
LAND AT

GILLINGHAM

DORSET

NEWHOUSE FARM AND HAM FARM



DESIGN & ACCESS STATEMENT
DECEMBER 2018



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CONTENTS

THE VISION	1	4. THE MASTERPLAN	39	8. DESIGN CODING	85
1. BACKGROUND	3	4.1 Illustrative masterplan	41	8.1 Introduction	87
1.1 Introduction	4	4.2 Access strategy	42	8.2 The regulatory plan	89
1.2 Description of development	4	4.3 Landscape strategy	51	8.3 Green and blue infrastructure	90
1.3 Outline Planning Application	5	4.4 Ecology strategy	53	8.4 Key groupings	92
1.4 Document structure	5	4.5 Surface water drainage	53	8.5 Street design	96
1.5 Site location & description	6	4.6 Utilities strategy	53	8.6 Hard landscaping	113
1.6 Site photographs	7	4.7 Character areas	54	8.7 Public realm	114
1.7 Planning policy context	8	5. PARAMETER PLANS	61	8.8 Edge conditions	116
1.8 Key design principles and standards	9	5.1 Introduction	62	8.9 Frontage character	119
2. EVIDENCE	15	5.2 Red line plan (PP 01)	63	8.10 Plot layout rules	122
2.1 Historical evolution	16	5.3 Land use (PP 02)	64	8.11 Boundary treatments	125
2.2 Local character assessment	18	5.4 Density (PP 03)	65	8.12 Parking typologies	128
2.3 Access and connections	22	5.5 Building heights (PP 04)	66	8.13 Architectural principles	130
2.4 Topography and views	24	5.6 Access and movement (PP 05)	67	8.14 Building components	133
2.5 Landscape and ecology	25	5.7 Landscape strategy (PP 06)	68	8.15 Principles for mixed use built form	135
2.6 Drainage	26	5.8 Indicative phasing (PP 07)	69	8.16 Materials palettes	136
2.7 Utilities	27	6. EVALUATION	71	8.17 Technical	138
2.8 Local facilities	28	6.1 Addressing NDLP design principles	72	9. CONCLUSION	143
2.9 Constraints & opportunities	31	6.2 Designing out crime	74	10. APPENDIX	147
3. COMMUNITY CONSULTATION	33	6.3 Healthy placemaking	75		
3.1 Introduction	34	6.4 Sustainability appraisal	76		
3.2 Publicity	34	7. IMPLEMENTATION	79		
3.3 Pre-application exhibition	34	7.1 Delivery	80		
3.4 Stakeholder Workshop	36	7.2 Management	80		
		7.3 Indicative Phasing	80		



VISION FOR THE SOUTHERN EXTENSION

Taken from the South Gillingham Master Plan Framework (MPF)

The Consortium and landowners' collective vision for Gillingham's southern extension is for a comprehensively planned and delivered, sustainable mixed use community that is both physically and socially integrated with the existing settlement. Providing a mix of housing, jobs and supporting infrastructure, the southern extension will promote the self containment of Gillingham and will encourage sustainable movement choices. Set within an extensive landscape framework the southern extension will be a high quality, attractive, vibrant and desirable place to live, work and play.

The southern extension will include a local centre designed to meet the day to day needs of the new community together with appropriate provision of social and community infrastructure. The design philosophy will take account of the Concept Statement of Figure 9.2 of the North Dorset Local Plan (NDLP) and Gillingham Town Design Statement.

The Southern Extension will be...

Nature:

A place in harmony with its natural surroundings; celebrating the riverside position and utilising the site's existing natural features

Place:

A development incorporating community infrastructure and drawing upon Dorset traditions and local character to inform the design ethos

Connections:

A development that provides links to existing communities and infrastructure and will promote access to new community facilities for the residents of Gillingham

Liveability:

A place with a mix of social infrastructure encouraging a vibrant community through a mixed use local centre as a southern gateway and employment provision





BACKGROUND

1.1 INTRODUCTION

This Design and Access Statement accompanies the Outline Planning Application (OPA) for a new residential development immediately to the south of Gillingham, consisting of the areas associated with Newhouse Farm and Ham Farm.



1.2 DESCRIPTION OF DEVELOPMENT

The planning application seeks outline planning permission with all matters reserved for later approval save for main points of access from the adjacent highway (with internal access routes reserved for later approval).

The majority of the site is open land which is used for agricultural purposes. There are no existing buildings within the application site boundary.

The application seeks to establish the principles of use, amount, scale, massing and access. All matters, except for the main vehicular access points, are reserved for future consideration. The principal points of vehicular access are from New Road B3092, Shaftesbury Road B3081, and also Woodpecker Meadow to the north of the Site, which are for determination as part of the application. The access parameter plans also identify locations for pedestrian and cycle access. These specific points of access into and out of the Site are fixed but within the Site, where access routes are identified on the parameter plans, the alignment of the principal street may deviate within the limits of the 30m corridor.

All other access routes (vehicular/cycle and pedestrian) to be formed within the Site are reserved for later approval and are not fixed by the parameter plans but are shown illustratively in order to allow assessment of the impacts. This approach allows flexibility in terms of the relationship between access routes and development plots as both will be determined at reserved matters stage.

In addition layout, scale, appearance and landscaping are reserved for later approval. With regard to appearance and landscaping, the illustrative design set out within the illustrative drawings and Design and Access Statement (DAS) submitted in support of the application, shows one way in which the development could be brought forward within the parameters set. This approach, whilst allowing control over subsequent reserved matters, also allows for a degree of flexibility in the final design so that the scheme can evolve over time to take account of relevant factors including possible changes to the surrounding built environment and market conditions.

It is anticipated that conditions would be imposed upon the grant of outline planning permission requiring details of the layout and scale brought forward under reserved matters applications to be fully in accordance with the Development Specification contained in the Planning Statement and approved Parameter Plans.

Permission is sought for the following uses across the Site as set out in the table below:

USES	MAXIMUM QUANTUM (GEA)
Mixed Use Areas to include:	Total maximum area: 2,642 sqm
Retail (including convenience store) - Use Classes A1 to A5	<i>Individual use classes subject to a maximum cap of:</i> A1 (Convenience Retail): 760 sqm A1 - A5 (excluding convenience retail): 893 sqm
Non-Residential Uses (Use Class D1)	D1: 989 sqm
Residential (Use Class C3)	Up to 961 net residential units
Extension to Primary School	1 Form Entry
Car Parking	Residential and Non-Residential parking details will be defined within reserved matters applications

Notes and assumptions for table
The figures exclude open spaces and general amenity space and have been taken from the Illustrative Masterplan and Parameter Plans.

1.3 OUTLINE PLANNING APPLICATION

An Outline Planning Application (OPA) seeks permission for development in principle, with various detailed aspects of the proposed development reserved for subsequent approval by the Local Planning Authority at a later stage (“reserved matters”). Such reserved matters typically include:

- The detailed layout of buildings and spaces within the proposed development;
- The scale and appearance of individual buildings;
- Access to and within the site for vehicles, cycles and pedestrians; and
- Landscape proposals

This application is submitted in outline with all matters reserved for subsequent approval except the principal means of vehicular access. It does not therefore seek approval at this stage for the detailed design or external appearance of any proposed building or the detailed design of landscaped spaces.

Design & Access Statement

This Design and Access Statement (DAS) forms an important part of the information that has been submitted in support of the OPA. The purpose of the statement is to provide stakeholders with the information they need to consider the principle of the proposed development and to demonstrate that an inclusive and integrated approach to masterplanning has been adopted.

Specifically, the DAS should explain:

- The design principles and concepts that have been applied to the development
- How issues relating to access to the development have been dealt with

This Design & Access Statement sets out the context within which subsequent reserved matters applications to the Local Planning Authority will come forward.

1.4 DOCUMENT STRUCTURE

The document has been structured as follows:

1: Background

Explaining the purpose and scope of this document and then a broad description of the site and the strategic and local planning context within which it sits.

2: Evidence

Detailed analysis of the existing site, looking first at its wider context and then at its specific characteristics and, in both respects, recording aspects that could or should shape the development form.

3: Community Consultation

A brief summary of the stakeholder engagement process and how this has affected the proposed design. A more detailed assessment is included within the accompanying Statement of Community Involvement (SCI).

4: The Masterplan

A description in broad terms of the proposed layout of streets, landscape spaces and built-form, as well as the proposed distribution of local facilities and the response to more technical requirements (more detailed design proposals will be provided as part of subsequent reserved matters applications). The chapter also includes an explanation of the proposed character of key areas or aspects of the design which are intended to create a pleasing variety of distinctive neighbourhoods and spaces across the masterplan area.

5: Parameter Plans

These plans (for which approval is sought) set out the proposed parameters for key design elements - land use, density, building heights, access and movement, landscape strategy and proposed phasing.

6. Evaluation

An assessment of the masterplan proposals against key design principles and standards: NDLP Design Principles, community safety, healthy placemaking and sustainability.

7: Implementation

An explanation of proposals for delivery and management, including the phasing of development.

8: Design Coding

A series of design principles and technical requirements which will inform the detailed design of future reserved matters applications. This guidance will help maintain an appropriate degree of consistency across the development and ensure that a high quality environment is created.

9: Conclusion

A summary of the key aspects of the design and the benefits they will bring to Gillingham both physically and strategically.

1.5 SITE LOCATION & DESCRIPTION

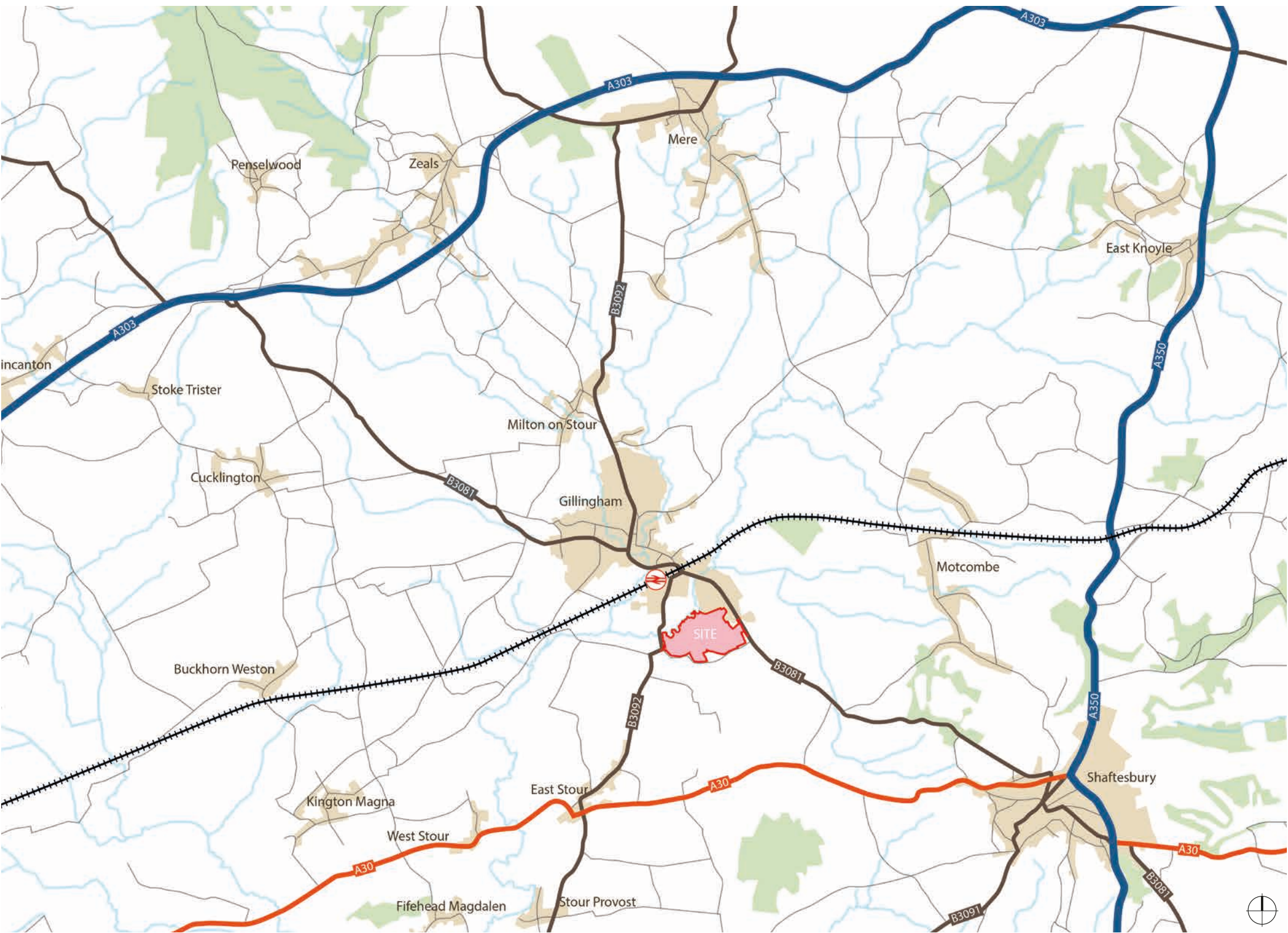
The 58 hectare (143 acre) site is located to the south-east of the town of Gillingham, immediately to the south of the community of Ham. The River Lodden forms the north-west boundary of the site, beyond which lie open fields extending towards the Newbury and Brickfields areas.

The eastern boundary of the site is defined by the B3081 Shaftesbury Road, and the western by the B3092 New Road, which come together further to the north, adjacent to the town's railway station. Cole Street Lane runs around the southern boundary of the site connecting these two B roads. The open countryside of the Blackmore Vale extends beyond the site to the south.

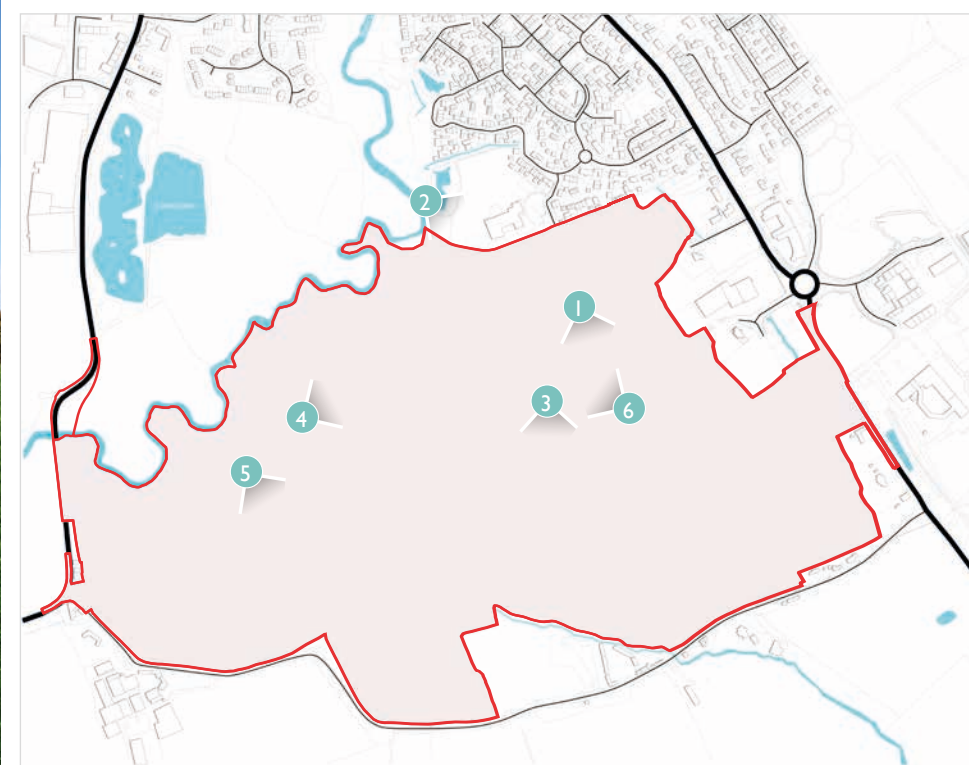
As can be seen from the photos on the facing page, the site is formed from a series of generally open fields, incorporating a network of existing mature hedgerows and trees. From the site, there are distant views north to Gillingham Town centre and the tower of St Mary's Church, while to the south there are clear views of Duncton Wood, an ancient woodland on the summit of Duncton Hill.

The town is easily accessible by road and rail. Gillingham rail station, immediately to the south of the town centre, provides mainline services to London Waterloo, Exeter St Davids and beyond as well as serving more local destinations. The A303 passes just north of the town and the A30 just to the south, both providing fast linkages eastwards towards London and the west country in the opposite direction.

- Application boundary
- Existing settlements
- Existing woodland areas
- Existing watercourses
- Existing railway
- Existing train station



1.6 SITE PHOTOGRAPHS

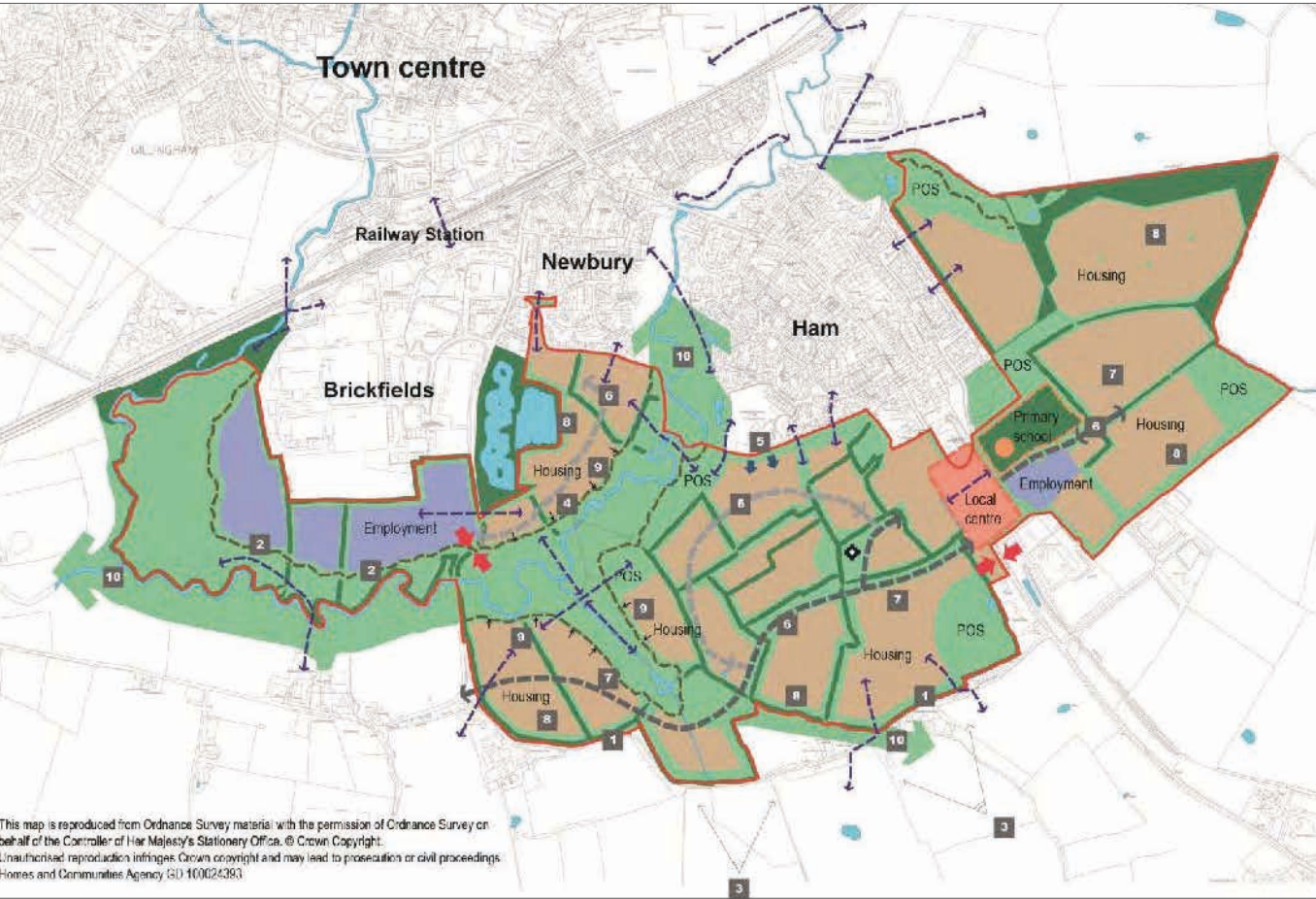


1.7 PLANNING POLICY CONTEXT

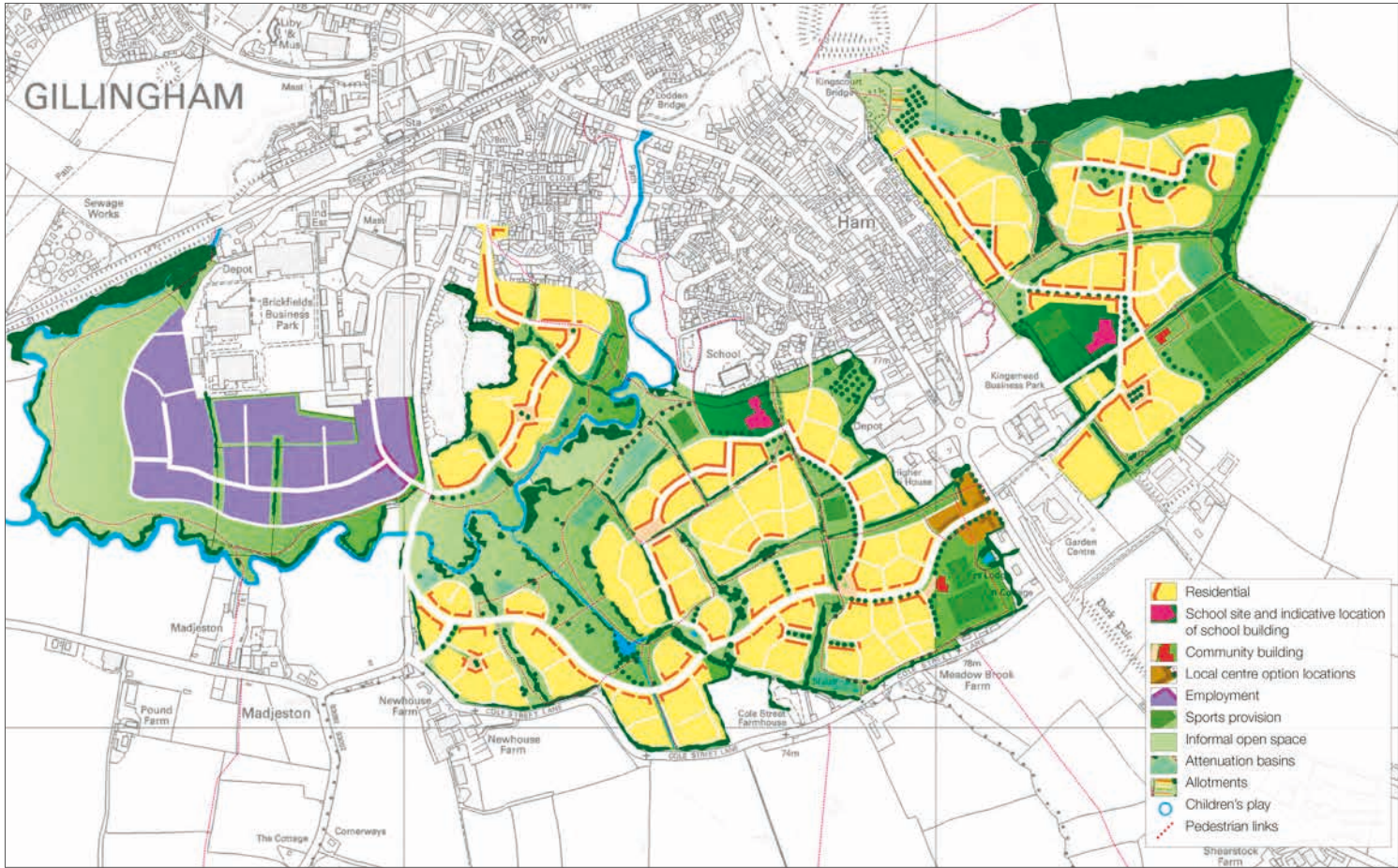
The application site is part of the wider allocation of land for 1,800 new homes to the south of Gillingham - the Southern Extension - identified as a Strategic Site Allocation (SSA) in the North Dorset Local Plan (NDLP), adopted January 2016. NDLP Policy 21 sets out the plan requirements for the delivery of the southern extension, including the preparation of a Master Plan Framework (MPF) document to demonstrate when and how the land use allocations, infrastructure and other requirements of the NDLP will be provided and delivered.

Subsequently, the South Gillingham MPF was developed by a consortium of landowners and developers (including Welbeck Land), working closely with the council and other stakeholders. The document sets out a framework to deliver services, facilities and infrastructure across the Southern Extension in line with NDDC's strategic aims. As a result the document is a material consideration in NDDC's determination of any planning applications within the SSA and therefore provides a guide for the preparation of future planning applications.

This application relates to the two central parcels of the SSA, identified in the MPF as Ham Farm and Newhouse Farm, as shown on the plan on the next page. The Outline Planning application will need to comply with the design principles set out in both of these documents. The Illustrative Framework Masterplan and associated indicative Consortium Land Use, Housing Density and Phasing plans from the MPF can be found in Appendix A.



Concept Plan for Gillingham, North Dorset Local Plan (Jan 2016)



South Gillingham MPF

1.8 KEY DESIGN PRINCIPLES AND STANDARDS

A wide range of guidance documents are available, giving information and advice on a diverse range of topics relevant to the development of the site. While a general familiarity with all relevant guidance has been important, a number of key publications have been identified as core documents.

Core Documents:

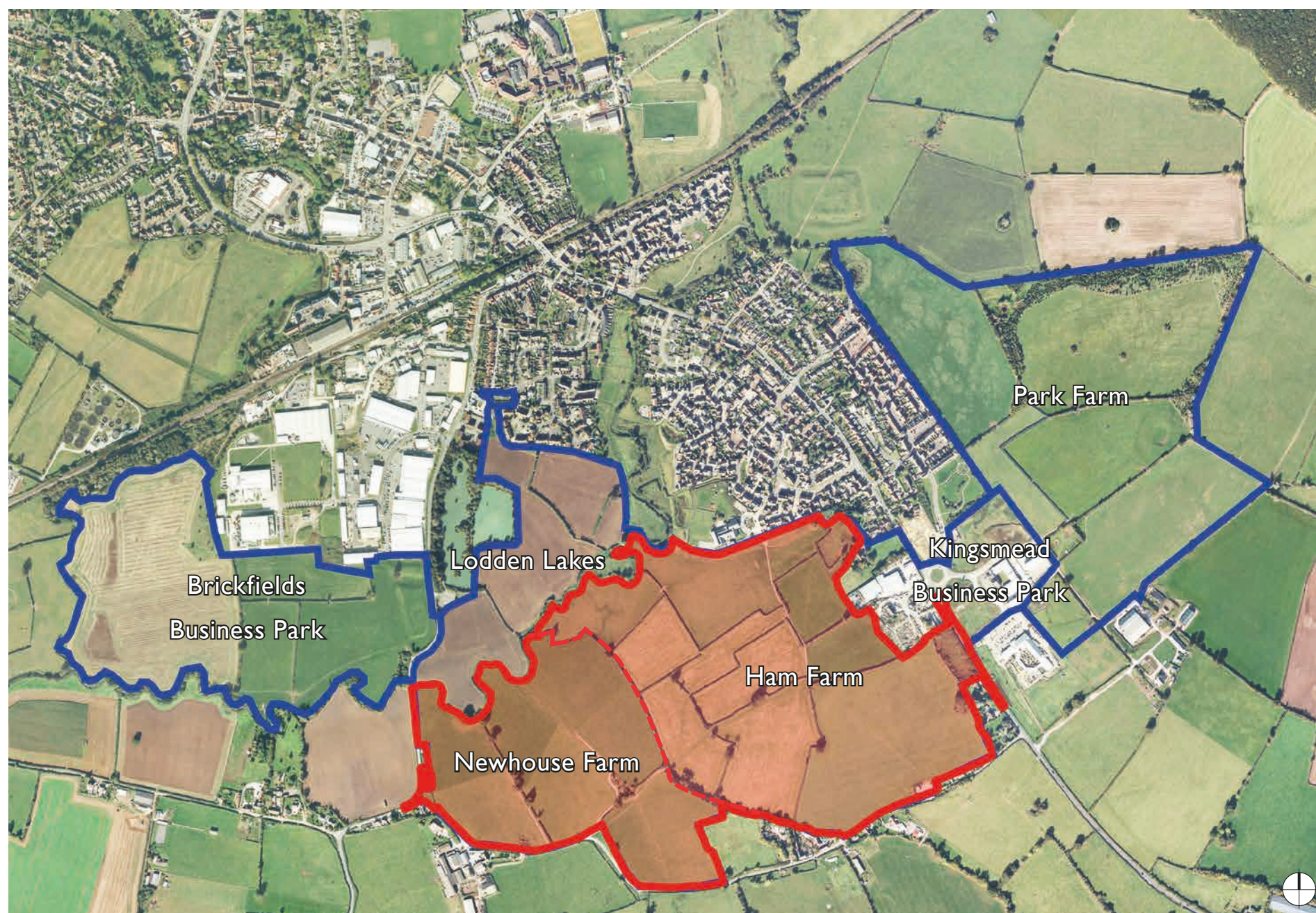
- North Dorset Local Plan (NDLP) - North Dorset District Council (2016)
 - Policy 24 sets out the council's general design principles (see pages 10-11)
 - Policy 21 sets out design principles specific to the Gillingham Southern Extension (see pages 12-13)
- South Gillingham Master Plan Framework (MPF) - Terence O'Rourke (2015)
- Gillingham Town Design Statement (2012)

Local Design Guides:

- Residential Car Parking Provision - Local Guidance for Dorset (2011)

Other Guides

- Urban Design Compendium - English Partnerships and the Housing Corporation, (2007)
- Safer Places: The planning system and crime prevention ODPM, (2004)
- Meeting Part M and designing Lifetime Homes - Joseph Rowntree Foundation, (1999)
- The Green Guide to Housing Specification - Building Research Establishment (BRE), (2000)
- The Green Guide to Specification - BRE, (2008) - Currently online only
- Building for Life 12 - Delivering great places to live: 12 questions you need to answer - Commission for Architecture and the Built Environment (CABE), (2012)
- By Design - Urban design in the planning system: towards better practice Commission for Architecture and the Built Environment (CABE), (2000)
- Manual for Streets - Department for Transport, and Community and Local Government, (2007)
- Car Parking: What works where? - English Partnerships, (2006)



The Strategic Site allocation (SSA)

1.8 KEY DESIGN PRINCIPLES AND STANDARDS (CONT.)

NDLP DESIGN PRINCIPLES (POLICY 24)

In the North Dorset Local Plan, NDCC state that their approach to design is to ensure that all developments improve the character and quality of the area within which they are located. This reflects national policy set out in the NPPF (2012) which says that:

“...good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.

Policy 21 of the North Dorset Local Plan (NDLP) states that:

“Any proposals for the development of the southern extension will be assessed against Policy 24 – Design, which sets out the Council’s approach to design.

Policy 24 requires that different aspects of development form (namely, layout, density, mix, scale and appearance) respond positively to a set of design principles relating to issues such as character, ease of movement and the quality of the public realm”.

The design principles in Policy 24 are summarised on this page and the next. Essentially they set out a manifesto for good placemaking, and therefore strongly accord with the aims and aspirations of the applicant and design team.



CHARACTER:

- Respond to and reinforce positive, locally distinctive patterns of development, landscape and culture.
- In places without this, create a distinctive and coherent sense of place through intelligent and imaginative design solutions.
- Retain trees, hedgerows and landscape features in the public realm to reinforce local character.



EASE OF MOVEMENT:

- Promote accessibility and local permeability by making connections with neighbouring areas and reinforcing existing connections.
- Put people before traffic.
- Integrate land uses and transport uses.
- Take account of local topography, natural features and the needs of the mobility or sensory impaired in the design of layouts.

QUALITY OF THE PUBLIC REALM:

- Create public spaces which are safe, attractive, uncluttered and relate well to surrounding buildings.
- Make them work effectively for all sections of the community, including the elderly and mobility impaired.

CONTINUITY & ENCLOSURE:

- Promote continuity of street frontage and reinforce existing spatial patterns
- Create new and exciting spaces which clearly distinguish public and private areas.
- Create defensible space for residents and incorporate natural surveillance into all public areas.

**LEGIBILITY:**

- Provide recognisable routes, interactions and landmark buildings at movement nodes.
- Create a sense of arrival and place at key 'Gateway' sites - the entrances to towns and villages.

**ADAPTABILITY:**

- Design homes with flexibility to adapt to changing lifestyles and circumstance (reference is made to the Lifetime Homes standards).
- Allow for the easy conversion of commercial and community buildings to alternative uses, or for multiple uses within the same structure.

**ENERGY EFFICIENCY:**

- Incorporate energy efficient measures, sustainable construction and on site renewable energy generation where possible. (Policy 22)
- Consider the orientation and location of buildings to optimise solar gains, access to daylight and passive ventilation.
- Reduce the impact of wind in exposed locations and avoid overshadowing of neighbouring properties by careful attention to layout, landscape and topography.

**SAFETY & SECURITY:**

- Minimise opportunities for crime and reduce people's perception of their vulnerability to crime. (Principles established by Secured by Design).
- Provide a permeable layout with good natural surveillance over all public routes and spaces.
- Make private rear gardens clearly defined and securely enclosed
- Plan footpaths and cycleways which are wide, clear of hiding places and well lit.

**DIVERSITY:**

- Provide a diversity of uses, building forms and layout in a development to provide visual interest and variety.

1.8 KEY DESIGN PRINCIPLES AND STANDARDS (CONT.)

NDLP SITE SPECIFIC DESIGN PRINCIPLES (POLICY 21)

In addition to the general design principles set out in Policy 24 of the NDLP, a more specific set of design principles have been developed for the southern extension. These reflect important local and/or site-specific issues identified through community participation which are summarised as follows.

- Successful integration of the southern extension into the Blackmore Vale landscape.
- Retention and enhancement of the river corridors within the site.
- Provision of a principal street, public transport and adequate parking to assist the ease of movement around the southern extension.
- Provision of adequate storage for new homes.
- Achievement of a high level of environmental performance, including the energy efficiency of buildings.
- Provision of allotments and community orchards to enable people to grow their own food.

The design principles are set out on the right.

The NDLP goes on to state that these specific design principles should be used to inform the urban design strategy, which will form part of the MPF for the site, and this is what subsequently happened. It also says that they will be used as a basis for assessing the design merits of individual planning applications forming parts of the southern extension. Consequently, they have formed an important guide to the development of the current proposals.

CHARACTER
<p>LANDSCAPE SETTING:</p> <p>The proposed development shall be successfully integrated into its wider landscape setting through careful design of layout, scale (height and massing), density, materials and structural planting. Particular care will be taken along its southern and eastern edges to ensure a sensitive transition between the extended town and the surrounding countryside, and retain important views into and out of the whole site.</p>
<p>LANDSCAPE ASSETS:</p> <p>Significant existing landscape and ecological assets, including river corridors and watercourses, important trees, hedgerows, ponds and other natural habitats, shall be successfully integrated within the public realm of the development. These assets will be retained and enhanced within a network of Green Infrastructure.</p>
<p>MIX OF USES:</p> <p>At the macro-scale this will be a mixed-use development comprising employment, housing and community uses etc. In particular it shall include a fine-grain, mixed-use local centre, to meet the day-to-day needs of residents and employees. Whilst concentrations of certain uses will be directed towards appropriate parts of the site (e.g. employment land, or the local centre) rigid allocation of uses that would not prejudice residential amenity, or have other detrimental impacts, will be avoided.</p>

CONTINUITY & ENCLOSURE
<p>DEFINITION OF PUBLIC & PRIVATE SPACES:</p> <p>The distinction between public and private space shall be clearly defined throughout the development. In order to achieve this distinction in a way that is legible, buildings shall be arranged within a coherent layout that successfully defines public and private spaces.</p>
EASE OF MOVEMENT
<p>PERMEABLE NETWORKS:</p> <p>The building layout shall take priority over the streets and car parking, so that the highways do not dominate. The building layout will help to create a permeable network of well-defined streets and spaces, which are pedestrian, cycle and vehicle friendly. In addition to an interconnected network of streets, a finely branched network of footpaths and cycleways, linked to existing routes, will form a highly permeable grid of movement for pedestrians and cyclists, connecting the development to destinations within the town and in the surrounding countryside.</p>
<p>‘PRINCIPAL STREET’ & PUBLIC TRANSPORT:</p> <p>The layout shall incorporate a through route ensuring good connectivity with the existing main routes into the town. This route shall be designed to enable a bus service through the development to be conveniently established.</p>
<p>PARKING:</p> <p>The development shall incorporate a range of car parking solutions that form part of the urban design strategy. These shall be designed to ensure that car parking is well integrated, accessible and situated so as to support rather than dominate the street scene.</p>

QUALITY OF THE PUBLIC REALM
<p>USABLE PUBLIC SPACES:</p> <p>The streets, squares and parks within this development will be the focus for community activity and social interaction. Streets and junctions will be designed as public spaces, accessible for all, rather than merely as functional routes for vehicular traffic.</p>
<p>PUBLIC SPACES DESIGNED TO A HIGH STANDARD:</p> <p>All outdoor areas shall display the highest standards in terms of design, including careful consideration of materials, planting, street furniture, boundary treatment, lighting and accessibility.</p>
LEGIBILITY
<p>TOWNSCAPE:</p> <p>The development shall be designed to create new townscape, where intrinsic variations in development form (e.g. layout, density, scale and massing) create an easily understood pattern of streets and other spaces. Coherent street scenes will be created by striking an appropriate balance between variety and harmony in terms of external appearance.</p>
<p>BUILDINGS & LANDSCAPING:</p> <p>Specially designed buildings and groups of buildings, together with landscaping, will help to define important gateways, landmarks and spaces.</p>
ADAPTABILITY
<p>FLEXIBILITY FOR FUTURE USES:</p> <p>Building designs shall be as robust as practicable, with careful consideration given to the adaptability of internal spaces and opportunities for future conversion or extension. In all cases sufficient space will be provided for the discreet storage of recyclables and bins, etc.</p>

DIVERSITY
<p>RANGE OF HOUSE SIZES:</p> <p>The development as a whole shall include a range of house sizes, offering choice in the amount of indoor and outdoor space provided. Where practicable the design of housing shall provide opportunities for homeworking.</p>
ENERGY EFFICIENCY & ENVIRONMENTAL PERFORMANCE:
<p>The Council will promote design solutions that incorporate low-carbon energy generation and building performance that exceeds statutory minima (e.g. building regulations) adhering to relevant policies in the Local Plan. The development shall incorporate a wide range of site-wide features to reduce its environmental impact, including sustainable drainage systems and convenient access to allotments and recycling facilities.</p>
SAFETY & SECURITY
<p>NATURAL SURVEILLANCE:</p> <p>A permeable network of streets faced by homes, businesses and community facilities will provide natural surveillance and reduce people's perception of their vulnerability to crime. Through successful enclosure and natural surveillance, public spaces will impart a feeling of security for all users.</p>



Example of allotments



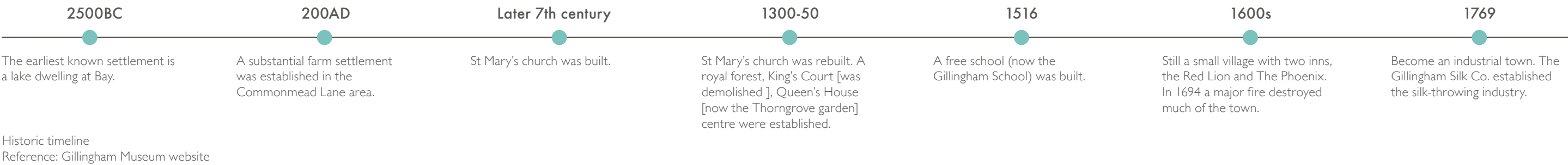
Example of integrated SuDs and planting at Watercolour, Redhill



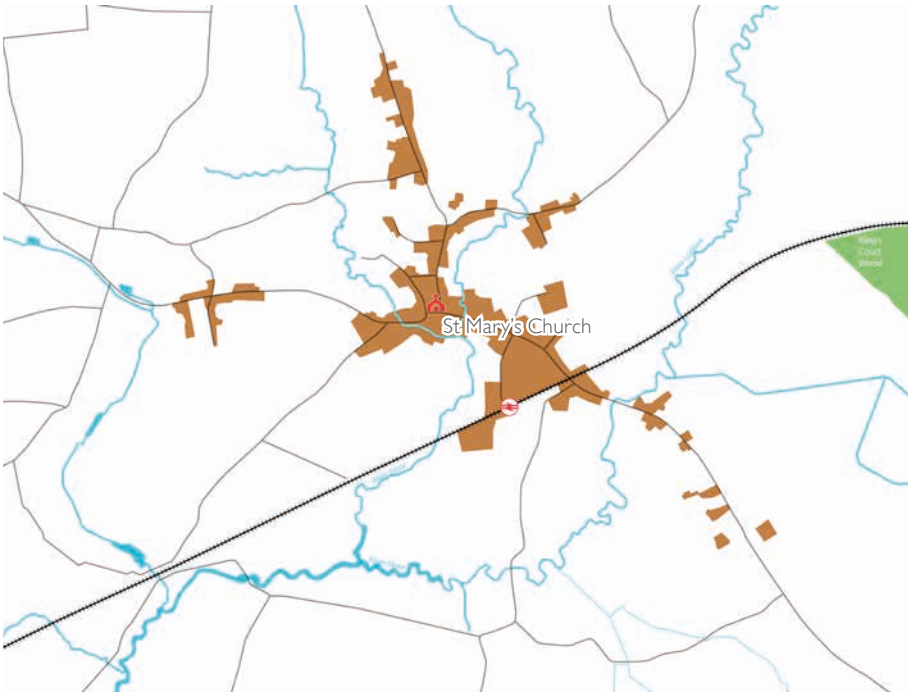


EVIDENCE

2.1 HISTORICAL EVOLUTION



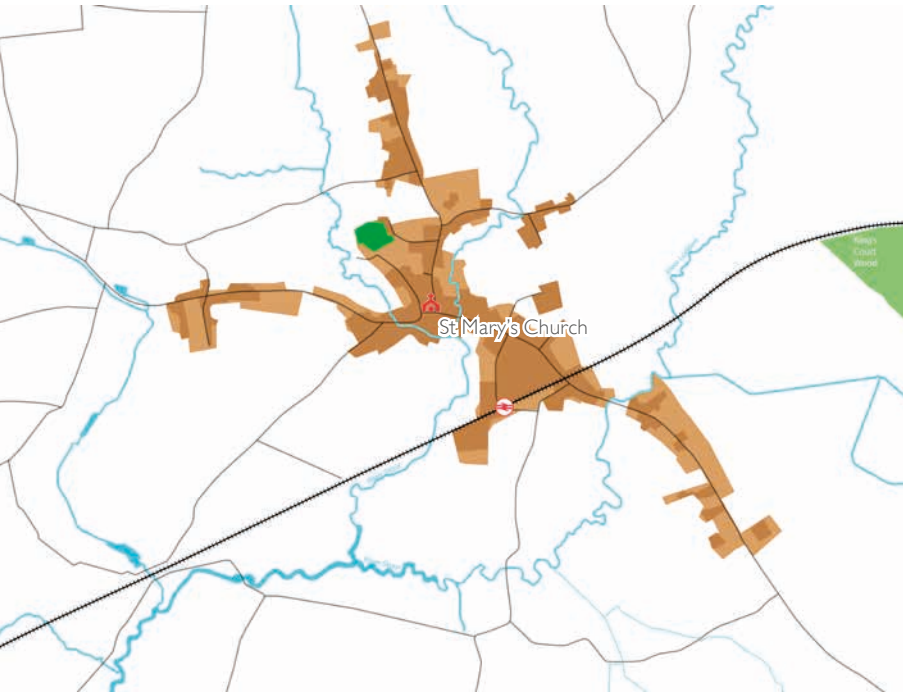
1880s



1880s

Town development since 1880s

1930s



1880s

1930s

1960s



1880s

1930s

1960s

1859

Real industrial growth began with the arrival of the railway in 1859, followed by the establishments of Oake Woods bacon factory, Gillingham Pottery, Brick and Tile Co. A cattle and stock market developed and dairy products productions developed.

1900s-1920s

The population grew from 1,873 in 1801 to 3,380 in 1901.

The prosperity of the town continued. There were calf market, a large dairy depot, butter factory, mineral works, glue factory and motor firms.

1945-1960s

A steady decline in the older industries, many of which disappeared during the 1960s.

1970s

Industries reversed. New firms – such as Sherman Chemicals, Biokil, Sigma Aldrich, Dextra Lighting Systems, Wessex Fare and Chester Jefferies – came to the town.

Land was released for housing developments and the town started to grow again.

A supermarket, a new library and museum was built at Chantry Fields

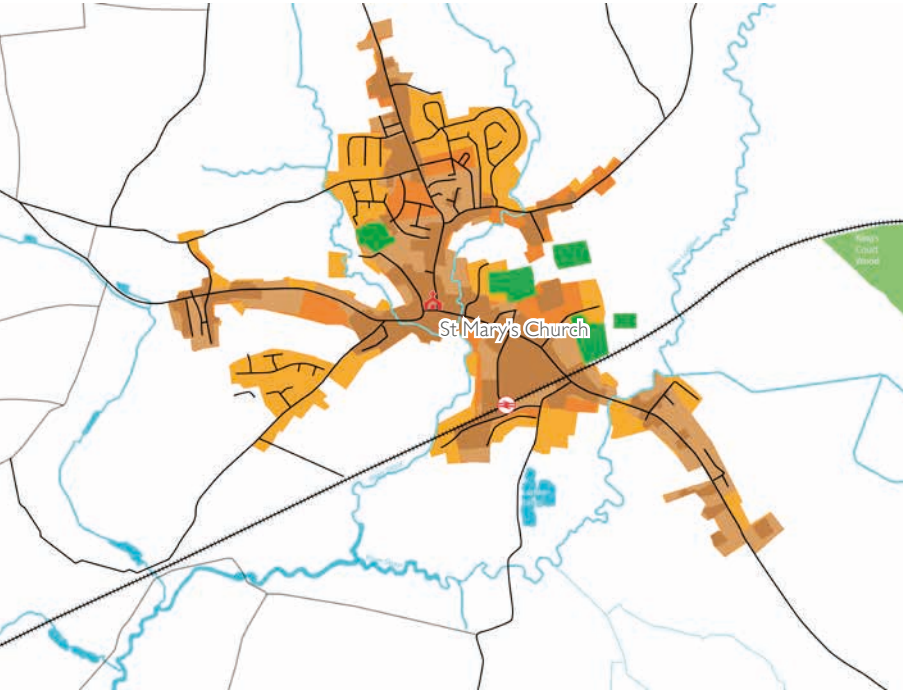
1990

Refurbishment programmes at primary schools in School Road and at Milton, new primary schools at Wyke and Ham.

2010

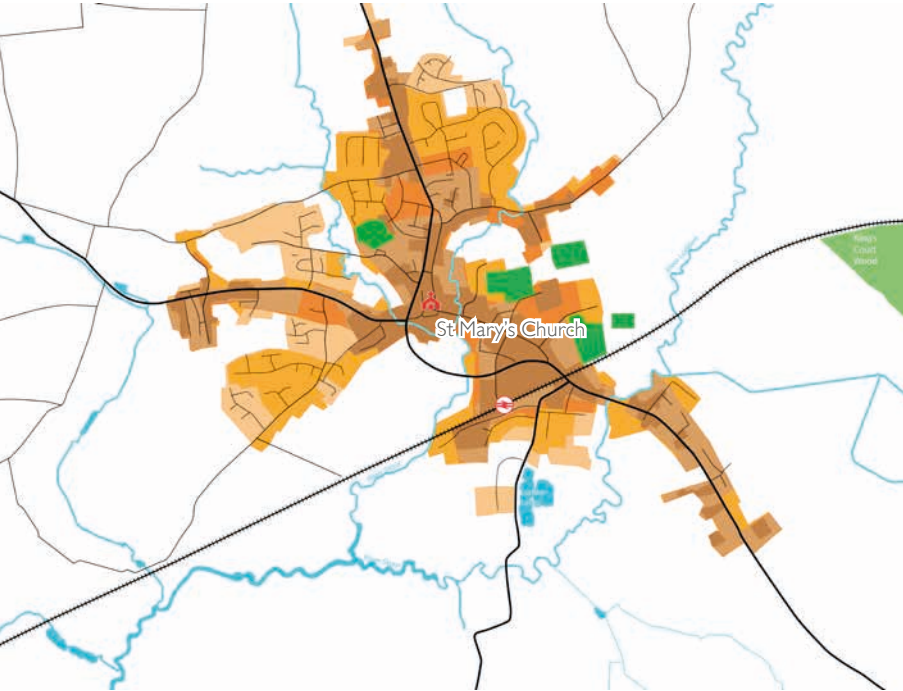
The town's sports clubs and leisure centre in Harding's Lane as the Riversmeet Centre opened.

1980s



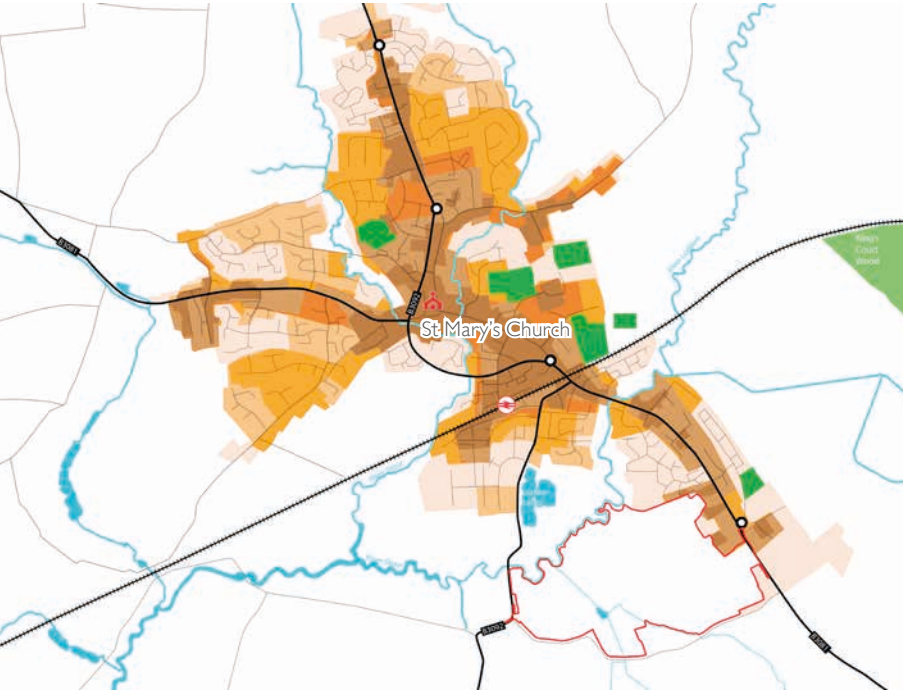
- 1880s
- 1930s
- 1960s
- 1980s

1990s



- 1880s
- 1930s
- 1960s
- 1980s
- 1990s

PRESENT

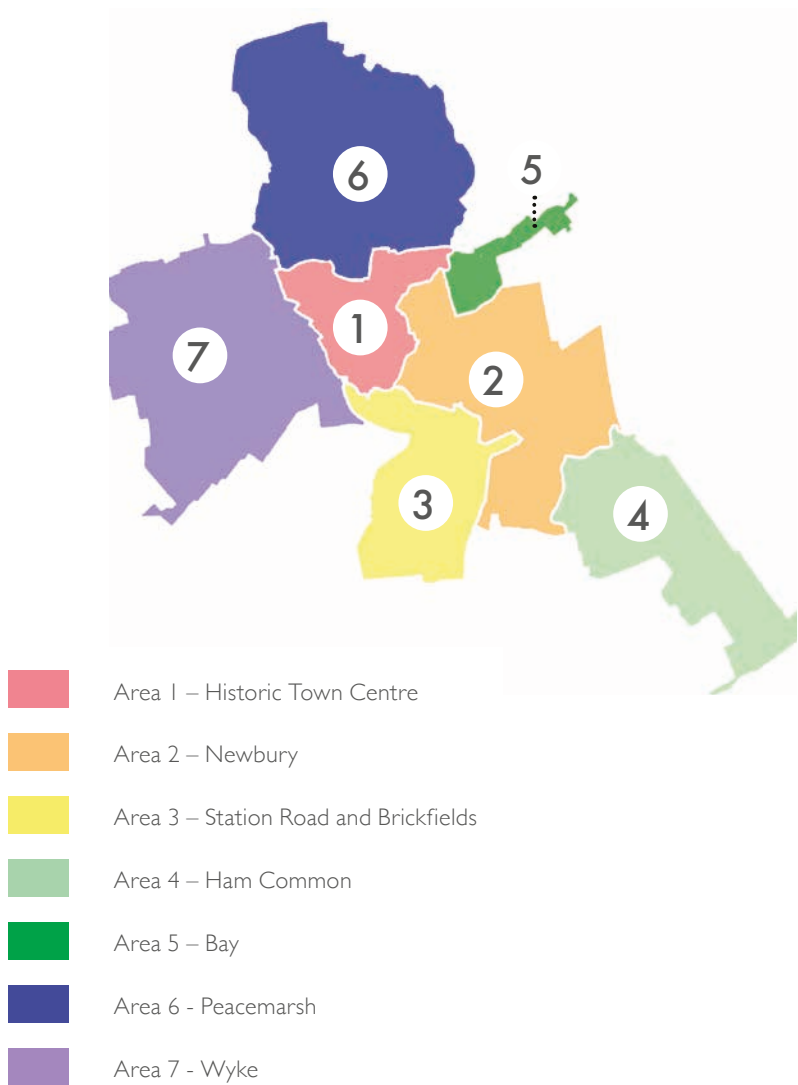


- 1880s
- 1930s
- 1960s
- 1980s
- 1990s
- Present

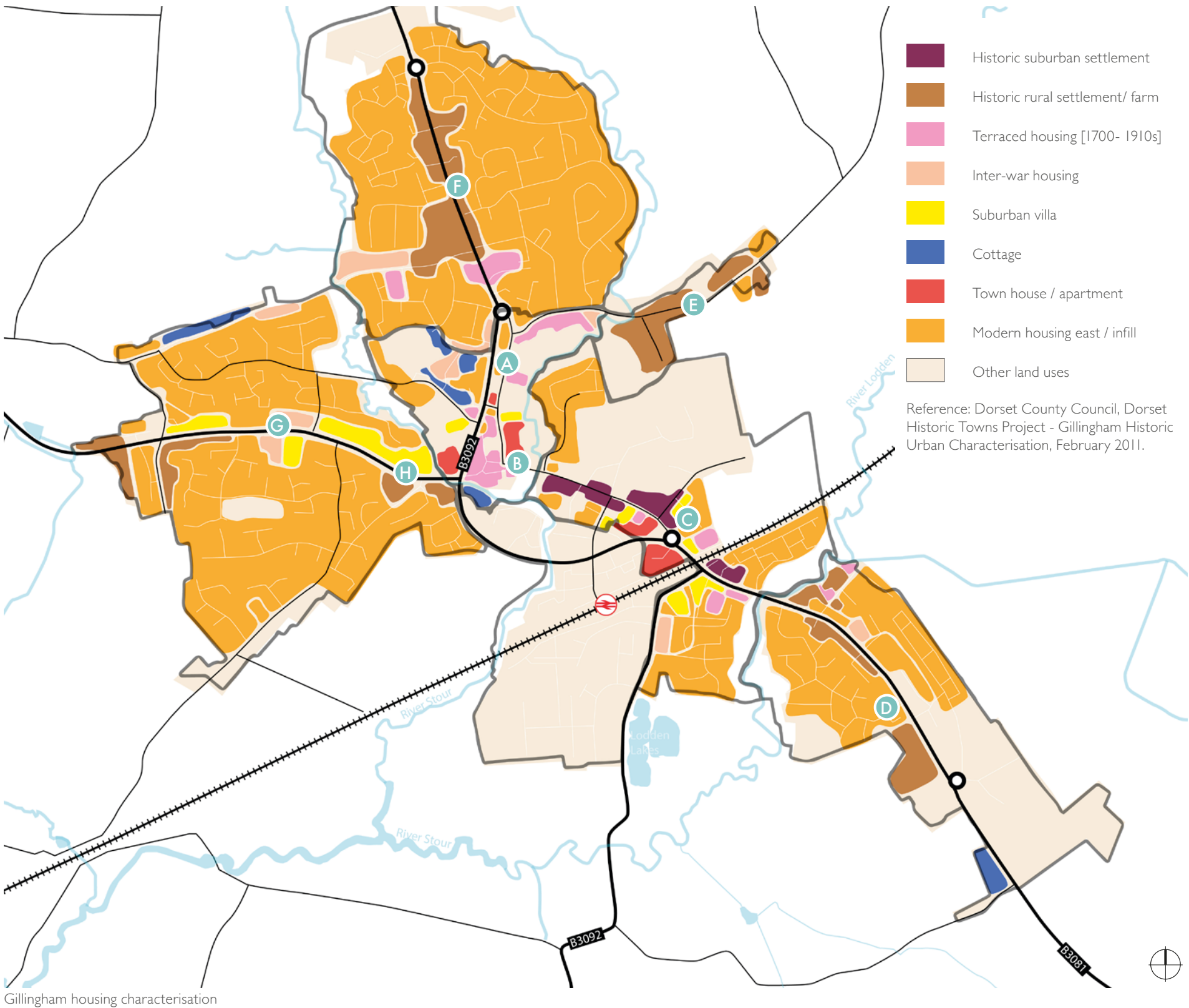
2.2 LOCAL CHARACTER ASSESSMENT

Largely because of historic patterns of development, several distinctive character areas are present within Gillingham. These were identified in the Gillingham Historic Urban Characterisation study (February 2011), part of Dorset County Council's Dorset Historic Towns Project, and are shown on the plan on this page.

