whilst the use of corner turning units helps to clearly define edges. Corner turning units are also placed within key nodal points to allow for additional reference points across the site and assist with way-finding. Changes in road surface material help demarcate the street hierarchy and define areas within the scheme. Hierarchy of space is further reinforced through the level of specification and detailing of landscape features.	Achieve  Review  Fail 



Street hierarchy and frontages plan



Spatial syntax plan

7.3 Streets for All

Question	Response	Rating
9. Healthy streets <i>Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.</i>	A number of traffic calming measures are incorporated into the scheme to encourage activity in the street including the use of rumble strips alongside changes in road surface materials to demarcate areas of shared surface streets. Outward facing development further encourages activity in the street by providing passive surveillance of streets. Pedestrian crossings and the incorporation of high quality landscaping creates an attractive environment for people to utilise the street as a place for activity.	Achieve  Review  Fail 

Question	Response	Rating
10. Cycle and car parking <i>Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.</i>	Adequate cycle storage is provided to all properties within a secure garden shed or garage where provided. Car parking has been designed in numerous ways to ensure the proposed streetscene is not car dominated, in particular by prioritising parking in curtilage and the addition of garages set behind the building line. The scheme provides a number of safe and attractive pedestrian and cyclist routes with good connectivity to the local setting and transport links to encourage walking and cycling and reduce congestion.	Achieve  Review  Fail 



CGI massing and streetscene visualisations

CGI massing visualisation

Question	Response	Rating
11. Green and blue infrastructure <i>Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an interaction with nature.</i>	The proposed masterplan has been underpinned by a strong green (landscape) and blue (drainage) infrastructure. Existing trees and landscape features are retained where possible, including existing mature tree belts and woodland, alongside the introduction of new varied landscape typologies to maximise the ecological value of the site. Substantial areas of open space are proposed to provide high quality recreational use for all and encourage interaction with nature in everyday life. A SuDS pond is proposed to the south of the site.	Achieve  Review  Fail 

Question	Response	Rating
12. Back of pavement, front of home <i>Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.</i>	Considerable care has been taken to design streets to be green, with appropriate boundary treatments such as hedging and estate railing to clearly demarcate public and private space. Storage for refuse and cycling is located to the rear or side of properties to ensure a clutter-free frontage is provided. These design interventions help to create a visually attractive and beautiful development as is the aspiration for the site.	Achieve  Review  Fail 



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