To better understand the specific character of the town, and thereby understand how the southern extension might be designed to reflect this local distinctiveness, a typical street in each area has been analysed and key features noted. This demonstrates a clear variation in character between streets in the centre of the town and those towards the edges, where streets are wider and front gardens more generous and softer edges .



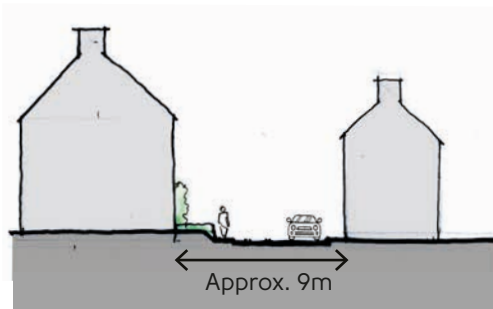
Reference: Dorset County Council, Dorset Historic Towns Project - Gillingham Historic Urban Characterisation, February 2011.



A QUEEN STREET



Plan

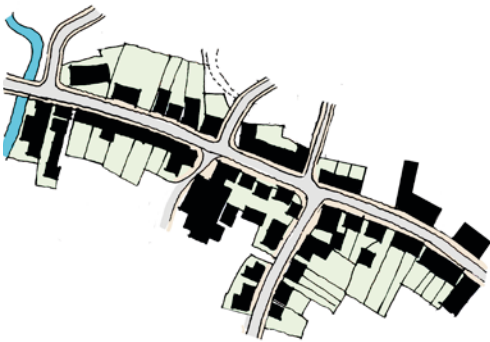


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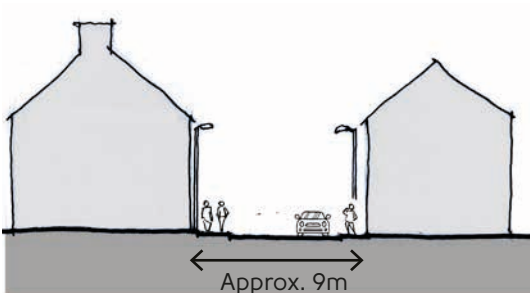


Town character area	Area 1 - Historic Town Centre
House typologies	Terraced
Building heights	Predominately two storeys
Boundary treatments	Low brick walls, metal railings, low level hedges or no boundary
Materials	Red brick, painted brick, render, stone and green painted details
Key features	Narrow roads, dense housing and irregular plots. Limited on-plot parking. Shared parking courts to the rear of properties.
CONCLUSION	FORMAL IN CHARACTER

B HIGH STREET



Plan

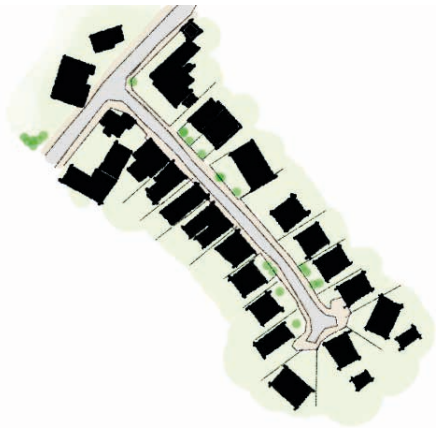


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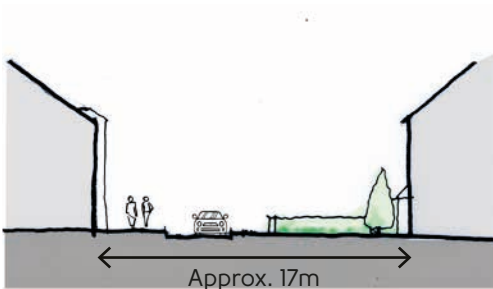


Town character area	Area 1 - Historic Town Centre
House typologies	Terraced and commercial at ground level
Building heights	Predominately two storeys, with some three storeys
Boundary treatments	No boundary
Materials	Red brick, painted brick, stone and painted details
Key features	Narrow roads, dense housing, rectilinear and irregular plots, varied roof profiles. Shared car parks provided for retail uses, with limited parking provided on street.
CONCLUSION	FORMAL IN CHARACTER

C VICTORIA ROAD



Plan



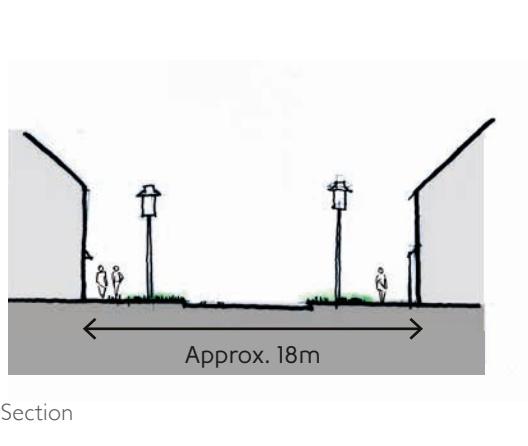
Section



Town character area	Area 2 - Newbury (medieval suburb of the town)
House typologies	Terraced, semi-detached and detached bungalows
Building heights	Predominately two storeys, with some one storey buildings
Boundary treatments	Low timber fences, brick and stone walls, and metal railings
Materials	Red brick, stone detailing and render
Key features	Density decrease, buildings set further back from street as it moves further away from the town centre. Parking either on plot to the side of properties or on the street.
CONCLUSION:	FORMAL IN CHARACTER

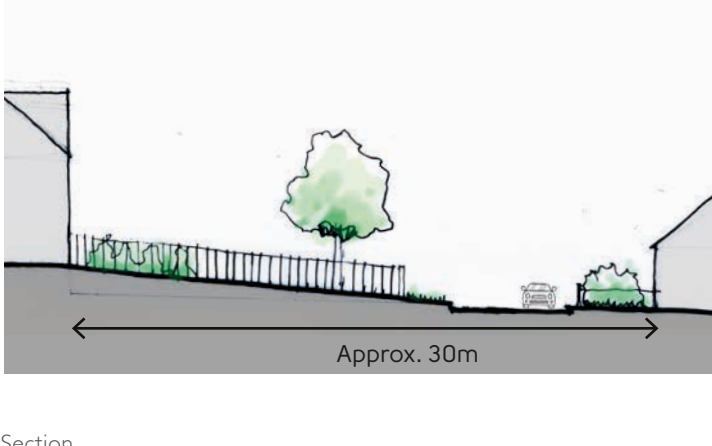
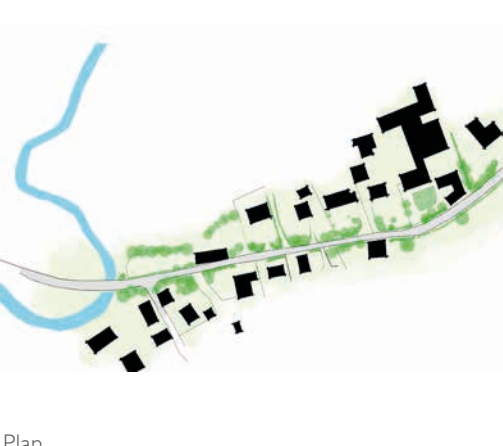
2.2 LOCAL CHARACTER ASSESSMENT (CONT.)

D KINGFISHER AVENUE



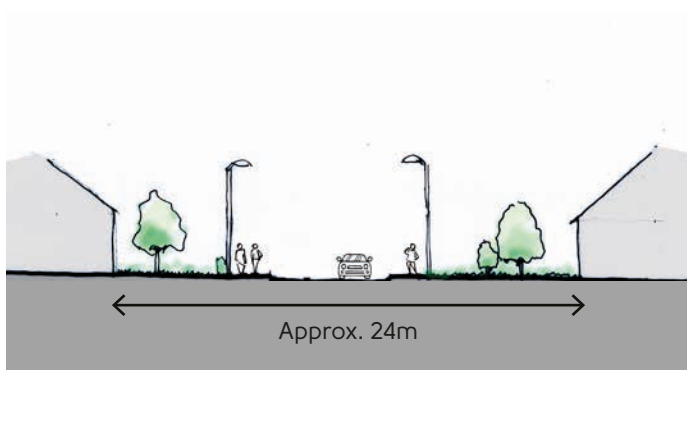
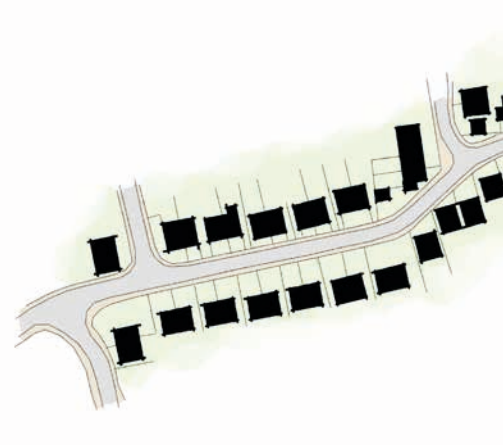
Town character area	Area 4 - Ham Common
House typologies	Semi-detached, detached houses and apartments
Building heights	Predominately two storeys with some three storeys
Boundary treatments	Hedges, low brick walls, planted zones and no boundary
Materials	Red brick, buff brick, render and stone
Key features	Grass verges in between carriageways and footways. Parking located on plot to the rear of properties.
CONCLUSION	SEMI-RURAL/FORMAL IN CHARACTER

E BAY ROAD



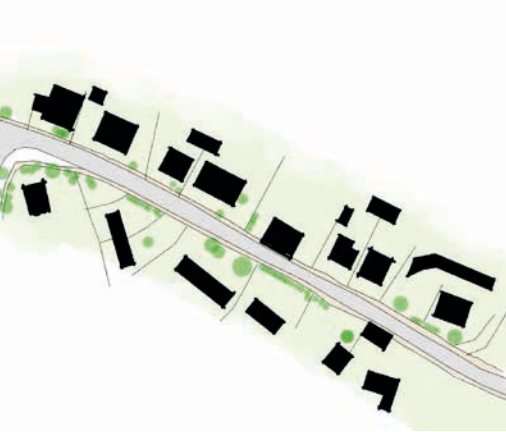
Town character area	Area 5 - Bay
House typologies	Semi-detached, detached houses and bungalows
Building heights	Predominately two storeys, with some one storey buildings
Boundary treatments	Hedges, low timber fences, brick and stone walls
Materials	White painted brick, render, timber weatherboarding, red brick and stone
Key features	Moving towards the countryside, houses are set further back from the road and front gardens become more substantial. On plot parking to either the front or side of properties.
CONCLUSION	RURAL IN CHARACTER

F CLAREMONT AVENUE



Town character area	Area 6 - Peacemarth
House typologies	Semi-detached bungalows
Building heights	One storey
Boundary treatments	No front boundary treatments and low stone walls for side boundaries
Materials	Predominately buff brick
Key features	Large set backs with spacious frontages. Little provision of on-street parking and a poor sense of enclosure. On plot parking to the side of properties.
CONCLUSION	SEMI-RURAL/FORMAL IN CHARACTER

G WYKE ROAD (EAST)



Plan

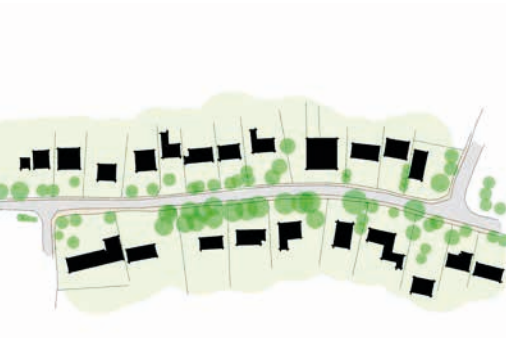


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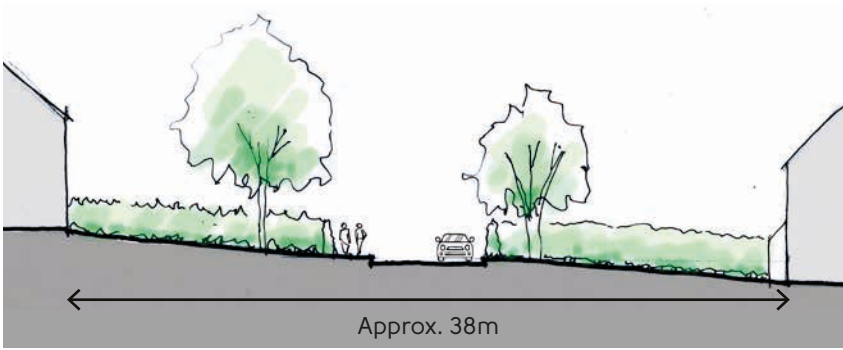


Town character area	Area 7 - Wyke
House typologies	Terraced, detached houses and detached bungalow
Building heights	Predominately two storeys with some 2.5 storeys
Boundary treatments	Low and high hedges, low brick or stone walls and planted zones
Materials	Predominately red brick, with some render, stone and tile hangings
Key features	A variety of house sizes, set back in a staggered and sinuous arrangement. On plot parking to either the front or side of properties.
CONCLUSION	SEMI-RURAL IN CHARACTER

H WYKE ROAD (WEST)



Plan



Section



Town character area	Area 7 - Wyke
House typologies	Detached houses and detached bungalow
Building heights	One and two storeys
Boundary treatments	Hedges, brick and stone walls
Materials	Red brick, render and stone
Key features	Responding to a sloping site, houses of varying sizes set well back from the road behind generous front gardens. On plot parking to either the front or side of properties.
CONCLUSION	RURAL IN CHARACTER

SUMMARY

- Gillingham is largely characterised by late 19th and early 20th century buildings constructed from local red brick.
 - Buildings are primarily two storeys in height with some buildings in more modern developments being three storeys high.
 - The main boundary treatments in residential areas are metal railings, low brick walls, stone walls and soft landscaping such as hedges.
- In areas which are more formal in character such as the central and historic part of town, streets are narrower with buildings having a closer relationship with one another. These buildings also have limited defensible space between public and private spaces.
 - In the more semi-rural, suburban areas streets are wider within deeper front gardens. Often the arrangement of these buildings is more staggered with green verges in between the footway and carriageways.
- In the more rural locations, buildings are much more sinuous and stepped back from the road.
 - Red brick and stone are prevalent materials within Gillingham with feature elements consisting of tile hangings, render and timber weatherboarding.

2.3 ACCESS & CONNECTIONS

Walking and Cycling

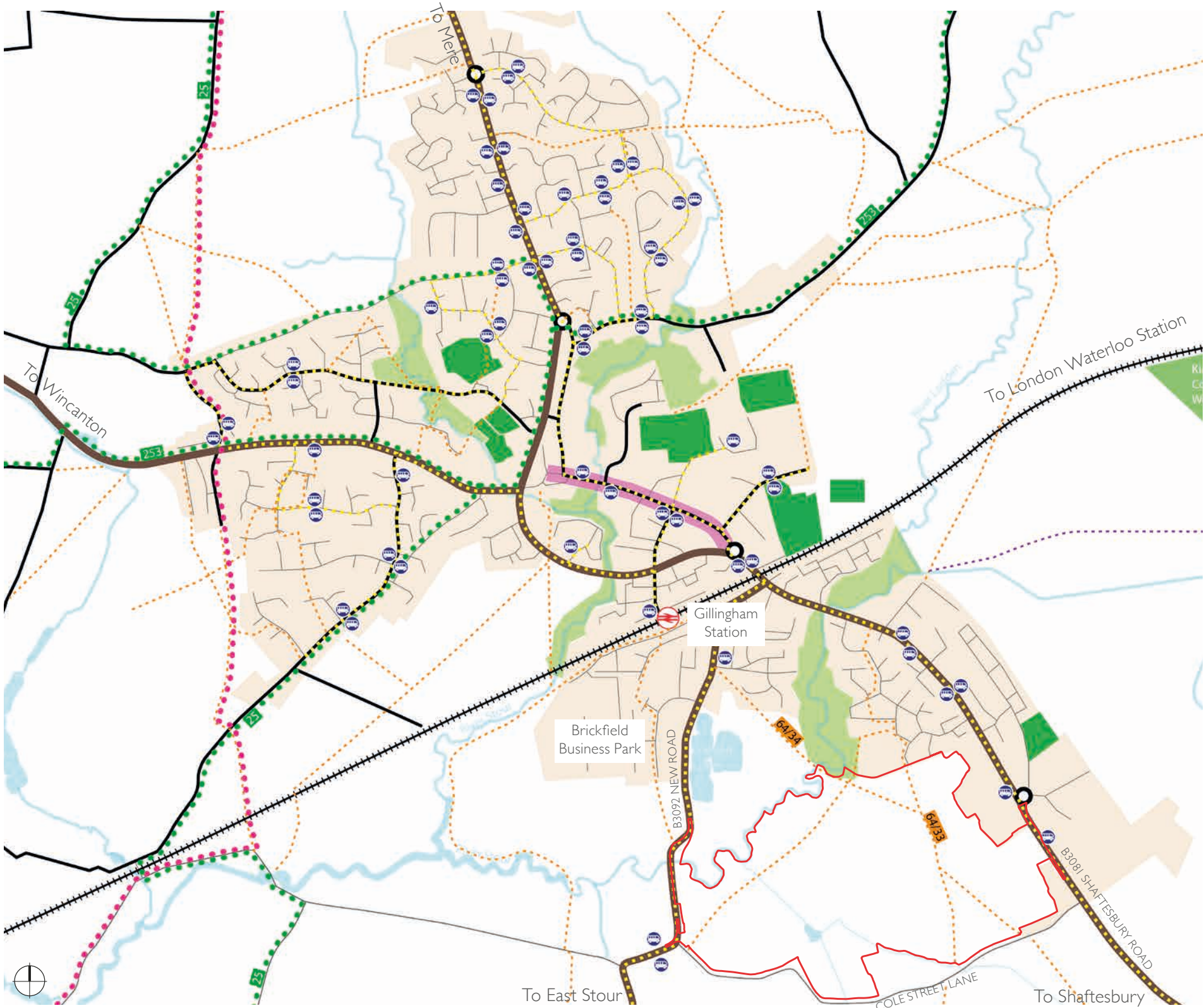
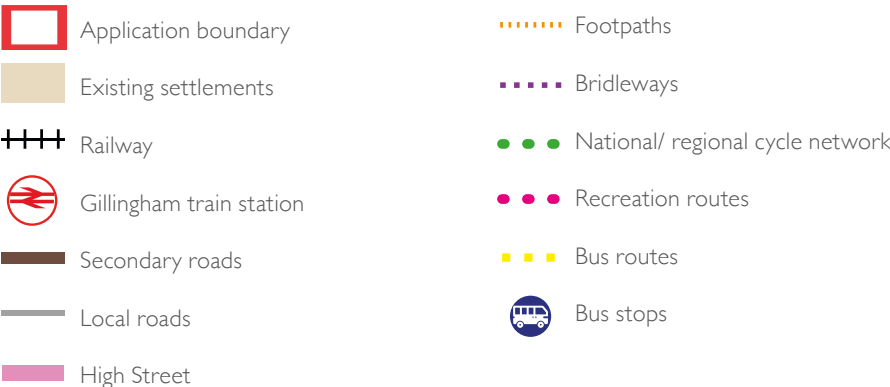
The local highway network provides a range of pedestrian provision in the vicinity of the site. There are typically footways on both sides of the B3081 Shaftesbury Road towards Gillingham town centre. The footways generally vary between 1.2m and 2.0m in width and is therefore sufficient to accommodate a wheelchair or pushchair, or for two pedestrians to pass each other for the majority of its length. The signalised junctions with Rookery Close / Hine Close, King John Road, and B3092 New Road provide dedicated crossing facilities.

The existing residential developments located to the north of the site provide attractive pedestrian routes via lightly trafficked, slow speed residential roads and combined with the footways on Shaftesbury Road, provide a direct link towards Gillingham town centre.

A pedestrian and cycling footbridge over the River Lodden between Wren Place and Lodden View provides a direct connection between the residential development to the north of the site and Brickfield Business Park, as well as to Gillingham rail station, via Addison Close.

Brickyard Lane accommodates a public footpath and together with an informal link to the southern facing platform, provides a pedestrian route to the south of the railway station. There are footways on the B3092 New Road through the built up area continuing as far south as the junction providing access to Brickfield Business Park.

There is also a network of Public Rights of Way in the vicinity of the site, including footpath No. 64/33 which provides a north south connection between Bridge Close and Cole Street Lane via Jay Walk and Pheasant Way, and footpath No.64/34 which provides a connection across the River Loddon to the west of the site through Addison Close and the Meadows.




Site Access

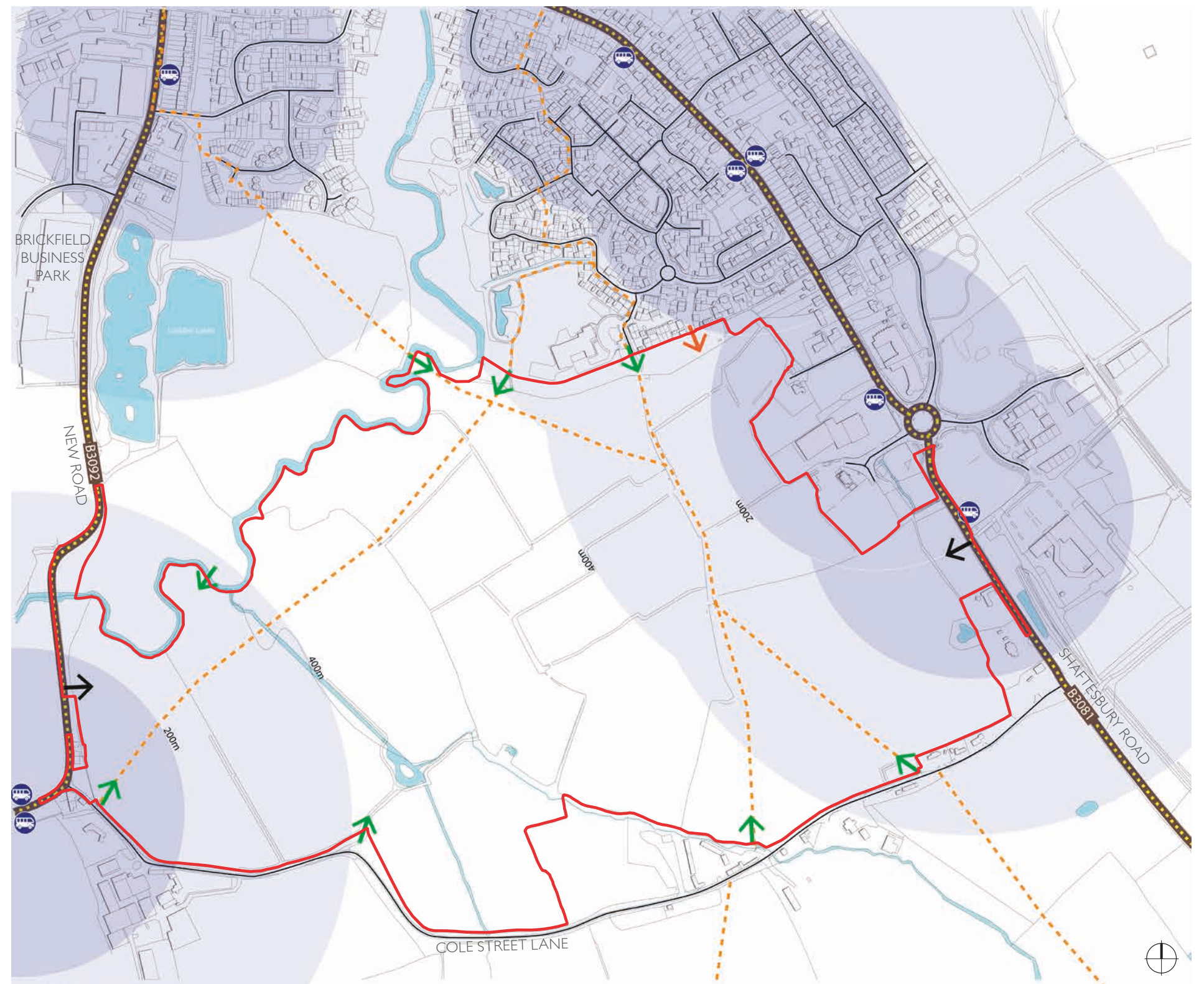
There is potential to create two principal vehicular access points into the site; one from Shaftesbury Road on the eastern side, the other from New Road on the western side. There is also the potential to extend Woodpecker Meadow, on the north-east corner of the site, but this would only be able to provide vehicular access for a limited number of homes due to the existing capacity of the road. It is not possible to create new vehicular access points from Cole Street Lane, which runs along the southern boundary of the site, because the existing lane does not have the capacity to accommodate significant additional vehicular movements.

There are a number of existing pedestrian access points at various locations around the site boundary, forming part of existing public rights of way and other footpaths. These offer the potential for an integrated pedestrian/cycle network with linkages to the surrounding area.

Public Transport

Existing bus routes run along both the B3081 Shaftesbury Road and the B3092 New Road, providing convenient access to the railway station and town centre. The adjacent diagram identifies the location of existing bus stops for these services, and shows how currently a significant portion of the site falls outside a five minute walk of these facilities. However, there is the potential to improve this situation by extending a bus route into the site, so that ideally all new homes and facilities have easy and convenient access to public transport.

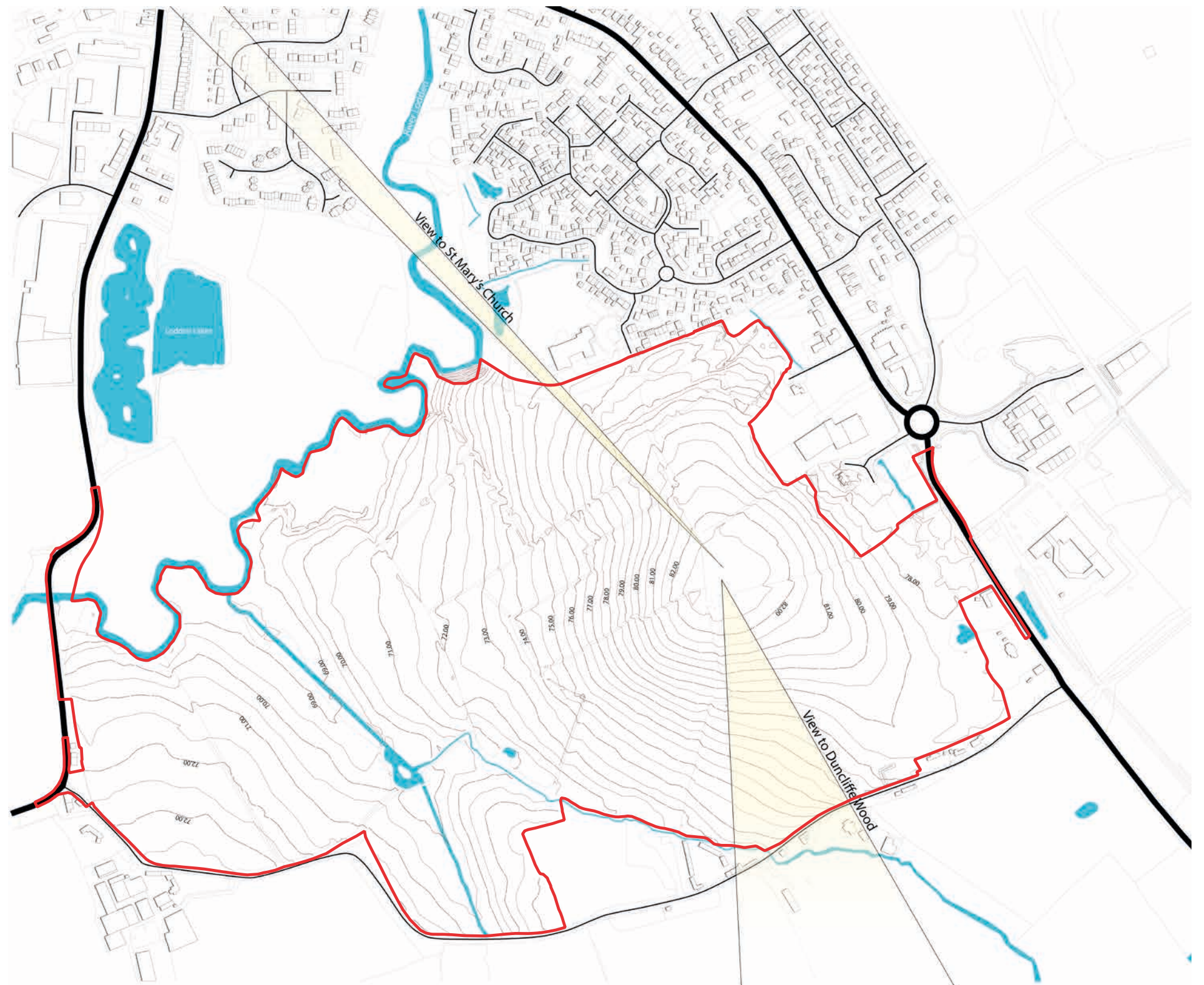
- Application boundary
- Secondary roads
- Local roads
- - - - - Public rights of ways and footpaths
- - - - - Bus routes
-  Bus stops
- 200m from bus stops (2-3 mins walk)
- 400m from bus stops (5 mins walk)
- ← Existing pedestrian/cycle access points
- ← Potential main vehicular access points
- ← Potential access point for a limited number of vehicles



2.4 TOPOGRAPHY & VIEWS

There is a significant, though not extreme variation in height across the site, with a fall of around 14m between the highest point to the west of Shaftesbury Road and the lowest point in the valley of the River Loden further to the west. The land then rises again towards the south west corner of the site alongside New Road.

From the higher ground in the eastern part of the site there is a key view towards the town centre, specifically the prominent tower of St Mary's church. Looking to the south, the local landmark of Dunccliffe Wood on Dunccliffe Hill is visible throughout the site.



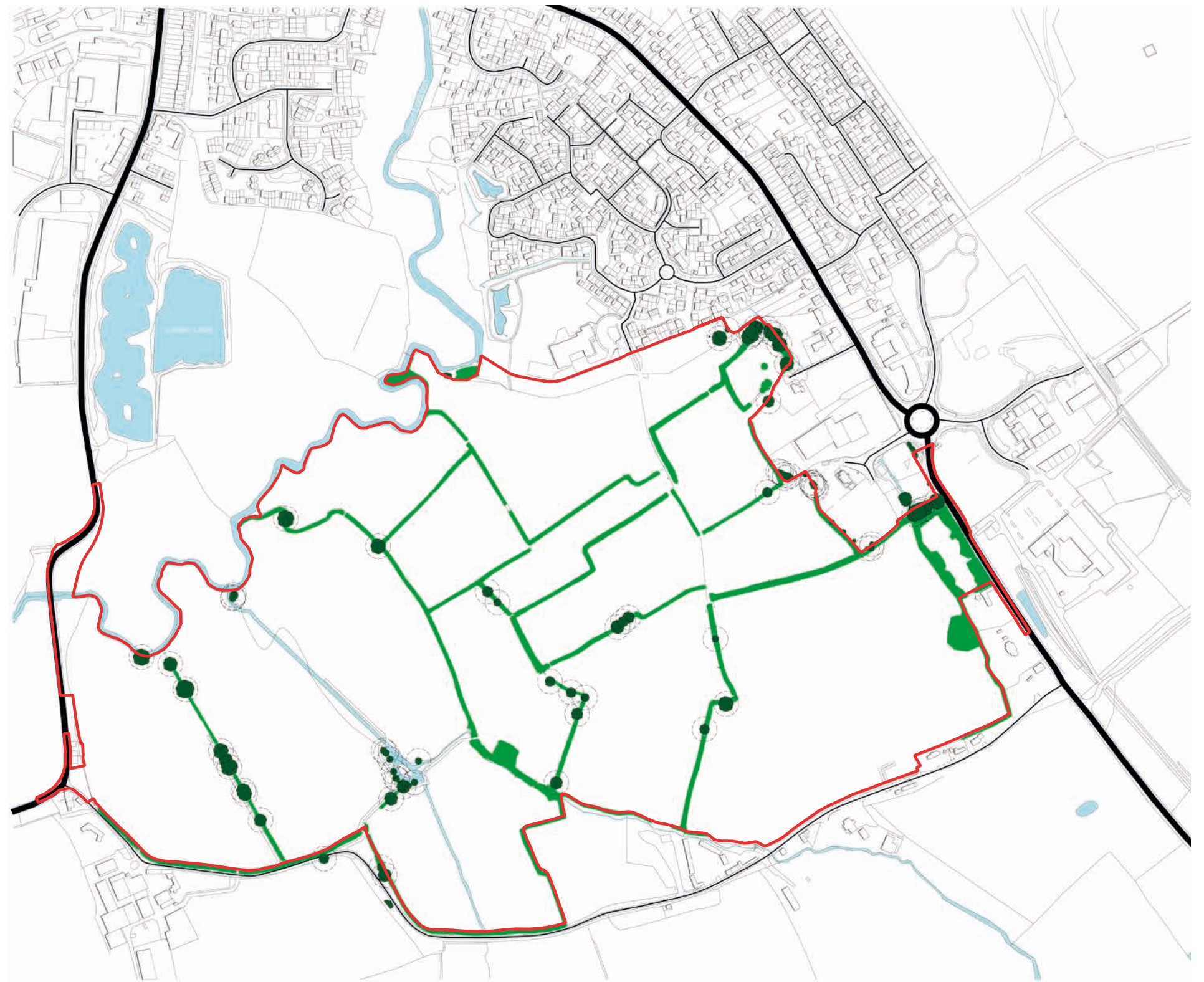
2.5 LANDSCAPE & ECOLOGY

Gillingham is located within a largely rural area of the country, characterised by small towns and villages set within a patchwork of agricultural fields and small woodlands, threaded through with an extensive network of small watercourses. The town sits within the Blackmore Vale, a broad area of relatively low-lying land with a gently undulating character, which rises to occasional prominent, local landmarks such as Duncliffe Hill and wood.

Landscape

There are a significant number of existing trees and hedgerows throughout the site which contribute to the overall character and offer visual amenity and wildlife connectivity. The majority of the trees are oak or ash, with other species in lesser numbers. The hedgerows are mainly blackthorn, with some hawthorn, hazel, elder, elm and willow.

Generally, the trees and hedgerows are in good condition and Category A and B trees and hedgerows, and hedgerows of ecological value, should be retained where possible as part of the development, unless there are strong urban design or other reasons to remove them.



- Application boundary
- Existing watercourses and water bodies
- Existing tree groups and hedgerows
- Existing trees

2.6 DRAINAGE

Existing Baseline

The River Lodden is located at the northern boundary of Ham Farm and Newhouse Farm. Generally, the site topography of each site falls towards the respective watercourse feature.

A low point of the site is located along the centre of the site (north to south), the topographic survey and OS mapping outline a ditch running northwards along this low point toward the River Lodden.

Fluvial Flooding

The AWP Flood Risk Assessment (FRA) identifies that the developable areas of the site will be kept within the 'Flood Zone 1 – Low Risk' areas to ensure any new development is not at risk of flooding in up to the 1 in 1,000 year return period.





Flooding from Surface Water

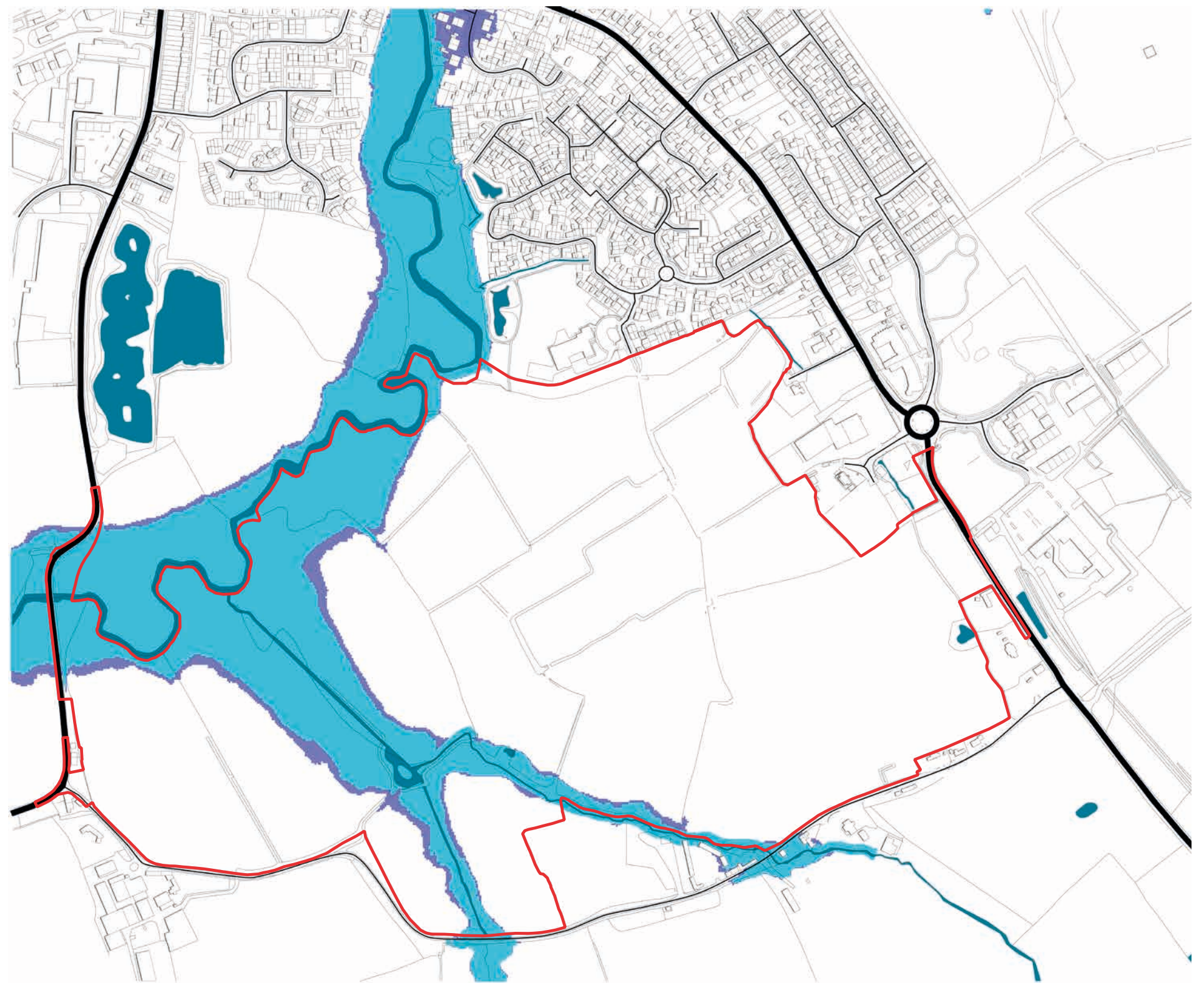
Mapping suggests that some of the greenfield runoff on is conveyed along field boundaries towards the River Lodden. There is an area of surface water flooding adjacent to the River Lodden at the northern boundary of the site.

There is an existing ordinary watercourse which runs along the centre of the site towards the river. This watercourse has a larger area of potential surface water flooding within the central of the site, however this corresponds with the area of Flood Zone 2 and 3 and therefore no developable area will be located within this area.

Future Baseline

Should the proposed development not take place at the site, it is anticipated that the baseline water quality, flood risk and drainage conditions described above would remain largely unchanged, without other significant interventions. However, the potential effects of climate change make it likely that uncontrolled surface run-off from the site will increase in the future.

-  Application boundary
-  Existing watercourses and water bodies
-  Flood zone 3
-  Flood zone 2



2.7 UTILITIES

Electricity

An overhead 11 kV cable enters the west site boundary off New Road (B3092) and just to the south of the highway crossing with the River Lodden. The cable route runs south just inside the site boundary and leaves the site at the south west site boundary at Newhouse Farm on Cole Street Lane.

Another overhead 11 kV cable enters the west site boundary off New Road (B3092) and just to the south of Lodden Lakes. The 11 kV cable route runs east and leaves the site at the eastern site boundary at Shaftsbury Road. Two overhead 11 kV spurs are shown off this cable route. The first spur running east terminated at a pole mounted transformer located inside the east boundary of the site. Overhead LV cable routes run to the north, east and south from the pole and cross the site boundary. The second spur terminates at a pole mounted transformer located inside the south boundary and to the east of Cole Street Farm. Overhead LV cable routes run south from the pole located to the east of Cole Street Farm and leaves the south boundary of the site.

Gas

A 180 mm PE medium pressure (MP) main runs across the centre of the site from west to east. The main enters the west site boundary off New Road and just to the north of the crossing with the River Lodden. The main crosses the River Lodden within the site and runs east (following a meandering route) and leaves the site at the east site boundary at Shaftsbury Road, opposite the Garden Centre access road.

Water

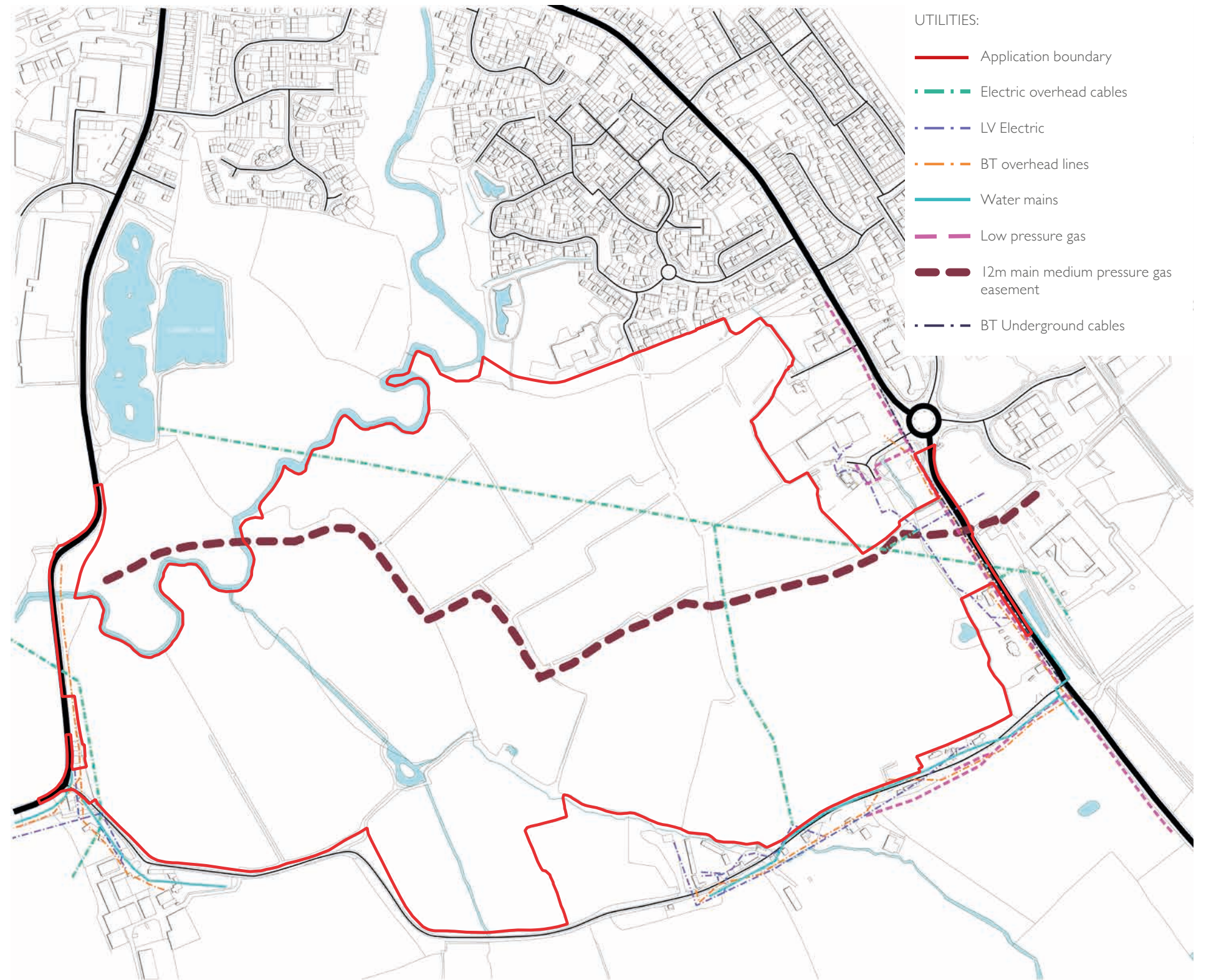
A 4 inch PVC water main is located in Cole Street Lane. The main runs just inside the south site boundary between Pax Cottage and Cole Street Farm.

Telecoms

An overhead cable route is shown just within the west site boundary adjacent New Road. The cable route runs south from the River Lodden to Newhouse Farm Cottages. The route then continues south to south east as a buried cable route crossing Cole Street Lane and terminates at Newhouse Farm. An overhead cable and buried cable route is shown to the south verge of Cole Street Lane that runs from Shaftsbury Road to Cole Street Farm.

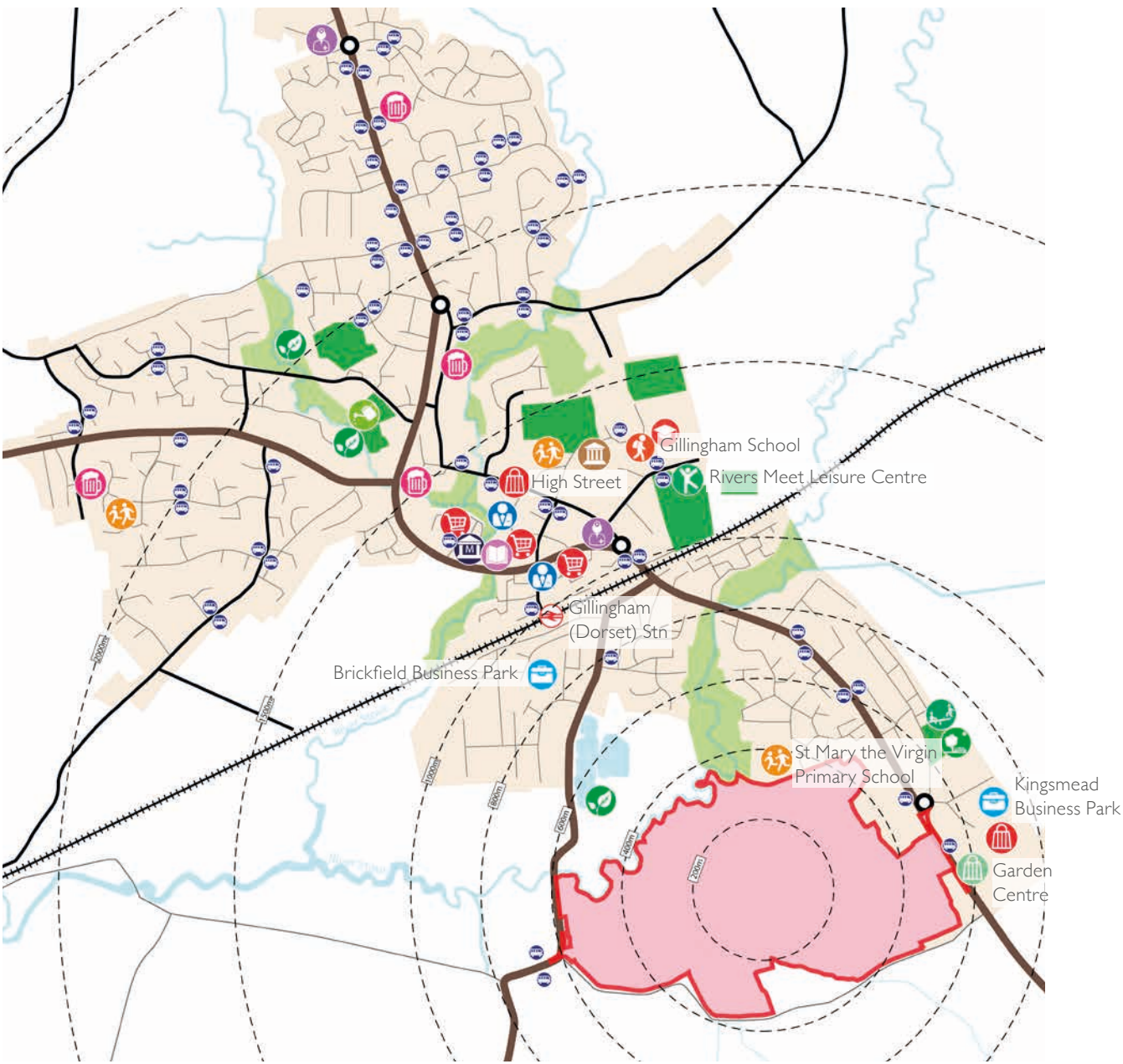
Other

No public foul or surface water sewers exist within the development boundary.



2.8 LOCAL FACILITIES

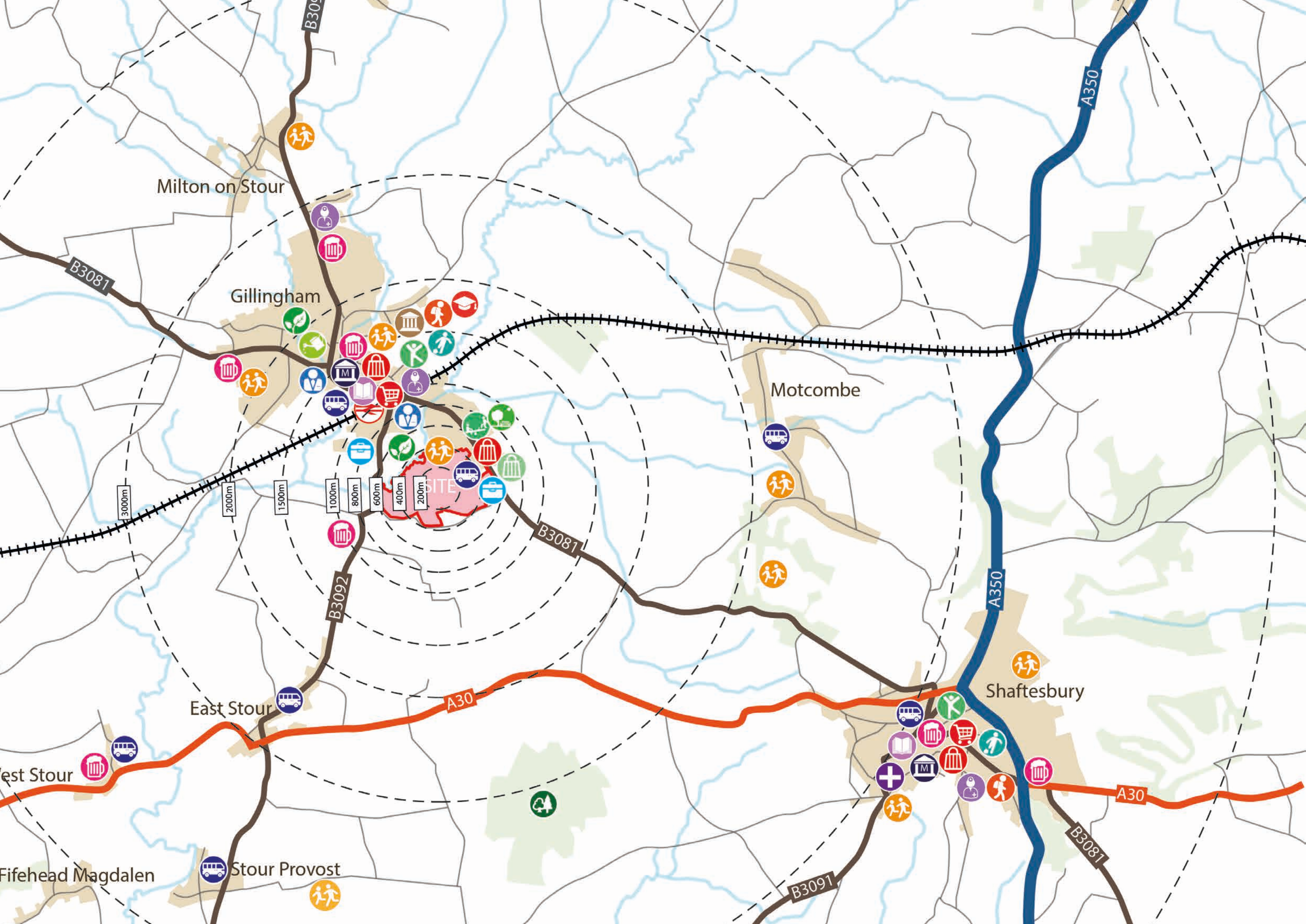
Gillingham provides a good range of services and facilities to support the day-to-day needs of residents while the nearby town of Shaftesbury provides similar and complementary services. For major employment, retail and cultural opportunities residents must travel further afield to the larger settlements of Salisbury, Yeovil or Bournemouth, but good road and rail connections facilitate this. Diagrams on the next page analyse this in more detail.



Facilities in Gillingham showing distance from centre of site

- Application boundary
- Existing settlements
- Existing woodland areas
- Existing watercourses
- Existing railway
- Allotments
- Playground and kickabout area
- Bus stop
- Local park / green space
- Gillingham Town Council Hall
- Pub
- Train station
- Access to the green network
- Primary school
- Surgery
- Playing fields
- Supermarket
- Leisure centre
- Industrial estate
- Major natural green space
- 6th form / technical college
- Major employment centre
- Garden Centre
- Museum
- Library
- Retail
- Secondary school
- Hospital with A & E





2.8 LOCAL FACILITIES (CONT.)

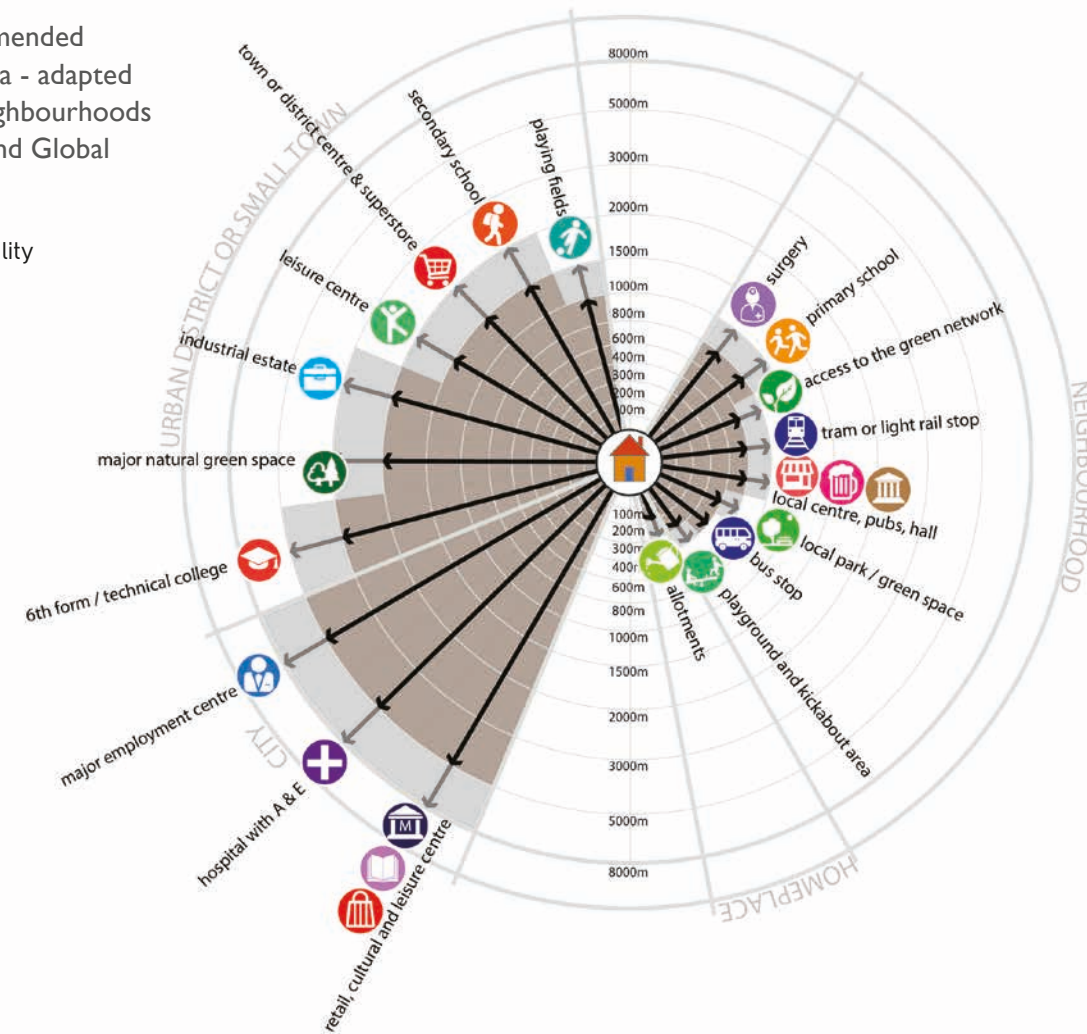
The two diagrams below illustrate how the site meets accessibility criteria benchmarked against best practice guidelines established through evidence-based research (see Barton, H.S Grant, M. Guise, R. 2010. "Shaping Neighbourhoods for Local Health and Global Sustainability." (2nd edition) Routledge: Abingdon).

The first diagram illustrates a range of recommended distances to key local facilities and services, and the second diagram illustrates the extent to which they are accessible from the site. Arrows in blue indicate that these services are already accessible. Arrows in red or orange indicate they are not easily accessible or that accessibility could be improved. For the purposes of this assessment distances were measured 'as the crow flies'.

The assessment illustrates that overall there is good access to a wide range of local services, with particularly strong accessibility to key facilities including a primary school, a train station, a supermarket and a hospital. There is also a good level of accessibility to a surgery, bus stops, natural green space and sports and leisure facilities. There is good potential to improve access to facilities currently identified as having weak accessibility by providing a local centre with associated facilities, local parks, playgrounds and allotments as part of the new development.

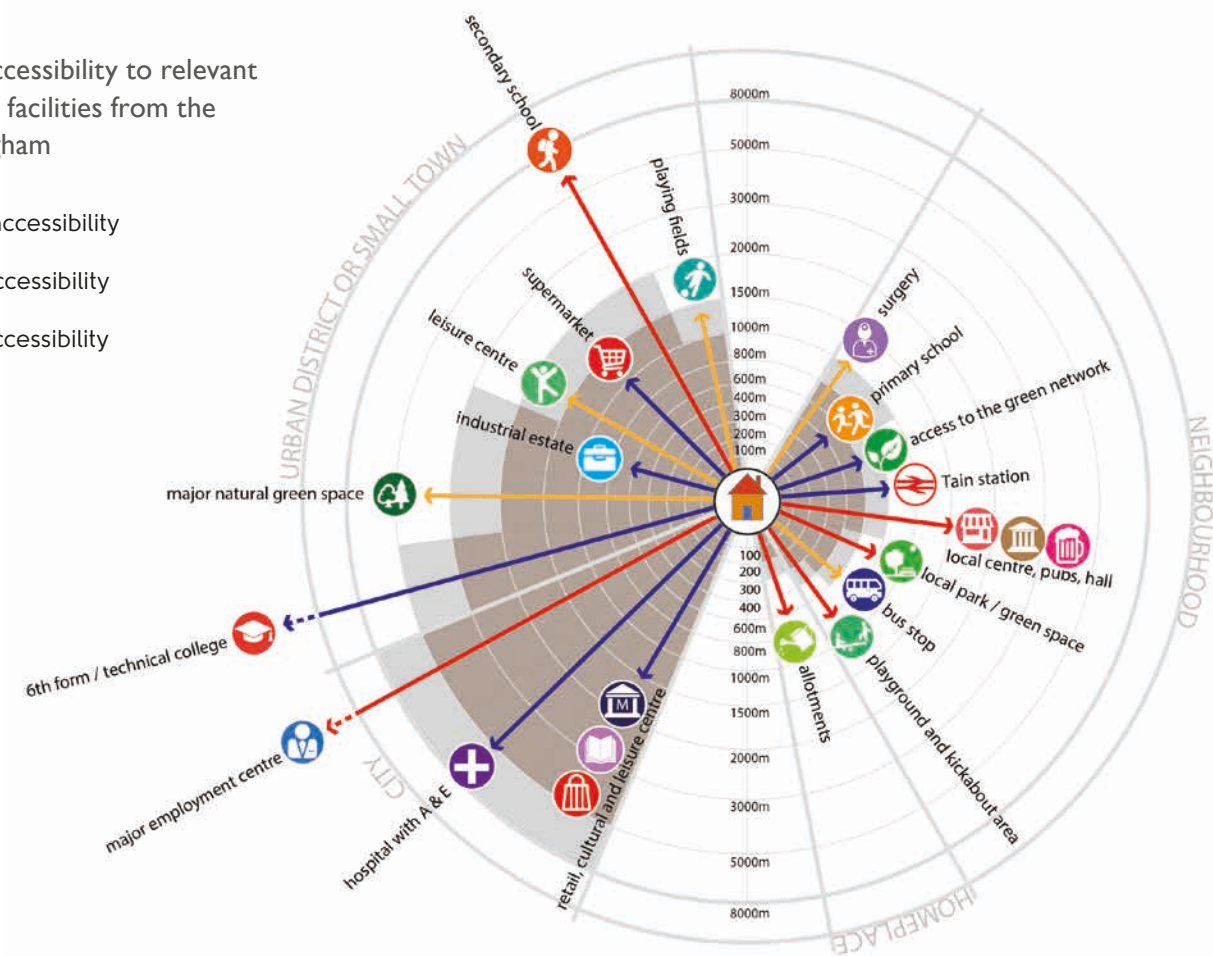
Illustrative recommended accessibility criteria - adapted from 'Shaping Neighbourhoods for Local Health and Global Sustainability'.

← Ideal accessibility



Illustrative accessibility to relevant local existing facilities from the site at Gillingham






- ← Strong accessibility
- ← Good accessibility
- ← Weak accessibility






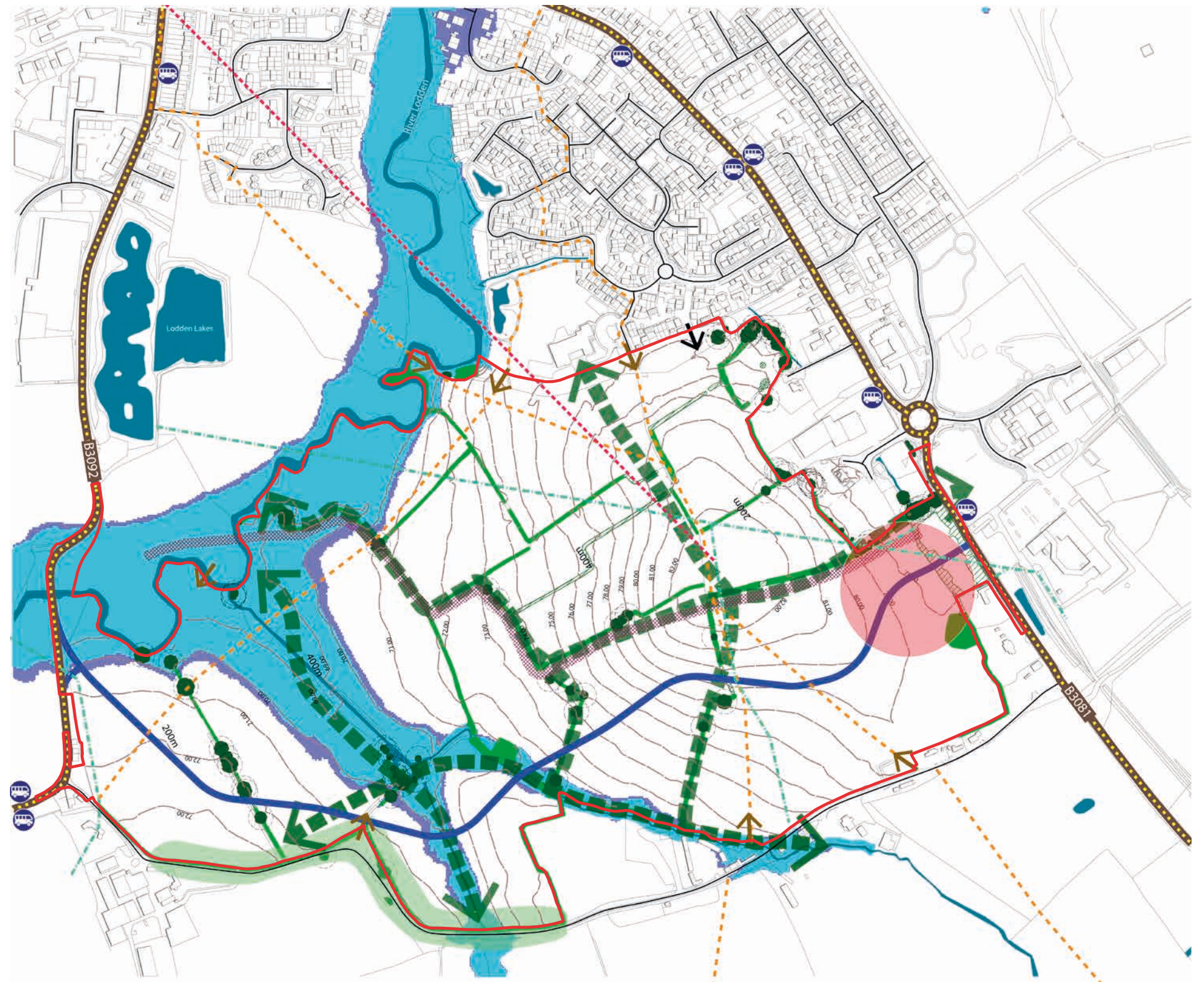
2.9 CONSTRAINTS & OPPORTUNITIES

This diagram represents a summary of all the key technical constraints and opportunities identified through the site analysis process, some more significant than others. The identified opportunities take account of the site's constraints, and respond to them. Together they form the starting point for the development of the masterplan design.

- Application boundary
- Existing roads
- Existing waterways including the River Loddon along the northern boundary

- Constraints**
- - - Existing Public Rights of Way (PROWs) to be retained or rerouted
- - - Existing bus route
-  Existing bus stops
-  Contour lines - 1m
- Flood zone 3
- Flood zone 2
-  Existing trees (incl. 15m root protection zones) to be retained
-  Existing trees to be removed
- Existing hedgerows (including protection zone) to be retained
- - - Existing hedgerows to be removed
-  Existing gas mains pipeline (with 12m easement)
- - - Existing overhead electricity line

- Opportunities**
- Opportunity to have a new principal street and bus route running through the site
- To locate a new local centre, along Shaftesbury Road and central to the wider MPF development
- - - To retain key views of St Mary's Church from the highest point of the site
- To provide structural planting along the southern edge to protect the visual impact of the development from the south
-  To create a network of green routes which includes the existing hedgerows and the flood risk area
-  Create new pedestrian/cycle access points into the site
-  Potential access point for a limited number of vehicles





The background of the slide is a solid teal color. In the upper right quadrant, there is a large, light teal number '3'. Along the bottom edge, there is a silhouette of a landscape. This silhouette includes a church tower with a crenellated top on the right, and several trees and smaller buildings to its left. The entire scene is set against the teal background.

COMMUNITY CONSULTATION

3. COMMUNITY CONSULTATION

3.1 INTRODUCTION

Building upon the consultation already completed as part of the wider North Dorset Local Plan and Master Plan Framework, the applicant team have since focused on a programme of community engagement including a Pre-planning Application Exhibition which was held on Wednesday 13 September 2017 and a Stakeholder Workshop to produce the vision for the extension of St. Mary's Primary School which was held on Friday 29 September 2017.

This programme of community engagement was a direct response to national and local planning policy as set out in:

- Dorset County Council's Statement of Community Involvement (2013)
- North Dorset District Council's Statement of Community Involvement (2006)
- National Planning Policy Framework (2012)

3.2 PUBLICITY

At the beginning of the engagement process, a stakeholder database was developed which included around 100 local stakeholders including members of Gillingham Town Council, Dorset County Council, local schools, churches, community groups, businesses and residents. These stakeholders received, by post or by email, an invitation to the exhibition.

Further publicity for the Pre-planning Application Exhibition involved:

- Distributing 4,200 flyers to households within Gillingham
- Placing press advertisements and press releases with Gillingham News
- Utilising social media including Gillingham Dorset Facebook page
- Liaising with Gillingham Town Council to promote attendance and contribution at the event
- Created a web page, displaying information about the proposals

Those attending the exhibition were invited to sign in. With this information, the stakeholder database was added to with every point of engagement, resulting in a database of over 300 local stakeholders.

3.3 PRE-APPLICATION EXHIBITION

Wednesday 13 September 2017, 3.00pm to 8.00pm
RiversMeet Leisure Centre

The proposals were presented to the wider community at the Pre-planning Application Exhibition which was attended by over 200 people. The design team were on hand to talk with attendees and answer questions and comment sheets were available for completion at the event or submitted later via post or email. A relatively large number of attendees filled out comments sheets - 46 out of around 200 attendees.

Generally, people liked the plans, welcomed the need for more housing and highway improvements, approved of the local centre, appreciated the amount of green space provided and hoped that "the reality is close to the design". However, some comments were qualified by specific concerns including:

- Proposed highway improvements don't go far enough to mitigate the impact of the development - Retain the existing Shaftsbury Road / Newbury (High Street) mini-roundabout
- Ensure adequate provision is made for community infrastructure, including youth clubs and this is delivered, where possible, prior to any housebuilding
- Further traffic calming measures should be employed to mitigate concerns over road safety regarding HGVs and construction traffic. This was especially an issue for residents of Woodpecker Meadows
- Increase both on and off-street parking provision
- Gillingham Community Church keen to occupy proposed community centre
- Major concerns of flooding and the effect of urbanisation on water courses and existing flood plain - especially residents of Cole Street Farm regarding Sette Brook
- Upgrade sewage management
- Respect for neighbours and short construction timescale
- Retention of trees and hedgerows with a commitment to new planting and ongoing maintenance of open space
- Ensure enough employment provision for new residents whilst enhancing and protecting existing businesses along the High Street
- Provision of affordable homes for young or first-time buyers.

Key actions to come out of the feedback include:


- Wider infrastructure improvements to be addressed by Section 106
- Continue engagement with stakeholders to develop community projects
- Design code to ensure sufficient high quality open space provision
- SuDs attenuation basin to address localised flooding issues
- New local centre to complement existing High Street whilst providing new employment opportunities for the town.

GILLINGHAM SOUTHERN EXTENSION PRE-APPLICATION EXHIBITION




You are invited to the
Gillingham Southern Extension Pre-application Exhibition
 to view and comment on proposals for a high quality
 residential led development on land south of Gillingham.

Date and Time:
 Wednesday 13 September 2017 3.00pm - 8.00pm
Venue:
 RiversMeet Leisure Centre, Harding's Lane, Gillingham SP8 4HX



The Gillingham Southern Extension Pre-application Exhibition is being organised by JTP, architects and masterplanners, on behalf of Welbeck Land. If you would like any more information please visit www.jtp.co.uk or contact community@jtp.co.uk or use Freephone: 0800 0126 730.



Pre-application Exhibition flyer (front)



Gillingham Southern Extension Pre-planning Application Exhibition



Sign-in at the Gillingham Southern Extension Pre-planning Application Exhibition



Discussions at the Pre-planning Application Exhibition



Gillingham Southern Extension Pre-planning Application Exhibition



Discussions at the Pre-planning Application Exhibition

3.4 STAKEHOLDER WORKSHOP

Friday 29 September 2017, 1.00pm to 4.00pm
St. Mary's Primary School

As part of the development proposals, a visioning workshop was held for the extension of St. Mary's Primary School. Stakeholders including St. Mary's Primary School, Gillingham Town Council, North Dorset District Council, the Diocese of St. Mary's Church, Gillingham Secondary School, Dorset Family Partnership Zone were invited to attend. The workshop commenced with a brief presentation outlining the development proposals followed by a post-it note discussion to capture the school's aspirations. Attendees then went on a brief tour of the school and finished with a drawing and visioning session and reported back to the rest of the group.

ASPIRATIONS FOR ST. MARY'S PRIMARY SCHOOL

Participants supported the provision of community space within the local centre but were also keen to explore the possibility of additional community space within the extended school buildings.

The school staff and governors were keen that the school should provide a focal point for the new and existing community. They saw this as a particular advantage during the early phases of the urban extension when community facilities in the new local centre might not be fully operational. They welcomed the opportunity to consider how space within the school could be made available to the community and were keen to explore how this might be funded.

The following ideas were put forward during the workshop sessions:

INTERNAL SPACE

- Light, airy design
- Eco-building, ecologically sensitive to surrounding land
- Capacity for more students
- Multi- purpose teaching rooms
- Community use rooms
- Staff meeting rooms
- Expanded nursery
- A clergy meeting room
- A worship centre
- Music rooms
- Expanded kitchen and improved kitchen facilities
- Adequate storage

EXTERNAL SPACE

Expanded external school grounds with different activity areas including:

- More playgrounds close to school buildings
- Quiet spiritual garden
- Forest school area for den building and exploration
- Sport pitches with different surface finishes
- Maintenance of trees where possible
- A play area near the entrance for parents to gather and socialise

SAFETY/SECURITY

- Fencing to begin at new drop-off/parking area from secondary road
- Good visibility of playing fields from school
- Improved entrances with automated locking gates

ACCESS

- Pedestrian and vehicular access from the proposed secondary street to accommodate new pupils living to the south in addition to existing access serving those to the north
- Safe space for coach parking/pick up and drop off from secondary street
- More parking space for parents accessed from new secondary street
- More parking for staff
- Upgrade existing Public Right of Way along boundary of school
- Provide new secure footpath from new drop-off/parking area to south
- Provide additional entrance point into school for children coming from south

FUNDING/GOVERNANCE

- Private/Public collaboration to be explored
- Investigate multiple funding sources on top of section 106
- Consider carefully who will manage and maintain sports pitches and community facilities in the local centre

OTHER ISSUES

- Consider adaptability to future growth in the town
- Consider of Secondary School growth



Discussing the Vision for St Mary's Primary School at the Stakeholder Workshop



Hands-on-Planning workshop

The illustrative plan opposite demonstrates how the School Expansion land could be designed to incorporate the aspirations from the Stakeholder Vision workshop. The exact layout of the school expansion site will be determined at a later detailed design stage.

- Key
- 1 Existing school building
 - 2 School extension
 - 3 Possible community space
 - 4 Spiritual garden (quiet area)
 - 5 Forest school
 - 6 Play area/meeting place
 - 7 Car parking with coach drop off
 - 8 New playing fields
 - 9 Vehicular access from secondary street
 - 10 Allotments (outside school site)
 - 11 Kickabout area (outside school site)
 - 12 Possible alternative play area instead of no. 6 (outside school site)
- School site boundary
- Footpath



Hands on Planning workshop





THE MASTERPLAN



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B3092 NEW ROAD

RIVER LODDEN

ST MARY THE VIRGIN
CE VA PRIMARY SCHOOL

HAM

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KINGSMOOR
BUSINESS PARK

ORCHARD
PARK

B3081 SHAFTESBURY ROAD

B3092 NEW ROAD

COLE STREET LANE

COLE STREET LANE

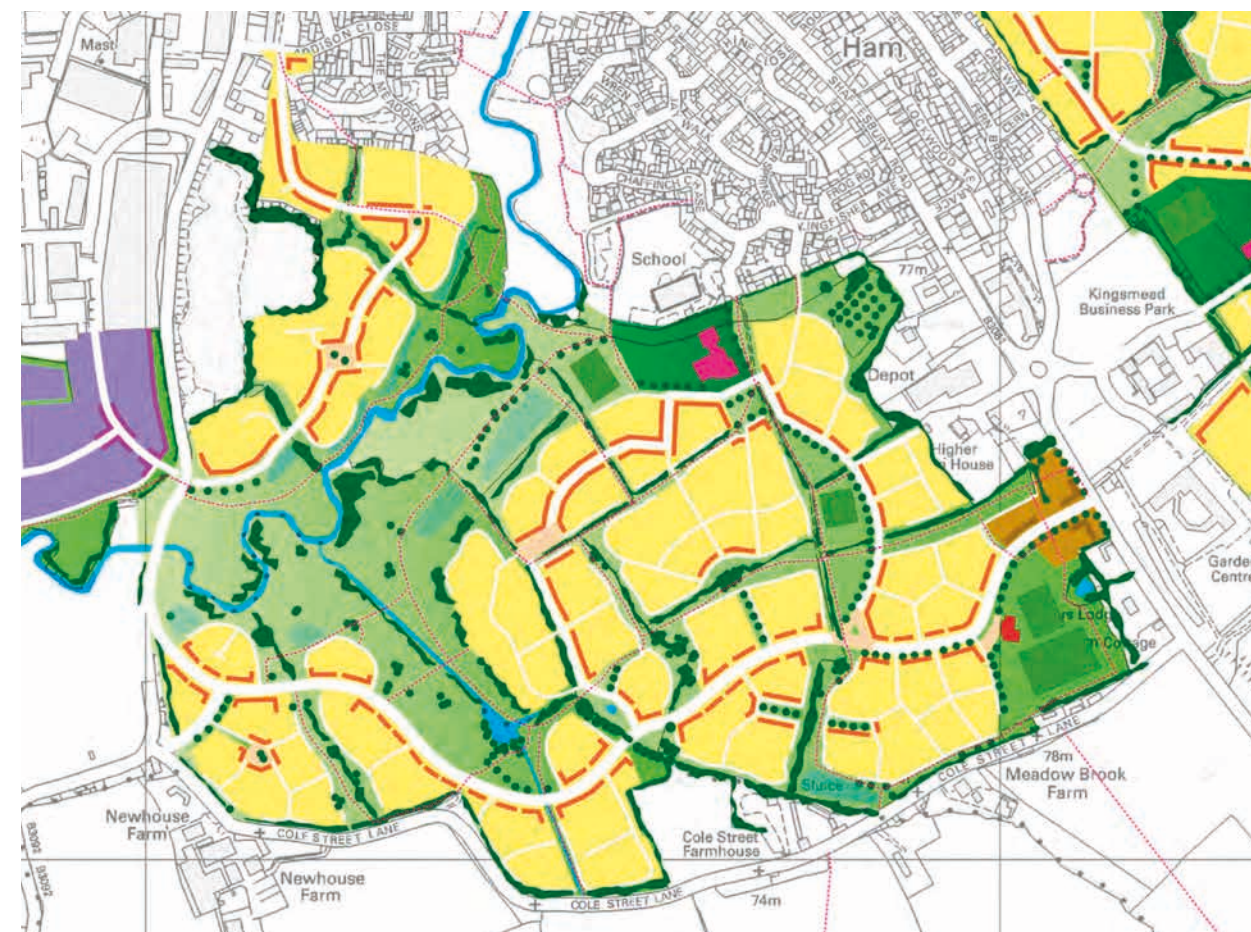
4.1 ILLUSTRATIVE MASTERPLAN

The plan on the facing page has been developed from the concept masterplan and illustrates how the site could be developed in the context of the Parameter Plans to create an attractive residential area including a range of amenities and open spaces. The plan is organised into a number of distinct neighbourhoods grouped around a local centre. These are interspersed with significant amounts of green infrastructure incorporating existing trees and landscape features.

Key aspects of the plan are explained in more detail on the following pages and in subsequent chapters including the Character Areas chapter.

The plan reflects the design principles and aspirations set out in the South Gillingham Master Plan Framework and as a result has a strong affinity with the Illustrative Masterplan set out in that document. An extract of the relevant area is included below.

- 1 Local centre
- 2 Residential neighbourhood (higher density)
- 3 Residential neighbourhood (medium density)
- 4 Residential neighbourhood (low density)
- 5 Potential extension land for St Mary the Virgin CE VA Primary School
- 6 Principal Street
- 7 Indicative secondary street
- 8 Realignment of B3092 New Road
- 9 New junction from B3081 Shaftesbury Road
- 10 Downgrade of Cole Street Lane to a green route
- 11 Sports pitches
- 12 Sports pavilion with changing facilities
- 13 Informal kick about area
- 14 Recreational space with protected views of St Mary's Church
- 15 Allotments/community orchard
- 16 Formal children's play area
- 17 Wetland park and meadows
- 18 Structural planting along the Cole Street Lane boundary to limit the visual impact from the south
- 19 SuDS attenuation basin
- 20 New pedestrian/cycle connections following the alignment of the existing hedgerows
- 21 Pedestrian and cycle (only) access from Pheasant Way
- 22 Limited vehicle link (for 100 units) from Woodpecker Meadow
- 23 Proposed pedestrian and cycle links onto Cole Street Lane
- 24 Low key upgrade to the existing public footpath bridge over the River Lodden



South Gillingham MPF - Extract of Illustrative Masterplan focussing on application site

4.2 ACCESS STRATEGY

INTRODUCTION

The access strategy forms a key component of the masterplan and responds directly to the identified site constraints and opportunities, as well as the objectives set out in the South Gillingham MPF. The main component of the strategy will be the delivery of a new road linking Shaftesbury Road and New Road - the Principal Street – with new/improved junctions at either end. The provision of this road is a requirement of the NDLP and it will be the primary vehicular route through the site and serve a new bus route.

The broader movement framework comprises a highly permeable network of streets and spaces with a clear hierarchy, forming an attractive and legible environment. An extensive network of pedestrian/cycle routes throughout the site; good connections to existing routes into the town and out to the countryside; and the provision of a good range of services and facilities locally; will create a walkable neighbourhood and discourage use of the car for shorter journeys.

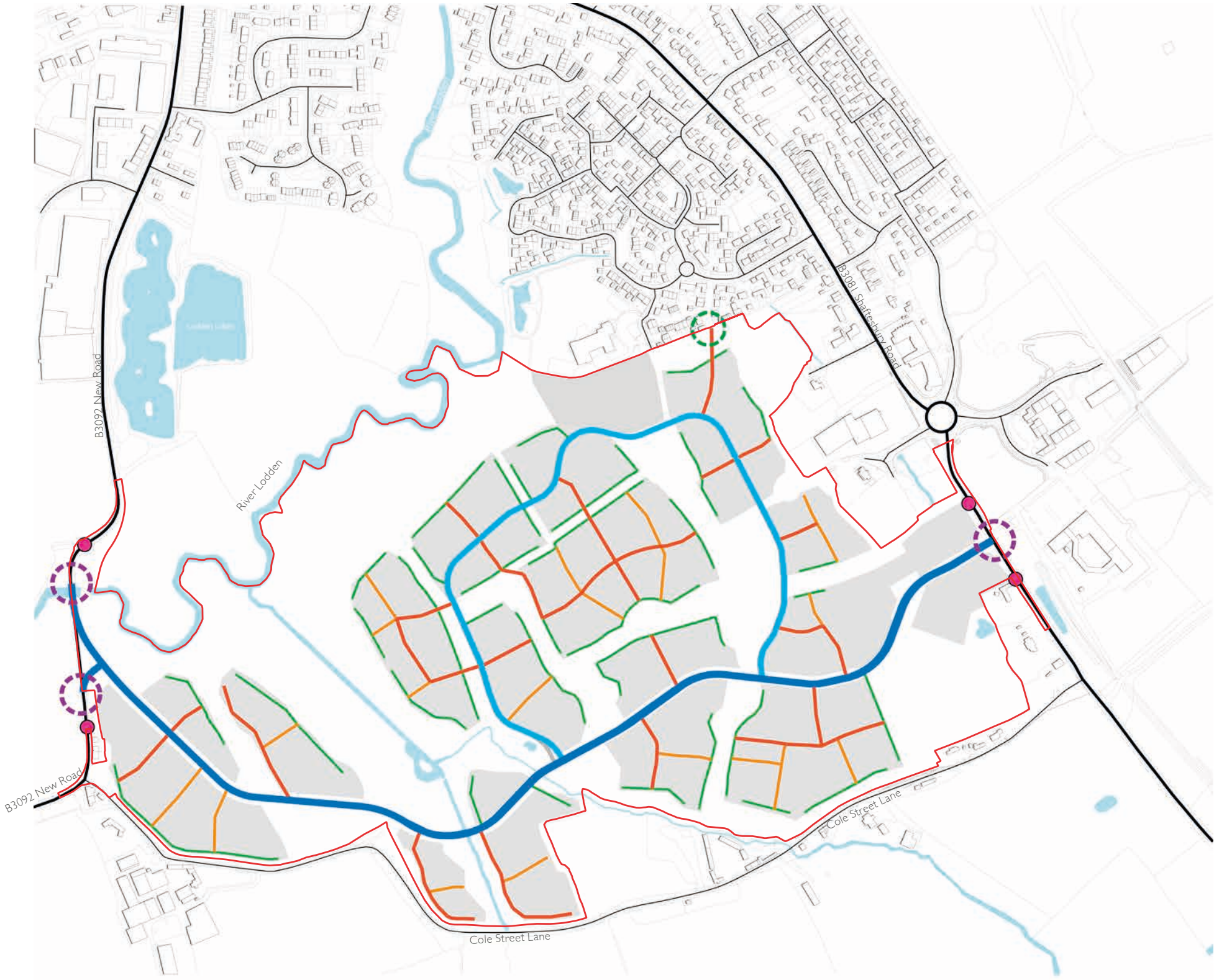
The following pages set out these elements in more detail.

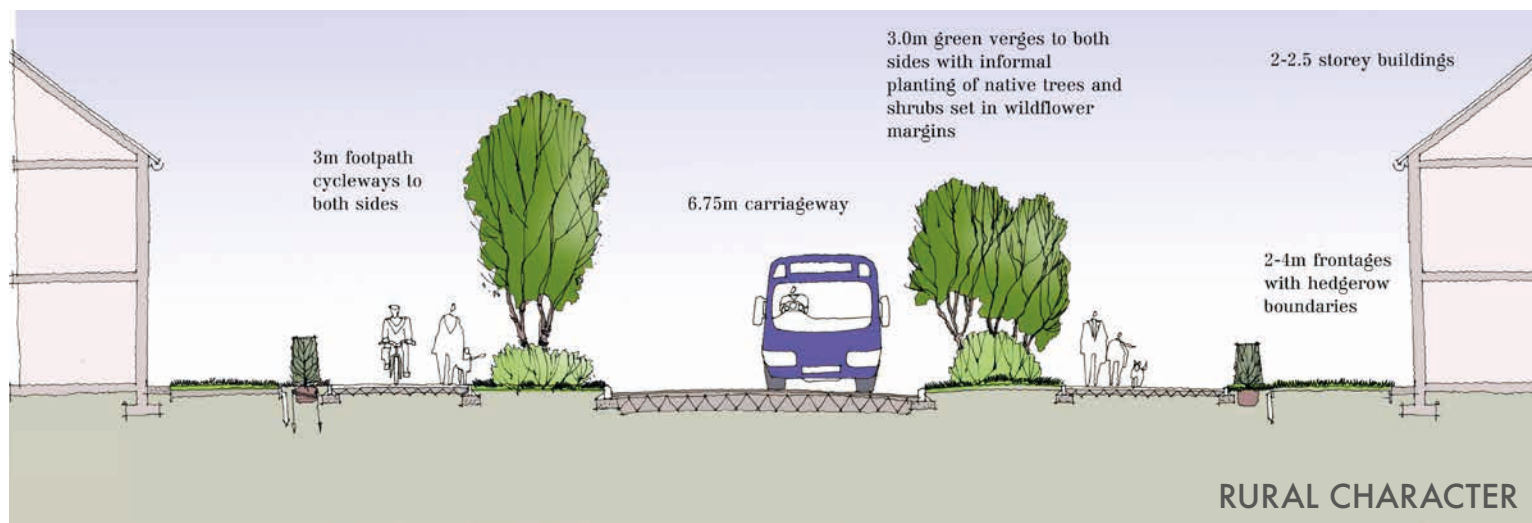
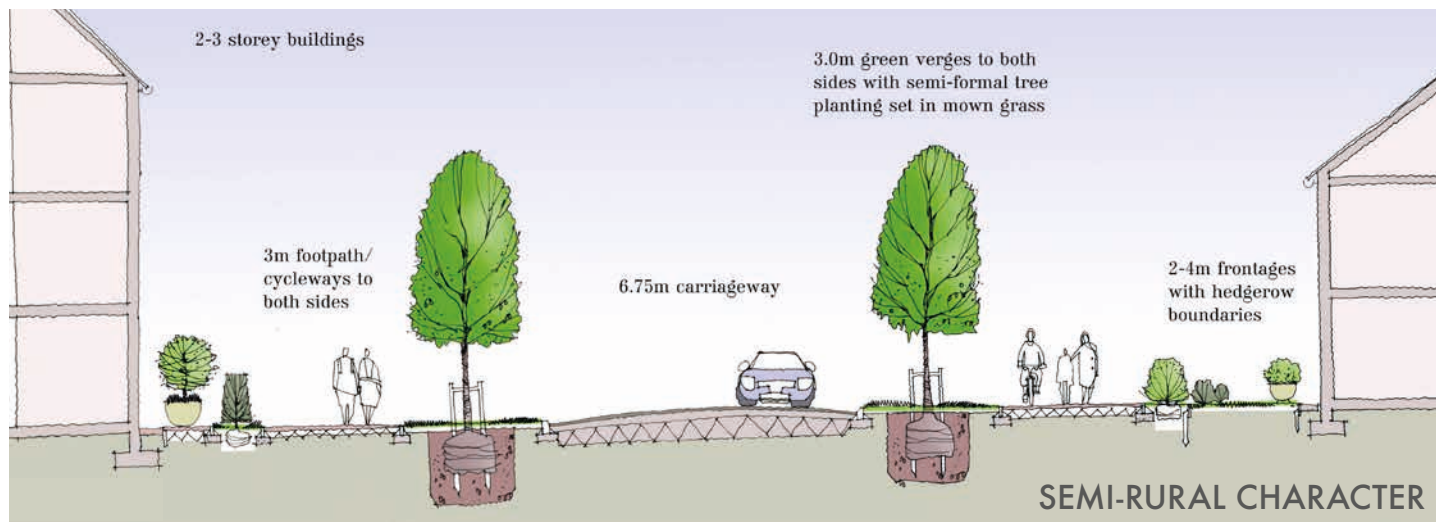
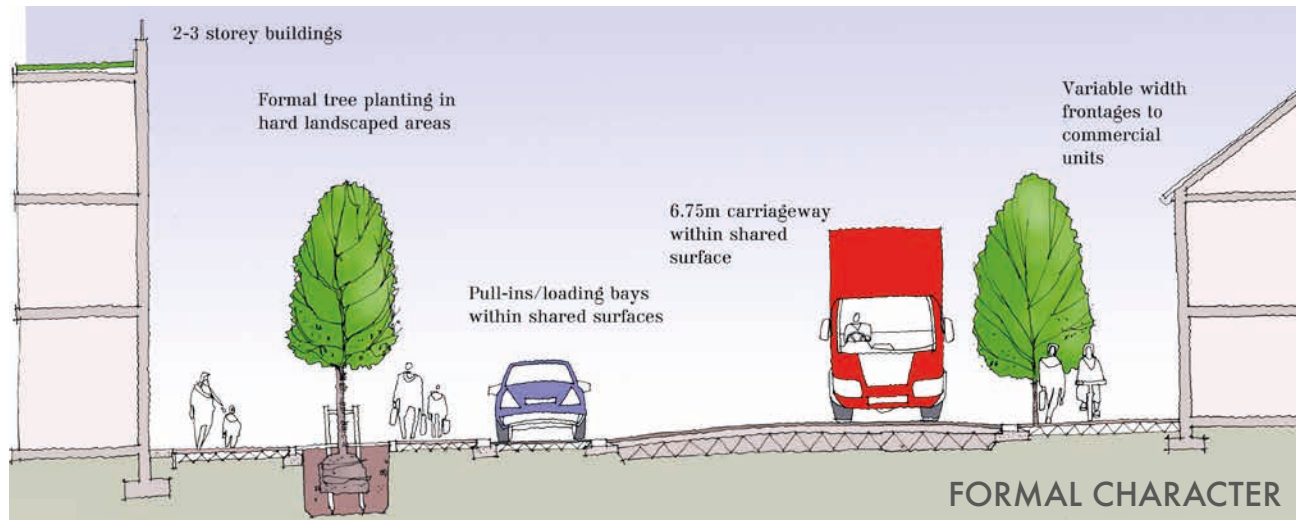
STREET HIERARCHY

A legible and permeable road network has been proposed, providing routes for all road users whilst promoting movement by foot, bicycle and public transport.

A tree-lined principal street runs across the full width of the site linking Shaftesbury Road in the east to New Road in the west. This central street, which also runs through the new local centre, will be served by a bus route when complete. A key secondary route loops around the northern part of the site and the permeable street network is then completed through a series of tertiary routes and shared surfaces, making the development accessible by car, bus, bicycle or foot.

- Principal street
- Secondary street
- Tertiary roads
- Welcome signs
- Lanes / mews
- Edge streets
- Entrances
- Vehicular access point for limited number of vehicles

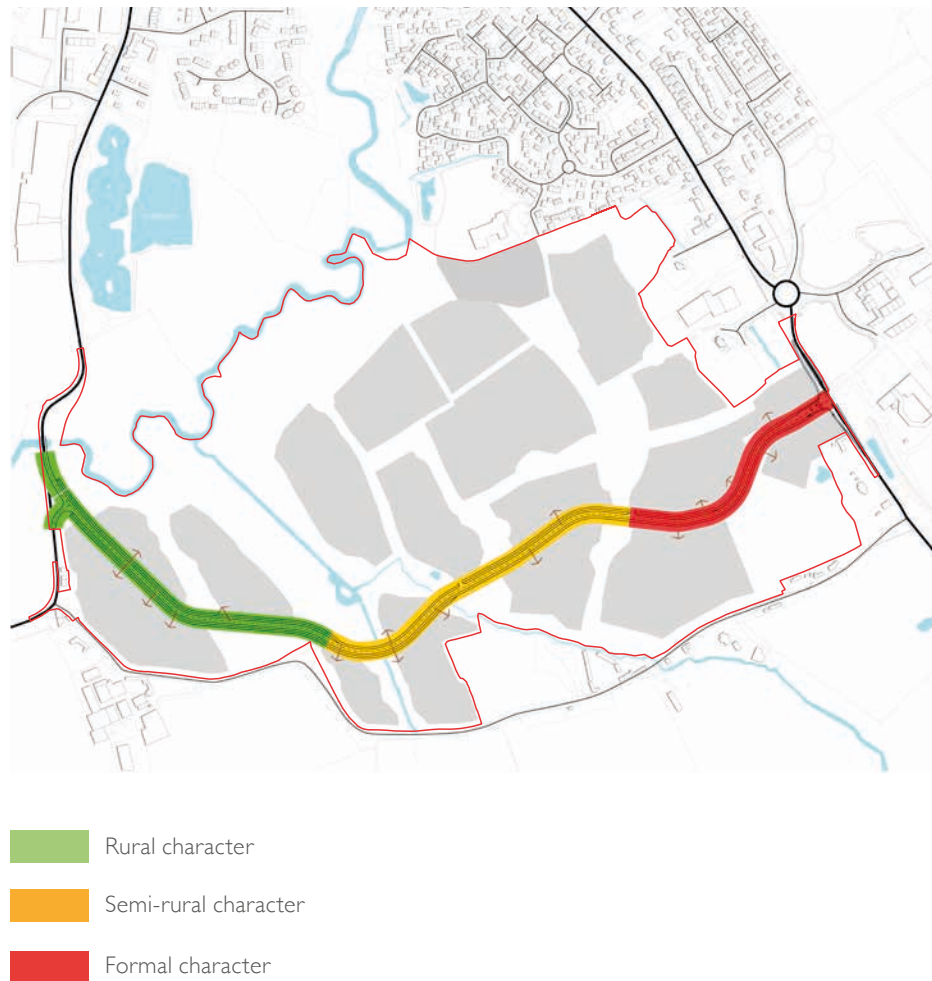




PRINCIPAL STREET

The Principal Street forms the spine of the development, linking the two vehicular access points to the site - Shaftesbury Road in the east and New Road in the west. It will also be served by a bus route, with bus stops at regular intervals to ensure good accessibility for all residents.

The street is designed as a tree lined avenue flanked by footpath and cycle routes, but its character will change as it moves from east to west reflecting a transition from the more urban character of the local centre to the wetland park and lower density housing in the east. The diagram and typical street sections on the facing page show the location of the three distinct character areas and illustrate their principal characteristics.



4.2 ACCESS STRATEGY (CONT.)

PEDESTRIAN / CYCLE ACCESS

The masterplan provides for a fully connected and permeable high quality network of streets, as well as pedestrian / cycle routes of different character within the site. This will minimise barriers to walking and cycling, naturally calm traffic speeds and encourage these modes as an attractive means of travel; and prioritising a “people first, car second” environment. Wide shared-use footway / cycleways will be provided on both sides of the new link road along with suitable pedestrian and cycling crossing facilities.







In addition to the pedestrian and cycle provision at the site access junctions set out above, pedestrian / cycle accesses will be provided in the following locations:

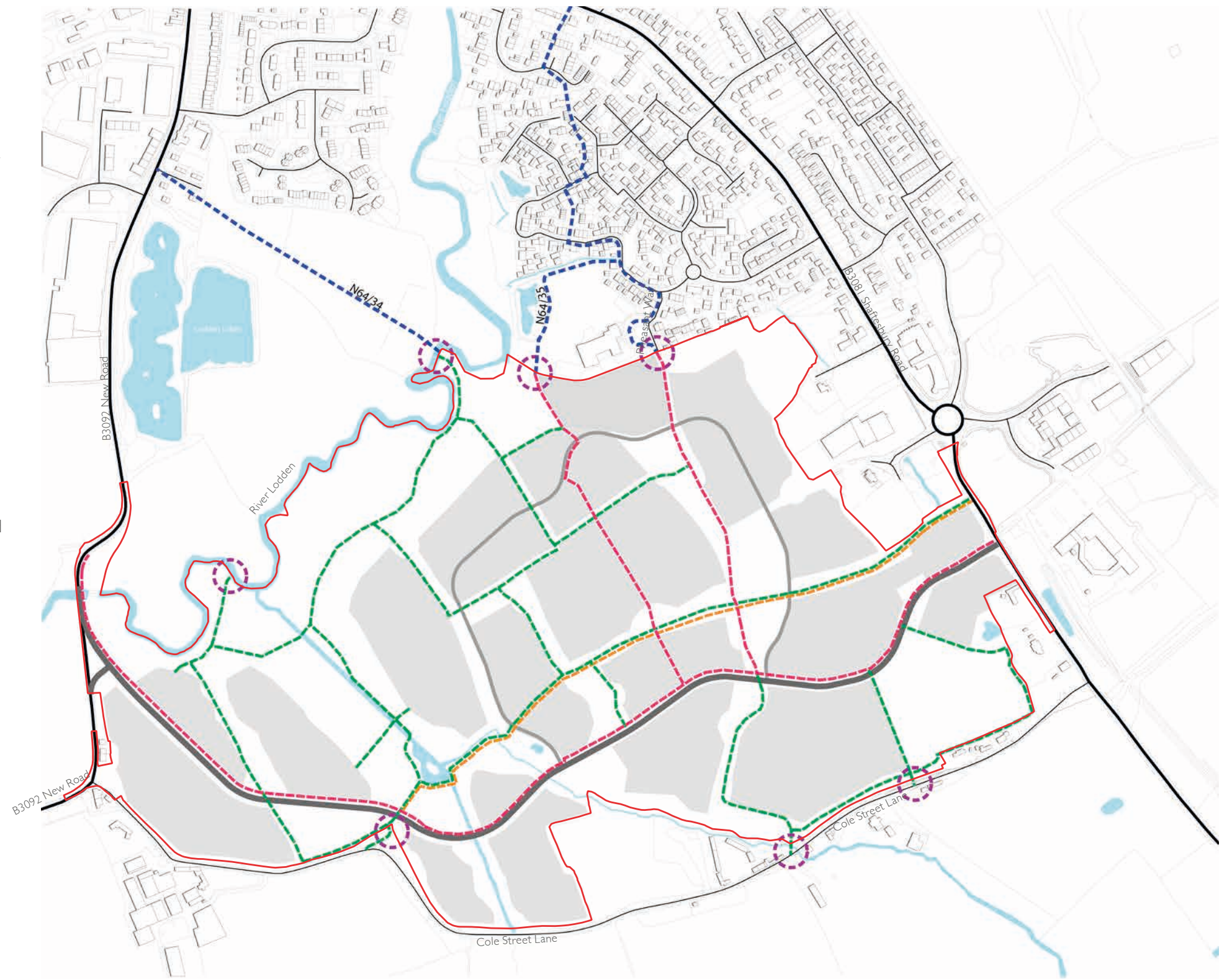
- It is proposed to upgrade the existing Public Right of Way located at the southern end of Pheasant Way to provide a highway quality pedestrian / cyclist link to/from the development. Drainage and surface improvements will be provided to enable all weather access, and a sensitive lighting scheme will be provided;
- There will also be pedestrian / cycle access from the central parcel to the existing informal footpath provision along Lodden Valley.

Improvements to these routes will be undertaken in the form of surfacing and drainage improvements, and provision of sensitive lighting schemes in order to provide attractive pedestrian / cycle linkages to the existing residential development immediately to the north of the site and the town centre beyond.

The development will also assist in bringing forward improvements to pedestrian / cycle routes between the site and Gillingham town centre and other key local destinations.

There are three existing footpath links to Cole Street Lane to the south of the central parcel which will continue to be available as Public Rights of Way accessing the countryside towards East Stour to the south.







- | | | | |
|---|-------------------------|---|------------------|
|  | Pedestrian route |  | Primary street |
|  | Alternative cycle route |  | Secondary street |
|  | Cycle/pedestrian street |  | Entrance |



PUBLIC TRANSPORT STRATEGY

In addition to designing the Principal Street to enable a bus service to route through the site, the public transport strategy has been discussed with Dorset County Council and the following strategy agreed:

- The existing bus stops on Shaftesbury Road and New Road along the site frontage, as well as additional key bus stops within Gillingham town centre and at the rail station will be upgraded.
- Phased increases in bus service frequency (in conjunction with development completions) on the Gillingham – Shaftesbury corridor to a service level of approximately one every 20 minutes between 07:00 – 19:00 Monday – Saturday and potentially a Sunday service (subject to demand and viability) with a good level of service through the site.
- Financial contribution towards the enhancements of the community transport schemes and community led transport initiatives within Gillingham.

-  Existing bus stops
-  Potential locations for bus stops
-  Proposed bus route
-  Existing bus route 1
-  Bus route 1- Realignment along the new proposed Principal Street and New Road
-  Existing bus route 2



4.2 ACCESS STRATEGY (CONT.)

JUNCTION IMPROVEMENTS

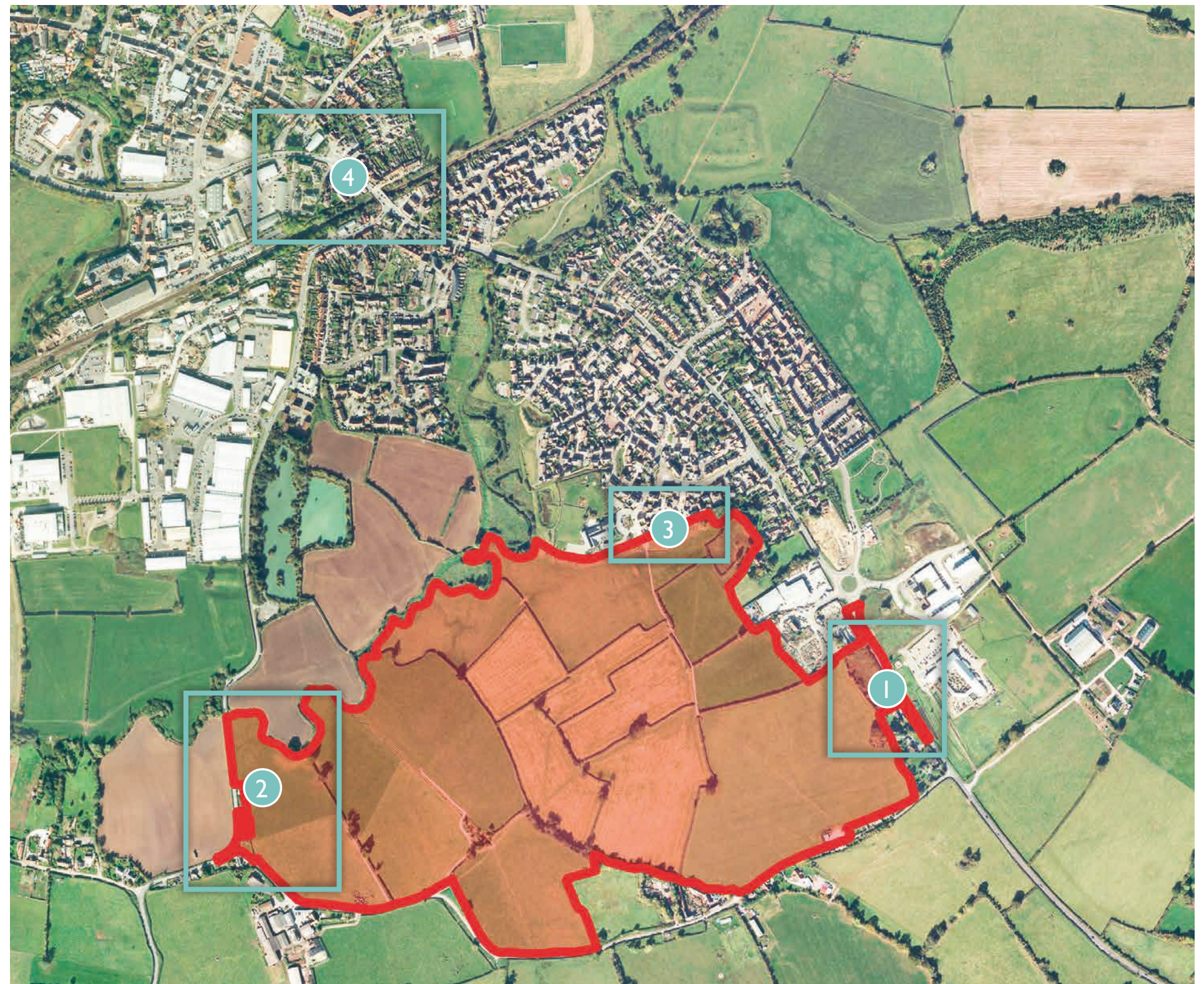
1. B3081 Shaftesbury Road junction - signalised junction to the south of the existing Park Farm roundabout.

The principal access to the central parcel will be via a new traffic signals junction on Shaftesbury Road, located approximately 150m to the south of the existing Park Farm roundabout. The site access arm will have dedicated left and right-turn lanes and there will be a right-turn lane on the northern arm to accommodate vehicles turning right into the site.

Improved footways are proposed along Shaftesbury Road to tie into the existing pedestrian provision at the Park Farm Roundabout. There will be dedicated pedestrian crossing facilities at the junction to enable safe pedestrian movement across Shaftesbury Road. The existing bus lay-by on the southbound direction will be replaced with a new on-carriageway bus stop broadly in the same location.



Proposed access point from the B3081 Shaftesbury Road



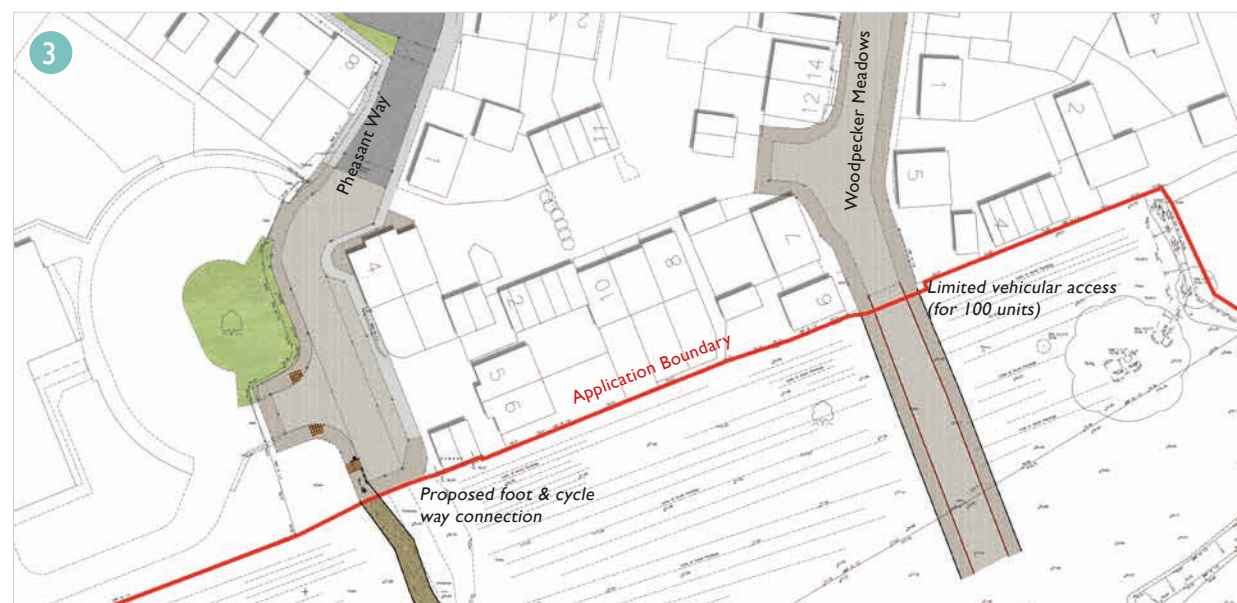
2. B3092 New Road junction

In accordance with the requirements of the adopted Local Plan, a new road link will be provided between the B3081 Shaftesbury Road and the B3092 New Road.

At the western end, the existing B3092 New Road will be extended north-eastwards in the vicinity of Cole Street Lane to form the minor arm of a priority junction with the new road link so that vehicles will have to turn off the new link road to travel to East Stour / A30. The proposed alignment of the new road link avoids the flood plain of the River Lodden and includes the realignment of the existing double bends on the B3092, and a replacement single span bridge over the River Lodden.



Junction improvement and access point from New Road



Detailed drawing of the Pheasant Way and Woodpecker Meadows access points



Detailed drawing of the New Road and Newbury junction improvements on the B3081 Shaftesbury Road

3. Extension of Woodpecker Meadow

It is proposed to extend Woodpecker Meadow into the site to provide vehicular and pedestrian access to a discrete phase within the central parcel. This was allowed for as part of the Local Plan allocation. This link will be controlled so that it forms an access to a maximum of approximately 100 dwellings with no through route to the remainder of the development. Woodpecker Meadow is wide enough for a refuse vehicle to pass a parked car and its junction with Woodpecker Meadow junction provides visibility in accordance with current standards. There will be no vehicle access via Pheasant Way.

4. Off-Site Highway Improvements

The development will also bring forward the following capacity improvements to deal with the traffic impact of the scheme:

- B3081 Shaftesbury Road / B3092 New Road junction – Provision of a two-lane approach on the B3092 New Road using land outside of the highway under the control of the Consortium so that the left-turn manoeuvre from New Road can run simultaneously with the right-turn from Shaftesbury Road (North), as well as better pedestrian provision;
- B3081 Shaftesbury Road / Newbury (High Street) junction improvement scheme – conversion of the existing mini-roundabout to a signalised junction including pedestrian provision; and
- Provision of SCOOT UTC on the B3081 / B3092 corridor – synchronising adjacent sets of signals to minimise wasted green time and reducing stop/delays.

4.2 ACCESS STRATEGY (CONT.)

PARKING STRATEGY

A travel plan has been compiled which identifies opportunities for the effective promotion and delivery of sustainable transport initiatives eg. walking, cycling and public transport, with the aim of reducing demand for travel by less sustainable modes. However, motor vehicles still need to be successfully integrated into the proposals and it is important that this is done in a way which ensures they are conveniently located, but not visually intrusive. The following broad strategy has been adopted:

- Allocated parking for residents will be generally located on-plot or in close proximity to the dwelling, in a variety of forms appropriate to the location, including: to the side or rear of houses, in garages, integral parking or carports.
- Mews and parking courts will be used to accommodate parking to the rear of homes where it will be less visually intrusive and provide easy access to properties.
- Streets will be designed to include defined, on-street, visitor parking bays.
- Shared use of parking areas will be promoted for non-residential uses to minimise land-take.
- Unauthorised parking will be discouraged through design.

Guidance on parking typologies and where they should be located is set out in more detail in Chapter 8 of this DAS - 'Design Coding'.



Streets should be designed to control inappropriate on-street parking

CAR AND CYCLE PARKING STANDARDS

Vehicle and cycle parking for residential dwellings and non-residential development is to be provided in accordance with the standards set out in the following documents:

- Residential Car Parking Provision, Local Guidance for Dorset (May 2011)
- Non-residential Parking Guidance, Dorset County Council.

The local residential parking guidance seeks to ensure that parking provision in new residential developments, both market sale and affordable, is designed to meet expected demand in such a way as to ensure the most efficient use of space and the best urban design.

To calculate the parking requirements for residential dwellings, the Dorset Residential Car Parking Calculator must be used. This can be found on North Dorset District Council's website: <https://www.dorsetforyou.gov.uk/article/397080/Car-and-cycle-parking-standards>

These standards may be reviewed in the future based on changing circumstances. The design of future phases must take into account such changes.

Cycle parking will be provided throughout the development, including on-plot facilities at each home, and attractive cycle stands within the local centre and in public open spaces.



Unauthorised parking should be prevented through design

INCLUSIVE DESIGN

Inclusive design aims to create places without barriers. Where everyone is able to take part in mainstream activities independently and no one is subject to undue effort, separation or special treatment in order to do so.

The Proposed Development will be designed to provide barrier-free access for everyone, with particular regard to the needs of the disabled.

To achieve this, consideration must be given to the requirements of the following key standards:

The Approved Document Part M (Access)

The Proposed Development will be designed and built in full accordance with the Building Regulations that set out technical standards for the quality and performance of buildings. Part M of the Building Regulations concerns 'Access' and ensures that the design of buildings does not preclude disabled access.

The Equality Act 2010

The Equality Act replaces the Disability Discrimination Act (DDA) and aims to end the discrimination which many disabled people face. Legally protecting people from discrimination in the workplace and in wider society. Any requirements set out in the Act in relation to residential dwellings are already covered by the various sections of the Building Regulations, particularly Part M (Access), but the provisions of the Act are relevant to the commercial and mixed-use elements of the Local Centre and the wider public realm.



Ramp access to house

Inclusivity will be considered in all aspects of the public realm design, enabling people with disabilities to use the streets and spaces as easily as possible. Throughout the development, pedestrian paths will have drop kerbs with tactile paving at appropriate crossing points. Many of the streets within the development will be designed as shared surfaces with pedestrian priority and level surfacing aiding access. Detailed design of the public realm will take the following into account:

- Equality regulations regarding level access, ramp gradients, dropped kerbs etc.;
- Current best practice guidance on shared surfaces from 'Guide Dogs for the Blind' regarding detailing of features to aid navigation for blind and partially-sighted people in these spaces;
- Designing a clutter-free streetscape, with a clear zone of sufficient width within the footway;
- Parking to be easily accessible to the house; and
- Building entrances level with the outside.

All these aspects should be carefully considered at reserved matters design stages.

REFUSE STORAGE AND COLLECTION

Waste collection is an essential service and must therefore be carefully considered when planning streets and public spaces. Generally, the provision of well-connected streets and the avoidance of cul-de-sacs will enable routes for waste collection vehicles to be adequately accommodated.

However, it should be recognised that, in some circumstances, it may be inappropriate in overall design terms to modify a layout simply to accommodate the occasional large refuse vehicle. Therefore, other means of waste collection may need to be reviewed with the local waste authority as part of the detailed design process.

Where homes are detached or semi-detached, refuse storage will be located in rear or side gardens, with access for collection from the street. Terraced homes and apartments will either require enclosed storage within front gardens, or have a communal collection area.



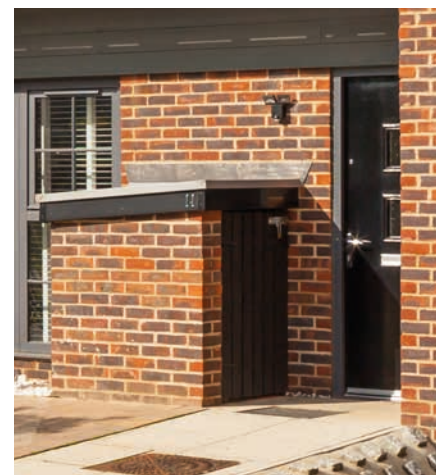
Level access for disabled users



Tactile paving for partially sighted/blind users



Refuse collection



Enclosed storage at the front of houses



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LODDEN LAKES

B3092 NEW ROAD

RIVER LODDEN

ST MARY THE VIRGIN
CE VA PRIMARY SCHOOL

HAM

B3081 SHAFESBURY ROAD

SYDENHAMS LTD

KINGSMOAD
BUSINESS PARK

ORCHARD
PARK

B3081 SHAFESBURY ROAD

B3092 NEW ROAD

COLE STREET LANE

COLE STREET LANE

4.3 LANDSCAPE STRATEGY

The detailed landscape strategy has the following specific objectives.

- Retain the majority of the existing vegetation and boundary trees on the application site and integrate these elements with the masterplan proposals.
- Enhance existing open boundaries of the site with proposed woodland buffer and specimen tree planting to integrate the proposed development into the surrounding countryside.
- Maximise opportunities for habitat creation and wildlife preservation.
- Protect the visual amenity of adjoining properties and integrate development into the existing and proposed townscape.
- Maintain open areas in appropriate locations in order to maximise the contribution of greenspace to the proposed development and the wider visual amenity of the site.

The Landscape Strategy comprises a network of accessible open spaces, linear parklands, running broadly north-south across the site, and secondary greenway links, forming a Green Network across the site which connects with the river corridor, wider landscape and footpath networks. This Green Network not only contributes to the creation of a sustainable scheme that

can be designed in line with best practice, but also contributes to creating a setting that is conducive to healthy living and activities associated with family life. Furthermore, the green components of the site will combine with the sustainable drainage system to provide an Environmental Infrastructure Framework for the site; maximising green linkages and enhancing biodiversity, whilst reducing site runoff.

The detailed landscape proposals reflect the policy guidance, and develop the objectives of the Arboricultural Survey and the Biodiversity Management Strategy. In doing so, they emphasise the core functions required of a high quality mixed use and residential scheme.

In particular, the scheme recognises the rural character of the site and surroundings and, in accordance with the recommendations of the Gillingham Town Design Statement, maintains the sensitive transition between the built form and countryside edge.

The arboricultural report identifies those trees and hedgerows worthy of retention and these are integrated into the development proposals to form the basis of the landscape framework. By supplementing these existing green features, the strategy will deliver significant new areas of woodland planting,

native hedgerows, riverine planting, wildflower meadows and wide areas of grassland for informal recreation purposes. Within the urban structure, street side tree planting will feature throughout the public realm, with smaller trees and hedgerows proposed in front gardens. Where possible native varieties will be used, further enhancing the ecological potential of the site.

The importance of views to and from the site is highlighted in the Landscape and Visual Impact Assessment (LVIA) that accompanies the planning submission. Of particular significance are views from the site to the church tower of St Mary's Church in the town centre. The proposed site layout provides a wide landscape parkland running broadly north-south which preserves and, by way of strategically positioned tree planting, frames views to this important historical building.

The site layout also recognises the significance of the River Lodden corridor as it crosses the north western part of the site, and the two linear parklands running broadly north-south provide pedestrian and cycle connections to the retained river corridor. The retained and proposed structural vegetation will develop linked biodiverse corridors, promoting wildlife across the site and into the wider countryside beyond.

- 1 Sports pitches
- 2 Sports pavilion with changing facilities
- 3 Informal kick about area
- 4 Recreational space with protected views of St Mary's Church
- 5 Allotments/community orchard
- 6 Formal children's play area
- 7 Wetland park and meadows
- 8 Structural planting along the Cole Street Lane boundary to limit the visual impact from the south
- 9 SuDS attenuation basin
- 10 Low key upgrade to the existing public footpath bridge over the River Lodden



Footpaths along existing hedgerows



Sustainable drainage and enhanced biodiversity

4.3 LANDSCAPE STRATEGY (CONT.)

PUBLICLY ACCESSIBLE OPEN SPACE

The linear parklands provide strategic landscape corridors running broadly north to south. The westernmost park follows the stream and comprises a wide riverine landscape. The easternmost parkland, which follows the existing footpath, includes a bowling green, cycle way linkages, and informal green spaces for casual recreation, picnicking and seating. Active play spaces will be created in the western parkland, catering for a range of ages from toddlers to young teenagers. These spaces will include bespoke equipment made from natural materials (timber baulks, logs, rope climbs, and boulders, coupled with robust stainless steel elements).

To the north, the parklands connect to the River Ludden corridor, running north east towards the town and providing a significant greened backdrop to the development parcels in this area. These informal natural green spaces will principally comprise new and retained planting of native trees and shrubs, forming sections of species rich hedgerow set in swathes of wildflower meadow. They will also include small natural swales and high quality pedestrian and cycle connections. The green spaces will be freely accessible by the public, and have the following features.

- Be unrestricted in terms of boundary demarcation and access points, being freely accessible from the adjacent pedestrian routes.
- Include benches and bins.
- Include informal play on the way opportunities.
- Incorporate native shrub and tree planting laid out organically.
- Contain a range of native grassland and wildflower types.
- Encourage interaction with nature.

STREETS AND LANES

The internal system of streets, lanes, courtyards, formal and informal footpaths and cycleways will be defined by native and semi-ornamental planting, punctuated by specimen trees and distinctive “vertical” planting arrangements. This will lead pedestrians through a series of routes, corridors and ‘outdoor rooms’ where the various components will distinguish different spaces and create animation and interest for the user. Ample path side seating will be provided in the form of contemporary timber benches with backs and armrests; with associated low level lighting and litter bin provision.

A consistent palette of materials will be employed across the public realm with feature areas, footpaths and cycleways designated by a clear hierarchy of paving materials, lighting types and signage. Street furniture will be robust, contemporary and selected from a range approved by the adopting agencies and in compliance with Secure by Design principles.

PRIVATE AMENITY SPACE

The private garden and amenity areas will be treated in a variety of ways depending on size, and anticipated usage. As with the public areas, a consistent palette of materials, railing and boundary treatments types and furniture will be promoted to create a unified garden environment across the site character areas.

INCIDENTAL OPEN SPACE

The smaller, incidental areas of open space around the site will be carefully treated to reflect the wider landscape setting with similar planting and hard works detailing to facades, boundary walls and edges, and will include informal seating areas associated with the play on the way stations. Continuing the theme of local community food production, planting of fruiting and berrying species will be encouraged.

CIRCULATION SPACE

Areas of vehicular access will be designed in such a way as to promote pedestrian prominence and safety. A ‘home zone’ or ‘Living Street’ approach will be taken for areas where shared, levelled surfaces, ‘in street’ tree and shrub planting and informal ‘door step play’ opportunities will be created to provide an attractive, secure, traffic calmed street environment for all users. The creation of convivial places across the development will engender community interaction and ‘eyes on the street’ and will compliment local food production and harvesting.

PLAY AND RECREATION

The provision of a range of inventive play opportunities and areas where children feel safe to move about has been paramount in the overall design of the outdoor spaces. Within the main body of the scheme and in the peripheral areas of “Play on the Way”, small local play areas will be designed to cater for younger age ranges from toddler to approximately 8 year old, and will focus on developmental skills: balance, recognition, social interaction, competitiveness, physical exercise combined with play themes that explore and develop an appreciation of their surroundings. These areas and feature objects within the landscape are not necessarily associated with traditional items of play equipment but would be designed in association with attractive seating areas to encourage family use.

In the linear parklands, more structured play spaces and play ‘stations’ will be created as part of the overall landscape structure of the park and will include traditional skills and dexterity improving equipment along with more casual seating and ‘hang out’ areas- set away from the built form but capable of being overlooked and in this way, quietly policed by passers-by and residents in nearby houses



Naturalistic children's play area



“Play on the Way”

4.4 ECOLOGY STRATEGY

The proposals will change an area of predominantly agricultural landscape into an urbanised area with swathes of green space maintaining corridors to the open countryside.

It is intended that ecological mitigation will be undertaken through the provision of green space within the development and also by the planting of extensive structural woodland and scrub belts and the creation of managed grasslands, eco swales and bio retention trenches within development parcels.

Where possible the secondary landscape of the development will be designed to provide wildlife habitat, including the use of plants known to be of value to wildlife. The Sustainable Drainage System (SuDS) will provide additional new wetland habitat, ultimately forming a network within the site and possibly habitat links relevant to the wider landscape.

Other aspects of the development, such as site lighting, will be designed to minimise impacts on wildlife.

Around the eco swales and throughout the wider areas of Public Open Space (POS), a series of butterfly banks and hibernacula will be created to encourage invertebrates, reptiles and amphibians. Information boards will be provided to illustrate the range of species which may be expected to colonise these habitats.

Within the trees along the boundaries of the site, bird and bat boxes will be positioned on existing trees, or on 10m telegraph poles, where larger boxes can be provided to accommodate over-wintering bat populations.



New wetland habitat



Hibernacula

4.5 SURFACE WATER DRAINAGE

The drainage strategy is designed to ensure that surface water runoff resulting from rainfall events up to the 1 in 100 year + 40% (climate change impact) can be attenuated on site.

The surface water drainage strategy will comprise a network of:

- adoptable and non-adoptable underground pipework;
- detention basins;
- hydraulic controls; and
- overland exceedance measures.

Water from the roofs of houses will be collected via downpipes and gutters and be transferred to a new private surface water network, which in turn will route flows to a new adoptable network.

Runoff from the adopted highway will be intercepted by trapped gullies and transferred to the new adoptable surface water network, which will route all storm water flows through the development, prior to discharge to detention basins.

Additionally, Long Term Storage (LTS) has been incorporated into the proposals to provide mitigation against the increased volumes of runoff post development. The incorporation of LTS provides additional betterment with respect to rates of runoff during the higher frequency storm events.

The implementation of SuDS, in the form of strategically located detention basins, will mitigate the potential impact associated with increased surface water run-off. The use of SuDS will also ensure that no significant residual or cumulative impacts, in terms of deterioration in water quality, groundwater recharge, and impacts associated with an alteration to the drainage regime, will affect any sensitive water resource receptors, during either the construction or operational phase.

The Flood Risk and Drainage Assessment demonstrates that, following mitigation, the residual adverse impacts are, at worst, minor adverse to negligible. However, beneficial impacts are also likely to occur in terms of surface water runoff once the development has been completed.

It is considered that the development proposals are acceptable in hydrology and flood risk terms, and that there are no water resource or flood risk related reasons that should prevent planning permission being granted.

4.6 UTILITIES STRATEGY

Electricity

SSE has confirmed that an existing 11kV cable located within Fern Brook Lane currently has some spare capacity, however this would not be sufficient to serve the whole development. SSE has outlined an off-site reinforcement scheme which involves laying a new 11kV circuit (approximately 2.1km long) from the site entrance off New Road back to the Gillingham Primary Substation. Work to lay new cable ducts beneath the railway is likely to have a long lead in time.

Gas

SGN has confirmed that the development can currently be supplied from the existing 180mm medium pressure gas main that crosses the site. A minimum of one gas governor will be required (approximately 5m x 5m land will be needed for the governor).

Water

Wessex Water (WW) has advised that significant offsite main laying works are required, potentially comprising approximately 1250m of new 250mm water main. The nearest point of capacity is north of the railway line and a new railway crossing will therefore be required. In addition, the reinforcement/up sizing of approximately 1.6km of existing 9" AC water main will be required.

Foul Drainage

WW has advised that significant off-site reinforcement works are likely to be required and has outlined two potential schemes to provide the necessary improvements. Further discussion with WW is ongoing to define the scope of the off-site sewer network reinforcement needed and to determine the most cost effective solution.

4.7 CHARACTER AREAS

In line with the townscape strategy set out in the MPF, a number of character areas have been developed for the application site.





Artist's impression of view from Hill Top Park towards St Mary's Church tower



Precedent for homes of up to 3 storeys in height set within carefully considered landscaped space

CHURCH VIEW

Housing framing views to St Mary's Church

Church View will form part of the first phase of development and therefore it is particularly important that it sets the right tone for the development with high quality design and well considered landscape spaces. The area will contain higher density housing with a more urban character and homes of up to 3 storeys in height.

The edges of the area will be carefully designed to respect the existing homes and businesses to the north and east, with carefully controlled access between the two. A secondary level street runs through the centre of the area, linking the primary school extension to the Village Core and skirting the edge of an open space - Hill Top Park - which will offer views north towards St Mary's church tower.

VILLAGE CORE

Higher density and more formal housing around the Local Centre and sport pitches.

The Village Core will be the most urban part of the site, containing the new Local Centre and higher density housing to either side of the Principal Street. It also includes an easily accessible area of formal sports pitches, with changing facilities and parking, immediately adjacent to the Local Centre.

The Local Centre will contain a broad mix of uses and these are described in more detail on the following pages. Buildings will be up to 4 storeys in height and include commercial/community uses at lower levels with residential apartments above. There is also the potential for the inclusion of specialist housing for older residents, ideally located within easy walking distance of essential local services, including public transport into the town centre.

Outside the local centre, houses will be up to 3 storeys in height, with a reduction to 2.5 storeys on the southern side of the Principal Street. There will be a higher proportion of smaller terraced and semi-detached homes in comparison to other parts of the site, with larger properties used to emphasise key corners or ends of streets.

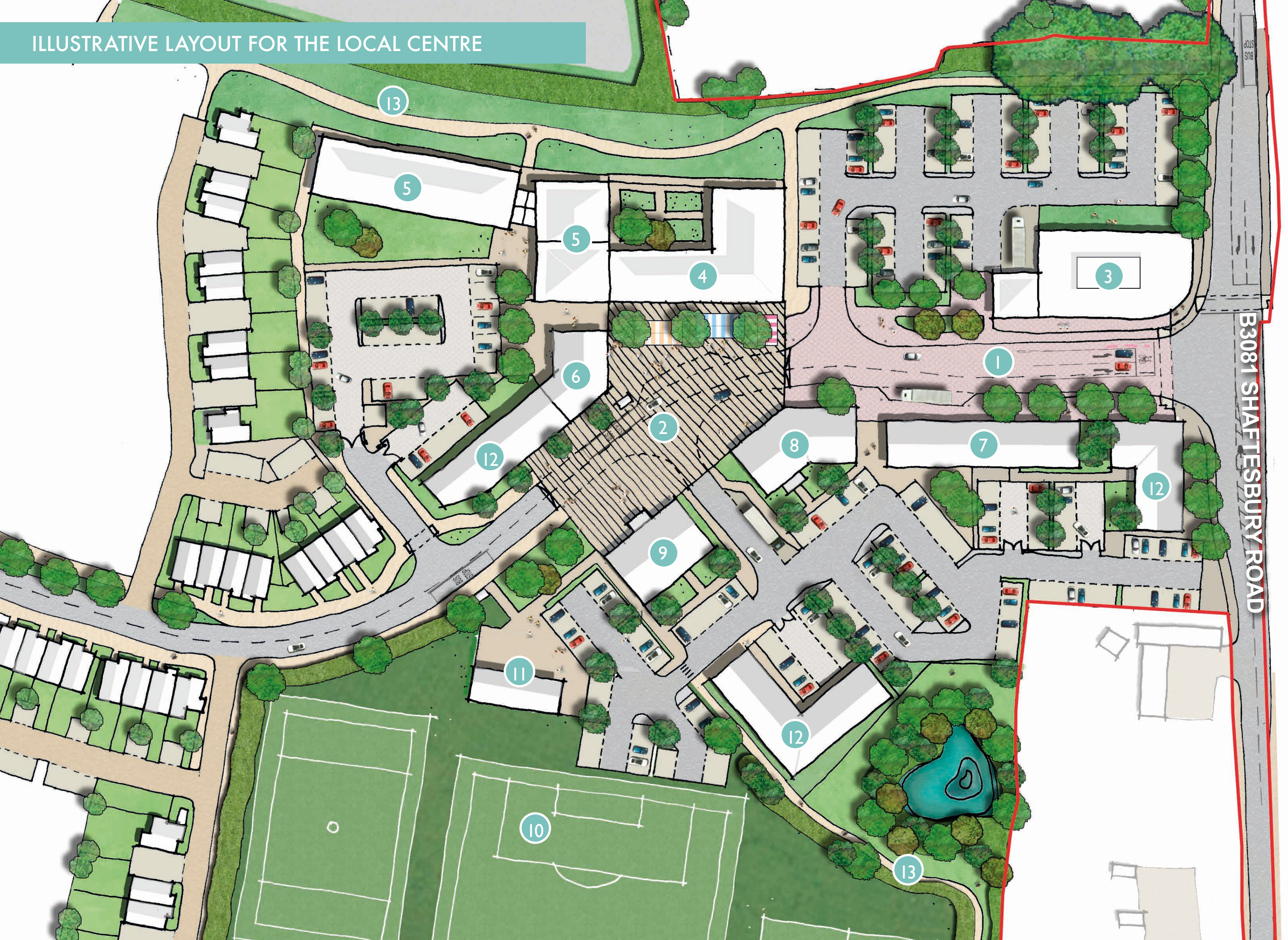


Precedent for 4 storey building with commercial uses on ground floor and residential above



Precedent for 3 storey terraced homes

ILLUSTRATIVE LAYOUT FOR THE LOCAL CENTRE



VILLAGE CORE - LOCAL CENTRE

Local Centre - Creating a southern gateway to Gillingham and serving both new and existing residents.

A new local centre is the primary element within the Village Core character area, meeting residents' day-to-day needs and providing a focus for this development and the wider southern extension. The local centre is located either side of the primary vehicular access from Shaftesbury Road, a high profile location enabling easy access for both new and existing residents and creating a southern gateway to Gillingham.

The plan opposite shows how the Local Centre could be designed with new facilities provided around a small high street and village square. The exact uses will be determined at detailed design stage, but this application provides flexibility to include a broad range of retail, community, health, leisure and housing uses to meet local demand.

- | | |
|---|---|
| 1 Shared surface high street | 7 Small retail units on the ground floor with residential units above |
| 2 Village market square | 8 Pub/restaurant |
| 3 Convenience store | 9 Multi-functional community hall |
| 4 Health facility on ground floor with independent living (extra care facility) above | 10 Sports pitches |
| 5 Independent living (extra care facility) | 11 Sports pavilion with changing facilities |
| 6 Cafe on the ground floor with residential units above | 12 Residential apartments |
| | 13 Pedestrian/cycle connections |



Artist's impression of local centre. View looking south-west from main site access on Shaftesbury Road

HAWTHORN CRESCENT

Medium density housing structured around existing hedgerows

Hawthorn Crescent sits at the centre of the site on land sloping down towards the river valley. The streets and spaces are aligned to facilitate the retention of several existing trees and hedgerows which will form a distinctive network of green spaces around and through the area.

The area is defined by medium density housing with homes of up to 2.5 storeys in height, with the exception of the parts closest to the Principal Street and Secondary Street where taller buildings and higher densities are appropriate.



Precedent for medium density housing served by traffic calmed street



Precedent for taller homes fronting Principal and Secondary Streets



Precedent for informal edge treatment to Lodden Meadows with wetland planting

MEADOW BROOK

Semi-rural housing overlooking the River Lodden and meadows

Meadow Brook is an area of medium density housing with a more rural character than Hawthorn Crescent, reflecting its role as the principal edge to the Lodden Meadows character area. A higher proportion of detached homes and a more informal character to streets around the edge will help to define a sensitive transition to the open spaces of the meadows and form an attractive backdrop to views across the river from the north.

LODDEN MEADOWS

Informal wetland with meadow planting

Lodden Meadows is an extensive area of informal natural green space leading down to the banks of the River Lodden. It will include new and retained native tree and shrub planting, forming sections of species rich hedgerow, set in swathes of wildflower meadow, with small natural swales and high quality pedestrian and cycle connections.



Precedent for wildflower meadow/ wetland planting



Precedent for pedestrian boardwalk



Artist's impression of view from open space towards play area and Duncliffe Wood

DUNCLIFFE VIEW

Semi-formal housing with expansive views of Duncliffe Wood

Duncliffe View is a medium density housing area with two distinct aspects. The first, facing the Principal Street, will be relatively formal in character with buildings of up to 3 storeys creating a strong edge to the street. To the south, fronting Cole Street Lane, homes will be slightly more informal and up to 2.5 storeys in height. Along this edge they will be able to take full advantage of southerly aspect and attractive views towards the key local landmark of Duncliffe Wood.



Precedent for homes with a more informal character

NEWHOUSE GREEN

Low density rural housing

Newhouse Green forms the western gateway to the development and contains the important new junction between the Principal Street and the B3092 New Road. It will be an area of low density housing, with a high proportion of detached homes and generous gardens. This will create a less built up character appropriate to the more rural feel of this part of the site.



Precedent for low density village style homes



Precedent for larger detached homes fronting green space





PARAMETER PLANS

5.1 INTRODUCTION

The following parameter plans form a key part of the outline planning application and will be formally approved as part of the planning permission. The plans set out the proposed parameters for key aspects of the masterplan design as follows:

- Red Line Plan (PP 01)
- Land Use (PP 02)
- Density (PP 03)
- Building Heights (PP 04)
- Access and Movement (PP 05)
- Landscape Strategy (PP 06)
- Indicative Phasing (PP 07)

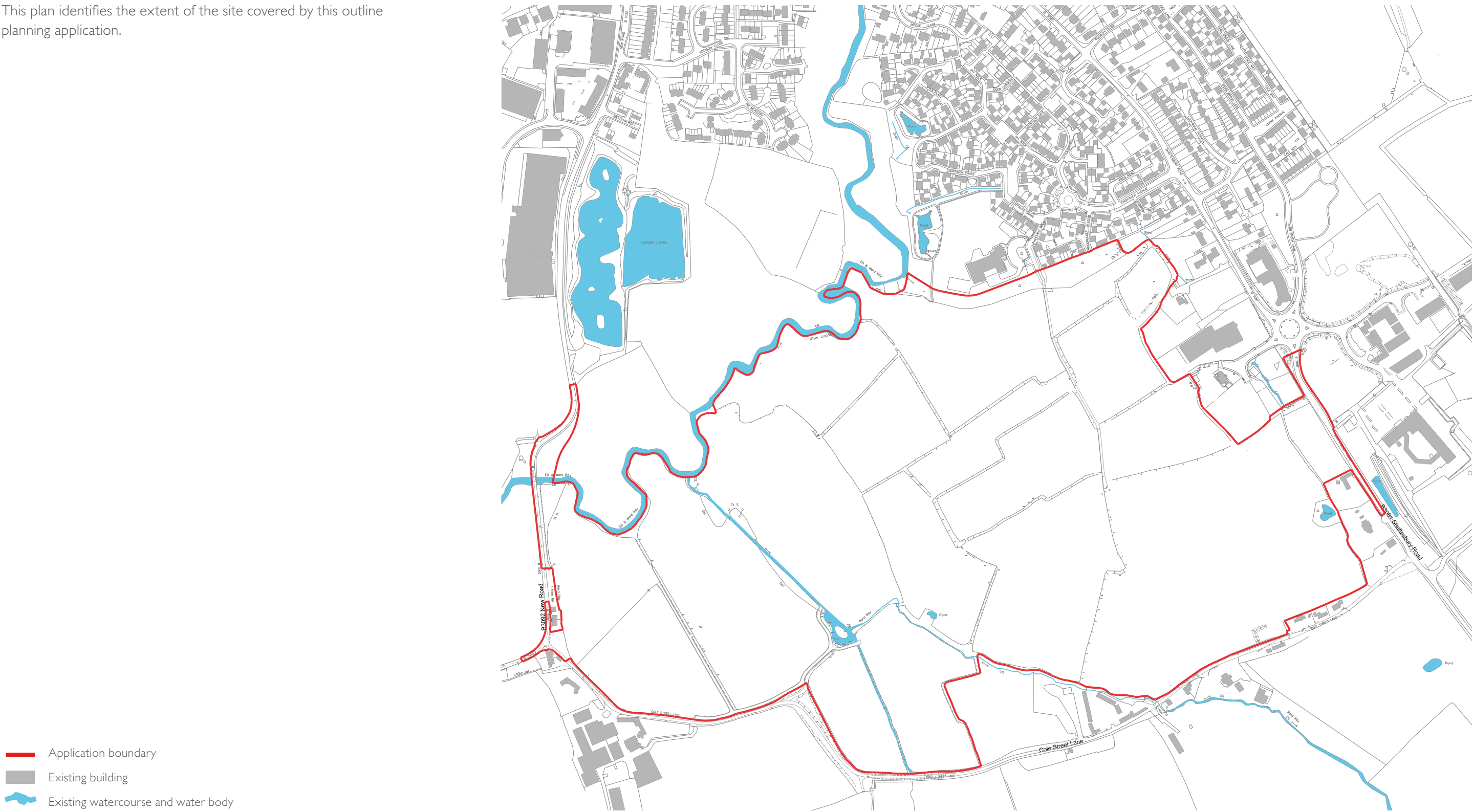
Because this is an outline application it is not yet possible to define these elements exactly, so the parameter plans provide an agreed framework within which there is a degree of flexibility to account for changing circumstances as detailed designs are worked-up at a later date. Accordingly, each of the plans has notes which set out any assumptions and/or agreed tolerances which are relevant to the plan.

Development will occur in phases, and each detailed reserved matters application when it comes forward will need to comply with the approved plans, helping to ensure compatibility between different phases, but with enough flexibility to encourage an attractive degree of variation. The parameters are also necessary to ensure that the masterplan is implemented within the scope tested in the Environmental Statement (ES).



5.2 RED LINE PLAN (PP 01)

This plan identifies the extent of the site covered by this outline planning application.



5.3 LAND USE (PP 02)

This parameter plan illustrates the location and maximum extent of land proposed for the uses to be provided on site.

- The orange areas denote the proposed residential uses (Use Class C3) including affordable homes and doorstep play.
- The dark red area denotes the mixed-use local centre which has the potential to include a range of uses including retail (A1), food and drink (A3-A5), Business Hub/office (B1), residential (C3), health centre (D1) and associated car parking. An indicative detailed design for the village centre can be found in the Character Areas chapter.
- The mauve area denotes an extension to the existing primary school just to the north of the site boundary.

More detail on the proposed open spaces is shown on the Landscape Strategy parameter plan.

- Application boundary
- Existing building
- Existing watercourse and water body
- Existing road
- Proposed Principal Street*
- 30m corridor for Principal Street**
- Residential development parcels
- Mixed use / Local Centre
- Primary school extension
- Children's play area (NEAP_with 30m buffer)
- Children's play area (LEAP) with 10m buffer
- Village square
- Formal sports pitch (incl. community building)
- Informal kickabout area
- Allotment

- Proposed structural planting
- Informal public open space ^
- SuDS attenuation basin ^^

Notes:

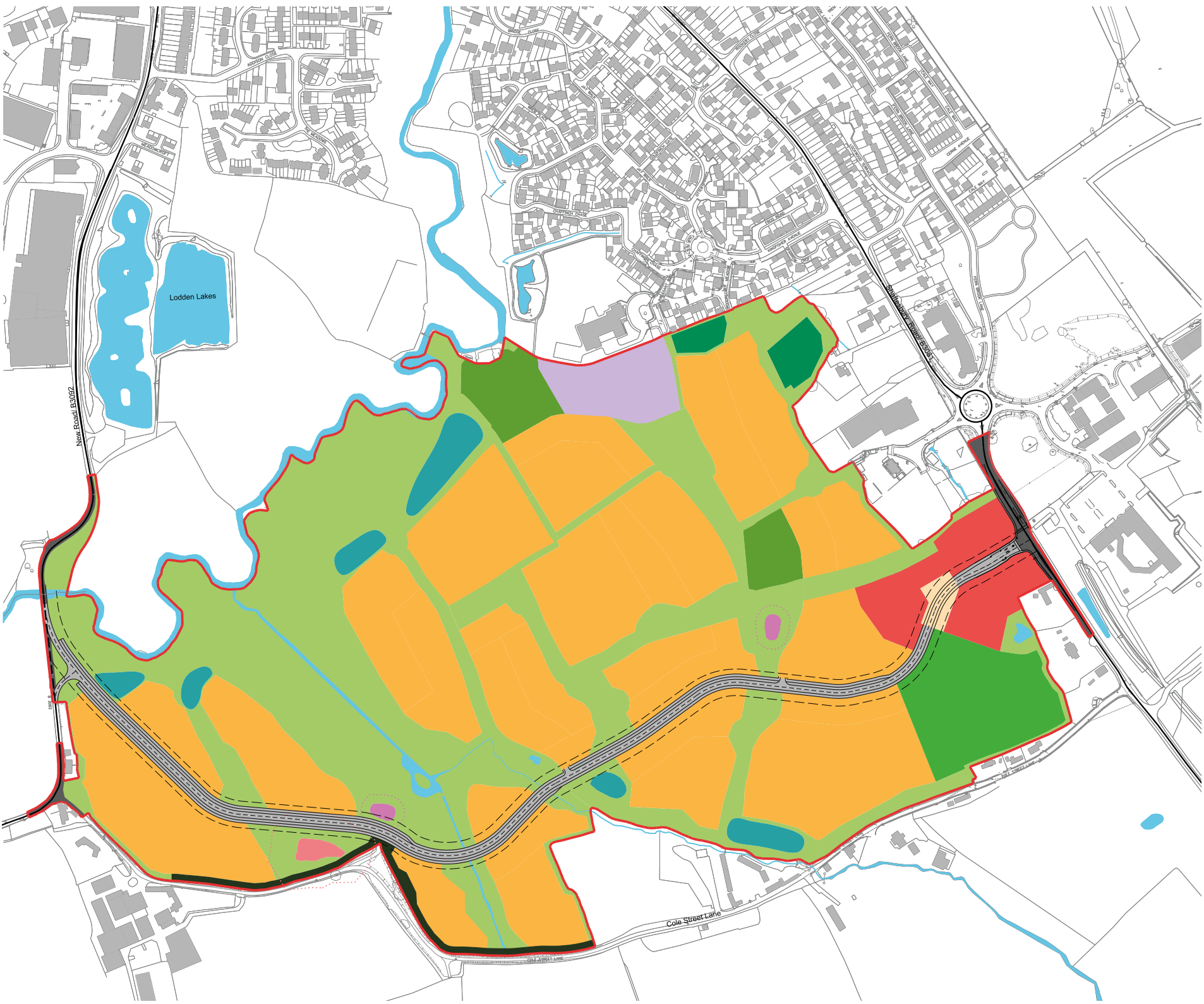
All land uses can deviate +/-5m within the application boundary

*Proposed Principal Street includes carriageway, green verges and footway/ cycleways. The road layout as shown on the Parameter Plans is indicative only.

**The alignment of the Principal Street may deviate within the limits of the 30m corridor, subject to highway detailed design and on-site constraints. The adjacent land parcels will be adjusted accordingly.

^ The different types of green spaces within the public open space are described in the Landscape Strategy Parameter Plan

^^ The SuDS attenuation basins proposed show the area to accommodate the volume required however the shapes are indicative.



5.4 DENSITY (PP 03)

The plan identifies the proposed residential and mixed-use densities across the site measured in dwellings per hectare (dph). A range of densities are provided across the site to generate enhanced visual interest through variety of built form.

The highest density area is proposed in the Local Centre, where this will principally be delivered in the form of flatted accommodation. The next highest density areas are located along the Principal Street and adjacent to the proposed primary school extension. Lower densities are proposed towards the edges of the site, with the lowest density area located in the west, adjacent to New Road.

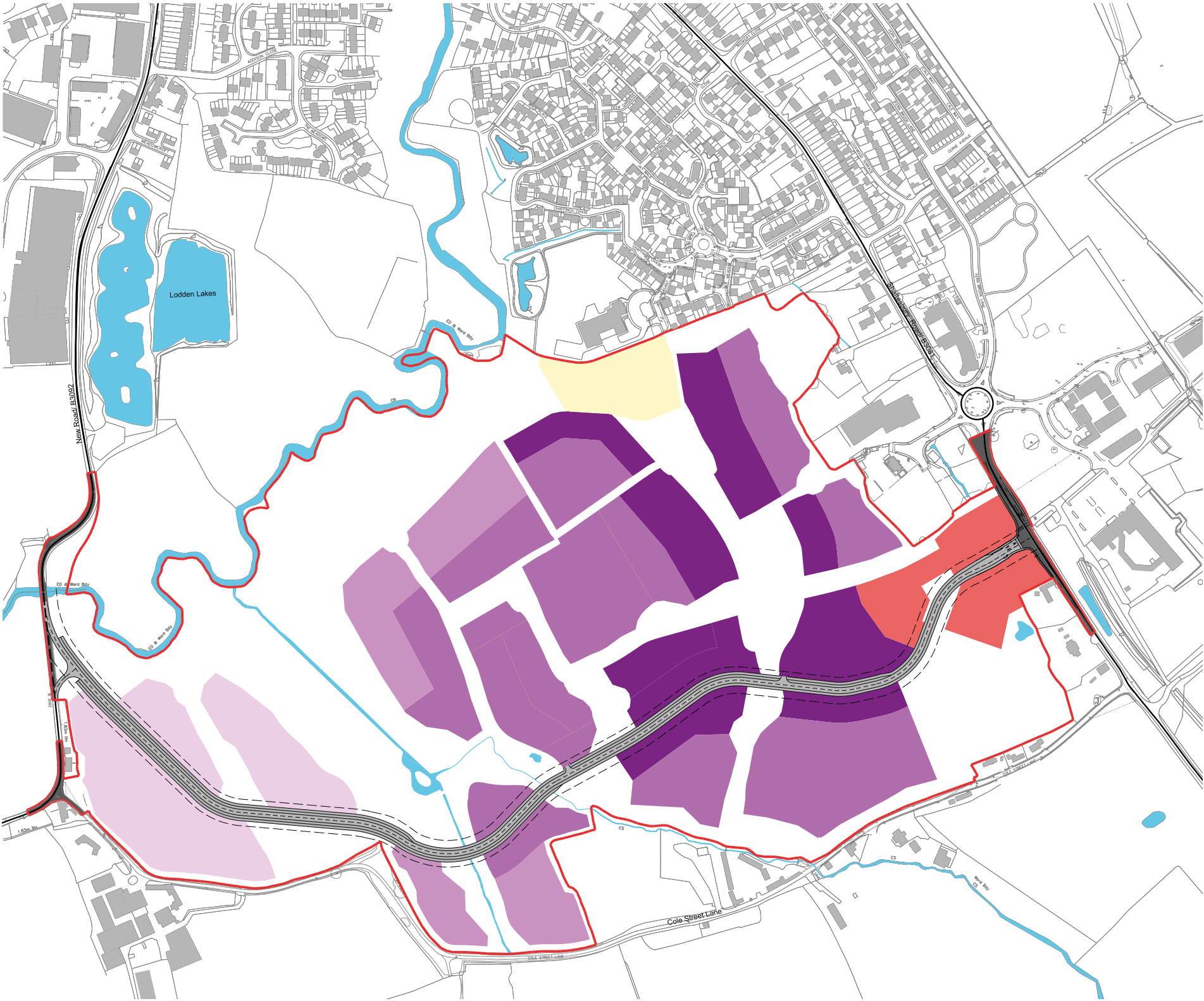
- Application boundary
- Existing building
- Existing watercourse and water body
- Existing road
- Proposed Principal Street*
- 30m corridor for Principal Street**
- Mixed use / Local centre (including independent living) density: up to 60dph
- Residential density: up to 45dph
- Residential density: up to 37.5dph
- Residential density: up to 32.5dph
- Residential density: up to 25 dph
- Primary school extension

Notes:

The extent of density bands can deviate +/-5m within the application boundary.

*Proposed Principal Street includes carriageway, green verges and footway/cycleways. The road layout as shown on the Parameter Plans is indicative only.

**The alignment of the Principal Street may deviate within the limits of the 30m corridor, subject to highway detailed design and on-site constraints. The adjacent land parcels will be adjusted accordingly.



5.5 BUILDING HEIGHTS (PP 04)

The building heights parameter plan prescribes the maximum height of buildings across the site. These heights have been carefully considered in response to the existing landscape characteristics, sensitivities and views from the surrounding area.

The proposed heights follow a similar pattern to the proposed densities, with taller buildings of up to 4 storeys in the local centre and a general decrease in proposed height towards the edges of the site. Buildings of up to 3 storeys are proposed along the Principal Street and adjacent to the primary school to reflect the significance of these areas within the plan and allow for the creation of a pleasing variety in the urban form.

- Application boundary
- Existing building
- Existing watercourse and water body
- Existing road
- Proposed Principal Street*
- 30m corridor for Principal Street**
- Mixed use / Local centre: up to 14m to top of ridgeline (up to 4 storeys)
- Residential: up to 12m to top of ridgeline (up to 3 storeys)
- Residential: up to 11m to top of ridgeline (up to 2.5 storeys)
- Residential: up to 9m to top of ridgeline (up to 2 storeys)
- Primary school extension: up to 12m to top of ridgeline (up to 2 storeys)

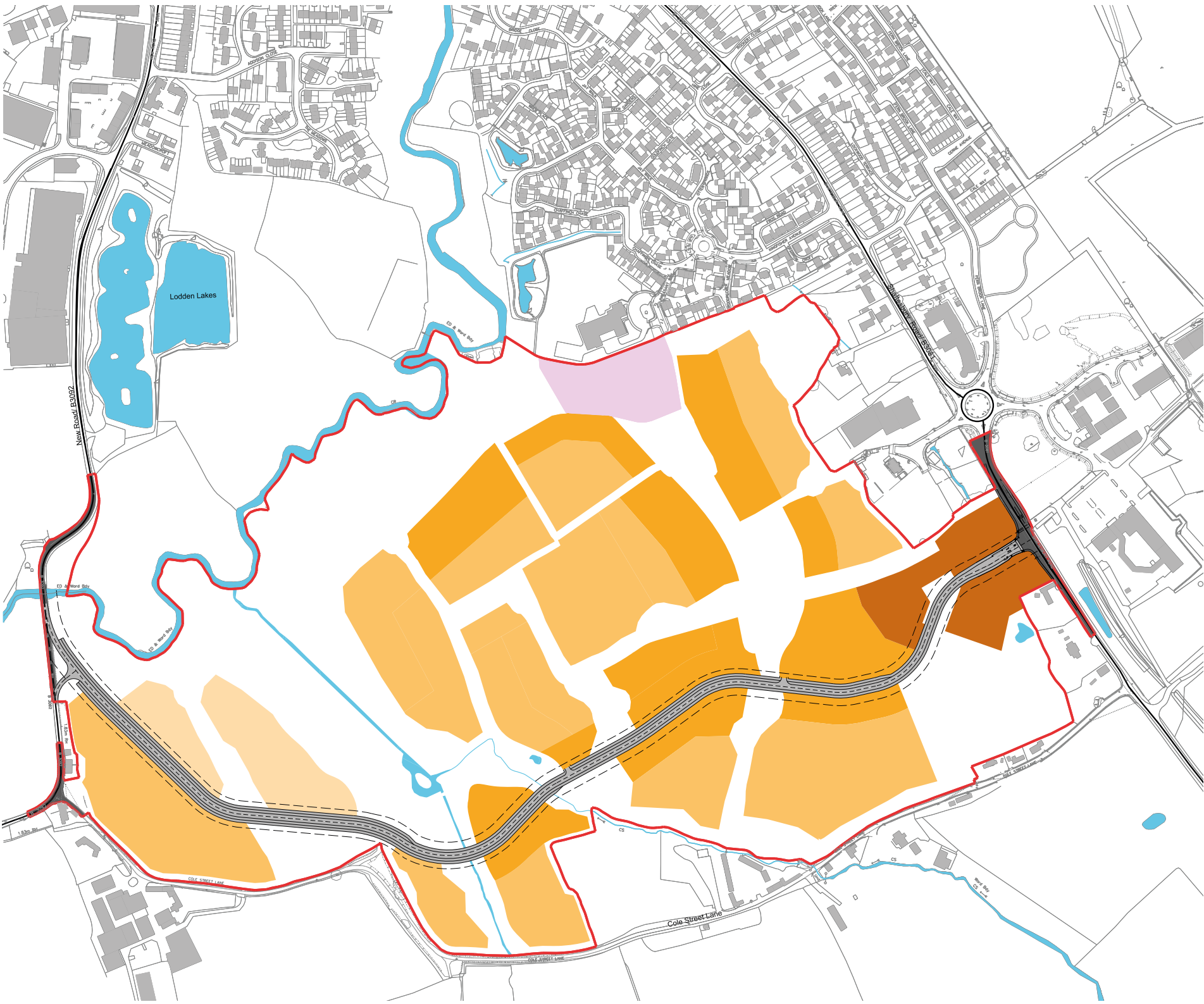
Notes:

The height parameters set out in the Building Heights plan are to maximum ridge heights and exclude chimneys or flues. The heights are set from existing ground levels, not a proposed Finished Floor Level and therefore account for any ground works that may need to be undertaken. Each of the parameter levels has been set at such a level to allow for flexibility to be introduced in roof lines and the steepness of roof pitches in order to create variety and interest.

The extent of the height parameters can deviate +/-5m within the application boundary.

*Proposed Principal Street includes carriageway, green verges and footway/cycleways. The road layout as shown on the Parameter Plans is indicative only.

**The alignment of the Principal Street may deviate within the limits of the 30m corridor, subject to highway detailed design and on-site constraints. The adjacent land parcels will be adjusted accordingly.



5.6 ACCESS AND MOVEMENT (PP 05)

This plan identifies the principles of vehicular and pedestrian access to the site and through it. In particular it shows the proposed alignment of the Principal Street and its junctions with Shaftesbury Road and New Road to east and west.

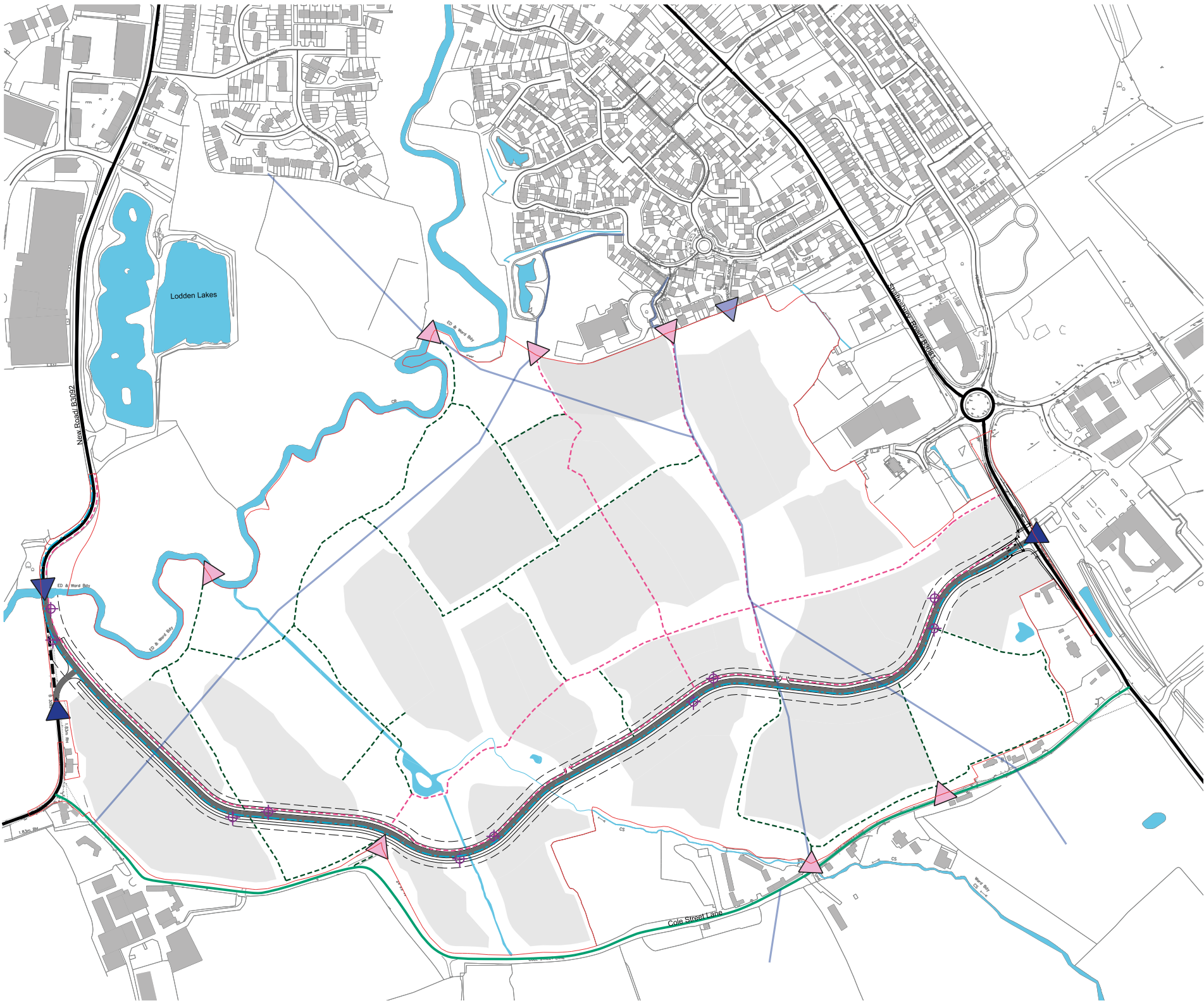
Within the individual development parcels the secondary and tertiary highways networks are shown indicatively to demonstrate how future development could link into the wider transport framework.

-  Application boundary
-  Existing building
-  Existing watercourse and water body
-  Existing primary road
-  Existing local road
-  Existing public right of way to be rerouted
-  Development areas
-  Proposed Principal Street*
-  30m corridor for Principal Street**
-  Indicative proposed pedestrians only
-  Indicative route for cyclists and pedestrians
-  Potential for Cole Street Lane to become a pedestrian/cycle route (outside the application boundary)
-  Proposed bus route
-  Main vehicular access point
-  Vehicular access point for limited number of vehicles
-  Indicative pedestrian/cycle only access point
-  Indicative location for bus stop

Notes:

*Proposed Principal Street includes carriageway, green verges and footway/cycleways. The road layout as shown on the Parameter Plans is indicative only.

**The alignment of the Principal Street may deviate within the limits of the 30m corridor, subject to highway detailed design and on-site constraints. The adjacent land parcels will be adjusted accordingly.



5.7 LANDSCAPE STRATEGY (PP 06)

This plan identifies the various types of outdoor space that make up the proposed green infrastructure across the scheme. Retained hedgerows, woodland and waterways inform the location of green corridors which will provide a variety of open spaces including informal public open space, allotments, sports pitches, formal and informal children’s play areas and Sustainable Drainage System (SuDS) attenuation basins.

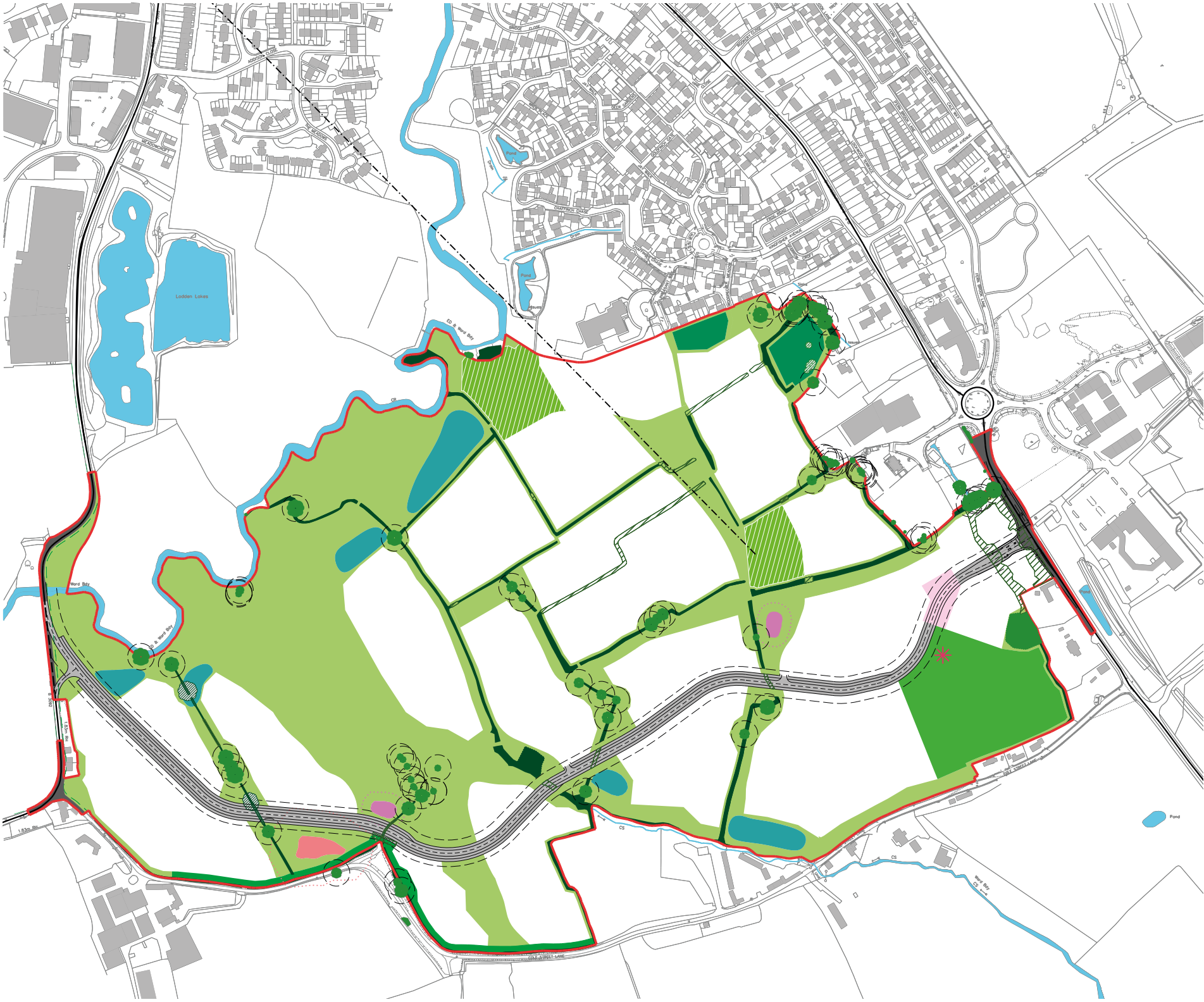
- Application boundary
- Existing building
- Existing watercourse and water body
- Existing road
- Proposed principal street*
- 30m corridor for principal street**
- Existing hedgerow to be retained
- Existing hedgerow to be removed
- Existing tree to be retained with 15m root protection area
- Existing tree to be removed
- Children’s play area (NEAP) with 30m buffer
- Children’s play area (IEAP) with 10m buffer
- Village square
- Formal sports pitch (incl. community building)
- Informal kickabout area
- Allotments
- Proposed structural planting
- Informal public open space
- SuDS attenuation basin ^^
- Indicative location for sports building
- View to St Mary’s Church

Notes:

*Proposed Principal Street includes carriageway, green verges and footway/cycleways. The road layout as shown on the Parameter Plans is indicative only.

**The alignment of the Principal Street may deviate within the limits of the 30m corridor, subject to highway detailed design and on-site constraints. The adjacent land parcels will be adjusted accordingly.

^^ The SuDS attenuation basins proposed show the area to accommodate the volume required however the shapes are indicative.



5.8 INDICATIVE PHASING (PP 07)

The plan identifies six phases of residential development, commencing in the east of the site adjacent to the B3081 Shaftesbury Road, where a new road junction will be provided with the first section of the Principal Street. Phase 2 will deliver further housing and the new local centre.

Phase 3 will provide the remainder of the Principal Street, including the new junction with the B3092 New Road, completing the east-west vehicular connection across the site. Remaining phases will deliver housing in the central part of the site and key infrastructure including Ludden Meadows.

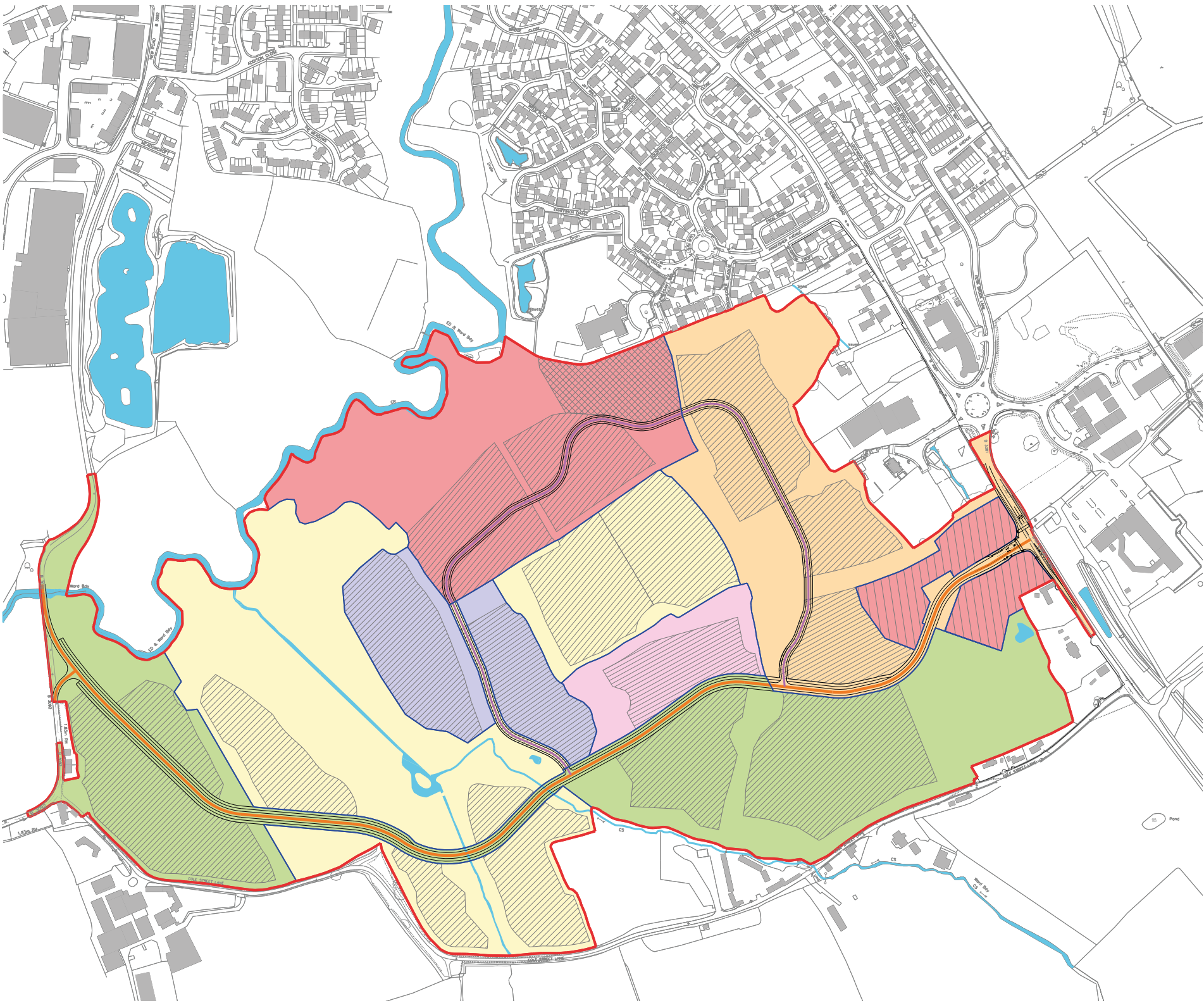
Further more detailed plans are provided in section 7.3.

- Application boundary
- Existing building
- Existing watercourse and water body
- 30m corridor for principal street *
- Phasing boundary
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6
- Residential areas
- Primary school extension
- Local centre and independent living (extra care)

Notes:

*Proposed Principal Street includes carriageway, green verges and footway/cycleways. The road layout as shown on the Parameter Plans is indicative only.

**The alignment of the Principal Street may deviate within the limits of the 30m corridor, subject to highway detailed design and on-site constraints. The adjacent land parcels will be adjusted accordingly.







EVALUATION

6.1 ADDRESSING NDLP DESIGN PRINCIPLES (POLICY 21)

As discussed in Chapter 1, the proposals in this document have been informed by the design framework and principles set out in the South Gillingham Master Plan Framework (MPF) document, which in turn was informed by site specific Policy 21 of the North Dorset Local Plan (NDLP) 2016, and also by the Gillingham Town Design Statement.

A key aspect of Policy 21 of the NDLP is a series of site specific design principles for the southern extension, reflecting important local and/or site-specific issues, identified through community participation. These principles are listed in section 1.8 of this document. They form an important basis for the council's assessment of individual planning applications as they come forward, so these pages set out the ways in which the proposals respond to them.



A sensitive transition between the extended town and the surrounding countryside

CHARACTER

Landscape Setting:

- The development has been carefully designed to take account of the existing site context and ensure that the proposals will be well integrated into the wider landscape setting.
- The scale and density of development reduces towards the southern and western edges to ensure a sensitive transition between the extended town and the surrounding countryside.
- Important views from the site towards the church tower and Duncliffe Wood are respected and celebrated through the proposed site layout, both as defined view corridors and as focal points for key character areas.

Landscape Assets:

- The River Lodden is a key existing natural asset, running along the northern boundary of the site, and the masterplan proposes to create a significant area of new parkland adjacent to it, including new footpaths, ponds and wetland planting. This will create good accessibility and encourage greater biodiversity.
- The masterplan carefully retains and enhances existing trees and hedgerows on the site where possible, incorporating them into key landscape spaces and green corridors. This will add an instant sense of maturity to new residential areas as well as supporting ecology on the site through the retention of wildlife corridors.

Mix of Uses:

- A fine-grain, mixed-use local centre forms a key focus around the principle site access from Shaftesbury Road, providing for the day-to-day needs of residents from both within the site and beyond - including existing residents and those in future development to the east of Shaftesbury Road.

CONTINUITY & ENCLOSURE

Definition of Public & Private Spaces:

- The site layout proposes a legible network of streets and public spaces, enclosing well defined urban blocks, which will create a clear distinction between public and private space.
- Detailed guidance on the design of street frontage, boundary treatments and landscaping in the Design Code chapter will further strengthen this.

EASE OF MOVEMENT

Permeable Networks:

- The Design Code chapter sets out how the building layout will take priority over streets and car parking so that the highways do not dominate; instead creating a permeable network of well-defined, pedestrian and cycle friendly streets and spaces.
- An extensive network of footpaths and cycle paths run throughout the site, connecting into existing routes and providing safe and convenient access around the site, into the town centre, and out towards the surrounding countryside.

'Principal Street' & Public Transport:

- The layout proposes a new Principal Street, running through the site, connecting Shaftesbury Road in the east to New Road in the west. This will form strong vehicular linkages across the site and ensure good connectivity to the main routes into Gillingham.
- The Principal Street has been designed to accommodate a bus route including new bus stops, which will be within a convenient distance of all homes to encourage the use of public transport as a first choice.

Parking:

- A range of car parking solutions are proposed in the Design Code chapter, with guidance on their appropriateness for different parts of the site.
- These solutions ensure that parking will be convenient, secure, and well integrated with housing and other uses, but will not not dominate the street scene.

QUALITY OF THE PUBLIC REALM

Usable Public Spaces:

- All elements of the public realm have been designed as usable space for residents and visitors alike, creating a focus for community activity and social interaction.
- Streets in particular have been designed to ensure that they are safe, attractive places for pedestrians and cyclists - not just functional routes for vehicular traffic.
- Allotments and community orchards are provided to enable people to grow their own food and benefit from exercise and healthy eating.

Public Spaces Designed to a High Standard:

- All the public spaces within the site have been designed as high quality, accessible places which will positively contribute to the overall appearance of the area and encourage active use by all age groups.
- The Design Code chapter sets out the design requirements for the public realm as a whole, as well as more detailed proposals for key streets and spaces. This includes high quality surface materials, attractive landscaping, appropriate street furniture, well-considered lighting and suitable boundary treatments.

LEGIBILITY

Townscape:

- A series of built character areas with subtle variations in layout, density, scale and massing will help to deliver a varied but coherent townscape across the site, guided by principles set out in the Design Code.
- Distinctive landscape character areas will also contribute to the creation of an easily understood pattern of streets and spaces.

Buildings & Landscaping:

- Key groupings of buildings and feature/landmark buildings will help to define important gateways and spaces within the site such as the junction between the Principal Street and Shaftesbury Road and the Hill Top Park.
- Carefully designed building frontages will create a strong, but sensitively designed backdrop to the wider greenspace network.

ADAPTABILITY

Flexibility for Future Uses:

- The detailed design of homes and mixed-uses will be included as part of future reserved matters applications, but the intention is that they should be designed with adaptability/flexibility in mind, offering realistic opportunities for conversion or extension. This will help to conserve resources and maintain community cohesion.
- The Design Code chapter sets out the requirement for storage of refuse and recyclable materials to be carefully considered and discreetly provided within each plot.

DIVERSITY

Range of House Sizes:

- The scheme proposes a range of house types and sizes from 1 and 2 bedroom apartments through to large family houses offering choice in both internal and external living space.
- There will be housing designed specifically for older residents, offering the potential for downsizing, alongside the potential for up-scaling, within the same neighbourhood.
- The detailed design of homes will be included as part of future reserved matters applications, but there is the potential to include a diverse range of layouts offering opportunities for varying lifestyles including home-working.

ENERGY EFFICIENCY & ENVIRONMENTAL PERFORMANCE:

- The layout incorporates a wide range of features to reduce its environmental impact including: a sustainable drainage system and attenuation ponds; retention and enhancement of existing trees and hedgerows for ecological benefit; a bus route and stops to encourage public transport usage; extensive footpath and cycle path network to encourage non-vehicular journeys; a range of commercial and community uses to strengthen social sustainability.
- Detailed building performance specification will be addressed through future reserved matters applications.
- This subject is discussed in more detail in section 6.4.

SAFETY & SECURITY

Natural surveillance:

- The layout proposes a permeable network of streets and landscape spaces, fronted by homes, businesses and community facilities, providing natural surveillance and thereby reducing people's perception of their vulnerability to crime.
- Spaces have clearly defined uses and the boundaries between public and private space will be well designed so that appropriate degrees of privacy are maintained between different users.
- This subject is discussed in more detail in section 6.2.



A permeable network of landscape spaces, fronted by homes, businesses and community facilities, providing natural surveillance and enhanced community safety

6.2 DESIGNING OUT CRIME

Community safety is a key component of any successful place and an important design aim has been to establish the framework for a new neighbourhood that will feel safe and secure at all times, encouraging full use of its streets and spaces by all sections of the community.

In order to achieve this we have referred to key guidance documents prepared by the police as part of their Secured by Design initiative, and in particular the document 'Safer Places - The Planning System and Crime Prevention'. This sets out seven principles which help to design out crime and define successful, safe places.

1: ACCESS & MOVEMENT

Places with well - defined routes, spaces and entrances that provide for convenient movement without compromising security

The development has been designed to provide a clear hierarchy of permeable routes, integrating pedestrian, cycle and vehicular movement. The local street network provides direct links along desire lines, with all routes overlooked and well lit to ensure safety. Landmark features will help people to navigate within the new neighbourhood. The movement network will connect to existing routes to provide an integrated community.

2: STRUCTURE

Places that are structured so that different uses do not cause conflict

The urban fabric is made up of perimeter blocks that provide 'active frontages' of overlooked streets with secure private gardens at the rear. The development has been arranged so that community facilities and open spaces are well located and have clearly defined uses to avoid conflict with residential neighbours.

3: SURVEILLANCE

Places where all publicly accessible spaces are overlooked

The masterplan has been designed to create usable spaces with good levels of natural surveillance, to encourage appropriate levels of activity at different times of the day. Public spaces, SuDS and streets will be overlooked to maximise the feeling of security and create a safe and attractive setting for homes. Parking spaces will be well overlooked and visible from homes so that residents and visitors have no reason to instead park in inappropriate locations that could cause inconvenience to others (eg. refuse collection vehicles).

4: OWNERSHIP

Places that promote a sense of ownership, respect, territorial responsibility and community

The urban block structure will create a clear definition between public, communal and private spaces, defined through design cues such as changes in surface treatments or more overt boundary markers such as walls and fences. These features, together with the definition of distinct character areas, will help to foster a greater sense of community, encourage local ownership of spaces and lead to informal policing by residents.

5: PHYSICAL PROTECTION

Places that include necessary, well-designed security features

Secure fencing will be provided for the school and appropriate security features included in the future detailed design of all homes and community uses. This will include, but not be limited to, boundary treatments, robust landscaping, and the specification of doors and windows - particularly locks.

6: ACTIVITY

Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times

The new local centre and extensive green infrastructure network will create focal points for the development and concentrate appropriate levels of activity in these spaces. Homes will be grouped within residential neighbourhoods to avoid any becoming isolated and to ensure streets feel safe.

7: MANAGEMENT & MAINTENANCE

Places that are designed with management and maintenance in mind, to discourage crime

A detailed management plan for the public open spaces will be agreed with the local authority.

As part of Reserved Matters applications, discussions should be held with the local crime prevention officer to agree appropriate strategies for the design of defensible spaces, natural surveillance and access to open areas.



Well-overlooked footpaths and public open space



Encouraging outdoor activity

6.3 HEALTHY PLACEMAKING

WHAT ARE THE ISSUES?

Public Health is an increasingly important matter on the agendas of local, national and international policy makers. This emerges in parallel with an increasing realisation that the way settlements of all sizes are planned and connected has a major part to play in alleviating a wide range of 'avoidable' health problems.

Built form, open space, movement and parking strategies all need to be balanced to create sustainable, liveable, healthy environments. Research shows that well-designed places that encourage regular exercise in daily life reduce our susceptibility to a wide range of diseases including heart problems, type 2 diabetes and cancers, whilst good air quality limits asthma and other respiratory illnesses.

Better health improves life quality and reduces time lost at work, thereby raising the productivity of businesses and the prosperity of employees. Reduced traffic congestion saves time and avoids boredom, tiredness, frustration and 'road rage'. Good placemaking produces convenient and harmonious environments that overcome many of these negative impacts and create healthier, wealthier societies.

The table to the right demonstrates some of the main health problems that can be influenced by good placemaking. It shows how the design of the masterplan has the potential to enable people to lead healthier lives, benefitting both new and existing residents.

Main Health Problems	Urban Design related causes	How urban planning can address these causes (Placemaking Principles)
Cardio-vascular disease and Type 2 Diabetes (Often referred to as 'avoidable diseases')	A) Obesity caused by sedentary lifestyles and lack of exercise	A) Enable exercise in normal patterns of daily life
Several forms of cancer	B) Obesity caused by poor diet and food poverty	B) Provide education, accessible facilities and available green spaces
Respiratory illnesses including asthma	Poor air quality	Limit the causes and effects of vehicle emissions
Mental health problems	Loneliness and isolation, through limited social interaction and fear of crime	Provide community facilities and safe, sociable and productive public environments
Transport-related accidents	Interaction of vehicles, cycles, pedestrians	Good urban and transport design

DESIGN RESPONSE

The masterplan has the following features which will help people to lead healthier lives.

- A walkable neighbourhood structure encouraging more active lifestyles and a reduction in vehicular traffic.
- Easily accessible local facilities including a school, with good public transport linkages.
- An integrated multi-functional landscape offering easily accessible 'play on the way' and opportunities for exercise close to home.
- A well connected footpath and cyclepath network providing convenient alternatives to the car for shorter journeys.
- Accessible allotments and orchards, creating the opportunity for on-site healthy food production and education.
- An integrated green and blue infrastructure network with the potential to contribute towards absorbing/cleansing air pollutants.
- Centrally located community uses, supporting the involvement of all sections of the community and combatting isolation.
- Well-lit, overlooked streets and green spaces, ensuring that residents feel safe and secure at all times.
- A good range of housing options for all ages offering the potential for strong community networks to be maintained over time.
- A well integrated street network with carefully considered traffic speed limits to define a safer, lower-speed environment.
- Well-designed shared surface spaces creating safe crossing places and attractive pedestrian priority environments in key areas.
- Potential for future development of car clubs and/or electric vehicle charging facilities as subsequent detailed design stages come forward.

6.4 SUSTAINABILITY APPRAISAL

ASSESSMENT

The whole approach to the evolution of the site is based on the principles of sustainable development and the masterplan incorporates a significant number of environmentally responsive site and design features as set out in the adjacent table.

The structure of the development (as defined by the parameter plans) provides for a compact, walkable neighbourhood with facilities located within an easy walk of all dwellings. A central bus route provides an alternative to using the private car and a network of segregated cycle and pedestrian routes enhances transport options. The multi-functional Green Infrastructure network provides open and accessible green space as well as providing for a sustainable urban drainage system.

METHODOLOGY

JTP have developed a matrix to review environmental responsiveness under a number of broad categories. Each category includes features at a variety of scales from site wide issues to those at the level of individual homes. The matrix is used as a design tool, allowing early discussions among the project team about the feasibility and appropriateness of various strategies for a specific site. It also encourages early consideration of significant cost constraints and allows sensible decisions to be made about the most cost effective way of achieving an environmentally responsive scheme.

Because this is an outline planning application and no buildings have been designed in detail, it is not possible to undertake a technical energy assessment or to consider the specification of building materials or renewable energy. However, it is possible to undertake a broader review of the environmental responsiveness of the proposals, both to highlight the ways in which the masterplan makes best use of the inherent qualities of the site, and to determine key design opportunities for detailed consideration as the reserved matters applications are developed in the future.

EFFICIENT USE OF RESOURCES
The site forms part of the Gillingham Southern Extension, identified as a strategic mixed-use extension in the North Dorset Local Plan. It will contribute to housing delivery and support enhanced services and businesses within the town.
The site will provide a significant number of new homes and mixed uses in relatively close proximity to Gillingham town centre and railway station. In combination with adjacent commercial/business areas this will contribute to the potential for reduced travel by car.
Higher development density is proposed along the Principal Street which incorporates a new bus route, and around the Local Centre which forms a new gateway to the town.
The design aims to minimise cut and fill where possible by positively responding to the existing site topography. The creation of extensive green spaces also provides opportunities to creatively reuse spoil rather than exporting it from the site.
The proposed school extension site, to the south of the existing St. Mary’s School, provides a new sports field which could be used by the school during school hours and be a public resource at other times.
Non-developable Land is used as informal open space and feature SUDS basins.
The proposals are in Outline only at this stage, with plans setting out the parameters within which the detailed designs will come forward. This allows the layout to accommodate future adaptation should circumstances change.

GREEN INFRASTRUCTURE
The site is located within the valley of the River Lodden, which is one of the main watercourse in Gillingham. A major green corridor of 12m to 18m in width, including attenuation ponds is proposed alongside the watercourse to reduce the risk of flooding and preserve the ecological value.
A network of footpaths and cycle routes is proposed within the informal green space, with good connections to footpaths/cycleways in the wider area.
Two allotments/ community orchards are proposed to the east of the primary school, with a total area of about 0.48 ha, offering access to the health benefits of food growing including healthy eating and exercise.
The existing trees and hedgerows on the site are retained where possible as part of green corridors, with a minimum standoff distance of 2.5m between them and any development.
The landscape network seeks to incorporate existing site features where possible in order to retain and enhance existing habitat and encourage biodiversity.
A new north-south green corridor with recreation functions is proposed to the west of the local centre, passing through the highest point of the site. This links into Lodden Meadows, the extensive area of new parkland leading down to the River Lodden, creating an extensive greenspace network throughout the site.
It is intended to enter into an agreement with the local authority to secure the long term management and maintenance of public space within the site with an Estate Management Plan.

GREEN INFRASTRUCTURE (CONT.)
A formal sports pitch site and two informal kickabout areas are proposed, as well as three children’s play areas - two NEAPs and one LEAP. There are also playful landscapes in the informal green spaces for informal exercise and play.
Play spaces for younger children are provided throughout the green space network to encourage ‘play on the way’.
The green corridor along the River Lodden offers footpaths and cycle routes, along with areas for seating and general relaxation.
Public open spaces are overlooked by residential frontages, to provide natural surveillance and help with public safety.

ENERGY STRATEGY
The masterplan is designed with enough flexibility to accommodate changing circumstances in future energy strategy.
Existing trees and hedgerows are incorporated into the greenspace network, contributing to the creation of shelter belts and improving local microclimates.
The overall form of the development is relatively compact, contributing to reduced energy demand in relation to transport since many local journeys could be made by non vehicular means.
The illustrative layout of buildings and streets seeks to provide an optimum balance between compact forms which provide shelter and more open arrangements offering better access to daylight and sunlight.

BLUE INFRASTRUCTURE
The proposals are designed to deal with flood related issues on the site rather than pushing the problem up or down the catchment. All development parcels are located within fluvial flood zone 1 - low risk. Those parts of the site at higher risk - in and around the River Lodden - are included within the Lodden Meadows character area which includes attenuation ponds set within landscape.
The site is not susceptible to surface water flooding from overland sources.
Five SuDs ponds are integrated into the green infrastructure network and form the main attenuation strategy. Four of them are located along the River Lodden in the north east and one is in the south of parcel R-18.
The creation of parkland and a footpath along the River Lodden enhances access and creates opportunities for amenity and leisure.
It is intended to include porous and permeable surfaces throughout the site where possible to manage surface runoff in a sustainable manner.

WASTE STRATEGY
The site waste strategy is compatible with national regulations and the district collection strategy and will be developed in subsequent detailed design stages.
A wide variety of waste and recycling (including food waste) will be collected as part of the county waste strategy, but recyclable items which are not collected can be taken to the household recycling centre in Shaftesbury - around a 10 minute drive from the site.

SOCIAL INFRASTRUCTURE
The proposal is for a mixed-use development with a good variety of commercial and community facilities to meet everyday requirements and a wide range of housing typologies including specialist housing for older residents.
The proposals include a number of new facilities which will encourage social interaction including: enlarged school grounds; multi-fuctional community hall; sports pitches and sports pavilion with changing facilities; and a health facility beneath older person's housing.
The provision of a range of housing types, sizes and tenures, including extra care housing, offer good opportunities for upscaling/ downsizing within the same neighbourhood.
The Local Centre and Market Square will provide good opportunities for neighbours to meet, while the extensive green space network will provide numerous similar opportunities in a less formal setting.
Public engagement has formed an important part of the design process during the development of the MPF and subsequently in the pre-application exhibition and Stakeholder Workshop associated with this application.
The scheme provides mixed tenure housing which is intended to be tenure blind in appearance and layout to support the creation of a coherent, mixed community.
Independent living (extra care) facilities are proposed within the Local Centre, with the potential to accommodate up to 50 specialised homes for older residents in close proximity to essential services and public transport.

MOVEMENT STRATEGY
The new bus route has been designed so that as much of the site as possible is within a 5 minute walk (400m radius) of a proposed or existing bus stop to maximise accessibility to public transport for all.
The scheme provides well-integrated and overlooked footpath and cycle routes through the green spaces and a network of traffic calmed streets, offering safe and convenient routes to the primary school and other destinations within the site and beyond.
Areas of pedestrian priority shared surfaces - particularly around the Local Centre and tertiary level lanes and mews - will create a safe and attractive environment and encourage community interaction.
The primary school is located within a walking distance of less than 800m (10 min's walk) from all residential parts of the site and is well connected by footpath and cycle routes, encouraging residents to refrain from using their cars for the school run.
Significant off site improvements are proposed to deal with traffic impacts of the scheme including: Improvements to B3081 Shaftesbury Road / B3092 New Road junction; B3081 Shaftesbury Road/ Newbury (High Street) junction; and provision of SCOOT UTC on the B3081/B3092 corridor.

FUTURE RESERVED MATTERS APPLICATIONS

Future Reserved Matters applications offer the chance to consider a wide range of more detailed sustainability features. The following list, which is by no means exhaustive, suggests a range of strategies which should be considered, subject to detailed technical and viability testing at the appropriate time:

Efficient use of resources

- Design homes which are adaptable and resilient to future change
- Specify durable, locally sourced materials with low embodied energy
- Minimise waste during construction
- Employ a local workforce to minimise travel impacts

Waste strategy

- Ensure that access to refuse storage areas is easy and convenient
- Make household recycling easy, with readily accessible storage

Green infrastructure

- Integrate food growing areas at a variety of scales
- Promote biodiversity in street and garden design
- Provide some form of private amenity space for all homes

Blue infrastructure

- Collect rainwater for irrigation of private gardens and public spaces
- Include porous and permeable surfaces in streets and spaces
- Specify low flow appliances and dual flush toilets

Energy strategy

- Utilise a 'fabric first' approach to energy efficiency
- Promote compact building forms and specify low energy appliances
- Consider construction forms which provide high thermal mass
- Provide solar shading to the southern elevations of homes

Movement strategy

- Provide pool cars and electric vehicle charging points to encourage the uptake of more sustainable modes of vehicular transport
- Provide convenient, secure cycle storage for residents and visitors

Social infrastructure

- Design homes which allow for home working
- Design buildings with good daylight/sunlight and natural ventilation
- Design with community safety in mind - refer to police guidance





IMPLEMENTATION

7.1 DELIVERY

Once Outline planning consent has been obtained, the applicant, Welbeck Strategic Land, will transfer parcels of land to house builders, who will be responsible for working-up detailed design proposals based on the Design Code and other information contained within this document. In due course, these design proposals will be submitted to the council as Reserved Matters planning applications, and following approval, a phased programme of construction will begin.

The proposed project timeline below sets out some broad target dates for these key milestones, but these are all subject to variation as the project progresses.

7.2 MANAGEMENT

In accordance with a timescale to be agreed with North Dorset Council, the applicant will submit and secure written approval for an Estate Management Plan. The plan will specify the identity of a management organisation and set out initial and long-term funding arrangements to secure its long-term viability, and in particular the ongoing maintenance and management of:

- all parks, public squares, landscaping, play areas and trees being or comprised in the open space areas;
- the Sustainable Drainage (SuDS) infrastructure; and
- the community buildings (to be defined) unless and/or until adopted by North Dorset Council or other such relevant authority.

Open space

The applicant will prepare and agree an Open Space Provision Strategy and Programme and thereafter provide, lay out and maintain appropriate land for open space and recreation as described in the open space and recreation strategy.

Sustainable Drainage Systems (SuDS)

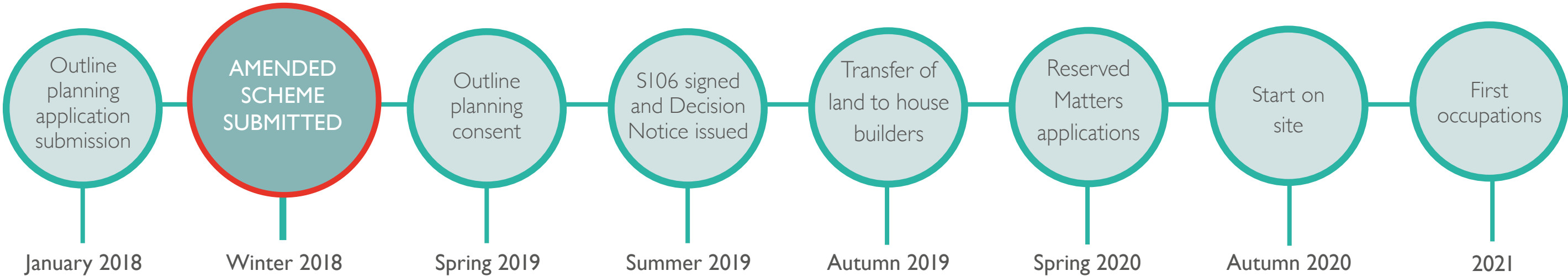
Future developers, the Council or an estate management company, will maintain Sustainable Urban Drainage (SuDS) infrastructure (e.g. swales, attenuation ponds and drainage ditches etc.) within open space areas. Maintenance items will be included in S106 obligations, if appropriate.

7.3 INDICATIVE PHASING

The diagrams on the following pages show how the development may come forward in the future. They illustrate the key pieces of development infrastructure and open space which would be delivered alongside the housing in each phase, and demonstrate how each phase will be able to function either alone or in combination with adjacent phases, until the entire site is built out.

The phasing remains indicative, in order that there is flexibility for it to be revised should circumstances necessitate an amended approach, whether during detailed design stages or subsequently.

PROPOSED PROJECT TIMELINE



PHASE 1



Infrastructure to be delivered:

- Access point from Shaftesbury Road
- Stage 1 construction of the Principal Street
- Stage 1 construction of the secondary street
- Village Square
- Hill Top Park
- Public Open Space
- Children's play space
- Allotments

Approximate number of units to be delivered in Phase 1: **160 homes**

PHASE 2



Infrastructure to be delivered:

- Local centre including independent living facility
- Stage 2 construction of the secondary street
- Expansion land for the St Mary's C of E Primary School
- Informal kickabout area
- Stage 1 of Lodden Meadows
- Public Open Space
- Flood Attenuation basins
- Allotments

Approximate number of units to be delivered in Phase 2: **210 homes**

Approximate cumulative total number of units: **370 homes**

PHASE 3



Infrastructure to be delivered:

- New junction with New Road and the Principal Street
- Stage 2 construction of the Principal Street
- Stage 2 of Lodden Meadows
- Sports pitches
- Sports pavilion with changing facilities
- Public Open Space
- Flood Attenuation basins

Approximate number of units to be delivered in Phase 3: **220 homes**

Approximate cumulative total number of units: **590 homes**

PHASE 4



Infrastructure to be delivered:

- Stage 3 construction of the secondary street
- Stage 3 of Lodden Meadows
- Public Open Space
- Flood Attenuation basins
- Children's play space

Approximate number of units to be delivered in Phase 4: **210 homes**

Approximate cumulative total number of units: **800 homes**

PHASE 5



Infrastructure to be delivered:

- Public open space

Approximate number of units to be delivered in Phase 5: **50 homes**

Approximate cumulative total number of units: **850 homes**

PHASE 6



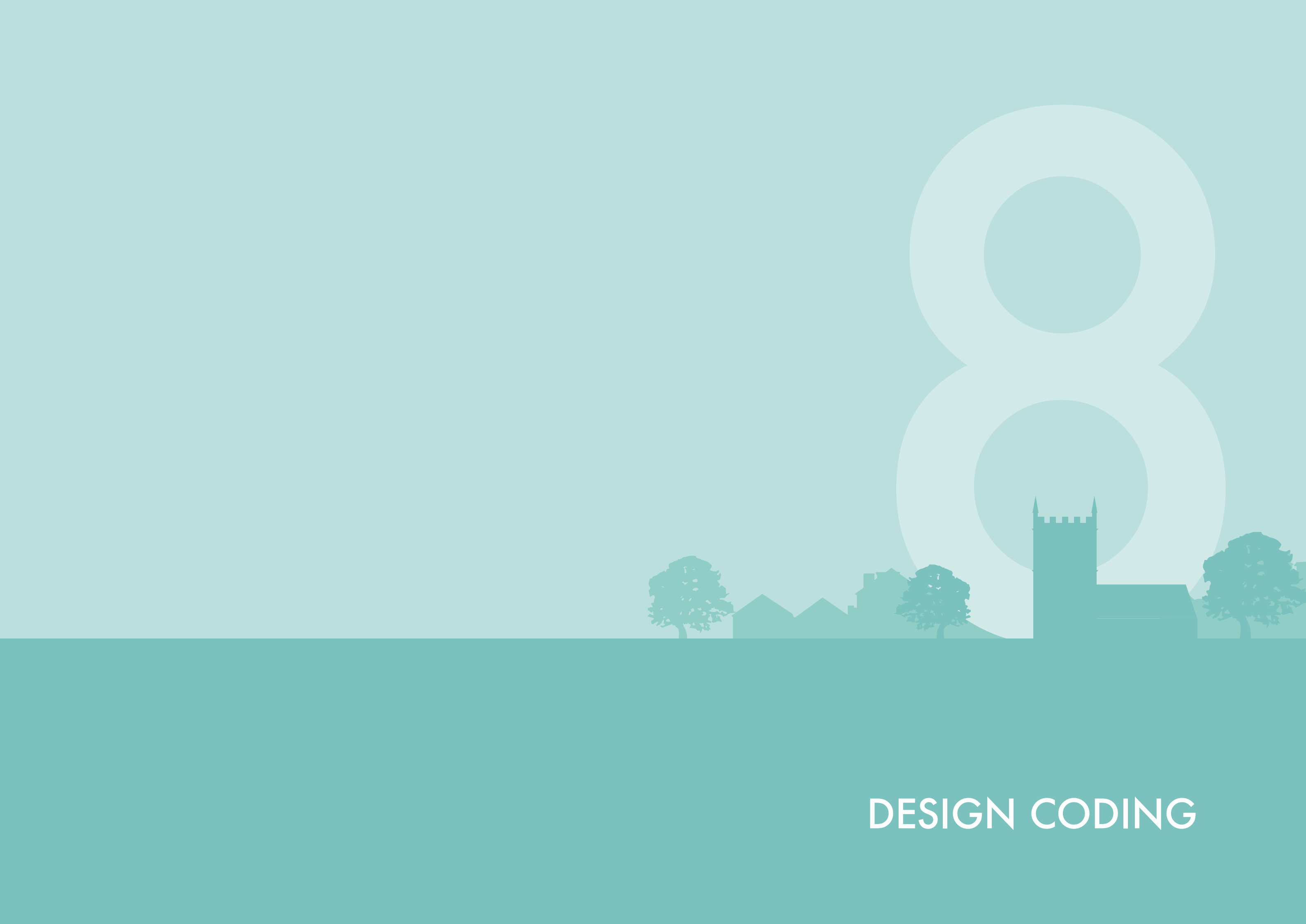
Infrastructure to be delivered:

- Public open space

Approximate number of units to be delivered in Phase 6: **111 homes**

Approximate cumulative total number of units: **961 homes**





DESIGN CODING



8.1 INTRODUCTION

The Design and Access Statement (DAS) includes an illustrative masterplan and sets out principles for land use, movement, heights, and housing density. The DAS also defines a number of different character areas and concept level designs for important pieces of public realm.

The purpose of the Design Code chapter is to ensure that new buildings and the spaces between them will be of a consistently high quality as the place grows over time. It also aims to ensure that the development as a whole will achieve a sense of unity without uniformity, by defining a palette of materials that are locally distinctive, and by setting out a variety of different character zones.

The focus of the Code is the design of the public realm and elements of the properties visible from it. This includes design parameters for a variety of street types and open spaces, as well as more detailed elements such as the facades and roofs of the buildings, property boundary treatments and parking typologies.

The Design Code chapter aims to ensure the delivery of a high quality environment including a memorable sequence of public spaces. This detailed guidance should be read alongside the more general guidance set out in the MPF.

The key elements of the Design Code chapter are:

The Regulatory Plan

The regulatory plan is a single scaleable drawing which sets out the requirements for the proposed development. These requirements are more prescriptive along the edges of the development parcels, where built form fronts key streets and spaces. Within the development parcels more flexibility is permitted.

The requirements of the regulatory plan should be read in conjunction with the rest of the Design Code chapter.

Green and Blue Infrastructure

Indicates the key landscape spaces and how they should be designed and managed.

Key Groupings

An explanation of particular groupings of buildings that will play an important role in setting a high standard of urban design quality for the area.

Street Design

Illustrates requirements for different street types within the site. This section refers to setbacks and boundary treatments (Section 8.11); parking typologies (Section 8.12); material palettes (Section 8.16), street furniture and public art (Section 8.7).

Hard Landscaping

Describes the materials which should be used for the surfacing of streets and spaces across the site.

Public Realm

Provides a guidance to the types of street furniture and public art recommended for the site.

Edge Conditions

Describes how important edges should be designed.

Frontage Character

Sets out a range of typologies and indicates which must be used for different parts of the site.

Plot Layout Rules

Illustrates key urban design principles which should be followed in the layout of building plots.

Boundary Treatments

A table of typologies which are to be used on site in order to ensure a high quality appearance.

Parking Typologies

A table of typologies which are to be used on site to provide appropriate and accessible provision.

Architectural Principles

Sets out the key architectural principles to be followed in the design of individual buildings and the composition of street frontages.

Building Components

Sets out the key building components which must be carefully considered in the design of individual buildings, to ensure a standard of quality.

Principles for Mixed-Use Built Form

Sets out the key principles for the mixed-use built form in the local centre.

Material Palettes

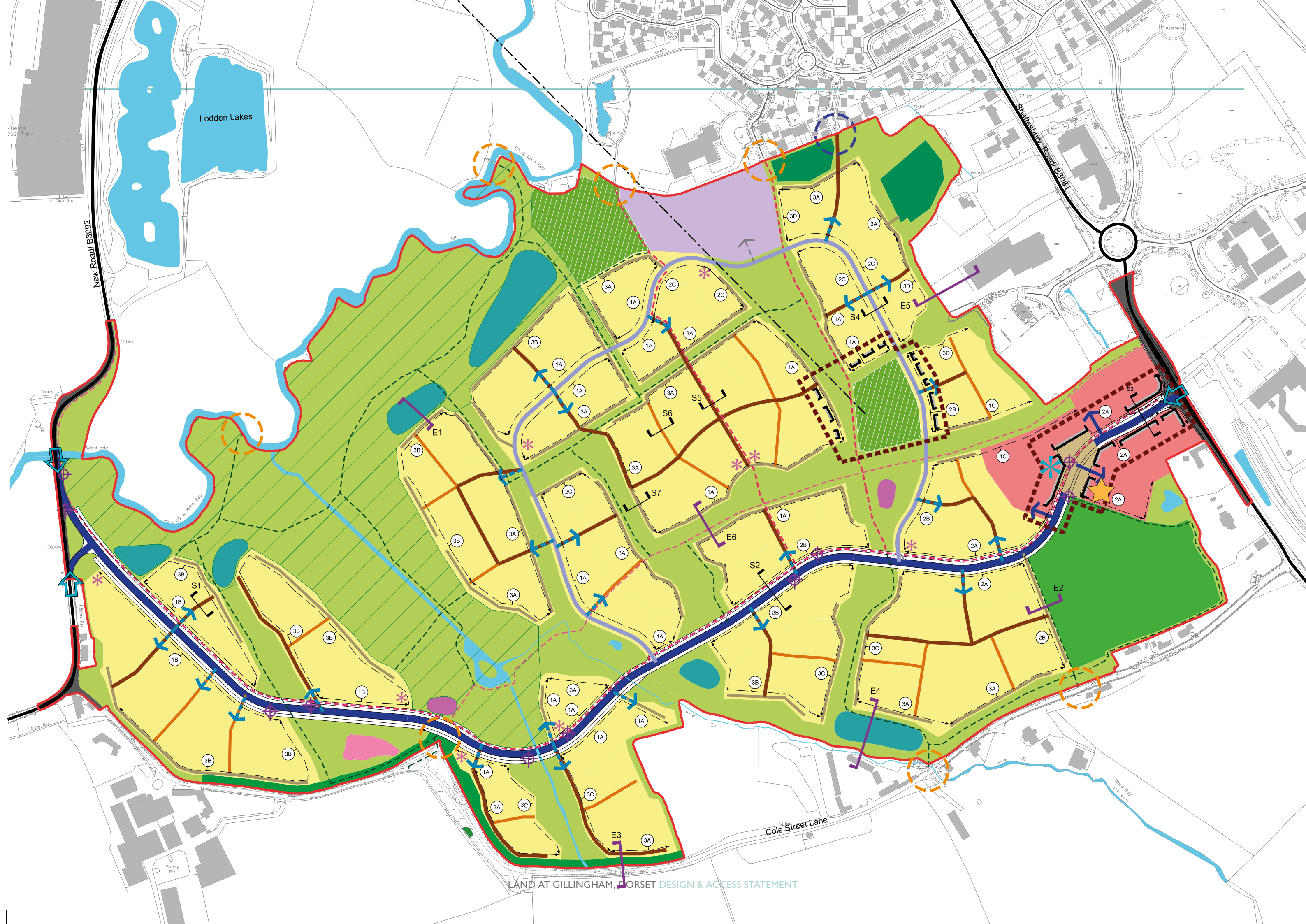
Sets out the range of materials which are appropriate for use on the buildings.

Technical

Sustainability strategy, waste & recycling strategy, utilities strategy and Secured By Design.

Compliance with the Code

All future reserved matters applications submitted as part of the Newhouse and Ham Farm sites must demonstrate compliance with the Code. Deviations from the Code will only be possible through agreement with North Dorset District Council.



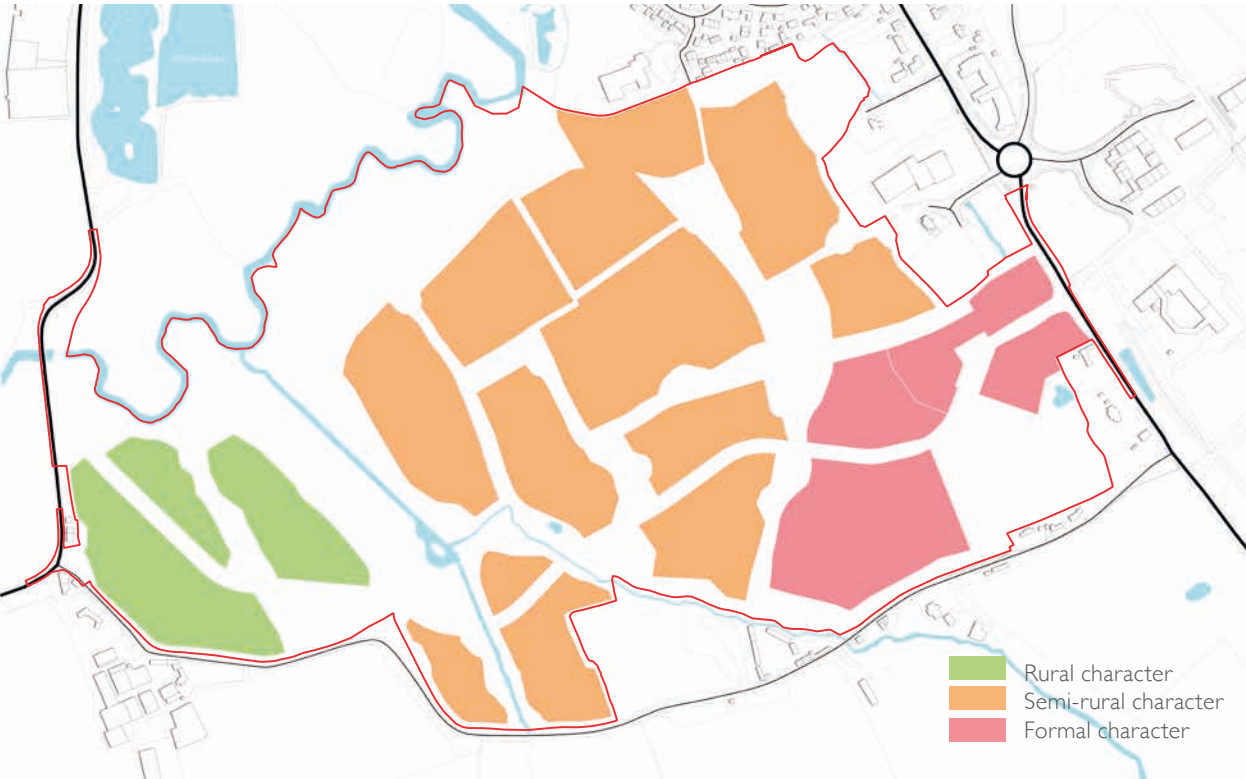
8.2 THE REGULATORY PLAN

The Regulatory Plan provides all requirements, on a single scalable drawing and must be adhered to in order to achieve the vision for Newhouse and Ham Farm.

The structure of the key on the Regulatory Plan follow the structure of this Design Code chapter. Requirements of the Regulatory Plan are set out in more detail within this Design Code chapter and therefore both must be read in conjunction.

Requirements identified in the Regulatory Plan are more prescriptive around the edges of development parcels, where built form fronts key spaces and streets. More flexibility is permitted within development parcels.

In addition to the character areas set out in Chapter 4, the development is also defined by character zones ('rural', 'semi-rural' and 'formal'), which reflect the changing character of the Principal Street.



Character Zones Plan

GENERAL

- Application boundary
- Existing building
- Existing watercourse or water body
- Existing B roads

LAND USE

- Residential development parcels
- Mixed use / local centre
- Potential primary school extension
- Community building

8.3 LANDSCAPE AREAS

- Children's play area - Neighbourhood Equipped Area for Play (NEAPs)
- Children's play area - Locally Equipped Area for Play (LEAPs)
- Village Square
- Formal sports pitch (incl. sports pavillion)
- Informal kickabout area
- Allotments
- Informal public open space
- Proposed structural planting
- SuDS attenuation basin

8.4 KEY GROUPINGS

- Key groupings
- Key view to St Mary's Church
- Landmark building
- Marker building
- Key frontages
- Street sections

8.5 STREET DESIGN

ACCESS AND MOVEMENT

- Main vehicular entry points to site
- Vehicular access point for limited number of vehicles
- Pedestrian/cycle only access point
- Indicative location for bus stop
- Proposed principal street
- Proposed bus route
- Indicative secondary street
- Indicative tertiary street
- Indicative lane / mews street
- Indicative edge street
- Indicative footpath
- Indicative footway/cycleway
- Potential alternative/additional cycle route
- Access point - fixed location (+/-10m flexibility of location permitted)
- Access point - indicative location
- Indicative location for vehicular and pedestrian access to school

8.6 EDGE CONDITIONS

- Edge sections (see Design Code section 8.6)

8.7 FRONTAGE CHARACTER

- Refers to frontage character typology (see Design Code section 8.7)

8.3 GREEN & BLUE INFRASTRUCTURE

The green infrastructure will create a range of high quality spaces which complement the existing landscape character and give the site a unique identity. The Design Code for the green and blue infrastructure will ensure that:

- Significant landscape elements such as mature trees, important hedgerows and watercourses are retained and integrated into the design of new spaces;
- A limited palette of hard (Section 8.6) and soft materials (Section 8.5), is used to create a cohesive identity to a series of distinctive spaces, each with different character;
- The environment will be inclusive and of a high quality throughout;
- There will be a co-ordinated approach to connectivity, drainage, underground utilities, tree planting, lighting and provision of space for sport, play and food production; and
- The technical requirements of the National House Building Council (NHBC) and the National Joint Utilities Group (NJUG) are met.

Lodden Meadows

Lodden Meadows will be developed as the central green leisure and amenity space serving the wider development area. The principal areas will integrate the existing drainage arrangements, ditches and stream courses, and develop these to form wetland features of high aesthetic and ecological value. A framework of native broadleaf and carr type woodland, along with extended existing native hedges, will frame and define the spaces, create separation from the surrounding road systems, but maximise views into and across from adjacent homes. A network of interconnecting paths and cycleways will link the residential areas and permit easy access to the rest of the town as well as leading to quiet seating and picnicking zones towards the river corridor.

Equipped natural play areas will be provided along with possible circular trim trails and dog walking routes. The play and recreational spaces are to be formed near to the new ponds benefitting from the spectacular landscape setting, with all waterside access points carefully designed to conform with ROSPA safety recommendations.



Allotments

Allotments are located in the northern part of the site adjacent to the existing settlement of Ham, and close to St Mary’s Primary School. All allotments will be defined by secure fencing and lockable gates in combination with native hedgerows and tree planting.

It is recommended that half sized plots (125 sqm) are provided in preference to full size ones, as they are seen as being more easily manageable and will allow each site to serve more residents.

Facilities should include centralised composting and recycling areas, water points at approximately 60m centres, irrigation tanks and rainwater collection systems. Allotment sites will also be required to provide a vehicular access point and sufficient parking spaces in compliance with Dorset County Council's (DCC) parking standards.

Sports Pitches

A destination sports hub, with outdoor pitches and a sports pavilion with changing and toilet facilities, will form a key element of the development. The sports pavilion will be located in the north eastern corner of the sports hub site, with vehicular access from the village centre. Sports pitches should be provided to accommodate activities for all ages and meet the requirements of Sport England, North Dorset District Council (NDDC) and DCC.

Play Spaces

Play spaces will take the form of informal, naturalistic play areas with casual seating and static play equipment including sculptural elements. Neighbourhood Equipped Areas for Play (NEAPs) will be located within 800m or 10 minutes walking distance from all residents and Local Equipped Areas for Play (LEAPs) will be located 400m or 5 minutes walking distance from all residents. These play spaces should be designed to respond to their location and context to provide a distinctive play destination with good connectivity.

In addition, doorstep play spaces will be integrated into the development footprint and nestled within the block layout. These are play spaces designed for children under 5 years old, which are located within 100m of the home, to encourage imaginative play and informal recreation.

Existing Watercourses

The current profiles of the existing watercourses on site are fairly straight with deep channels. These watercourses should be re-profiled to not only ensure they have shallow gradients for the community’s safety, but to also take a more naturalistic form and respond better to the rural character of the site.

SuDs

SuD features in the form of swales and attenuation basins must be well integrated into the overall green space network. They must consider community safety but avoid the need to resort to fencing by ensuring gradients are shallow and planting is incorporated to prevent accidental falls into standing water.

Opportunities for placemaking and informal social interaction at these locations should be explored. This could be created in the form of bridges across swales or channels. Any features must be designed sensitively and appropriately for the rural character of the site.

Planting should aim to promote biodiversity and be considered in the context of the site wide ecological mitigation strategy. Local and National SuDs guidance should be referred to.



Lodden Meadows



Allotments



Sports pitches



Naturalistic children's play



SuDs feature



Bridges/structures should be designed to respond to the rural character of the site



Bridges/structures and play areas with an urban character will not be acceptable

8.4 KEY GROUPINGS

Key groupings are important pieces of townscape and are essential components in creating distinctiveness within the neighbourhood of Newhouse and Ham Farm. For this reason more detailed guidance on character, function and appearance have been set out below for each key grouping.

- Three key groupings have been identified:
1. Local Centre and Shaftesbury Road Gateway
 2. Hill Top Park
 3. Newhouse Green Gateway

The design of these space will enable the creation of a high-quality place. The plan opposite illustrates the location of each key grouping. For each key grouping it is demonstrated how the following general townscape principles have been applied:

Storey heights

The permitted storey heights across the development should be in accordance with the Storey Height parameter plan. However the use of taller buildings or special features to signify key buildings and landmarks, or to celebrate arrival/meeting spaces should be encouraged. This will help to create a legible and varied townscape.

Key views

In addition to the key view of St Mary's Church, as identified on the Regulatory Plan, a series of important 'Gateway Views' have been identified. These views focus on either existing features which have historic significance or on new landmark features within the masterplan. Both help in creating a unique sense of place.

Landmark and marker buildings

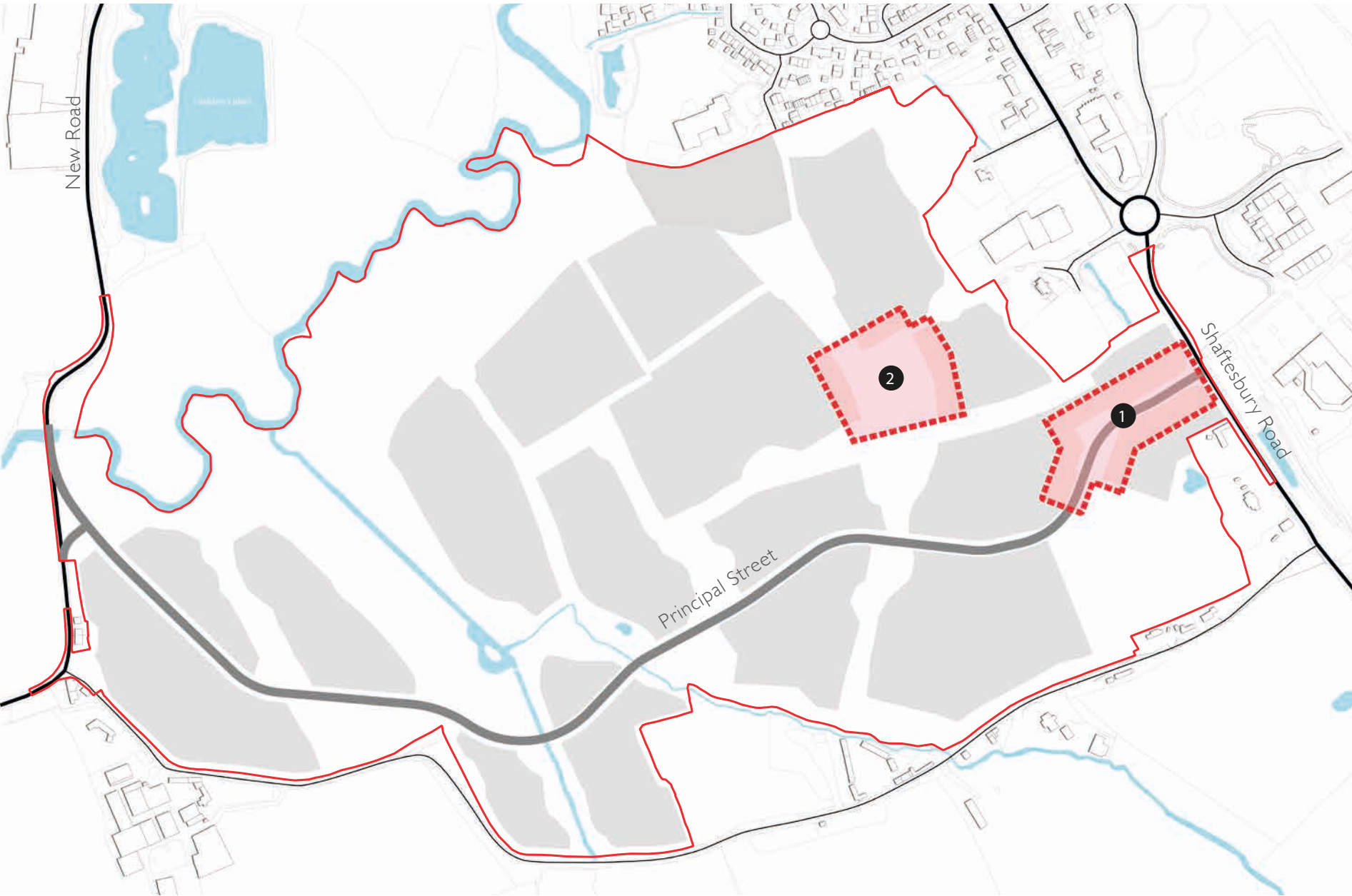
Landmark and marker buildings are intended to assist with wayfinding and are identified on the Regulatory Plan and diagrams on the following pages. They define the main entry points into the development and should be distinguished from surrounding buildings by design features such as additional height, architectural articulation or details, or a distinctive use of colour and materials. The majority of these landmark buildings are used to create a memorable sequence of spaces along strategic routes. They can be found in locations where they terminate long vistas or mark important spaces and gateways.

Design Principles

The design principles diagrams show the main features for each key grouping, and will need to be incorporated in the detailed proposals during the Reserved Matters applications.

An indicative layout gives more detail on how the design of the grouping could be delivered, This is for guidance only. The design response may explore other options.

Engagement with the local community, the local authority and the County Council is key to the design evolution of the local centre and deciding the detailed mix of uses.



Key Groupings

1. LOCAL CENTRE AND SHAFTESBURY ROAD GATEWAY

The local centre will be the eastern gateway to the site and the 'heart' for the new community. It comprises a mix of commercial and community facilities, and is focussed around a village square, centrally located within the wider Southern Extension site. Facilities include a community hall and sports pavilion.

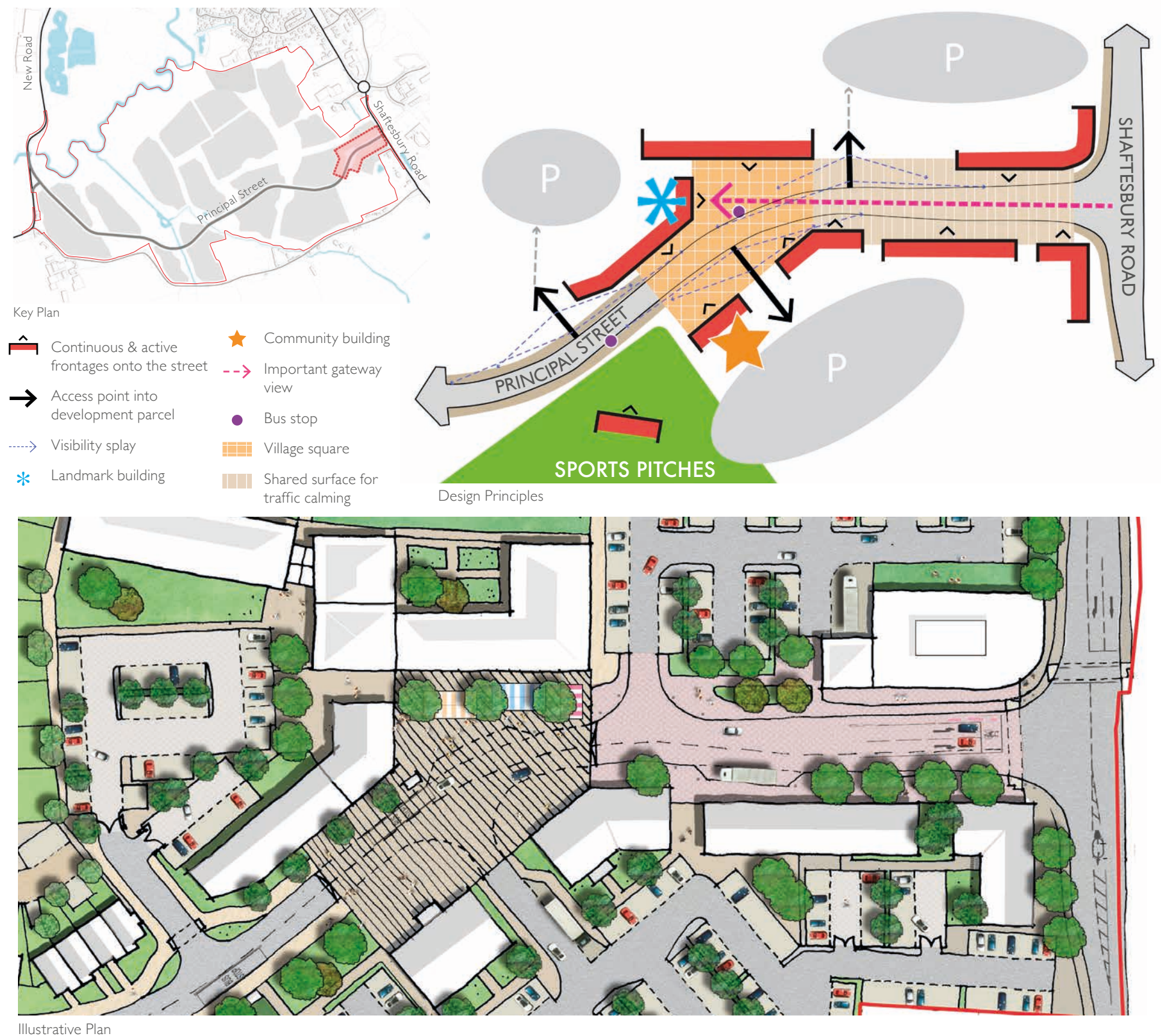
The square itself should have the ability to accommodate a varied range of formal and informal activities at different times of the day and during different seasons of the year, including the following key characteristics.

- A flexible mix of uses around the public space with residential accommodation above active ground floor uses such as shops and cafés.
- Trees to provide shade.
- A mix of seating including outdoor café tables, benches and moveable chairs to allow informal grouping of seats.
- Public art.
- Opportunities for markets, community events and exhibitions.

Buildings around the village square, and their façades, must be designed cohesively to create a sense of enclosure to the public space. However, recreating a similar scale and grain to that seen in the centre of traditional settlements - where the development of individual building plots has occurred over time - is encouraged. In line with the formal character of this area, all buildings around the square must have continuous, active frontages at ground floor level. Breaks between buildings should be restricted to access points for parking areas at the rear.

Taller ground floors (at least 3.5m floor to floor) are required in the mixed use local centre to allow flexibility for changing use in the future. The ground floors of all buildings facing the village market square must have at least 4m floor to floor height to encourage retail uses and cafés to cluster there. A landmark building must terminate the gateway view from Shaftesbury Road.

High quality paving/shared surface materials must be used throughout the square and between it and the Shaftesbury Road junction to signify its civic status, as well as naturally traffic calm vehicles through the local centre. Where possible, pull-in parking bays must be provided along the principal street for deliveries and servicing at the front of commercial units. This avoids the need to have unattractive and potentially insecure service areas at the back of units, but if this is unavoidable, they must be screened from the public realm with high quality fencing or planting. No parking should be proposed for the village square, as this is an area for pedestrian use only. Most of the non-residential buildings will benefit from shared parking courts to the rear.



8.4 KEY GROUPINGS (CONT.)

2. HILL TOP PARK

Hill Top Park is an informal kickabout area located at the highest point of the site and framed by a series of existing mature hedgerows. This space is the only location on site to provide key views across Gillingham to St Mary's Church. It is in close proximity to the children play areas and the site's main pedestrian and cycle link running east-west to the south, providing a range of activities and creating a key community focus for the development.

This key grouping is located in the semi-rural character zone and therefore the arrangement of buildings must reflect this. All buildings around the kickabout area must have active frontages facing onto the green space to encourage natural surveillance.

Buildings should be in a stepped arrangement, with features such as corner buildings located at the edges of the development parcels to frame the key view.

The key view to St Mary's Church must be unobstructed by buildings or landscape features.



Key Plan



Design Principles



Illustrative Plan



8.5 STREET DESIGN

INTRODUCTION

Streets make up the majority of the public realm within the new residential areas of Newhouse and Ham Farm, and the detailed design of streets will play a key role in establishing the character of the place as a whole and the different character of the neighbourhoods within it.

Each street should be designed to encourage the particular activities intended to take place within it. In addition to accommodating movement by pedestrians, cyclists and vehicles, streets need to provide access to homes and parking spaces, create visual interest and amenity and encourage social interaction. Within Newhouse and Ham Farm there will be a range of streets types; each with a different function within the overall movement hierarchy.

The following section sets out the considerations and requirements for each type of street as well as some general design principles.

VEHICULAR SPEEDS – 30mph Limit

Throughout the development site vehicular speeds will be restricted to 20mph or less. The exception is the Principal Street connecting New Road/B3092 and Shaftesbury Road/B3081 where a 30mph limit will apply.

Within the residential area all streets must be designed to naturally slow traffic to 20mph or below by visual cues such as built frontage, on street parking, horizontal deflections and surface materials. On long straight sections of street there will need to be interventions such as changes in horizontal alignment of the carriageway, subtle informal build outs and changes of surface material to act as speed restraints.

LEGIBLE AND PERMEABLE STREET NETWORK

The site is designed around walkable neighbourhoods which provide a range of facilities within a short walking distance of all homes. To ensure the new neighbourhoods function as they are intended to do, and encourage people to walk and cycle rather than use the private car for short trips, it is important that the street network is legible and permeable.

The streets will be designed as a flexible grid structure which will provide a legible and permeable route network throughout the neighbourhoods. The grid will not be uniform and rigid but will flex in response to natural features and topography to create a variety of attractive characterful streets. The street grid should be more orthogonal and formal in higher density areas where streets are more intensively used and less formal where densities are lower and the character of the area is more rural. This gradation from formality to informality will be reflected in every aspect of design for the different types of street within the hierarchy; from the relationship between built frontage and public realm, to the choice of surfacing, spacing of street trees, front boundary types and signage.

A permeable street network is an essential aspect of the Gillingham SSA masterplan. The flexible grid concept will make it easy for pedestrians, cyclists and motorists to get around, provide choice of movement direction and avoid the need for turning heads. All streets should aim to interconnect, and cul-de-sacs, gated streets and one way streets should be avoided.



Examples of different types of streets

STREET GEOMETRY

Cross roads and T-junctions will be the most common forms of junction within the street network. In order to allow pedestrians to follow straight desire lines when crossing streets, it is important that junction radii are kept as small as possible. Radii should generally be less than 6m (to be determined by swept path analysis) with the less trafficked streets achieving a maximum of 4m. Exceptions to this can be made at the junctions onto the stretches of 30mph street where 6m radii may be required.

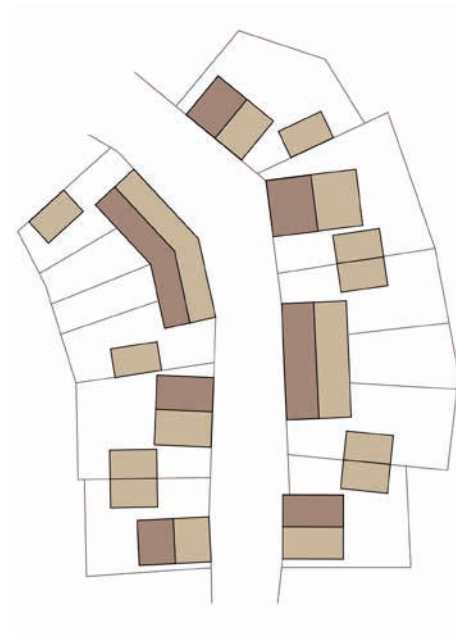
Vehicle tracking should be undertaken to test junction designs and achieve tight radii at junctions. It is acceptable for large vehicles to use the opposite carriageway when turning in areas where traffic is moving at 20mph. Widening the street near the junction can help achieve tighter radii. Where there is concern about larger vehicles running over the corners at junctions when turning, materials should be used that allow this to occur without causing damage. Where on-street car parking is provided near junctions, wider car parking bays can be used to allow visibility splays to be maintained. Street trees can also be located within these visibility splays to allow continuity of tree planting along a street.

The approach shown in the opposite diagrams and as explained in *Manual for Streets 1*, should be adopted in designing streets.

“Swept path analysis, or tracking, is used to determine the space required for various vehicles and is a key tool for designing carriageways for vehicular movement within the overall layout of the street. The potential layouts of buildings and spaces do not have to be dictated by carriageway alignment - they should generally be considered first, with the carriageway alignment being designed to fit within the remaining space.”

Manual for Streets (2007)

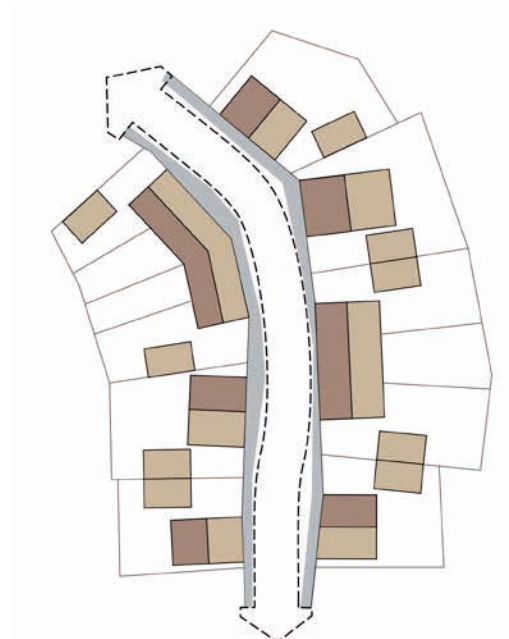
For required standards of visibility splays and street centre radii, reference should be made to current Dorset County Council (DCC) Highway Development guidance.



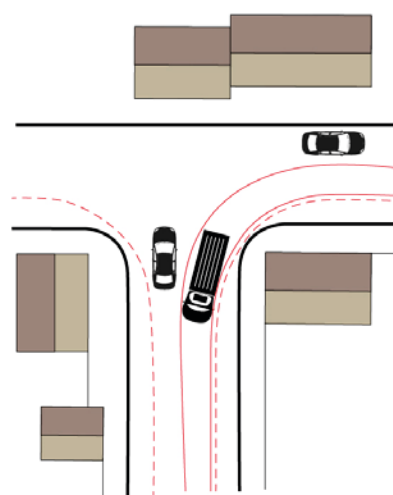
The buildings and urban edge of a street help to form the plan



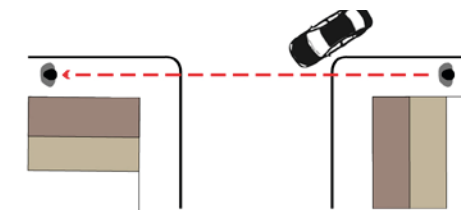
The kerb line can be used to reinforce this



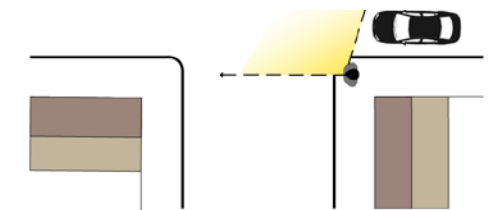
The remaining carriageway space is tracked for movement and for the provision of places where people may park their vehicles.



- Tighter kerb radii can be used with a wider carriageway. The refuse vehicle turning requirement is still accommodated within the space, yet vehicles do not dominate.
- By using the same concept of tracking, wider carriageways can be set out to generate tighter junctions. These have much better calming effect on traffic speed.



- Pedestrian desire line (---) is maintained
- Vehicles turn slowly (10-15 mph)

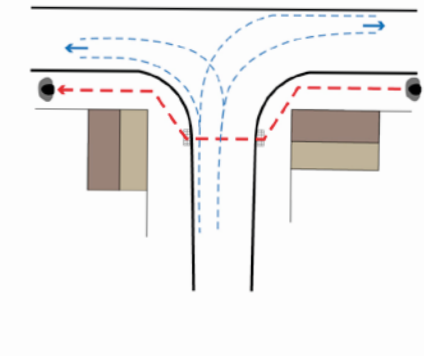


- Pedestrian does not have to look further behind to check for turning vehicles
- Pedestrian can easily establish priority because vehicles turn slowly.

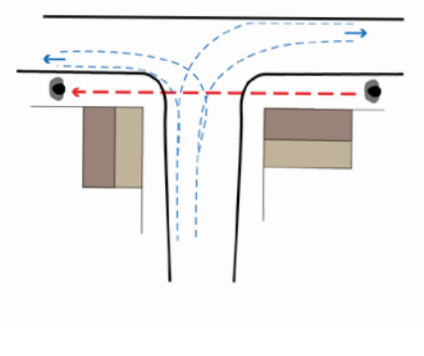
8.5 STREET DESIGN (CONT.)

CONSTRUCTION DETAIL

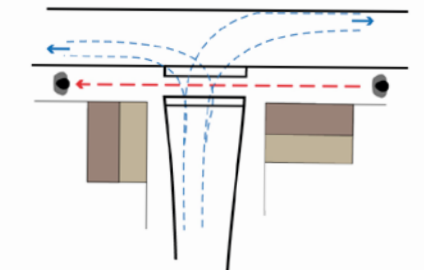
At the corners of all junctions or other vulnerable areas, footways or other hard-standings will be constructed to the same quality as the carriageway to avoid being damaged by vehicles overrunning the footways or parking. The detailed placement of trees, tree pits and utilities will need to be carefully considered, so that the sub base and surfaces can be designed holistically, in order to ensure longevity.



Larger radii force pedestrians to deviate.



Side street widens at junction & narrows further back to allow smaller radii. Smaller radii allow pedestrians to cross more easily.



Best solution includes raised surface for easier pedestrian crossing.

Key street geometry principles

INCLUSIVE DESIGN

The public realm within the site must be designed to accommodate people with disabilities including wheelchair users, blind and partially sighted people. Tactile paving will be required to mark approaches to crossing points. Making crossing streets as easy as possible for the elderly, for people pushing buggies and walking with small children is also important.

DECLUTTERING

The public realm throughout the site must be designed to avoid unnecessary highway paraphernalia. With the exception of the signs at the entrances to the neighbourhood stating that it is a 20mph zone, it should not be necessary to place speed limit signage. This can be achieved if streets are designed carefully in the first instance to naturally slow speeds and provide design cues that make it obvious where parking is acceptable and where pedestrians are likely to be crossing the street.

Wayfinding and street name signs will form part of a specially designed suite of signs with a distinctive look that will be used throughout the new neighbourhood. Where possible, these should be attached to buildings or walls to avoid cluttering the street scene.

“Traffic signs, signals and road markings are the key method for communicating with the road user and need to be simple and concise so as to be easily understood. Proper use of signs is vital to their effectiveness in terms of guiding or regulating. Over-provision of signs can have a detrimental impact on the environment and can dilute more important messages if they result in information overload for drivers”
Department for Transport (2013)



Raised shared surface crossing act as speed restraints and also assist frame and wheelchair users and people pushing buggies



Street furniture, lighting and signage clutter should be avoided



Example of decluttered streets with signage on buildings



Example of decluttered streets with lighting on buildings

LINING

The absence of unnecessary road marking can help reduce road clutter and maintenance cost. The aim should be to avoid white lining to mark carriageway lanes and yellow lining to define parking restrictions, except on the principal street and potentially the secondary street. Where lines are deemed absolutely necessary 50mm white centre lines and 50mm wide primrose or yellow lines should be used, not 100mm lines.

The use of different coloured paving is encouraged to demarcate the carriageways, footway/cycleways and parking spaces, particularly on the tertiary, mews/lanes and edge streets. Please refer to the Department for Transport’s Traffic Advisory Leaflet 01/13 on Reducing Sign Clutter (January 2013) for more information and guidance.



Different coloured paving should be used to demarcate the function of the space



Different coloured paving should be used to demarcate the function of the space



Different coloured paving should be used to demarcate the function of the space



There should be no block paving where white lining is required

STREET LIGHTING

Street lighting should be considered as an integral part of the street design. Lighting columns should generally be kept as low as possible to signify that the site is a residential environment where traffic is expected to move slowly and carefully. On the Principal Street, columns up to 8m tall are acceptable, whilst those on local access streets, shared surfaced lanes and edge streets should be 6m or less, with 5m columns being the norm. Using different types of street lights in the same space should be avoided.

On less trafficked streets and in key public spaces, lighting attached to buildings should be considered where possible to avoid clutter at ground level.

All lighting should comply with Dorset County Council’s Street lighting and Illuminated Signs Policy.

In key public spaces such as the village square and play areas, lighting should be considered as part of the design as a whole and innovative solutions encouraged. These could include integration of lighting with public art or water features.

Given the rural character and setting of the site, flood lighting for sport pitches should be discouraged and avoided.



Avoid using different types of street lights in the same place



Lighting is used to highlight a key feature



Flood lighting for sports pitches should be avoided



Use of low level lighting in green spaces that are ecologically sensitive



Integrated downlights are used to avoid clutter on the street

8.5 STREET DESIGN (CONT.)

STREET TREES AND GREEN VERGES

Street trees and green verges are important aspects of the rural character. The selection of soft landscaping will vary in accordance with the character and scale of the street. Trees create visual interest and help to soften the built environment. Although providing and maintaining street trees has financial implications, the economic, environmental and social benefits vastly outweigh these costs and promote a sense of well-being and pride in the environment for all road users.

Formal rows of larger species trees should be used on the semi-rural and formal character sections of the principal street, while staggered smaller species trees set in native understorey planting should alternate on the rural character section of the principal street and on smaller residential streets. Individual trees should be used in more intimate lanes or mews and shared surfaced streets and will include a range of native cultivars, selected for their form, year long visual characteristics and benefits in encouraging wildlife.

Tree pits are an important part of tree planting proposals in a street environment and the design will be site specific due to the nature and conditions of the local environment.

Street Trees Design Principles

- 1. Where appropriate, tree pits should be designed to accommodate as large a species as possible. Where required a suitable paving support system will be implemented along with root barriers which will create robust planting conditions, to ensure that the mature tree is not in conflict with the surrounding infrastructure in 50-100 years from planting.
- 2. Avenues of trees provide strong aesthetic form and may be themed to give different neighbourhoods distinct identities.

Possible Species include:

- Field Maple 'Streetwise'
- Hawthorns (e.g. Crataegus x Grignoneensis, C. monogyna 'Stricta')
- London Plane
- Caucasian 'Streetwise' Lime
- Tulip Tree
- Callery Pear
- Pin Oak
- Holm Oak
- Himalayan Birch
- Hornbeam 'Frans Fontaine'
- Ginkgo
- Liquidambar 'Worplesdon'
- Cherries
- Whitebeam crosses (e.g. Sorbus x Magnifica)

- 3. Where space permits, SuDS features may be planted with low maintenance, large-scale species, to create attractive landscape areas with which residents can actively engage, rather than potentially unappealing drainage ditches with scrub populating their margins. In parts of the site closest to buildings and around the play and recreation areas, this planting could include non-native wetland species to provide wider aesthetic and textural interest.

Possible non-native wetland species include:

- Pin Oak
- Swamp White Oak
- Swamp Cypress
- Dawn Redwood
- Red Alder

- Italian Alder
- River Birch
- Silver Maple
- Caucasian Wingnut

Native willows are high maintenance and should be used very sparingly. Alders are much more robust and if required, may be coppiced on a rotational cycle making them suitable for use nearer to structures and gardens. A carefully selected palette can result in a remarkable visual spectacle year round. Selected shrubs and trees may be coppiced on 1-2 year cycles to create winter interest with species such as Salix 'Britzensis', Salix gracilistyla melanostachys and Cornus flaviramea.

- 4. Due consideration should be given to the planting of evergreen species as structural elements within the Principal Street, Secondary Street and the Village Square to provide winter interest. Species should reflect the required aesthetic vision and presence required.

Species include:

- Japanese Tree Privet
- Photinia
- Bay laurel
- Hollies
- Magnolia grandiflora
- Portugese Laurel
- Holm Oak & Turners Oak

- 5. The lists above are suggested. However, proposals which seek to create an urban canopy which is more imaginative and diverse than usually designed, particularly with enhanced awareness of potential climate change, would be welcomed. Non-native species along with selected cultivars of native species can be used in good measure to bolster the palette and ensure that the best possible species choice is made within the framework of the design vision.

Examples of street trees and soft verges that add character to the street scene



White gates to signify the arrival at a new place and to help slow down traffic



'Play on the way' equipment located within green verges



Varying widths of green verges



Regular planting of street trees can create a more formal character to the street

Tree details



Examples of tree staking within green verges



Examples of tree pits in a public square



8.5 STREET DESIGN (CONT.)

The masterplan is designed to provide a well-connected, high quality network of streets within the site, as well as pedestrian / cycle routes of different character, in order to provide walkable neighbourhoods. Access within the site has been designed to reflect the following principles:

- A principal street which maximises opportunities for access to bus services and the Brickfield Business Park; and
- A fully connected and permeable network of streets which minimises barriers to walking and cycling, naturally calms traffic speeds and encourages these modes as an attractive means of travel whilst prioritising a “people first, car second” environment.

STREET TYPES

Principal Street

The principal street extends through the site connecting Shaftesbury Road to New Road. It passes through 3 distinct character zones along its length - Rural, Semi-Rural and Formal - which are described on the following pages.

Secondary Street

The secondary street connects the northern development parcels to the Principal Street.

Tertiary Street

Tertiary streets will provide access to homes off the strategic route where a lane or mews/ shared space is unable to provide sufficient capacity to serve the number of homes in an area. They will connect to a network of lanes, mews and edge streets.

Lane/ Mews Street/ Edge Streets

A network of minor access streets and shared spaces/residential streets will provide access to homes.

Principal street

Secondary street

Tertiary street

Lanes / mews

Edge streets

Main vehicular access point

Vehicular access point for limited number of vehicles

Welcome sign

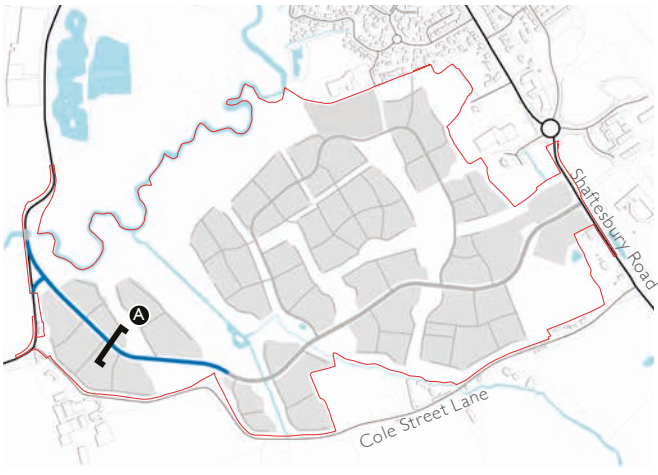


THE PRINCIPAL STREET - RURAL CHARACTER

The 'rural' character zone is located to the west at Newhouse Farm, where the Principal Street is near open landscape and as the street moves towards the local centre in the east, it starts to assume a more formal character.

The rural character of the Principal Street will have groups of trees informally planted within green verges (minimum 3m wide) on both sides of the road. Tree species must not interfere with the function of the street, which is a route for taller vehicles including HGVs, delivery vehicles and buses.

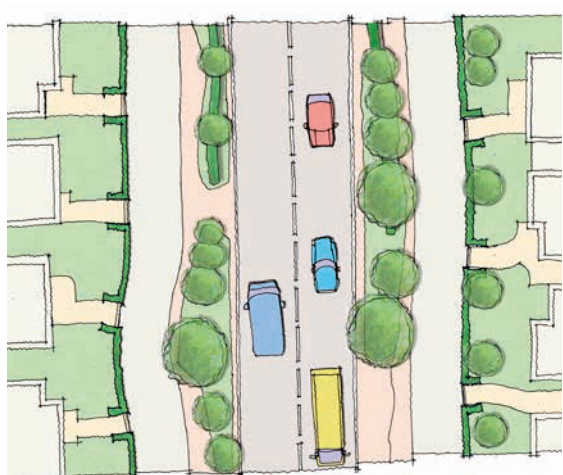
The proposed 3m shared footway/cycleway (on both sides) will be separated from the carriageway by green verges. Minimum widths of green verges must be complied to however it is encouraged that they can widen and vary along the principal street. The street design needs to accommodate varying levels of vehicular movement and integrate bus stops.



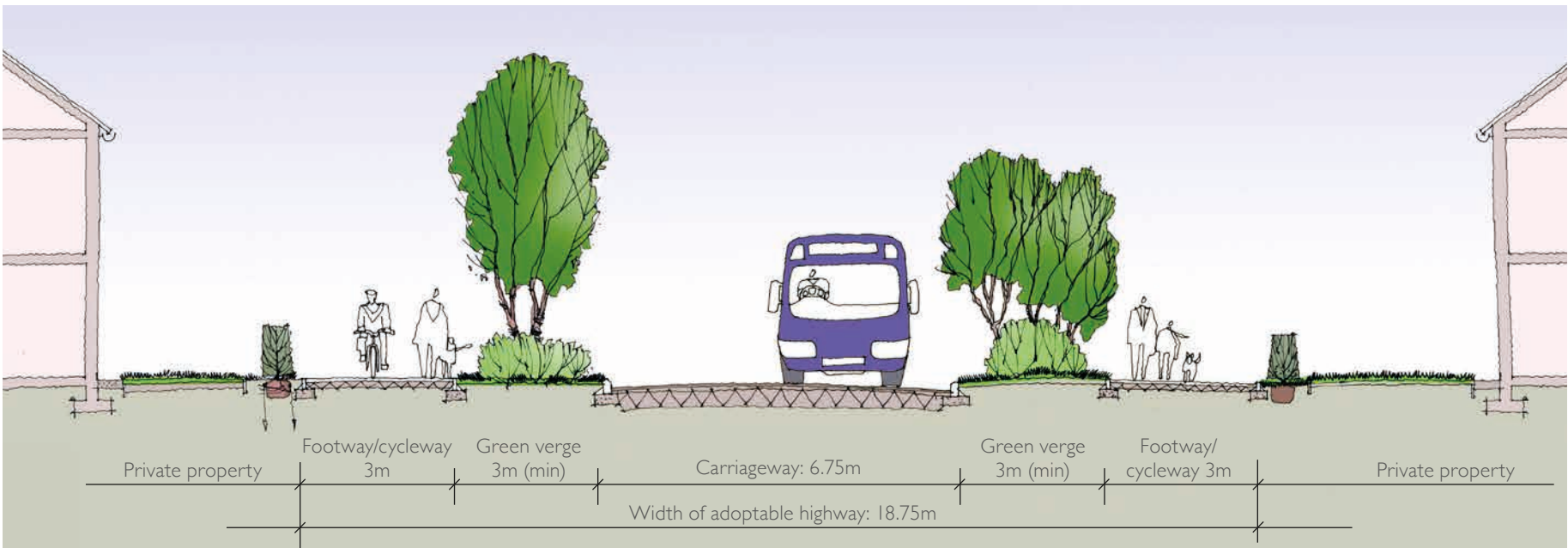
Key Plan




Precedent - Rural



Typical plan - Rural



Typical section - Rural

THE PRINCIPAL STREET (RURAL CHARACTER)	
HIGHWAY FEATURES	
Speed limit	
Width of adoptable highway	18.75m (minimum)
Min. carriageway width	6.75m
Footway / cycleway	3m shared surface footway/cycleway on both sides of the carriageway. Cyclists to have priority at side road junctions with motorists to give-way on side roads via an additional give-way feature.
Verge	Minimum 3m green verge separation between carriageway and footway/cycleway (both sides)
Bus access	Yes
On-street parking	In dedicated parking bays only, located close to children's play areas. Parallel bays to be 2.4m wide by 6m long. To be provided in addition to carriageway width, within the green verge zone.
Traffic calming measures	None
Statutory undertaker provision	Provided beneath footway/cycleway
Road markings	Are required to standards set out in Traffic Signs Regulations and General Directions (TSRGD) 2016
Centre line radii	75m
Service strip	Incorporated within footway/cycleway
Street lighting	8m high columns
ACCESS	
Junction spacing	43m for adjacent side roads, 21.5m for opposite side of the carriageway
Minimum junction visibility	2.4m X distance, 43m Y Distance and 43m forward visibility
Kerb Radius	Determined by swept path analysis, although a starting point should be 6m
Direct vehicular access to properties	Yes if on plot turning facilities are provided
Paving material	PI, FPI, FP2, FP7, FP8, FP9, KI, K5 (refer to Section 8.6)
Boundary treatment	B6 & B03 (refer to Section 8.8)
Parking typology	P2, P3 & P7 (refer to Section 8.12)

8.5 STREET DESIGN (CONT.)

THE PRINCIPAL STREET- SEMI-RURAL CHARACTER

The semi-rural character of the Principal Street makes the appearance of a more formal street as one moves towards the local centre in the east. This is created by providing green verges on alternating sides of the street and spacing trees more regularly, in contrast to the informality of the rural section of the Principal Street.

Tree species must appropriate for the function of the street, a route for taller vehicles including HGVs, delivery vehicles and buses must be preserved.

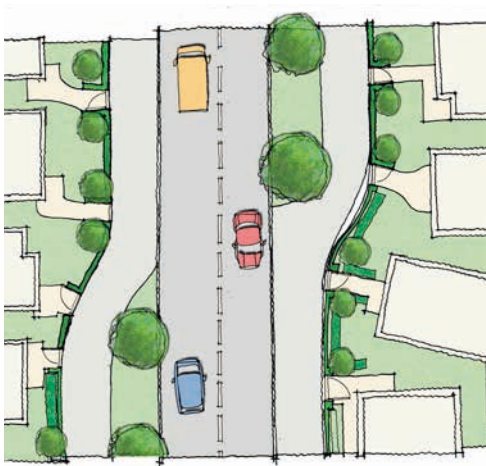
A shared footway/cycleway will be provided on both sides of the street. The street design needs to accommodate varying levels of vehicular movement and integrate bus stops.



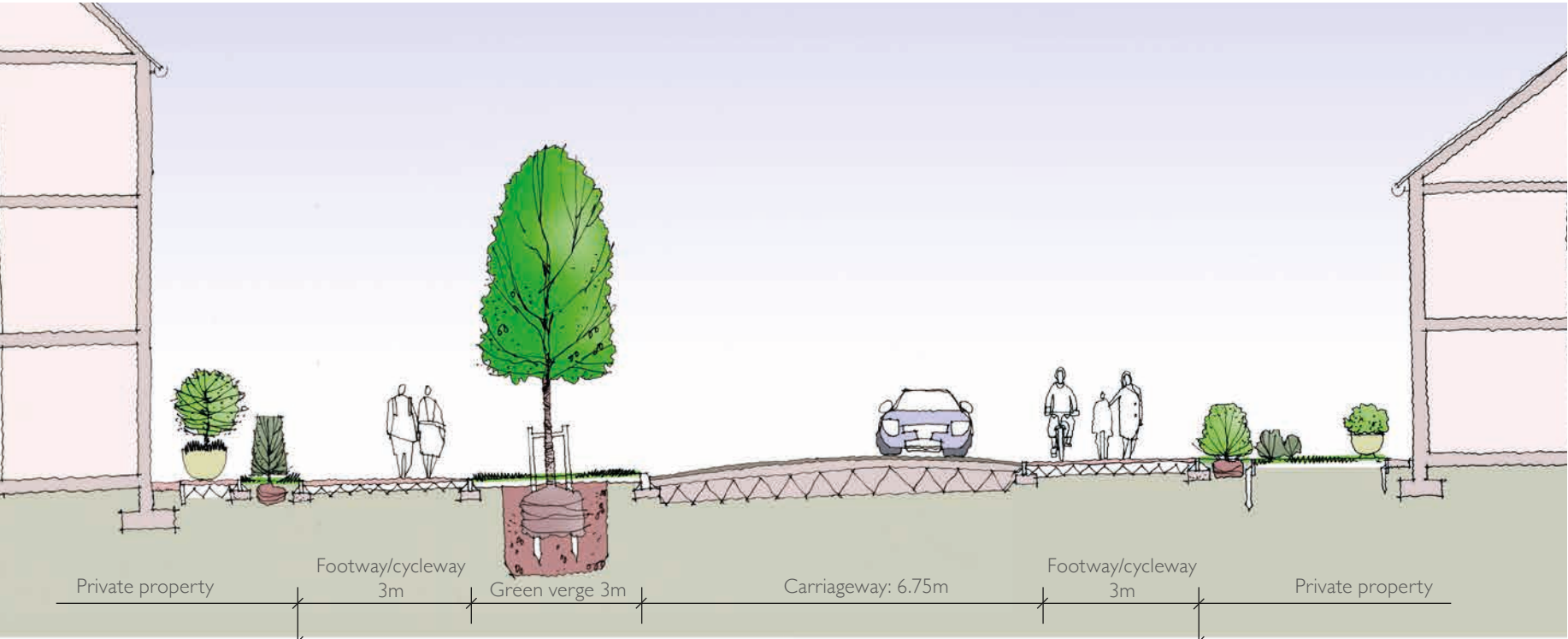
Key Plan



Precedent - Semi-rural




Typical plan- Semi-rural



Typical section - Semi-rural

Width of adoptable highway: 15.75m (minimum)

THE PRINCIPAL STREET (SEMI-RURAL CHARACTER)	
HIGHWAY FEATURES	
Speed Limit	
Width of adoptable highway	15.75m (minimum)
Minimum carriageway width	6.75m
Footway / cycleway	3m shared surface footway/cycleway on both sides of the carriageway. Cyclists to have priority at side road junctions with motorists to give-way on side roads via an additional give-way feature.
Verge	Minimum 3m green verge separation between carriageway and footway/cycleway (alternating sides)
Bus access	Yes
On-street parking	In dedicated parking bays only. Parallel bays to be 2.4m wide by 6.0m long. To be provided in addition to carriageway width
Traffic calming measures	None
Statutory undertaker provision	Provided beneath footway/cycleway
Road markings	Are required to standards set out in TSRGD 2016
Centre line radii	75m
Service strip	Incorporated within footway/cycleway
Street lighting	8m high columns
ACCESS	
Junction spacing	43m for adjacent side roads, 21.5m for opposite side of the carriageway
Minimum junction visibility	2.4m X distance, 43m Y Distance and 43m forward visibility
Kerb Radius	Determined by swept path analysis, although a starting point should be 6m
Direct vehicular access to properties	Yes if on plot turning facilities are provided
Paving material	PI, FPI, FP2, FP7, FP8, FP9, KI, K5 (refer to Section 8.6)
Boundary treatment	B3, B4, B5, B6, B7, B8, B02 & B03 (refer to Section 8.11)
Parking typology	P2, P4, P6 & P8 (refer to Section 8.12)

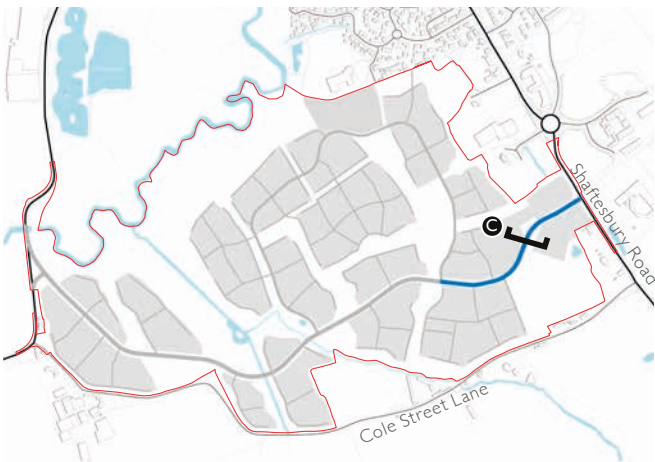
THE PRINCIPAL STREET - FORMAL CHARACTER

The change to the formal character of the Principal Street will announce arrival at the local centre. This is achieved by regularly spaced lines of street trees on both sides of the road. The local centre will have a high volume of pedestrian movement and therefore requires wider pavements and other features to suggest pedestrian priority.

The pavement in the local centre will run up to the property boundaries and special paving will mark crossing points for both pedestrians and vehicles. The design of street furniture, lighting, public art and soft landscaping will emphasise the civic importance of the place.

Where the Principal Street runs through and along the edge of the market square, it will form an integral part of the square, with both the carriageway and adjoining pedestrian space at the same level. Changes in material rather than standard kerbs should be used to demarcate pedestrian priority.

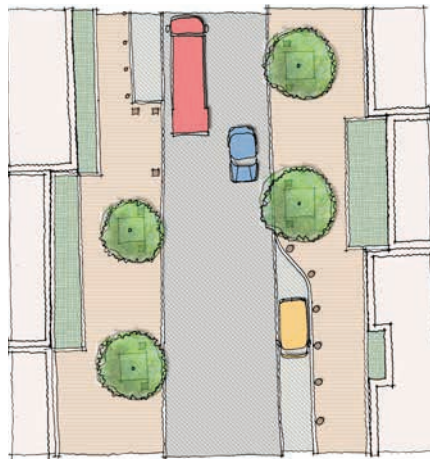
Bus stops will include raised platforms to allow easy boarding and tactile paving must be used to indicate safe crossing places for blind and partially-sighted pedestrians.



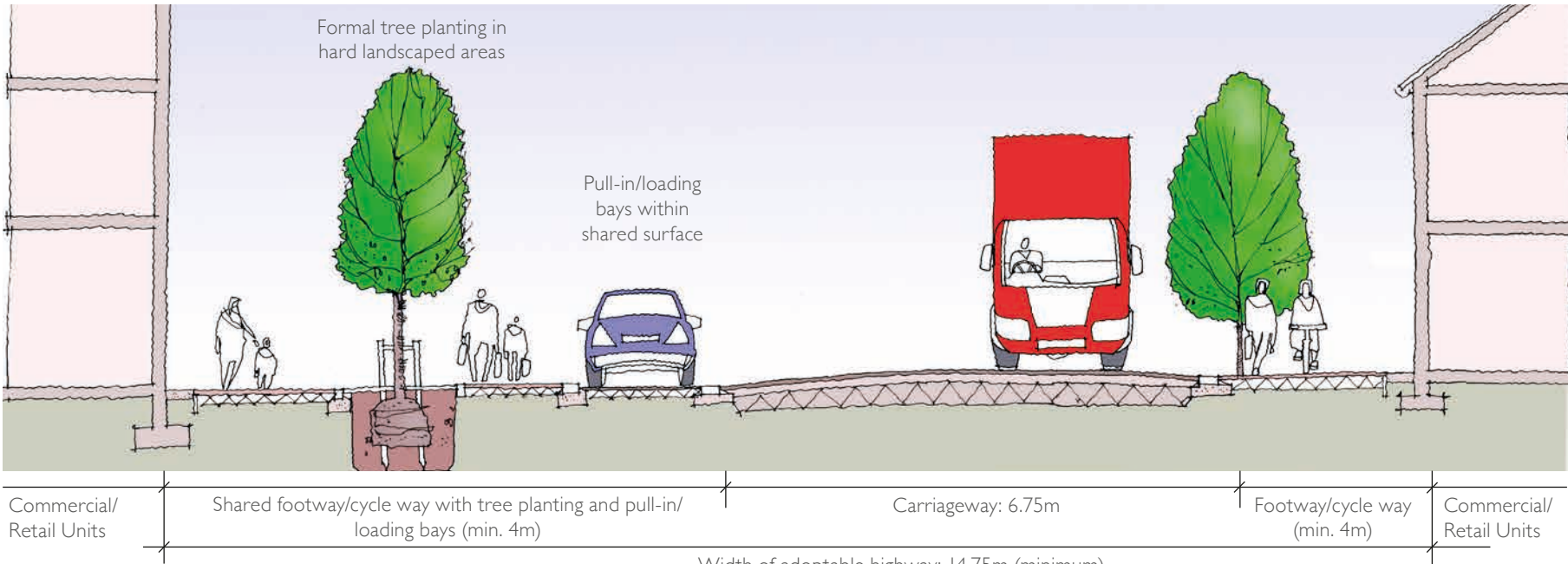
Key Plan




Precedent - Formal



Typical plan - Formal



Typical section - Formal (Village Square)

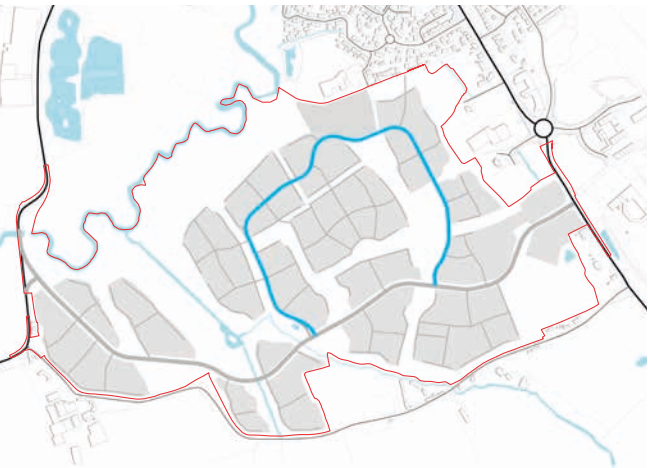
THE PRINCIPAL STREET (FORMAL CHARACTER)	
HIGHWAY FEATURES	
Speed Limit	 Design speed limit of 15mph for shared surface areas
Width of adoptable highway	14.75m (minimum)
Minimum carriageway width	6.75m
Footway/cycle way	Minimum 4m shared surface footway/cycle way on both sides of the carriageway. Cyclists to have priority at side road junctions with motorists to give-way on side roads via an additional give-way feature.
Verge	None - Tree planting to be included in shared footway/cycle way.
Bus access	Yes
On-street parking	In dedicated parking bays only. Parallel bays to be 2.4m wide by 6m long. To be provided in addition to carriageway width.
Traffic calming measures	None
Statutory undertaker provision	Provided beneath footway/cycle way
Road markings	Are required to standards set out in TSRGD 2016
Centre line radii	75m
Service strip	Incorporated within footway/cycle way
Street lighting	8m high columns
ACCESS	
Junction spacing	43m for adjacent side roads, 21.5m for opposite side of the carriageway
Minimum junction visibility	2.4m X distance, 43m Y Distance and 43m forward visibility
Kerb Radius	Determined by swept path analysis, although a starting point should be 6m
Direct vehicular access to properties	Yes if on plot turning facilities are provided
Paving material	P1, P2, FPI, FP2, FP7, FP8, FP9, K1, K5 (refer to Section 8.6)
Boundary treatment	B1, B2, B4, B7, B02, B04, B05 (refer to Section 8.11)
Parking typology	P2, P4, P6 & P8 (refer to Section 8.12)

8.5 STREET DESIGN (CONT.)

SECONDARY STREET

This is a residential street with a 20 mph maximum speed limit and must be designed to naturally slow vehicular speeds by design features such as placement of buildings, on-street parking and raised tables or rumble strips at junctions. Street trees should form an integral part of the design.

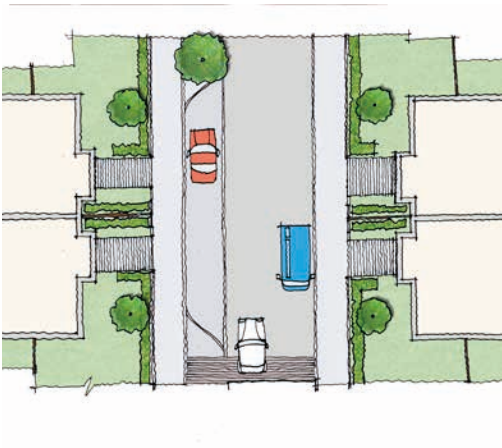
The secondary street is designed to accommodate a higher volume of vehicle movements than the tertiary streets, mews streets/lanes and edge streets. For this reason a minimum carriageway width of 5.5m should be provided.



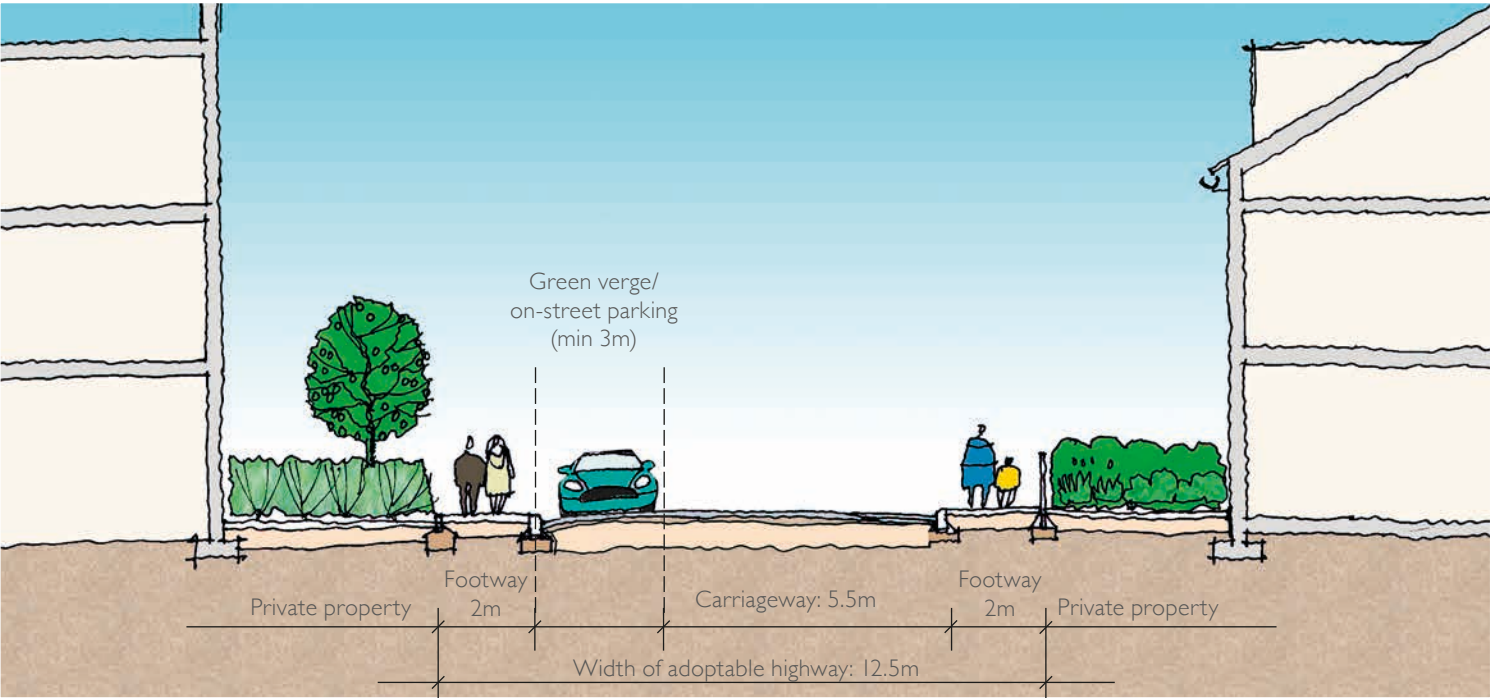
Key Plan




Precedent



Typical plan



Typical section

SECONDARY STREET	
HIGHWAY FEATURES	
Design Speed Limit	
Width of adoptable highway	12.5m
Minimum carriageway width	5.5m (may require localised widening on bends)
Footway / cycleway	2m wide footway on both sides, cycles to be accommodated on the carriageway
Verge	Minimum 3m green verge separation between carriageway and footway/cycleway (at least on one side)
Bus access	No
On-street parking	In dedicated parking bays only. Parallel bays to be 2.4m wide by 6.0m long. To be provided in addition to carriageway width
Traffic calming measures	Raised tables and rumble strips
Statutory undertaker provision	Provided beneath footway
Road markings	To standards set out in TSRGD 2016
Centre line radii	10m-40m
Service strip	Incorporated within footway
Street lighting	6m high columns
ACCESS	
Junction spacing	Determined by swept path analysis of larger vehicles (eg. fire engines and refuse collection) likely to use the proposed street
Minimum junction visibility	2.4m X distance, 22m Y distance with 25m forward visibility, maximum forward visibility of 33m
Kerb Radius	4.0m - 6.0m radii (to determined by swept path analysis)
Direct vehicular access to properties	Yes - Restricted at junctions
Paving material	PI, FPI, FP2, FP3, FP4, FP5, FP7, FP8, FP9, KI, K2 (refer to Section 8.6)
Boundary treatment	B3, B4, B5, B6, B7, B8, B02, B03 & B07 (refer to Section 8.11)
Parking typology	P2, P3 & P9 (refer to Section 8.12)

TERTIARY STREETS

Tertiary streets provide access to residential areas to a limited number of properties, where the expected volumes of traffic are low. They should be designed to achieve target design speeds of 15 mph or less through incorporating design features such as pinch points in the carriageway (4.8m minimum), on-street parking and changes in carriageway surfaces to demarcate pedestrian crossing points.

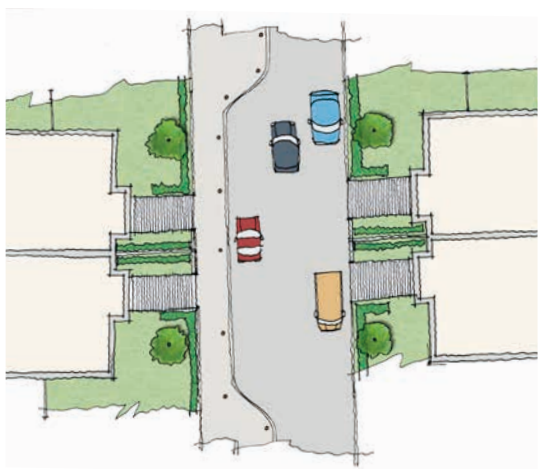
Variable width of carriageway with widening to provide opportunity spaces for visitor parking should be a feature of tertiary streets. Street trees should also be incorporated into the street design.



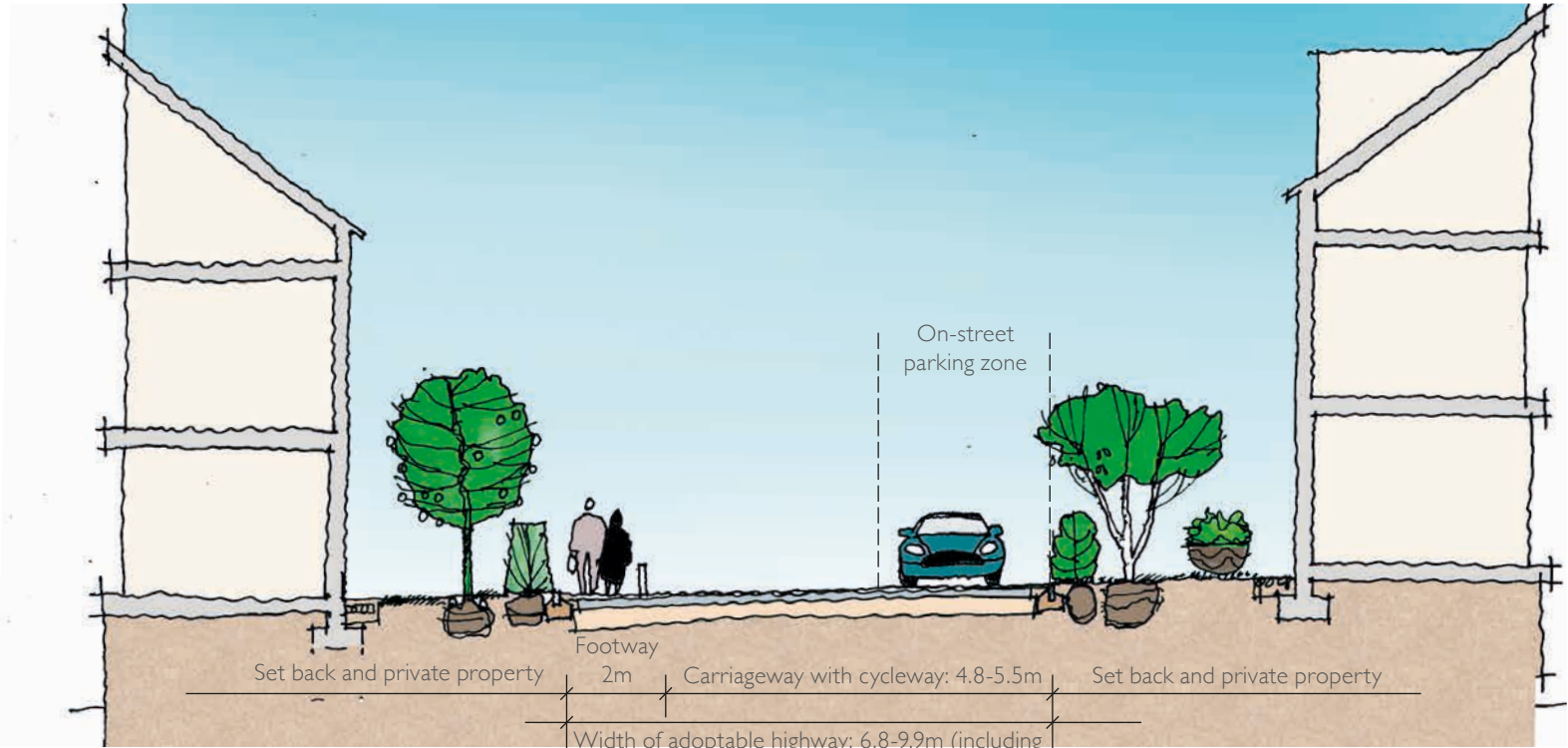
Key Plan



Precedent



Typical plan



Typical section

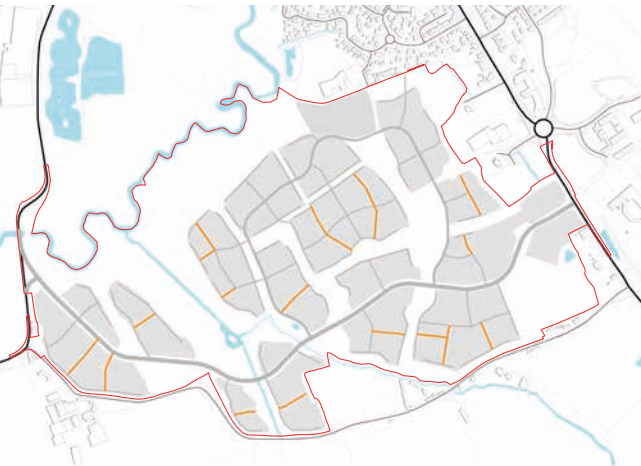
TERTIARY STREETS	
HIGHWAY FEATURES	
Design Speed Limit	15
Width of adoptable highway	6.8-9.9m
Minimum carriageway width	4.8m-5.5m
Footway / cycleway	2m wide footway on at least one side, cycles to be accommodated in the shared surfaced street
Verge	None
Bus access	No
On-street parking	If parallel 2.4m wide by 6.0m long and if perpendicular 5m long and 2.8m wide. To be provided in addition to carriageway width
Traffic calming measures	Raised table and rumble strips
Statutory undertaker provision	Provided beneath footway
Road markings	Centre line markings omitted
Centre line radii	10m
Service strip	Incorporated within footway
Street lighting	6m high columns
ACCESS	
Junction spacing	Determined by swept path analysis of vehicles likely to use the proposed street
Minimum junction visibility	2.4m X distance, 22m Y distance with 25m forward visibility, maximum forward visibility of 33m
Kerb Radius	4.0m - 6.0m radii (to determined by swept path analysis)
Direct vehicular access to properties	Yes - Restricted at junctions
Paving material	P2, P3a, P3b, FP2, FP3, FP4, FP5, FP7, FP8, FP9, FP9, KI, K2 (refer to Section 8.6)
Boundary treatment	B1, B2, B4, B7, B03, B04 & B07 (refer to Section 8.11)
Parking typology	P1, P2, P3, P4, P6, P8 & P9 (refer to Section 8.12)

8.5 STREET DESIGN (CONT.)

MEWS STREET

Mews Streets will be shared surface streets and more formal in character, which gives priority to pedestrians and cyclists. These streets are narrow in character and must be designed to achieve target speeds of 15mph or less using design cues, such as pinch points in the carriageway (3m minimum) and on-street parking.

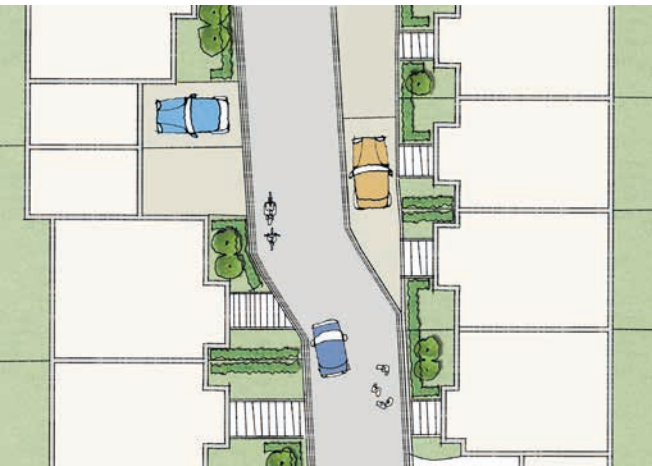
Kerbs are usually omitted in shared surfaces to give a clear indication that vehicles should give way to pedestrians. Trees and planters are features of these types of street. The needs of blind or partially-sighted people must be considered in the detailed design, and suitable tactile features included to assist them in safely navigating the shared spaces.



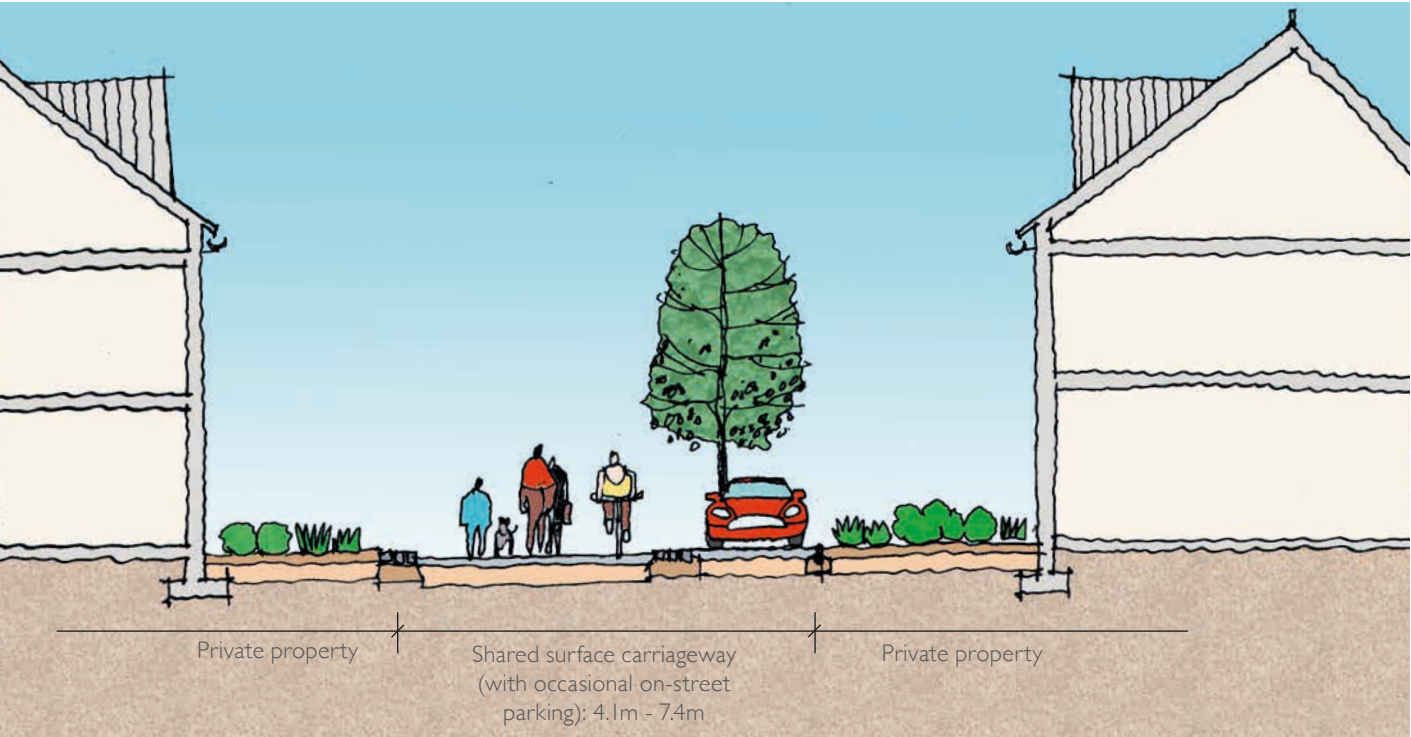
Key Plan





Precedent



Typical plan



Typical section

MEWS STREET	
HIGHWAY FEATURES	
Design Speed Limit	 to 
Width of adoptable highway	4.1m - 7.4m
Minimum carriageway width	4.1m - 5.0m
Footway / cycleway	Pedestrians and cyclists accommodated in the shared surfaced street.
Service margin	0.5m margin to be provided at either side of the shared surface to allow for wing mirror overhangs.
Bus access	No
On-street parking	Parallel spaces 2.4m wide by 6.0m long, to be provided in addition to carriageway width
Traffic calming measures	Raised table and rumble strips
Statutory undertaker provision	Provided within the carriageway
Road markings	Centre line markings omitted
Centre line radii	10m
Street lighting	5m high columns or attached on buildings
ACCESS	
Junction spacing	Determined by swept path analysis of vehicles likely to use the proposed street, crossroads permitted dependent on swept paths
Minimum junction visibility	2.0m X distance, 15m Y distance
Kerb Radius	Determined by swept path analysis, minimum of 2.0m
Direct vehicular access to properties	Yes - Restricted at junctions
Paving material	P3a, P3b, FP3, FP4, FP5, K3, K4 (refer to Section 8.6)
Boundary treatment	B1, B7 & B03 (refer to Section 8.11)
Parking typology	P1, P2, P3, P4, P6, P8 & P9 (refer to Section 8.12)

8.5 STREET DESIGN (CONT.)

LANES

Lanes are informal and narrow in character. They provide access to a relatively low number of dwellings and can be designed as shared spaces.

Features such as narrowing of the carriageway to allow only one vehicle at a time to pass at pinch points (minimum 3m) should be incorporated.

Variable width carriageways can also provide opportunity spaces for on-street parking and create a rural character.



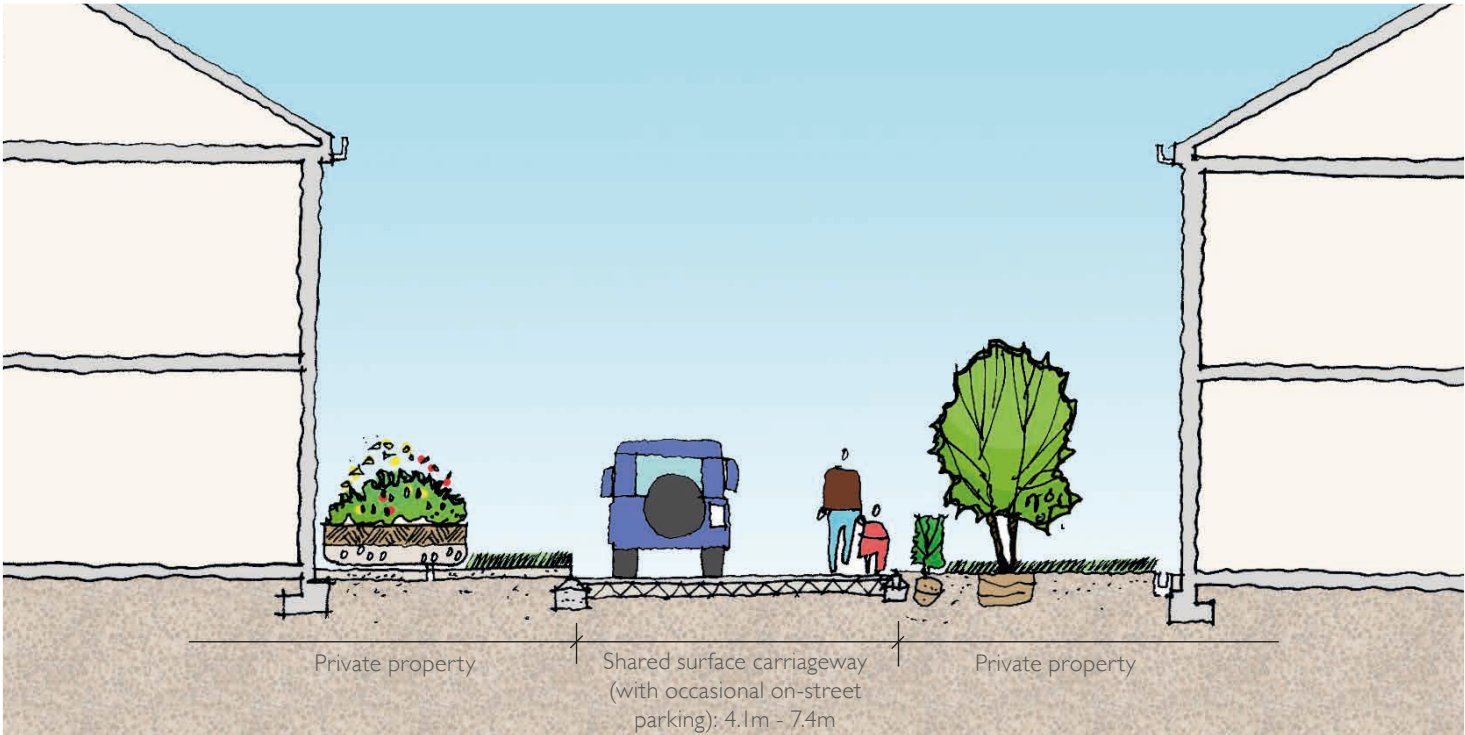
Key Plan





Precedent



Typical plan



Typical section

LANES	
HIGHWAY FEATURES	
Design Speed Limit	 to 
Width of adoptable highway	4.1m - 7.4m
Minimum carriageway width	4.1m - 5.0m
Footway / cycleway	Pedestrians and cyclists accommodated on the carriageway
Service margin	0.5m margin to be provided at either side of the shared surface to allow for wing mirror overhangs.
Bus access	No
On-street parking	Parallel spaces 2.4m wide by 6.0m long, to be provided in addition to carriageway width
Traffic calming measures	Raised table and rumble strips
Statutory undertaker provision	Provided within the carriageway
Road markings	Centre line markings omitted
Centre line radii	10m
Street lighting	5m high columns or attached on buildings
ACCESS	
Junction spacing	Determined by swept path analysis of vehicles likely to use the proposed street, crossroads permitted dependent on swept paths
Minimum junction visibility	2.0m X distance, 15m Y distance
Kerb Radius	Determined by swept path analysis, minimum of 2.0m
Direct vehicular access to properties	Yes - Restricted at junctions
Paving material	P3a, P3b, FP3, FP4, FP5, K3, K4 (refer to Section 8.6)
Boundary treatment	B1, B7 & B03 (refer to Section 8.11)
Parking typology	P1, P2, P3, P4, P6, P8 & P9 (refer to Section 8.12)

8.5 STREET DESIGN (CONT.)

EDGE STREETS

Edge streets are designed to create a rural character on the edge of development where homes face out towards green space. They provide access to a relatively low number of dwellings and can be designed as shared spaces.

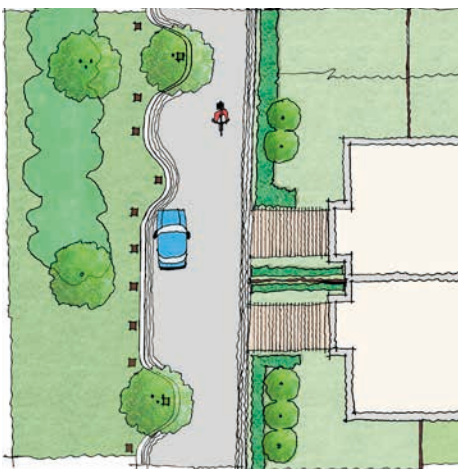
Features such as narrowing of the carriageway to allow only one vehicle at a time to pass at pinch points (minimum 3m) should be incorporated. Variable width carriageways can also provide opportunity spaces for on-street car parking and emphasise the rural character.



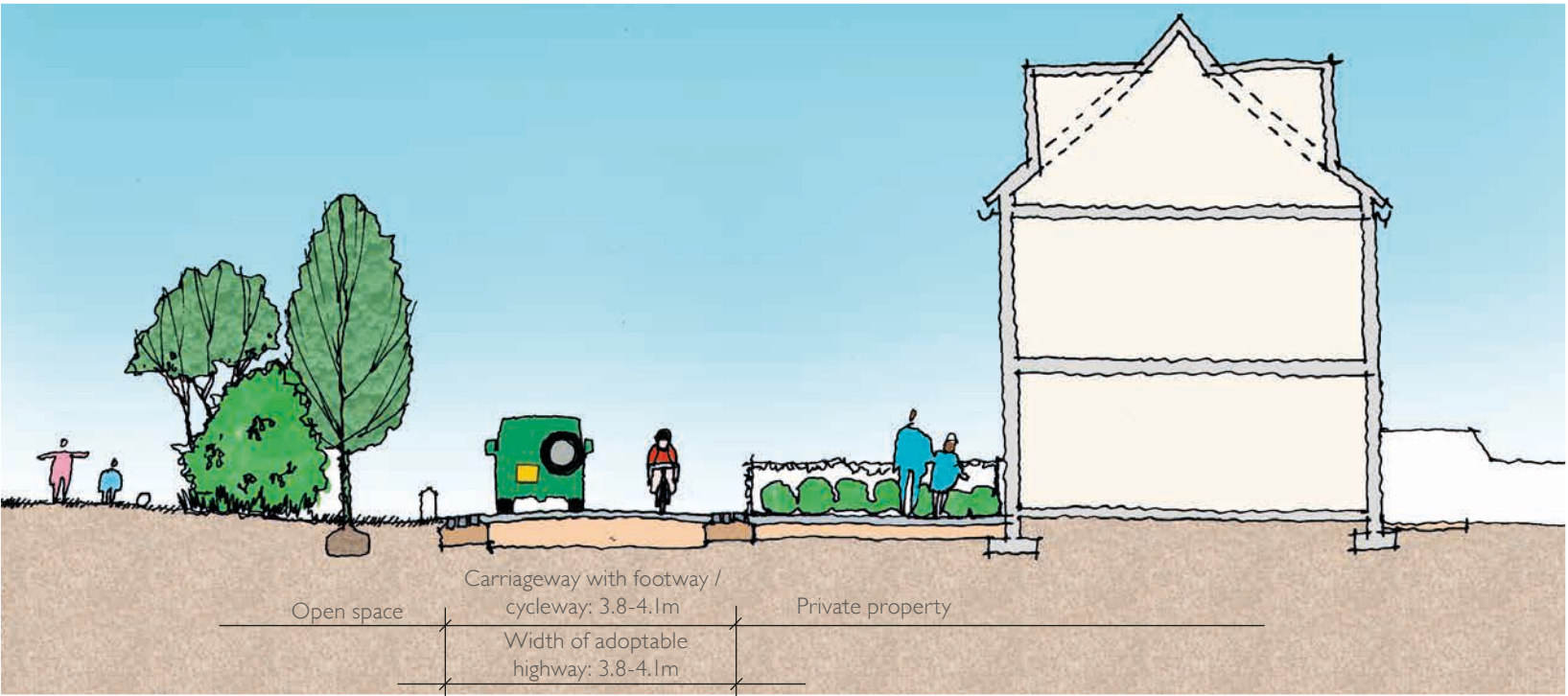
Key Plan




Precedent



Typical plan



Typical section

EDGE STREET	
HIGHWAY FEATURES	
Design Speed Limit	
Width of adoptable highway	3.8m-4.1m
Minimum carriageway width	4.1m for access to more than one dwelling, 3.8m for access to a single dwelling
Footway / cycleway	Pedestrians and cycles accommodated in the shared surface.
Service margin	0.5m on both sides if shared drive, none if individual drive.
Bus access	No
On-street parking	Informal parallel visitor parking spaces 2.4m wide by 6.0m long within the carriageway
Traffic calming measures	Narrowing of shared surface streets will slow vehicles
Statutory undertaker provision	No
Road markings	Centre line markings omitted
Centre line radii	10m
Street lighting	Low level lighting
ACCESS	
Junction spacing	Determined by swept parth analysis of vehicles likley to use the proposed street, crossroads permitted dependent on swept paths
Minimum junction visibility	2.0m X distance, Y distance determined by the street type it emerges onto
Kerb Radius	N/A - vehicle crossover
Direct vehicular access to properties	Yes
Paving material	P3a, P3b, P4, FP5, FP6, K3, K4 (refer to Section 8.6)
Boundary treatment	B4, B5, B6, B8, B02, B03, B04 & B07 (refer to Section 8.11)
Parking typology	P2, P3, P7, P8 & P9 (refer to Section 8.12)

PEDESTRIAN & CYCLE NETWORK

An off-road north-south cycle link will be provided from the Principal Street to the junction of Public Rights of Way N64/34 and N64/35 (to the west of St Mary the Virgin Primary School), to maximise onward links to the town centre.

A 3.0m wide shared use footway/cycleway will generally be provided on both sides of the Principal (east-west) Street within the site. Cyclists will have priority, with motorists to give-way on side roads via an additional give-way feature. The route will be set back 5.0m at junctions to allow cars to wait clear of the mainline carriageway.

Cyclists will be accommodated on the carriageway elsewhere within the site (in accordance with paragraph 6.4.1 of Manual for Streets 1).

Footpaths

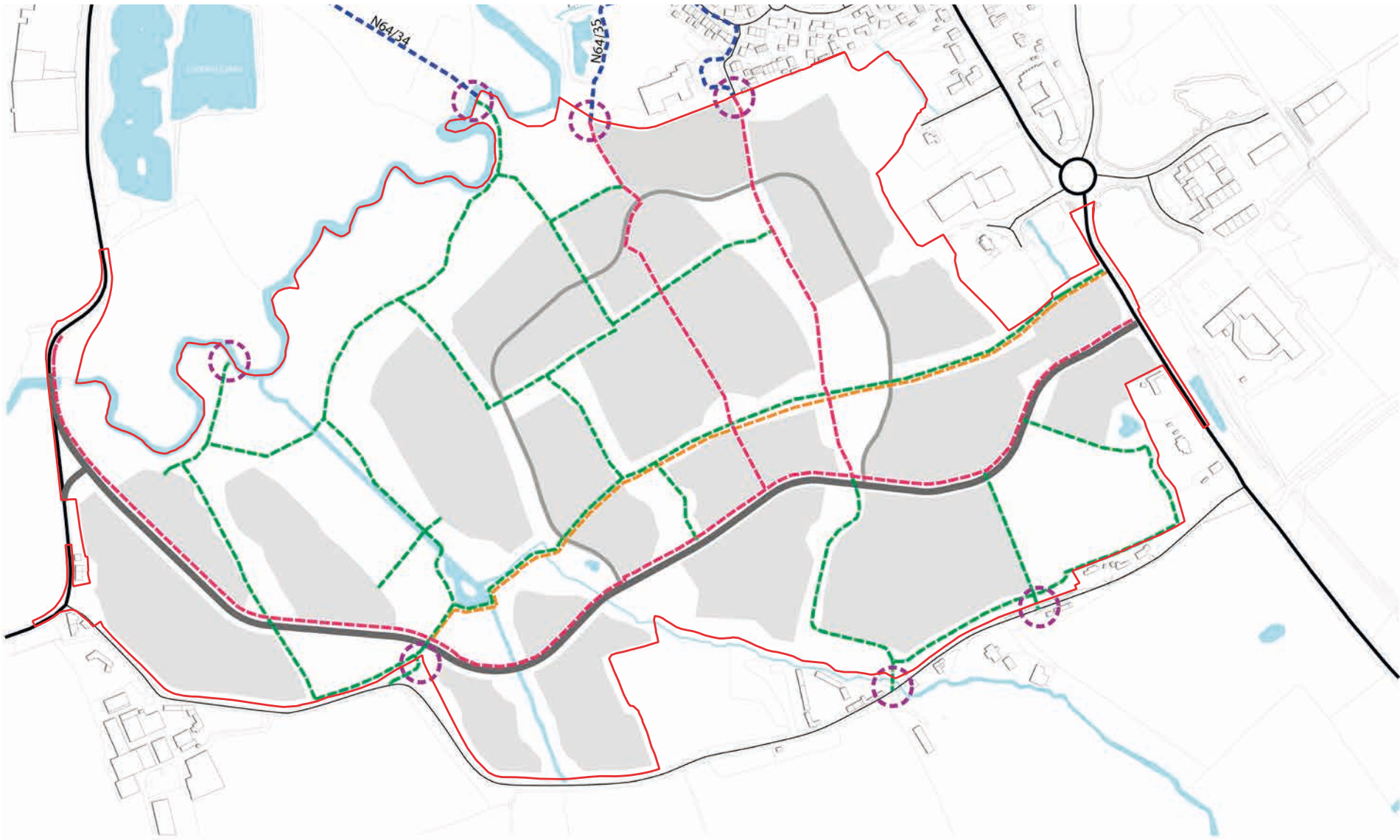
With the exception of the shared footway/cycleway, a minimum unobstructed width of 2.0m will generally be provided for all other footways within the site and these will be well overlooked and appropriately illuminated.

Where possible, footways and footpaths will be as level as possible along their length. Longitudinal gradients will ideally not be more than 5% (with a maximum gradient of 8%) and the crossfall will not exceed 1:40 (2.5%). Pedestrian crossings will be provided to match desire lines as closely as possible. A combination of formal and informal crossings will be provided. Informal pedestrian crossings will have suitable dropped kerbs and tactile paving.

In accordance with Dorset County Council's *Specification for the Construction and Drainage of New Streets* document, footways will generally be constructed using dense asphalt concrete surface course or precast concrete flags/blocks.

There will also be a number of shared surfaces within the site, serving small clusters of residential development. These will be slow speed, lightly trafficked routes which are attractive for walking and cycling.

In addition, a network of footpaths will be provided to connect the street network with the proposed areas of open space.



Precedent image of pedestrian route through the formal character zone



Precedent image of pedestrian route through the rural character zone

	FORMAL CHARACTER ZONE	RURAL CHARACTER ZONE
Minimum width	min. 2m wide for pedestrian only routes min. 3m wide for shared pedestrian/ cycle routes	min. 2m wide for pedestrian only routes min. 3m wide for shared pedestrian/ cycle routes
Paving materials	FP2, FP3, FP4, FP5 (refer to Section 8.6)	FP5, FP6 (refer to Section 8.6)

8.5 STREET DESIGN (CONT.)

BUS ROUTE & STOPS


A bus service will run along the Principal Street in both directions passing through the local centre and providing links into Gillingham Town Centre. The diagram opposite shows the route of the bus and location of the bus stops within the masterplan. The bus stops are also shown on the Regulatory Plan.


Bus stops will be designed to a high quality at places that are safe and comfortable to use and highly accessible by all people. Bus boarders will be provided where required to enable buses to stop within a traffic stream and move off without difficulty. They will be built out from the existing kerb line where there are parked cars or other obstructions that would prevent the bus from stopping parallel to the kerb, so that people, particularly those with impaired mobility, can get on and off the bus without difficulty.


The provision of good quality bus kerbs and platforms that are well-integrated with bus shelters and the street are important to ensure a level step-free access onto buses for people with impaired mobility, wheelchairs and pushchairs.


Each bus stop will comprise the following:


- Kerb-side bus stops, complete with bus stop cages marked to the specification set out in the Traffic Signs Regulations and General Directions 2016;
- Raised bus stop platforms constructed using bus stop access kerbs 160mm high with a splayed face of minimum offset 120 mm;
- Compatible with provision of Real Time Passenger Information (RTPI);
- Information board, including timetable information and other passenger information;
- Shelters will generally be a cantilever design, with end panels and will be constructed to the following specification:
 - a) Seating to be provided;
 - b) Bus shelters to be lit during the hours of darkness;
 - c) Constructed of vandal resistant material; and
 - d) To be manufactured from transparent materials.


 Existing bus stops


 Potential locations for bus stops

 Proposed bus route

 Bus route X2 - Existing alignment

 Bus route X4 - Existing alignment

 Realignment of bus route X4 along the new arrangement of New Road

 400m walking distance from bus stops



8.6 HARD LANDSCAPING

HARD LANDSCAPING MATERIALS

A palette of materials has been selected to create a consistent character for Gillingham, whilst reinforcing the legibility of different streets and spaces. The following principles for the materials palette will be adhered to.

- The prominent use of feature materials will be limited to key spaces, such as the village square, with their use limited to accent or edging materials elsewhere within the public realm.
- The use of Stone Mastic Asphalt (SMA) is reserved for the carriageway of the Principal Street and secondary street.
- Gravel should be sourced locally to ensure it is in keeping with local character.

The footpaths will mostly be of fine textured hot-rolled asphalt surfacing with conservation trims, but in key areas, exposed aggregate blocks will be used to define the special nature of the place.

Pedestrian crossovers will be paved in trafficable sett blocks laid in a range of sizes, with a continuation of the conservation trims to maintain consistency in materials along the whole route.


Where streets pass through key public spaces such as the market square, play areas and the neighbourhood centres, the materials should change to signify the civic importance of the space and mark pedestrian priority crossing points. Tree trenches within the commercial areas will be surfaced with permeable block pavers and conservation trims.

Shared spaces, lanes and mews parking courts should be surfaced with a variety of materials used in combination to create characterful spaces and slow traffic speeds. Suitable materials include exposed aggregate blocks, permeable sett blocks and fine surface asphalt. Permeable paving should be used on private paths and driveways.

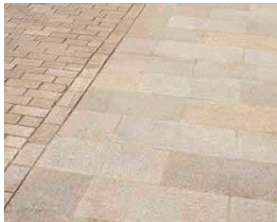
Occasionally a pedestrian-oriented surface could be appropriate which might have that look and feel of a traditional narrow rural lane or shared surface. Here, shared surface materials listed above and contrasting materials would all help to reduce the presence of motor vehicles on these tight surfaces while emphasising pedestrian and cycle priority and safety.

HARD LANDSCAPING MATERIALS PALETTE


Surface




PI - Stone Mastic Asphalt (SMA)




P2 - Natural stone granite setts/block paving



P3a - Textured granite aggregate PCC block paving




P3b - Textured granite setts/block paving




P4 - Bound gravel (locally sourced natural gravel)


Footpaths




FP1 - Fine surfaced asphalt




FP2 - Textured granite aggregate PCC slabs/pavers




FP3 - Permeable keyblock paving




FP4 - Red block paving




FP5 - PCC tumbled block paving




FP6 - Bound gravel



FP7 - Tactile blister paving




FP8 - Tactile corduroy paving




FP9 - Conservation tactile paving


Kerbs




K1 - Conservation kerb




K2 - Textured PCC kerb



K3 - Flush Conservation kerb



K4 - Conservation edge



K5 - Bus boarding kerb in granite or pigmented concrete

LAND AT GILLINGHAM, DORSET DESIGN & ACCESS STATEMENT

113

8.7 PUBLIC REALM

STREET FURNITURE

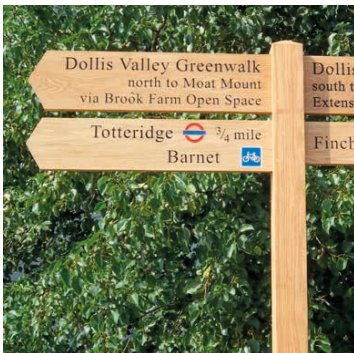
Street furniture will have an emphasis on simple, contemporary design with consistent product types used across the development. Therefore, products should be sourced from established suppliers with a consistent proven supply chain wherever possible, to ensure a reliable procurement and replacement process.

However, the above criteria should not preclude the proposed specification of new and/or innovative products and suppliers where appropriate.

Generally, the following principles should be applied to street furniture specification and selection.

- Products will be robust in construction, elegant and simple in style and use component parts that are easily replaced.
- Within a standardised range, there will be related forms, repeated key features and consistent materials, finishes and colours.
- Furniture will be constructed from sustainable sources, with timber from accredited sustainable forests and recycled materials used if appropriate.
- Furniture will include provision of benches with backs and arm rests to assist with standing and sitting.
- Electric vehicle charging points may be accommodated where appropriate (possible locations include the parking area for the mixed use local centre).
- Furniture is to be sited to ensure an uncluttered streetscape and footways that are as free from obstruction as possible. Along roads and streets, furniture should always be located within an approximately 1500mm wide zone that is set 450mm from the road kerb to lessen the scope for obstruction of routes. Where this is not possible, careful consideration must be given to the siting of elements to ensure an uncluttered streetscape.
- Elements will generally be grouped together or treated as combined elements to avoid 'standalone' items and clutter.

- It is anticipated that the development will generate a great deal of cycle traffic and therefore bike parking facilities will be incorporated into the streetscape, generally set in spaces between trees or in more open areas of paving near junctions or commercial frontages.
- A detailed signage and wayfinding strategy will be developed alongside the street furniture palette, with elements combined where appropriate to reduce street clutter (eg. mounted on lighting columns).
- The inclusion of integrated, bespoke design features within the street furniture palette should be considered as a potential part of any public art strategy for the site.



Street furniture mood board

PUBLIC ART STRATEGY

Integrating art into the public realm offers the chance to create a more visually stimulating environment, increase local distinctiveness and create positive cultural identity and relevance for the local community. However it is important that all the elements that make up the space are considered as part of an integrated design.

Opportunities should be taken to incorporate public art at a variety of scales throughout the scheme as detailed proposals are developed. This could take a variety of forms including, but not limited to; sculpture, earthworks or sculptural landscaping, paving, entrance features, street furniture, flags, banners, performance art, digital projections or creative lighting. Commissions might be permanent or temporary and comprise a single, large piece, or a series of smaller ones.

Key design principles

- Commission artists to create a visually stimulating environment.
- Explore art from a range of disciplines, with varied forms and different scales.
- Encourage cultural activity in the community and facilitate social integration.

Creative night lighting strategy principles

- Focus on subtle interventions.
- Create ambience.
- Enhance the quality of space.
- Encourage night time activity.



Public art mood board

8.8 EDGE CONDITIONS

This section provide an indication of character, landscape and relationship between built form and open space along development edges. Edge sections are annotated on the Regulatory Plan. Each section symbol on the regulatory plan has a number which relates to the relevant section diagram and text in this chapter. The diagram opposite shows where the coded edges are located on the masterplan. Reserved matters applications must demonstrate how these sections have been considered and incorporated into the design.



Extract of the Regulatory Plan

- Site Boundary
- E1 - Lodden Meadows Edge
- E2 - Formal Green Edge
- E3 - Cole Street Lane Edge
- E4 - Edge to existing built-up area (Type 1)
- E5 - Edge to existing built-up area (Type 2)
- E6 - Green Corridor Edge



LODDEN MEADOWS EDGE

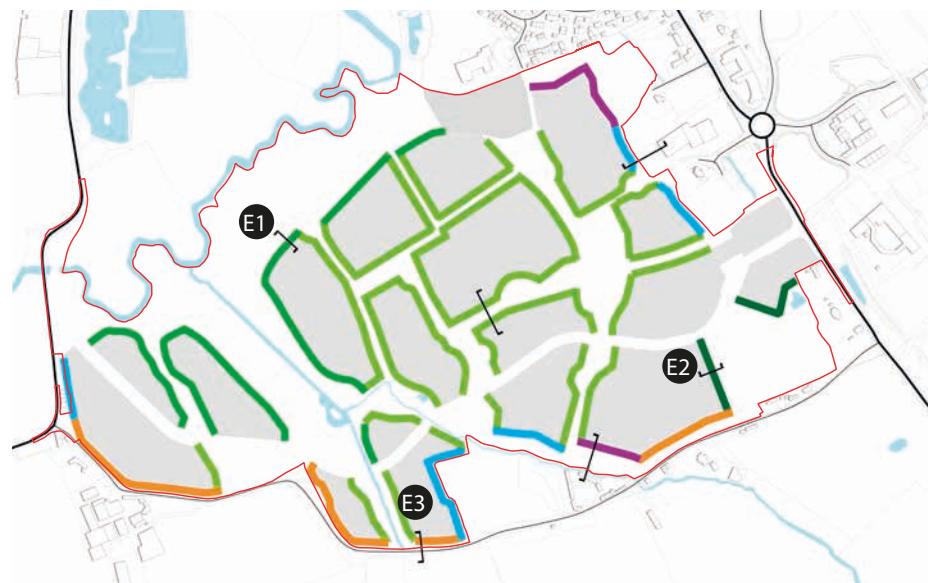
Along the Loddan Meadows Edge, properties will front onto public open space including SuDS attenuation basins and existing watercourses. SuDS attenuation basins and the existing watercourses will be separated from residential parcels by new hedgerows/tree planting and footway/cycleways.

FORMAL GREEN EDGE

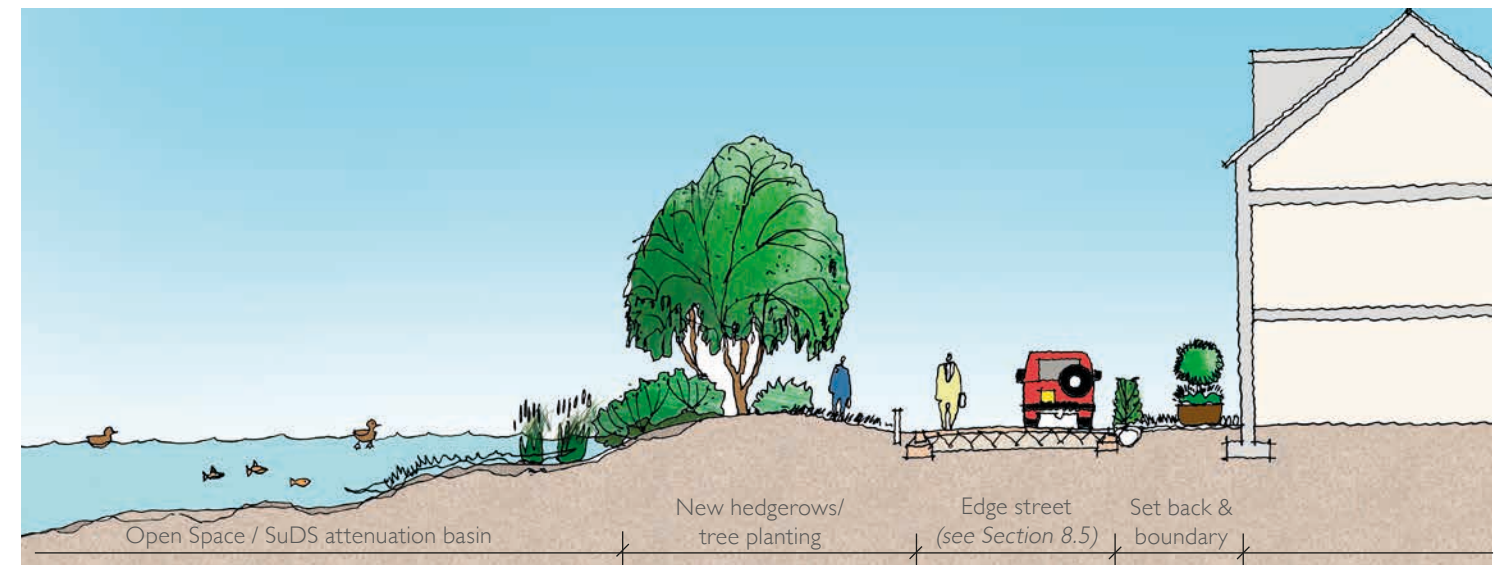
Where a residential parcel sits adjacent to sports pitches or informal kickabout area, properties must front onto the recreational space. Between the homes and sports pitches new hedgerows should be included to provide a separation and privacy for the houses. Edge streets will provide access to a relatively small number of dwellings along the edge.

COLE STREET LANE EDGE

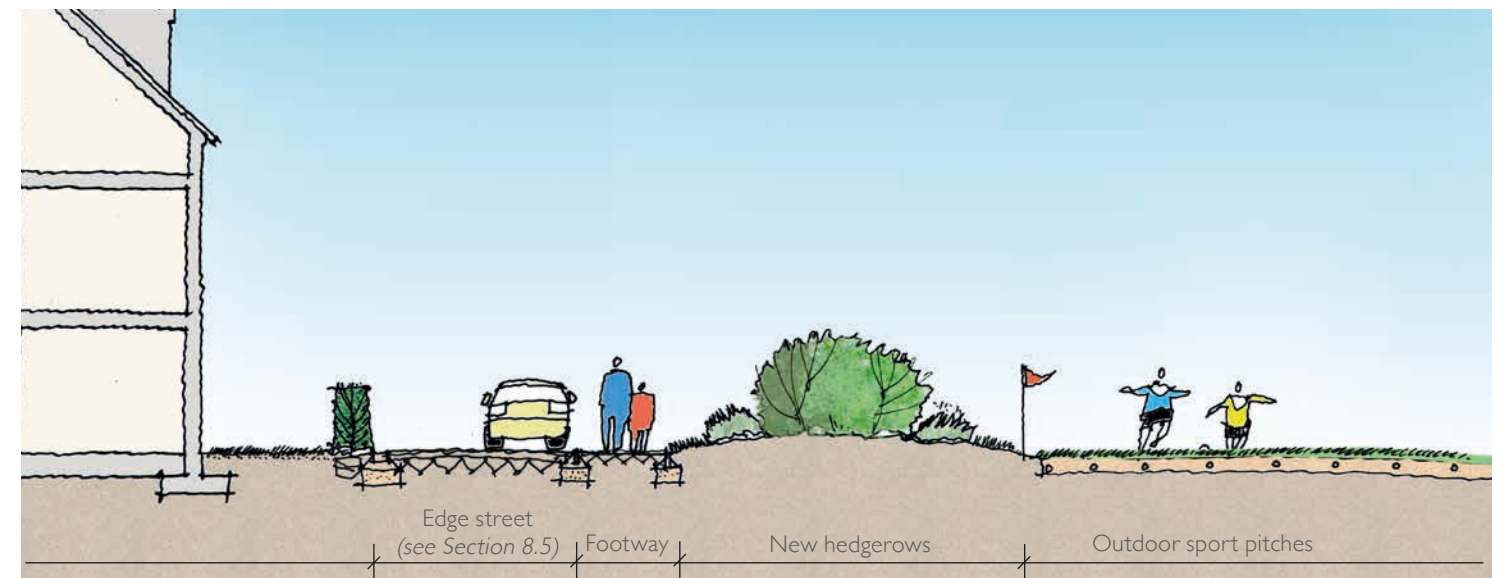
Existing hedgerows and tree planting along Cole Street Lane, should be enhanced to help mitigate the visual presence of the development from the south.



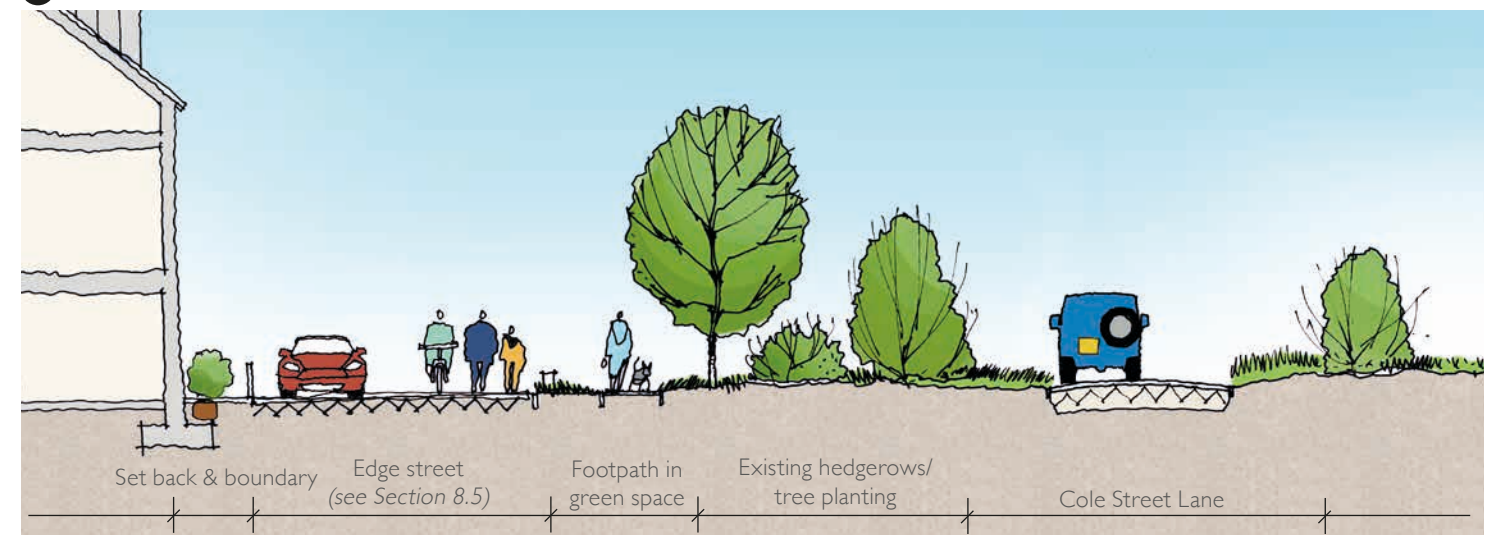
Key Plan



E1 Loddan Meadows Edge (typical section)



E2 Formal Green Edge (typical section)



E3 Cole Street Lane Edge (typical section)

8.8 EDGE CONDITIONS (CONT.)

EDGE TO EXISTING BUILT-UP AREA - TYPE 1

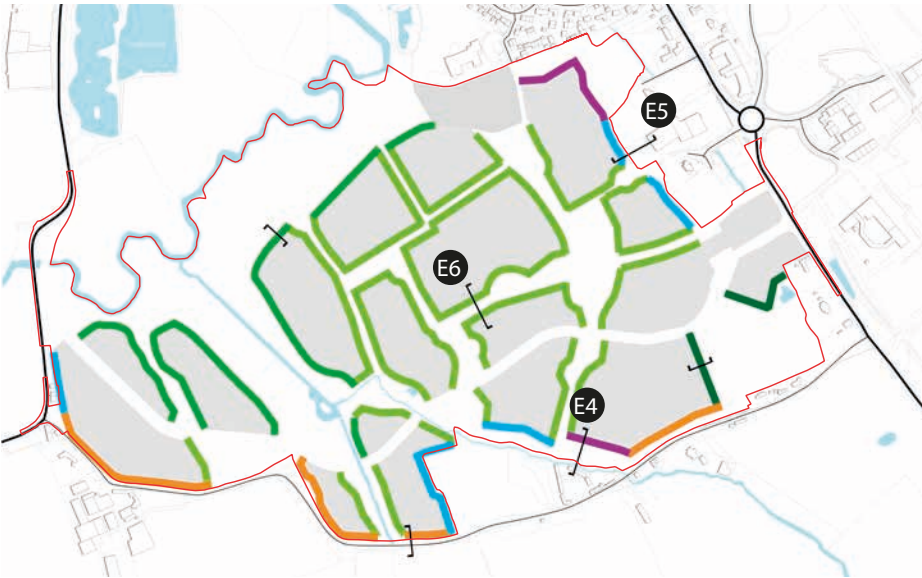
In particular areas of the site, properties will front onto the existing properties, the Threshold Centre at the southern boundary and Ham at the northern boundary. The existing buildings will be separated from residential parcels by a landscape buffer of SuDS attenuation basins or allotments. Existing hedgerows and tree planting should be enhanced to help screen the new development from the existing buildings.

EDGE TO EXISTING BUILT-UP AREA - TYPE 2

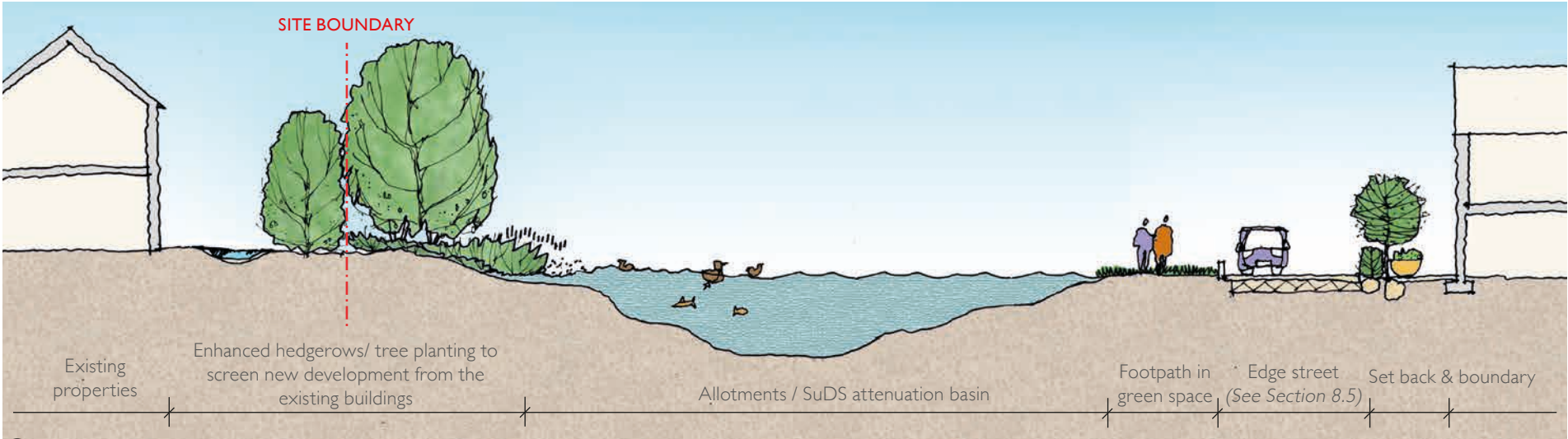
Along the eastern edge, properties will side onto the existing Sydenhams industrial site. The residential parcels will be separated from the existing buildings by enhanced existing hedgerows and tree planting. This enhanced green boundary, will help mitigate the visual and noise impact of the industrial site from the new houses.

GREEN CORRIDORS EDGE

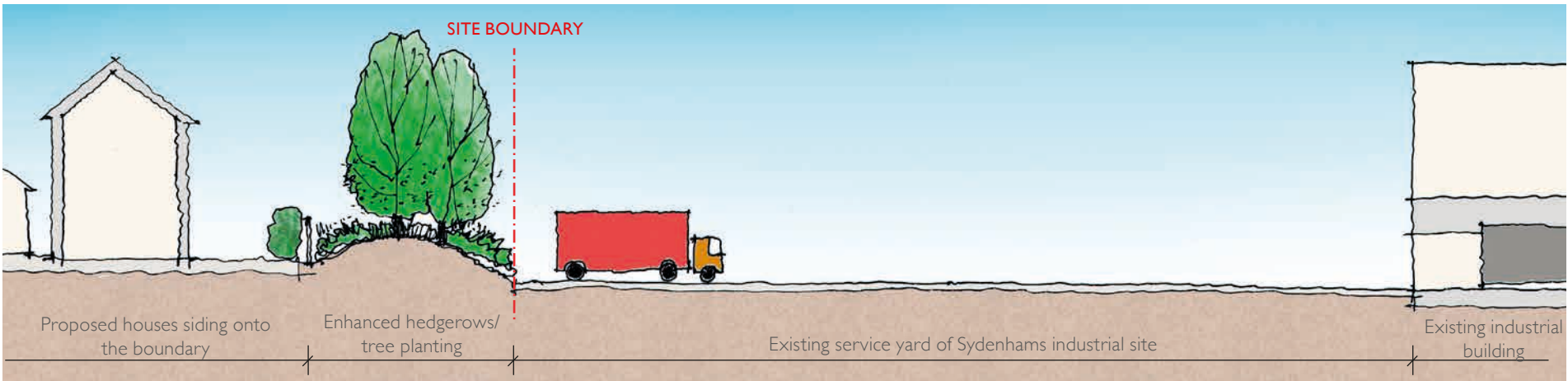
Where residential development fronts onto existing hedgerows, a minimum landscape buffer of 3m must be provided between the street and the hedgerow. Footpaths/cycleways should be included within the green corridor to provide an attractive, car-free network of routes for cyclists and pedestrians.



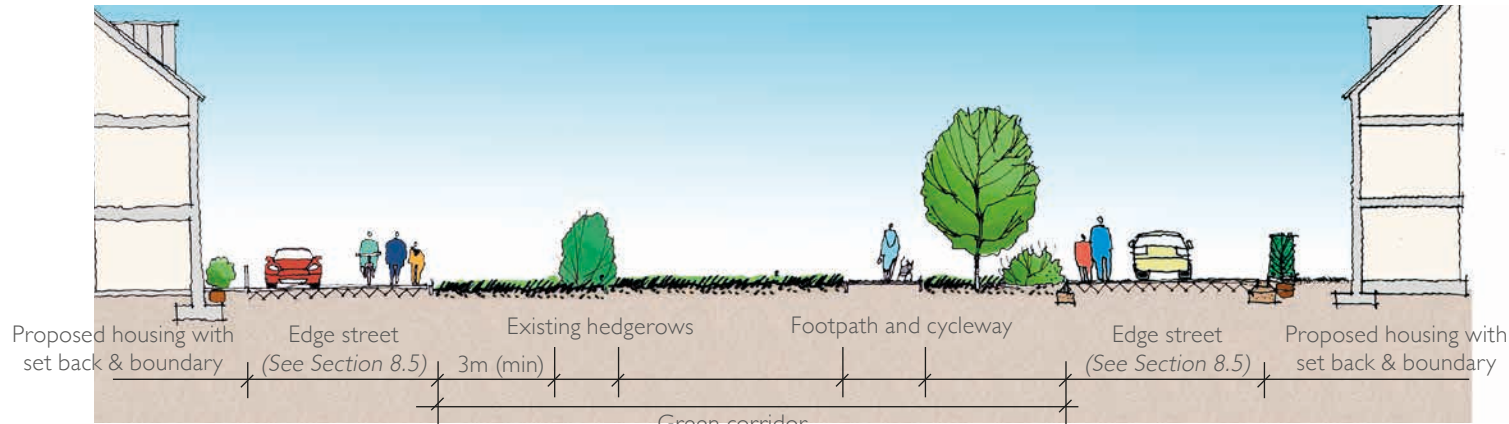
Key Plan



E4 Edge to existing built-up area - Type 1



E5 Edge to existing built-up area - Type 2



E6 Edge to green corridors (typical section)

8.9 FRONTAGE CHARACTER

The various frontage typologies on the following pages set out the grain/ frontage character of the residential parcels.

The 'frontage character' label on the Regulatory Plan (example below) prescribes which frontage character must be used along a given edge.

Frontage refers to the relationship between the fronts of dwellings and the street (in many cases the edges of green spaces are also coded). The 6 different frontage types will each impart a distinctly different character to the edges/spaces which they face.



Extract of the Regulatory Plan showing example of frontage character label

1. Stepped and sinuous frontages

- 1A Mixed
- 1B Broken
- 1C Continuous

2. Linear frontages

- 2A Continuous
- 2B Linked
- 2C Broken

3. Green edge frontages

- 3A Sinuous
- 3B Varied
- 3C Courtyard
- 3D Perpendicular



8.9 FRONTAGE CHARACTER (CONT.)

The following tables are extracts from the MPF and set out the built frontage treatments which are suitable within the site. The location of suitable frontage typologies is set out in the Regulatory Plan.

1. STEPPED AND SINUOUS FRONTAGES		2. LINEAR FRONTAGE	
FRONTAGE CHARACTER TYPOLOGY	3D EXAMPLE	FRONTAGE CHARACTER TYPOLOGY	3D EXAMPLE
<div>1A</div> <div>Mixed</div> <ul style="list-style-type: none">• Sinuous building line• House types include detached, semi-detached and linked houses• Varied roof profile• Prominent corner buildings• Stepped building line for corner buildings		<div>2A</div> <div>Continuous</div> <ul style="list-style-type: none">• Linear building line• House types include apartment blocks and terraced/town houses• Unified roof profile• Defines a strong edge to a key space or strategic route	
<div>1B</div> <div>Broken</div> <ul style="list-style-type: none">• Sinuous building line• House types include detached and semi-detached houses• Unified roof profile• 'Book End' corner buildings		<div>2B</div> <div>Linked</div> <ul style="list-style-type: none">• Linear building line• House types include linked, terraced and semi-detached houses• Unified roof profile• Defines a more formal character along a primary or secondary street, or key open green space	
<div>1C</div> <div>Continuous</div> <ul style="list-style-type: none">• Stepped building line• House types include apartment blocks, terraced, linked and semi-detached houses• Varied roof profile• Prominent corner buildings• Stepped building line for corner buildings		<div>2C</div> <div>Broken</div> <ul style="list-style-type: none">• Linear building line• House types include semi-detached and detached• Unified roof profile• Defines a more semi-rural character	

3. GREEN EDGE FRONTAGES

FRONTAGE CHARACTER TYPOLOGY	3D EXAMPLE
<p>Sinuous</p> <ul style="list-style-type: none">• Sinuous building line• House types include detached and semi-detached houses• Varied roof profile• Prominent corner• Set against a shared surface street	
<p>3B Varied</p> <ul style="list-style-type: none">• Sinuous building line• House types include detached and semi-detached houses• Varied roof profile• Prominent corner buildings• Set against a shared surface or private drive	

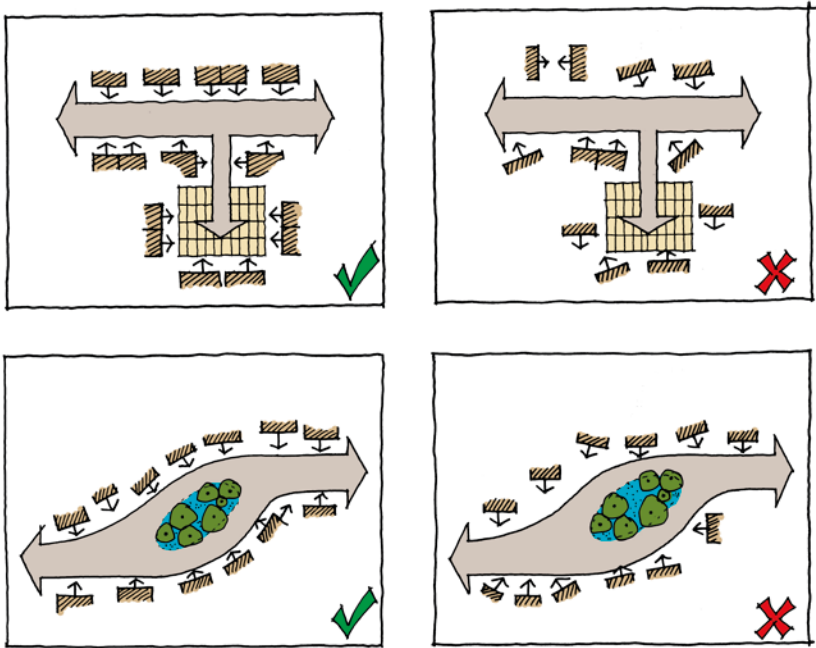
GREEN EDGE FRONTAGES

FRONTAGE CHARACTER TYPOLOGY	3D EXAMPLE
<p>Courtyard</p> <ul style="list-style-type: none">• Chamfered building line• House types include linked and semi-detached houses• Smaller courtyard building angled to overlook the adjacent woodland or open space	
<p>3D Perpendicular</p> <ul style="list-style-type: none">• Linear building line• 'Side on' interface• House types include detached or semi-detached houses• Similar roof profile• Symmetrical layout• Set against a shared drive which leads to a footpath	

8.10 PLOT LAYOUT RULES

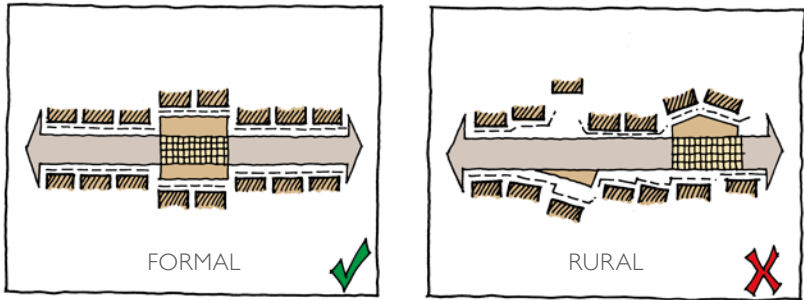
BUILDING ORIENTATION WILL RELATE TO ROUTES & SPACES

- Buildings must directly address routes and spaces such that their primary frontage is parallel to the edge of that route or space.
- Buildings should not be positioned at an angle to the back-of-footpath line, or to the defined edge of a shared surface.
- For informal arrangements the dwelling must still align to the immediate edge of the route or space it faces.
- Primary entrances to buildings must be visible from the public realm.



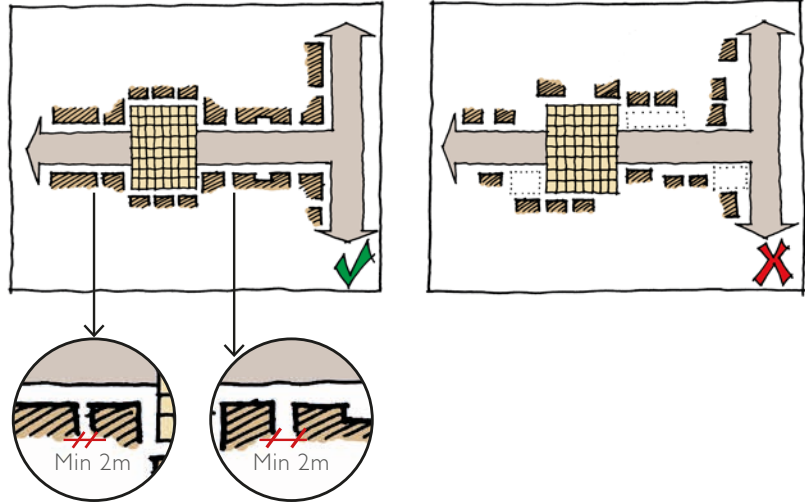
BUILDING ALIGNMENT WILL BE COHERENT

- Building frontages in more formal areas must establish a common building line where they face routes or linear spaces. In areas which are more rural in character staggered building lines and frontages are encouraged.
- Rear and flank walls of garages and outbuildings may be considered as components in establishing a common building line, although this must be limited.
- Along tighter/more enclosed streets where the distance between building frontage and back of footpath should be minimised, a buffer privacy strip of minimum 0.8m, including landscaping must be maintained at all times.



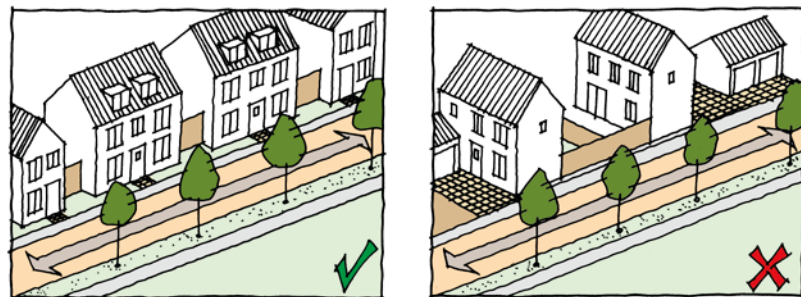
CONTINUITY AND ENCLOSURE WILL BE ACHIEVED

- All frontages along streets and spaces must be designed to create clear definition through legible continuity of building form, linkage and positioning.
- Public and private space must be clearly distinguished through continuity of frontage.
- 'Semi-public' space arising from lack of continuity or enclosure must be avoided.
- Dwellings must be clearly separated, with a minimum of 2.0 metres clear between flank walls. This minimum dimension applies to detached, semi-detached dwellings and terraces (as shown below).



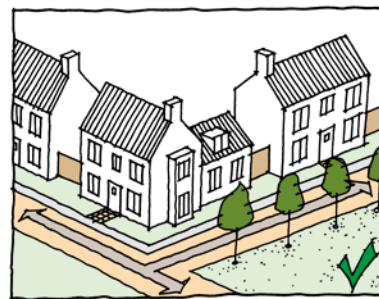
ROUTES AND SPACES WILL BE ADDRESSED BY ACTIVE FRONTAGE

- Routes and spaces must be overlooked by windows to habitable rooms at ground and first floor levels, providing natural surveillance.
- Blank elevations largely devoid of windows must be avoided where they face or are clearly visible from the public realm.
- Active frontages should be enhanced through the use of balconies at first floor level, glazing within or alongside primary entrances, and full height projecting bays on flank elevations where appropriate.



CORNERS AND PLOT SIDES WILL BE POSITIVELY RESOLVED

- All buildings located on identifiable corners (where two routes, two spaces, or a route and a space meet) must positively address both directions through positioning of entrances, generous windows to habitable rooms, glazed projections and upper level balconies where appropriate.
- Building form must respond to defined corner locations by positioning the tallest or largest element of the building massing directly on that corner.
- Buildings which are L-shaped in plan can provide a good solution on defined corner locations.
- Additional interest may be created through projected windows and upper level balconies.
- Simply introducing one or two small windows on a flank elevation will not represent an acceptable solution for a dwelling addressing a corner plot.

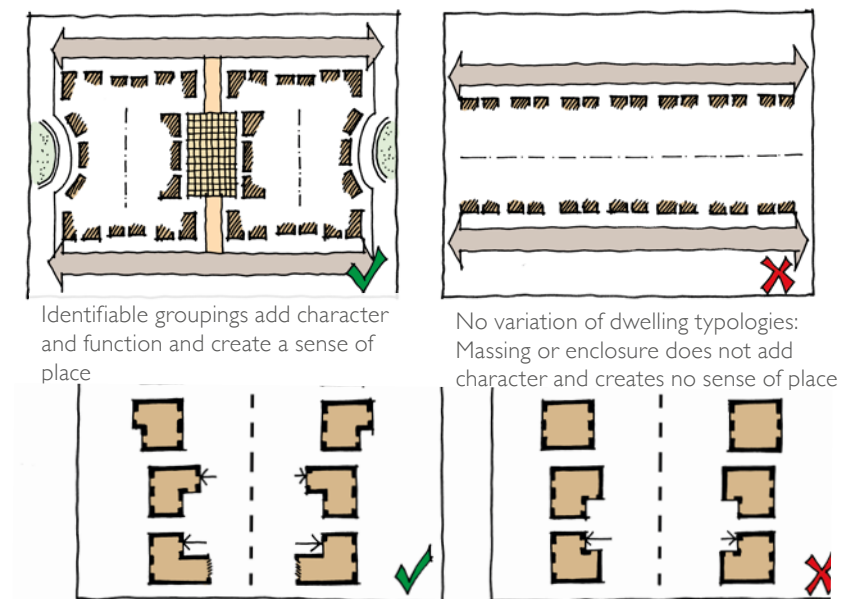


GROUPINGS WILL FORM COMPONENTS OF THE LAYOUT

- Within development parcels, dwellings are to be configured in identifiable groupings that define spaces of a certain character and function.
- Groupings will be discernible either as 'clusters' of buildings around a shared space, or configurations that address and define a particular space to their front.

PRIVACY WILL BE MAINTAINED

- Direct views from dwellings into dwellings through windows on their rear and flank elevations will be avoided, either by separation of >20 metres (properties back-to-back) or through detailed design.
- For apartment blocks, a minimum distance of 10m must be provided between facing windows on side elevations of 2 apartment blocks.
- Appropriate design measures in higher density areas include use of opaque glazing or louvres, the angling or positioning of windows to avoid direct sight lines, and the use of full height screening to courtyards or terraces.
- No habitable room will be served only by windows comprising of opaque glass.



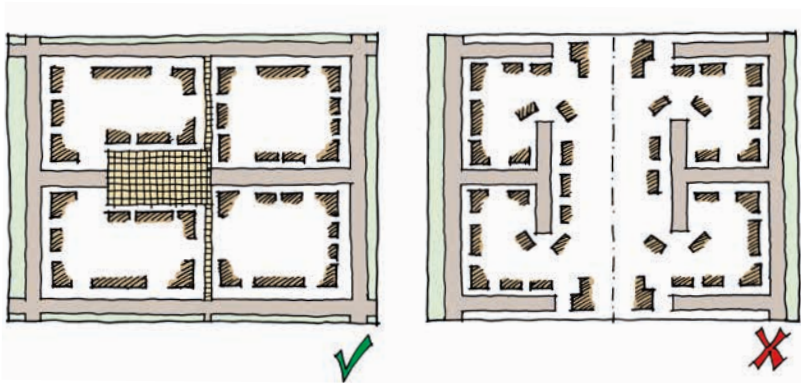
Separation of more than 20m between facing windows avoids inappropriate overlooking

Separation of less than 20m between facing windows (without additional design measures) is unacceptable

8.10 PLOT LAYOUT RULES (CONT.)

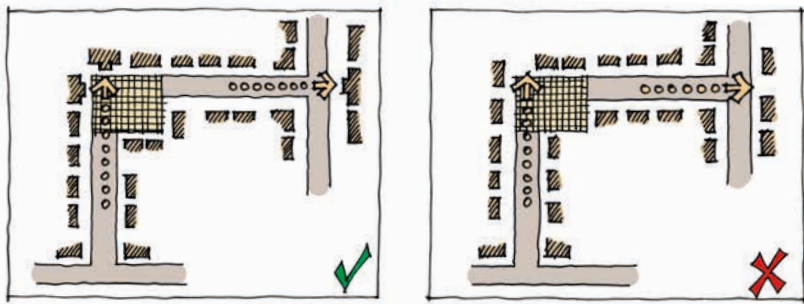
CONNECTIONS AND PERMEABILITY WILL BE INTEGRATED THROUGHOUT THE LAYOUT

- Pedestrian and cycle routes must be interconnected and not lead to dead-ends.
- Where vehicular routes reach a terminating space pedestrian routes must continue beyond that space and connect to the nearest public route or space.
- Rigid 'hammerhead' road arrangements must be avoided.



VISUAL STOPS WILL BE ESTABLISHED

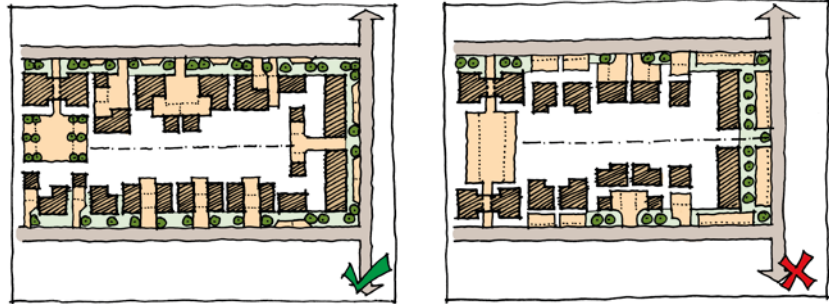
- Where linear spaces or routes establish a vista, that vista must either end in a defined public open space or be terminated by a 'visual stop.'
- A 'visual stop' may be a carefully positioned marker or key building or a prominent landscape feature.
- Vistas must not terminate in a view of a private driveway or garage door, or the side boundary wall to a plot.
- Key buildings will define key corners and frame key views.



CAR PARKING WILL HAVE MINIMAL VISUAL IMPACT

- All development parcels must utilise a variety of parking solutions and not rely on just one or two methods of accommodating cars.
- On-plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line in areas of high enclosure where a layout has established street continuity e.g. along strategic routes. This may be permitted along areas of lower density with larger set backs and in internal lanes / mews / courtyards.
- All private parking spaces must be located with easy access to the dwellings they serve.
- In no instance shall a group of more than 4 parking spaces in front of dwellings be proposed without sub-division by a landscape strip of minimum 1.5m or a large tree is planted in that row.
- On-street parking, parallel to the carriageway, shall be laid out such that no more than three spaces are joined without sub-division by an area of landscape and sufficient space for planting of at least one street-tree.

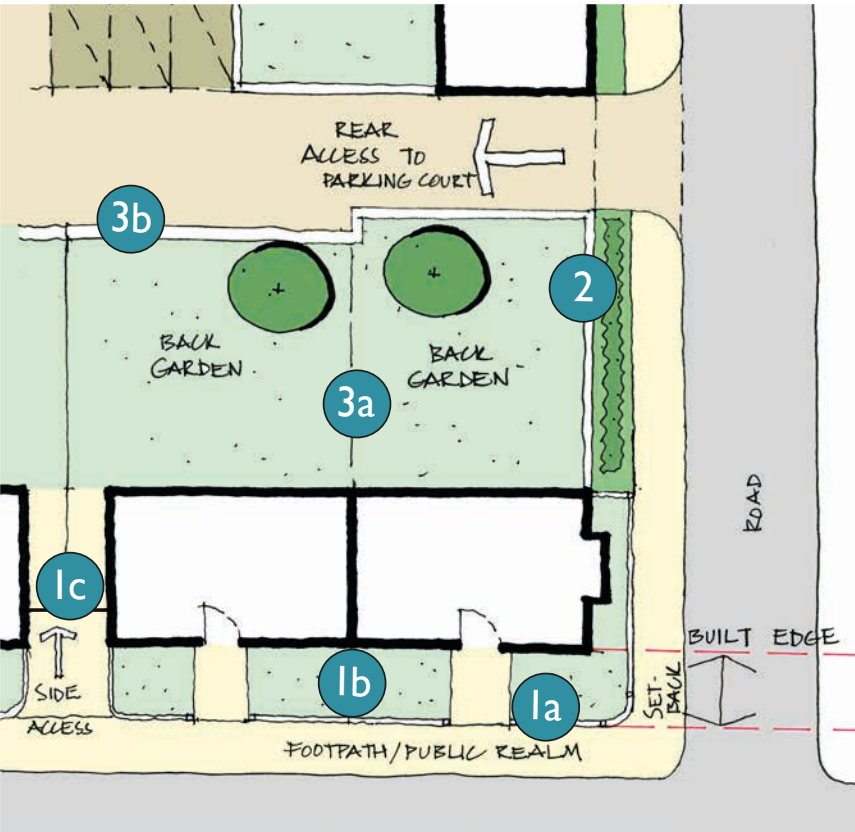
See also section 8.12 - Parking Typologies.



8.11 BOUNDARY TREATMENTS

Boundary typologies play an important role in setting a building into a street scene. The appropriate boundary type will depend on the character area and set back of the building from the public realm.

A key objective is to achieve a coherent approach to the front boundaries of built edges addressing primary streets and spaces. Section 8.5 sets out which boundary treatments are to be used on each type of street.



Boundary Typology key plan



1a, 1b



2, 3b

FRONT BOUNDARIES

- 1a Front boundary addressing public realm**
A range of possible front boundary treatments are set out in a table on the following page.
- 1b Front boundary to demarcate property line**
The boundary treatment between individual properties should be consistent with the boundary treatment facing the public realm (1a). Further guidance is provided in the table on the following page.
- 1c Front boundary as linking element between dwellings**
Brick walls or close boarded fencing could be used as a linking element between two dwellings, but must be set back from the face of the dwelling by a minimum of 1m.

The following general design criteria will be adhered to for front boundary treatments:

- The use of treated timber fences, high solid walls or hedges (more than 1.5m high) as front boundaries (1a or 1b) will not be permitted.
- Close boarded fencing should not be used for front boundaries addressing the public realm (1a) or to demarcate property boundaries (1b).
- Gates for pedestrian or vehicular access must be coordinated with the suitable adjoining front boundary treatment.



3a



3c

SIDE BOUNDARIES




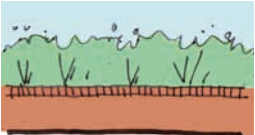


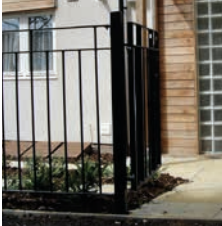


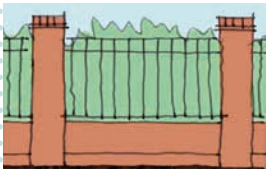

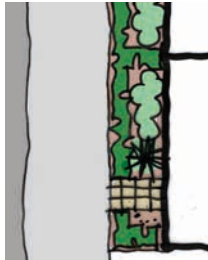

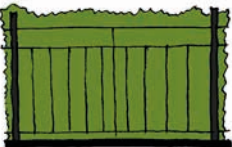



- 2** Side boundaries occur where the back/side garden of a property runs adjacent to the public realm (boundaries between gardens and parking courts are dealt with under 'rear boundaries'). This situation should be minimised as much as possible through careful site planning, but it will inevitably occur near junctions, particularly in lower density housing areas.
- Side boundaries will take the form of a wall connected to the adjacent building(s).
- The wall must not be more than 2.1m high and should be brick to match the building with brick piers at appropriate centres. Coping stones or a 'brick on edge' detail is considered appropriate. Walls will be of a consistent height or stepped/raked to cope with gradient.
- Subject to agreement, alternative robust materials may be appropriate for the wall if the adjacent building is faced wholly or partly in that material (eg. stone or render).
- A minimum 0.5m wide planting zone is to be provided alongside the wall to the back of the footpath. Careful consideration should be given to the type of planting and future growth potential to avoid the footpath becoming easily overgrown.

REAR BOUNDARIES

- 3a Rear boundary between back gardens**
Timber close or featherboarded fencing up to a maximum height of 1.8m may be used along rear boundaries between gardens. Timber should be stained using a suitable and sustainable treatment. Rear boundary type 3c may be used as an alternative in some circumstances.
- 3b Rear boundary between back gardens and rear access parking courts**
Brick walls must be used along rear boundaries which back onto courtyard parking areas and raked to match the slope profile where appropriate. Walls will generally be a maximum height of 1.8m, but up to 2.1m high where the slope profile dictates.
- 3c Rear Boundary to gardens abutting temporary phasing boundaries**
Timber fencing up to a maximum height of 1.5m with a 300mm trellis above will be used for rear boundaries abutting temporary phase boundaries. This should be replaced with appropriate permanent boundary treatments as soon as practicable.

8.11 BOUNDARY TREATMENTS (CONT.)

BOUNDARY TYPOLOGIES FOR PRIVATE SPACES

TYPOLOGIES	ILLUSTRATION	DESCRIPTION	NOTES	EXAMPLES	TYPOLOGIES	ILLUSTRATION	DESCRIPTION	NOTES	EXAMPLES
B1 No boundary	  Plan	<ul style="list-style-type: none">• Within public squares in the local centre a hard surface finish must be provided alongside retail frontage• Hard surface finish should be in same material and colour as adjoining pavement• Inset metal studs to be used to demarcate ownership for retail and commercial units	-		B5 Low wall & ornamental hedge		<ul style="list-style-type: none">• Height – 1.2m max• Set back minimum 1.5m• 600mm brick wall with brick coping, clay creasing tiles, bricks to match dwelling• Hedge to ideally grow not more than 900mm high• Stepped	Property demarcation (Ib) to be created through same height low brick wall with hedge OR ornamental hedge only.	
B2 Formal railing		<ul style="list-style-type: none">• Height – 1.2m max• Set back minimum 1.5m• Black / grey metal, painted• Soft landscape to allow for shrub planting• Contemporary and in character with the street scene• Stepped	Property demarcation (Ib) to be created through the same design of railing or ornamental hedge		B6 Hedge		<ul style="list-style-type: none">• Height – 0.9 / 1.2 m max*• Set back minimum 2m• Post and wire fence integral to the hedge while it establishes	Property demarcation (Ib) to be created through ornamental hedge of similar species and height	
B3 Railing on low wall		<ul style="list-style-type: none">• Height – 1.2m max• Set back minimum 1.5m• Black metal painted (or grey)• Clipped hedge of continuous species• Gates to match railings	Property demarcation (Ib) to be created through the same low height brick wall with the same railing OR ornamental hedge		B7 Planted zone	 Plan	<ul style="list-style-type: none">• Height – maximum 600mm• Set back minimum 2m• Low clipped hedge with shrub planting	Property demarcation (Ib) to be created through ornamental hedge of similar species and height	
B4 Railing & hedge		<ul style="list-style-type: none">• Height – 1.2m max• Set back minimum 1.5m• Black metal painted (or grey)• Clipped hedge of continuous species• Gates to match railings	Property demarcation (Ib) to be created through same railing OR ornamental hedge		B8 Estate rail fencing		<ul style="list-style-type: none">• Height – 1.2m max• Set back minimum 2m• Black / grey metal, painted• Soft landscape to allow for shrub planting• Contemporary and in character with the street scene• Stepped	Property demarcation (Ib) to be created through same design of railing or ornamental hedge	

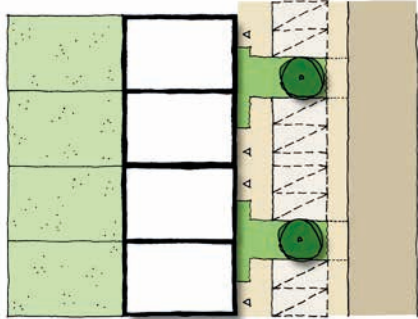

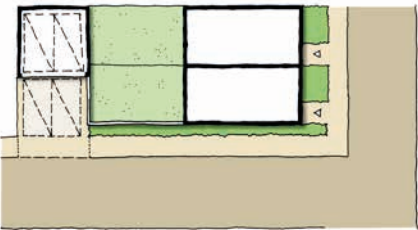
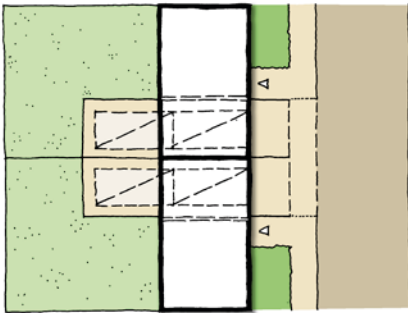

* Exception can be made for retention of existing hedgerows

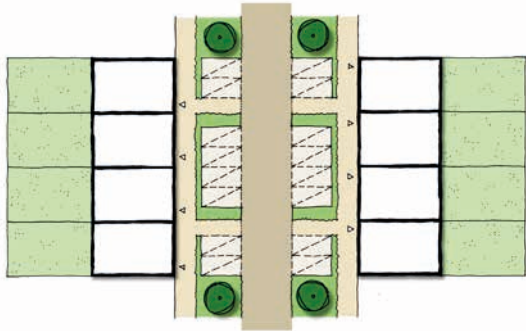

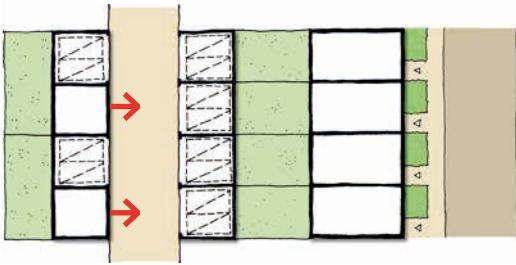
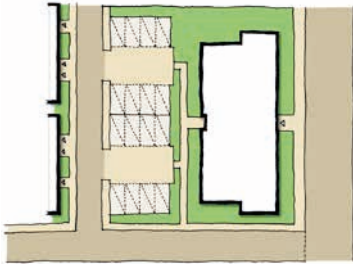
BOUNDARY TYPOLOGIES FOR PUBLIC SPACES

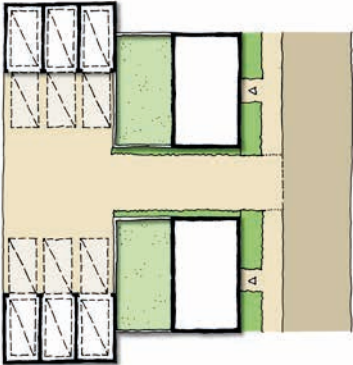

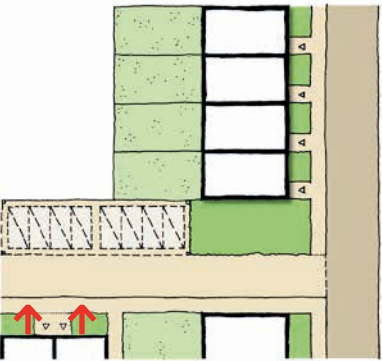

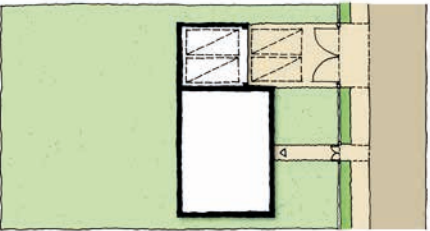
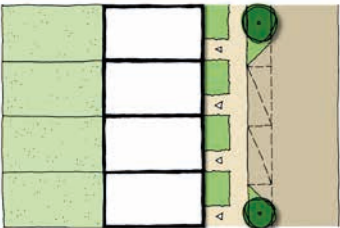

TYPOLOGIES	DESCRIPTION	EXAMPLES
B01 Cleft fencing	Cleft fencing can be used to create a soft boundary to woodland and open countryside.	
B02 Low 'Racing' rails	Low 'Racing' rails can be used around parkland margins	
B03 Dragon tooth posts	Dragon tooth posts can be used around parkland margins	
B04 Weldmesh fencing	Weldmesh fencing can be used to create a secure boundary to allotments (1.5 - 1.8m in height)	

TYPOLOGIES	DESCRIPTION	EXAMPLES
B05 Weldmesh fencing	Weldmesh fencing can be used to create a secure boundary to the school sites and the hard surface area within the play space if required	
B06 Metal railings	Metal railings can be used to secure play areas	
B07 Picket fencing	Picket fencing can be used to secure play areas	

8.12 PARKING TYPOLOGIES

	TYPOLOGIES	DESCRIPTION / NOTES
P1 On-plot frontage		<ul style="list-style-type: none">A maximum of four spaces in a row separated by landscapeNot to serve more than eight dwellings on any one side of the streetA minimum landscape break of 1.5m wide to accommodate tree or specimen shrub planting where possibleShrubs to be species that achieve 1m min and 1.2m max heightShrub or tree to be set closer to the road to minimise car door damage to plant stemsA hard landscape treatment provides a clear space to readily manoeuvre around the parked carsChevron parking can be used if desired <div> = Specimen shrub set in gravel or medium sized tree</div>
P2 On-plot corner		<ul style="list-style-type: none">A maximum of four spaces (eight with a car barn)Enclosure will be provided through the use of brick walls enclosing parking bays
P3 On-plot between dwellings	<p>Front access drive through (preferred option)</p> 	<ul style="list-style-type: none">Parking spaces must be set behind the building lineNo more than two cars allowed in tandem parkingGarages will not count as parking spacesAlternative layout options: <div></div>

	TYPOLOGIES	DESCRIPTION / NOTES
P4 Courtyard		<ul style="list-style-type: none">The courtyard will be designed as a whole, to create a meaningful space.Landscape will be used to define the spacesA minimum landscape break of 1.5m wide to accommodate a tree or specimen shrub planting where possibleShrubs to be species that achieve 1m min and 1.2m max heightThe layout of the parking to be formed to create a rhythm to the landscape;A hard landscape treatment provides a clear space to readily manoeuvre around the parked cars <div> = Specimen shrub set in gravel or medium sized trees</div>
P5 Mews		<ul style="list-style-type: none">Parking will be overlooked by flats over garages (FOG) or houses for security through natural surveillance <p>Alternative layout for apartments :</p> 

	TYPOLOGIES	DESCRIPTION / NOTES		TYPOLOGIES	DESCRIPTION / NOTES
<div>P6</div> <div>Rear parking courts</div>		<ul style="list-style-type: none">Courts to serve no more than six dwellings. For apartment blocks this may be increased, but would need to be sensitively designedEnclosure will be provided by walls to define the access.The space will be designed as a wholeTo include an area of space where a medium or large tree can be located in view from the streetsceneNatural surveillance required from adjacent dwellingsMaximum width of access from street 3m <p>Alternative layout for apartments :</p> 	<div>P8</div> <div>Detached car barns</div>		<ul style="list-style-type: none">No more than eight spaces in a single structureNatural surveillance required from adjacent dwellingsIntegral car barn or garage
	<div>P7</div> <div>Forecourt</div> 	<ul style="list-style-type: none">Applies to large dwellings onlyThe front boundary will be walls, railings or hedgerowsGates to be inward openingMaximum width of access from street 3m <p>Alternative option:</p> 		<div>P9</div> <div>On-street visitor parking</div>  	<ul style="list-style-type: none">A maximum of three parallel parking bays for visitors before landscaping occurs (this may be relaxed within the local centre subject to agreement)Medium sized tree species to be planted between each group of parking baysDesigned to prevent unauthorised parkingMarked bays should be a min 2.4m wide x 6m long

8.13 ARCHITECTURAL PRINCIPLES

SCALE

- Ensure there is a graduated transition of scale from larger apartment buildings, grand villas or terraces to low density large detached houses appropriate to location and character area



LANDMARK

- Mark vistas or close long views with landmarks
- Address prominent corners
- Frame views



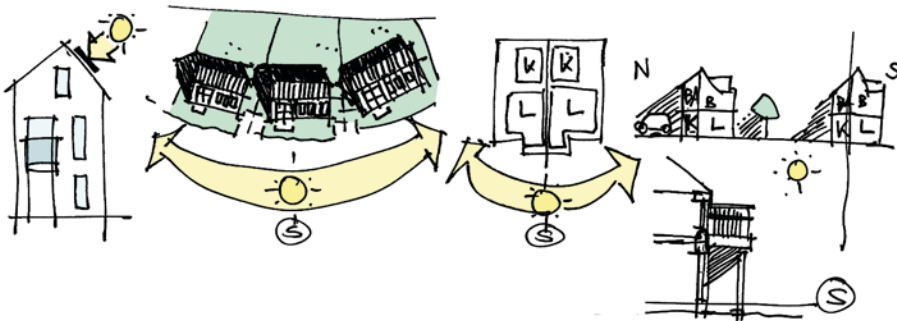
SILHOUETTE

- Consider rooflines and create attractive silhouettes
- Give prominent landmarks distinctive rooflines



ASPECT & ORIENTATION

- Maximise potential for use of south facing roofs
- Where possible, locate the main living rooms of houses so that they benefit from sunlight (south, south-west or west facing)
- Provide solar shading to avoid excessive solar gain



Higher density apartments



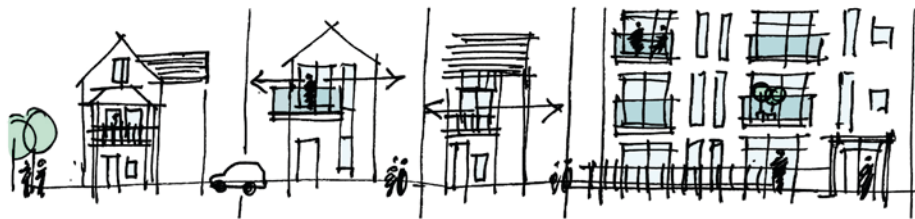
Lower density housing



Repeated gables create rhythm and interesting silhouette

ANIMATE FRONTAGE ADDRESSING THE PUBLIC REALM

- Provide active frontage to all public realm
- Maximise views between the dwelling and the street



EXPRESS INDIVIDUALITY OF LINKED TERRACES & DWELLINGS

- Define individual properties by roofline, grouping of openings, party walls and rain water pipes



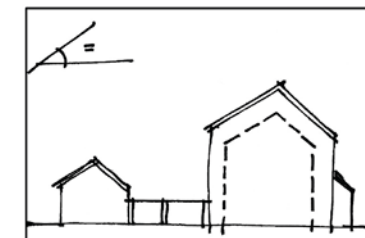
CELEBRATE ENTRANCES

- Define entrances and create interest
- Provide shelter at entrances
- Create legibility



CREATE ORDER & UNITY

- Use handed, framed and repeated dwelling types to create a rich variety in the streetscene but with unity



Large openings animate streetscene

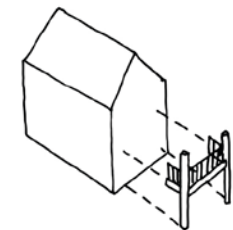


Focal entrance to dwelling

8.13 ARCHITECTURAL PRINCIPLES (CONT.)

‘HONESTY’

- Use simple footprints to create legible form
- Avoid unnecessarily complicated detailing
- Use materials honestly
- Keep palette of materials simple



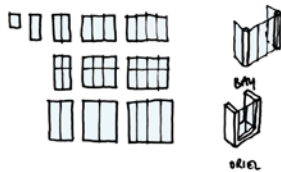
Simple brick form with clip on elements – Bay, porch, chimney, loggia



Simple wide fronted units with subservient elements e.g. garage, bay etc.



Simple vertical fenestration detailing



Simple Window Palette; Used to form other elements (bays, oriels, etc.)



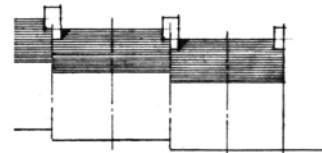
Individuality of dwellings within a terrace expressed with gables



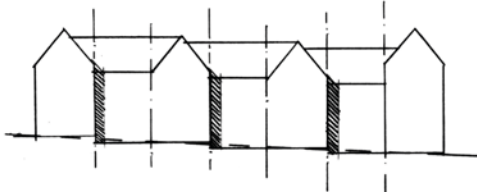
Simple footprint and form of housing

RESPONDING TO SLOPE

- Design to respond to changes in topography
- Ensure form reflects changes in level
- Avoid significant retaining walls
- Step terraces evenly



Building form steps down slope



Topography expressed through stepped footprint and massing



Terraced form has distinctive stepped breaks



Repeated dwellings create rhythm



Responding to slope

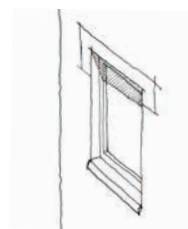
8.14 BUILDING COMPONENTS

WINDOWS

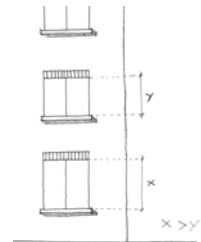
- The use of large windows with vertical emphasis is encouraged.
- Windows should have a minimum number of mullions and transoms, all of which should be functional.
- All windows will be recessed a minimum of 75mm from the brick/ finished face of the building.
- Powder coated aluminium or timber windows, with square section frames will be used for the majority of buildings (see below).
- uPVC window frames may be acceptable for buildings which do not directly face the Principal Street, Local Centre or significant areas of public realm; but only if the local planning authority is satisfied that the frame, mullions and transoms are sufficiently slender to maintain elegant proportions overall.
- Blind/blocked-up windows will not be used.
- Darker colours should be used for the window frames of buildings with a more contemporary appearance, and lighter colours for more traditional buildings, unless an alternative approach can be justified in townscape terms.



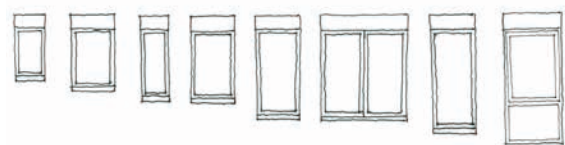
Consistent windows across elevations



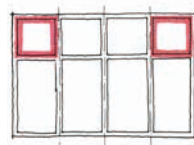
Minimum window depth 75mm



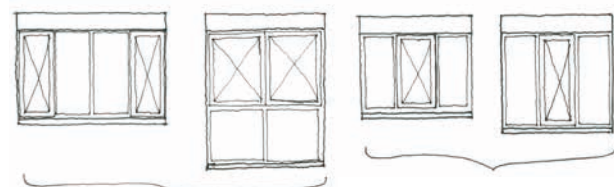
Ground level windows should generally be taller than those above (subject to use of room)



Simple, Vertical Fenestration



Square windows can be used, provided overall vertical emphasis is adhered to



Symmetrically Openable

Centrally Openable

DOORS

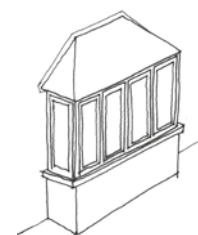
- All front doors, garage doors and other doors visible from the public realm will be recessed a minimum of 75mm from the brick/ finished face of the building.
- The style of doors should reflect the overall design approach of the building.
- A range of colours and natural timber finishes will be acceptable for front doors, but white coloured doors should be avoided.
- uPVC doors will not be used on any frontage facing the street or public realm.

BAY WINDOWS

- Bay windows are appropriate if considered as part of the whole elevation.
- The roofing material of pitched roof bay windows should match the material of the main roof (unless suitable justification is provided).
- Flat roof bay windows will be roofed with standing seam lead, zinc or copper.
- No GRP products will be used.
- If fascias are used they will be a dark tone and deep fascias will be avoided.
- Frame members and corner posts should be carefully considered to ensure that they appear neither too bulky nor too flimsy.



Bay windows and dormers with poorly designed GRP details will not be acceptable



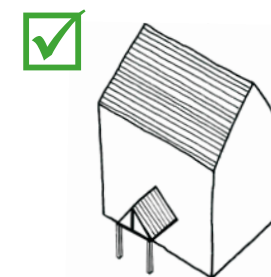
Repeated Vertical Fenestration Make up Composite Elements

DORMER WINDOWS

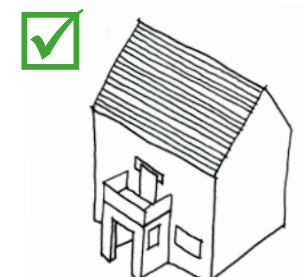
- Dormer windows will be integral to the composition of the main facade in terms of design and positioning.
- Dormer windows will maintain overall vertical proportions (ie. be taller than they are wide).
- Dormer windows will sit above the eaves line where more than 2 dormers are located along one elevation; to avoid a need for excessive numbers of downpipes.
- Gabled/ hipped dormers will use a consistent pitch and material to that of the main roof and avoid oversized ridge/ hip tiles.
- Flat roof dormers will be roofed with standing seam lead, zinc or copper.
- No GRP products will be used.
- If fascias are used they will be a dark tone and deep fascias will be avoided.

PORCHES/ CANOPIES

- Porches and canopies should be integral to the design of the elevation and not be overly dominant.
- Porches and canopies should be sufficiently deep to provide meaningful shelter.
- Flat roof porches and canopies will be clad with lead, zinc or copper standing seam or finished with glass.
- Pitched roof porches will be clad with the same material used on the principal roof of the dwelling.
- No GRP will be used.



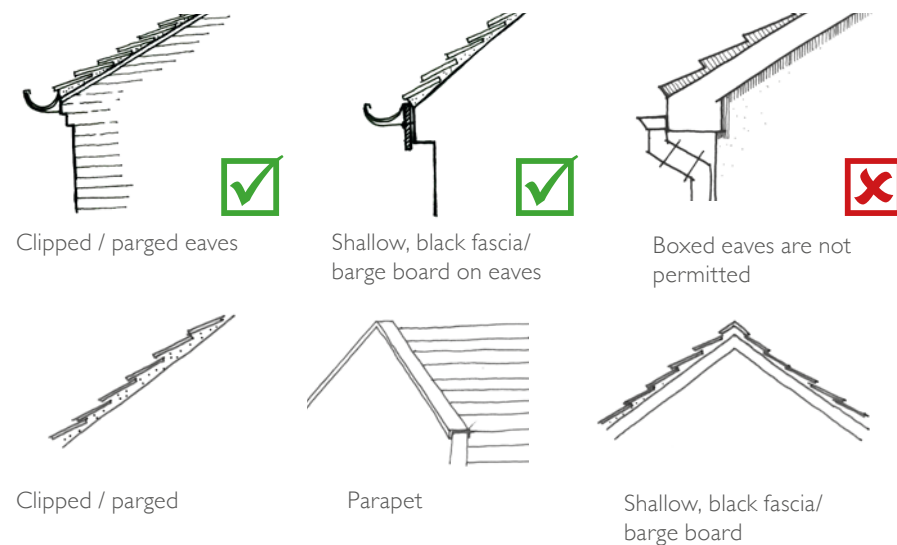
Porches and canopies should celebrate the building entrance



8.14 BUILDING COMPONENTS (CONT.)

EAVES AND VERGES

- Eaves will be clipped/ parged or use a shallow depth black fascia/ barge board. If brick detailing is used as an alternative, the detailing will be simple and in the same brick colour as the dwelling.



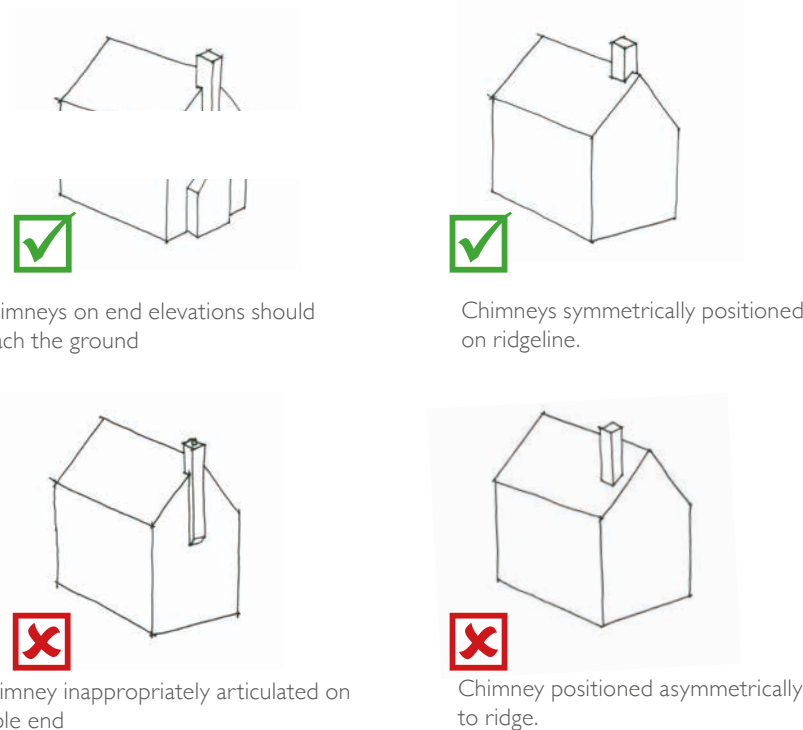
ROOFS

- Pitched roofs will have a minimum pitch of 37.5 degrees and a maximum of 52 degrees (a lower pitch may be allowed in certain circumstances eg. metal standing seam roofs)
- A mix of hips and gables should not be used on any single building.
- Concrete roof tiles will not be permitted.



CHIMNEYS & VENTS

- The use of chimneys is encouraged as they contribute to the creation of a varied and interesting roofscape.
- Chimneys should be appropriately proportioned and detailed.
- Materials for chimneys will match the primary elevation material.
- No GRP will be used.
- Chimneys will be placed symmetrically to the ridgeline.
- Chimneys which vent sustainable forms of heating will be encouraged.
- The use of chimneys to house vents and thereby avoid vents and 'stacks' being added to elevations is strongly encouraged.



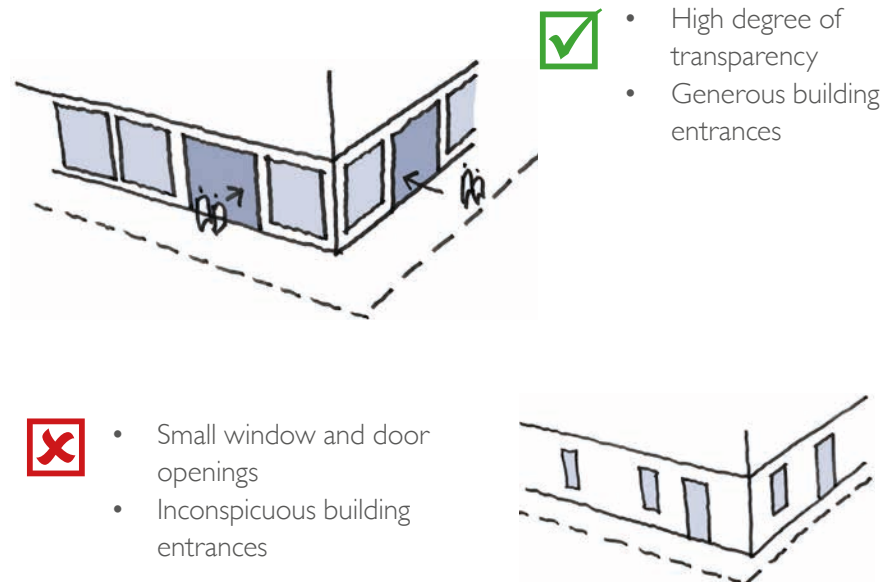
RAINWATER GOODS

- Rainwater goods should be carefully positioned to minimise visual clutter - unsightly alignments and junctions will not be permitted.
- Rainwater goods including guttering and rainwater pipes will generally be black in colour (unless suitable justification is provided).
- Within the neighbourhood centre, and on public and community buildings, grey powder coated aluminium or steel rainwater goods will be used.

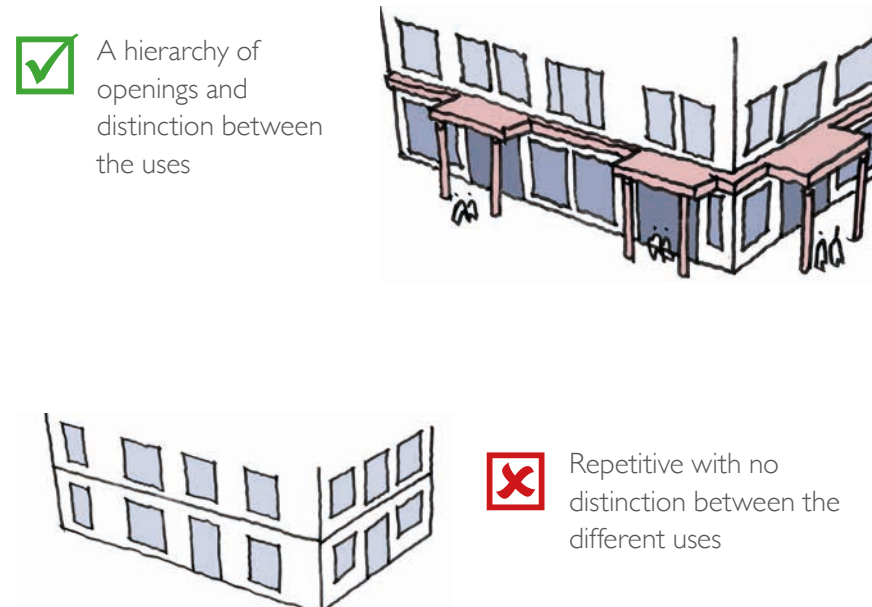


8.15 PRINCIPLES FOR MIXED-USE BUILT FORM

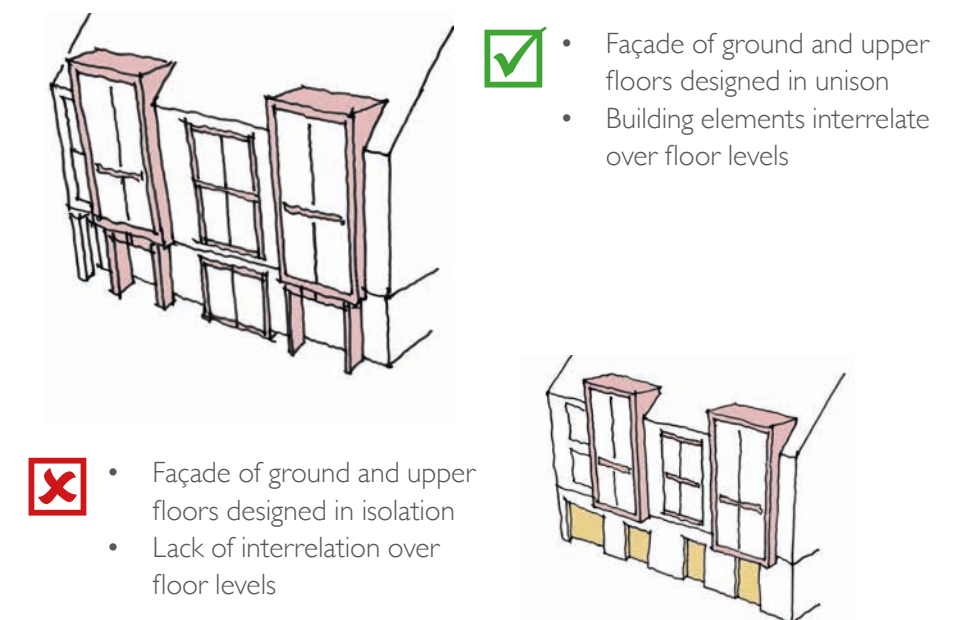
NON-RESIDENTIAL ACTIVE FRONTAGES



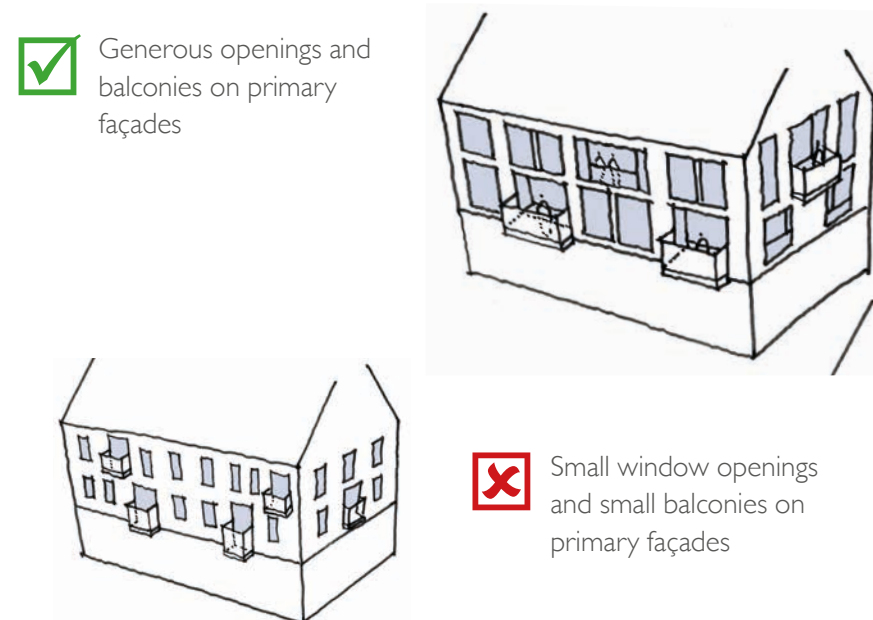
DISTINCTION BETWEEN USES



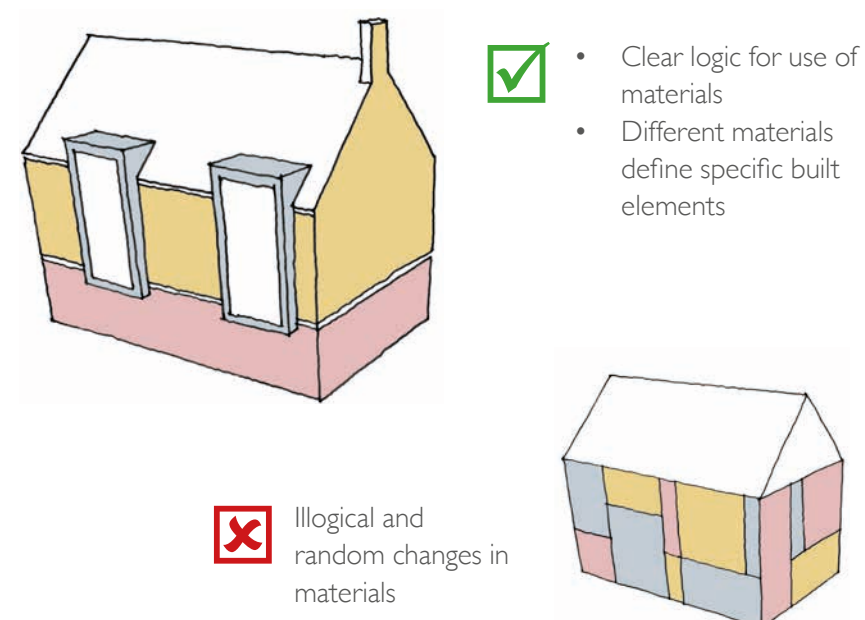
DESIGN COHERANCE BETWEEN USES



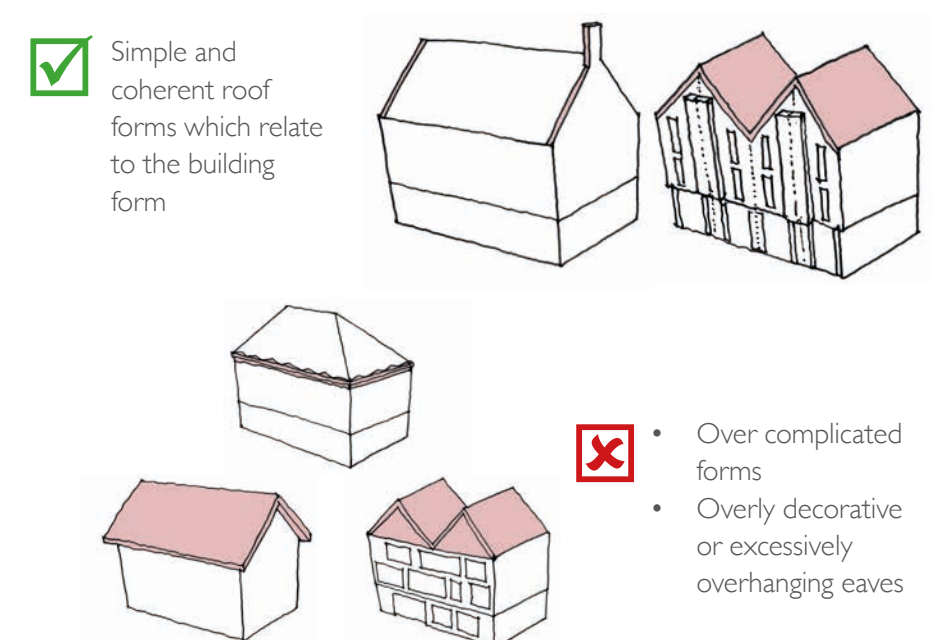
WINDOWS AND BALCONIES



FORM AND MATERIALS



ROOF FORM



8.16 MATERIALS PALETTES

The aim of this section of the code is to encourage thoughtful selection of materials for the buildings and public realm within each character area and to maintain a high quality of design as each phase is built out over time.

The materials palettes are designed to ensure that the proposals have a distinctive character, that draws inspiration from the vernacular architecture of the locality as well as defining a series of clearly distinguishable character areas.

The code does not seek to prescribe a particular architectural style but rather to develop a distinctive ‘Gillingham’ colour and materials palette that can be used on different styles of building as the place grows over time. The palette includes enough variety to create unity without uniformity, allowing each character area and key grouping to develop an individual identity but still be recognisably part of the greater whole, and of the town.

The development should be a place that ages well, with carefully detailed and durable exterior finishes that will look as good in 10, 20 and 30 years time as they do when new. To achieve this it is important to consider the long term maintenance regime from the outset and select materials appropriately. It is desirable for materials to be sourced locally where possible, but the over arching principle of specifying high quality materials is paramount.


The materials palette opposite sets out the materials permitted for both the ‘formal’ and ‘rural’ character zones. Housing which sit within the ‘semi-rural’ character zone can select materials from both palettes.

There should be limited use of render across the site, due to the tendency for buildings to suffer from unsightly staining. Where render is proposed it should be very carefully detailed and maintained.


MATERIALS PALETTE

FORMAL CHARACTER ZONE

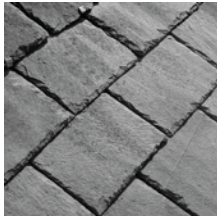
Roofs



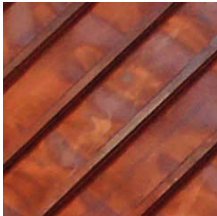
Orange / red plain clay tiles




Dark red plain clay tiles




Grey slates natural or good quality reconstitution



Standing seam metal




Flat roof behind parapet




Green roof


Walls (Only 2 materials permitted on 1 dwelling or 1 cluster of dwellings)




Red stock brick




Red/orange brick




Red multi mix brick




Brown multi mix brick




Stone



Render




Natural stained weather boarding




Glazed or solid cladding panels (Local Centre only)

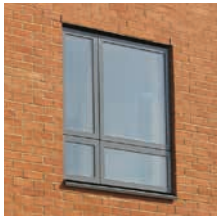
Windows



Timber - natural stain




Timber - white

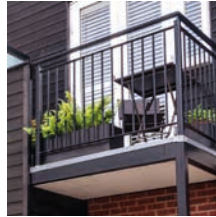


Powder coated aluminium - grey

Balconies and Juliette Balconies



Glazed balustrades with powder coated finish to metal




Grey or black metal


MATERIALS PALETTE

RURAL CHARACTER ZONE


Roofs



Orange / red plain clay tiles




Dark red plain clay tiles




Grey slates natural or good quality reconstitution


Walls (Only 2 materials permitted on 1 dwelling or 1 cluster of dwellings)




Red stock brick




Red multi mix brick




Brown multi mix brick




Stone



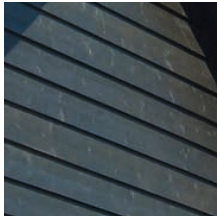
White painted brick



White stained or painted weatherboarding




Natural stained weatherboarding




Black stained weatherboarding

Windows




Timber - natural stain




Timber - white

Balconies and Juliette Balconies



Timber painted white



Timber stained



No unnecessary change of materials



Limited use of render to avoid unsightly staining

8.17 TECHNICAL

WASTE & RECYCLING STRATEGY

The storage and collection of household waste will be well considered and integral to the layout of all development so as not to detract from the quality of the built environment. All household waste storage and collection facilities will comply with Building Regulations H6. Most importantly, the following points will be adhered to:

- The size, location and orientation of waste storage facilities and collection points must be carefully considered. Bins will be stored discreetly or out of sight from the public realm during non-collection days to avoid visual clutter and nuisance from daily use. To achieve this, appropriately sized storage facilities will be provided, which are easily accessible for users during non-collection days.
- Accessible routes will be provided to allow occupants to wheel bins to collection points on collection days.
- Storage facilities and collection points will be located within close proximity of vehicle collection routes.
- Collection points will be located in a shaded position, away from windows and in a well ventilated area.
- Recycling of waste materials must be encouraged by the provision of facilities for storage and collection of separated waste at residential and non-residential premises.

The storage and collection strategy will vary between different types of dwelling. This is illustrated in the adjacent diagrams.

RETAIL / COMMERCIAL COLLECTION

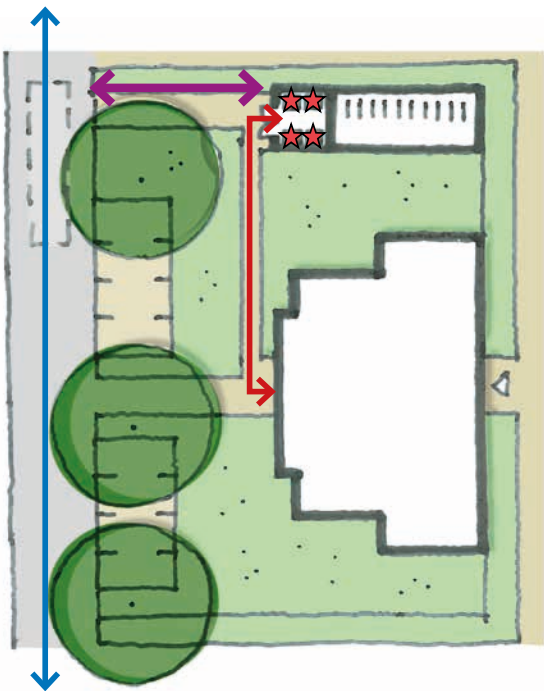
- Where possible, group the service areas for retail units to minimise clutter
- Include measures to prevent unauthorised parking which could make access to refuse storage areas difficult
- Avoid kerbs or provide dropped kerbs

Security must be considered in the design and location; eg. refuse stores should not be positioned such that they could provide an aid to climbing over security walls/fences or into high level windows.

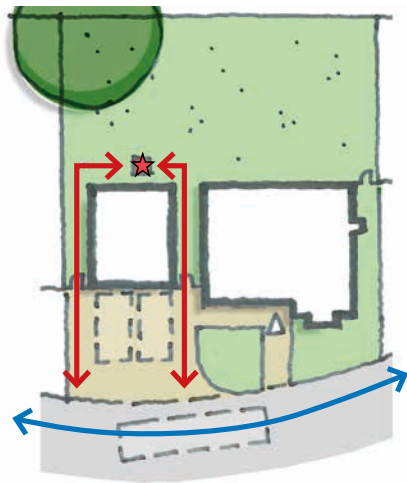
Key

- ★ Waste bins location
- Waste bin communal collection point
- ↗ Occupier route to collection point
- ↔ Refuse collectors walking route
- ↔ Refuse collection vehicle route

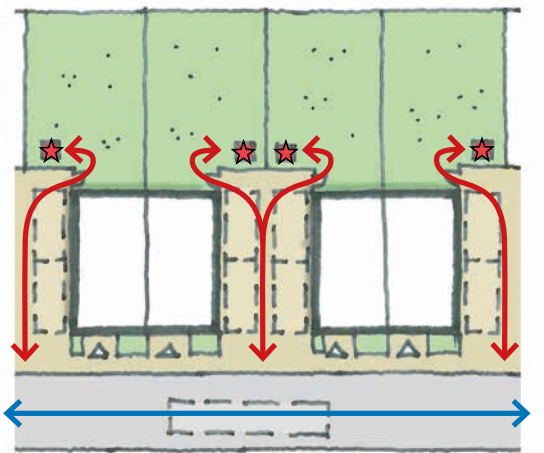
Apartments:



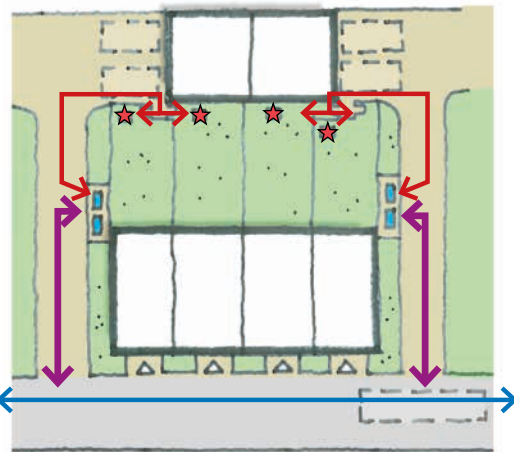
Detached dwellings:



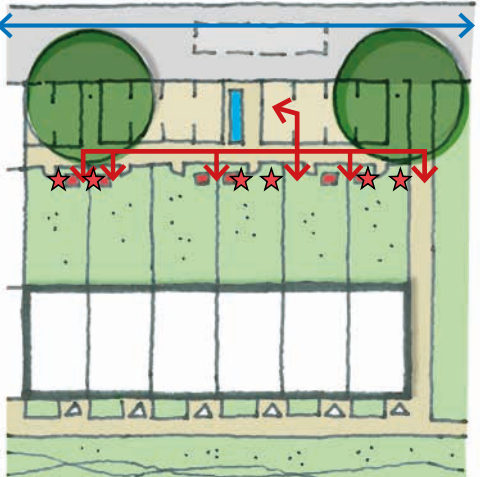
Semi-detached dwellings:



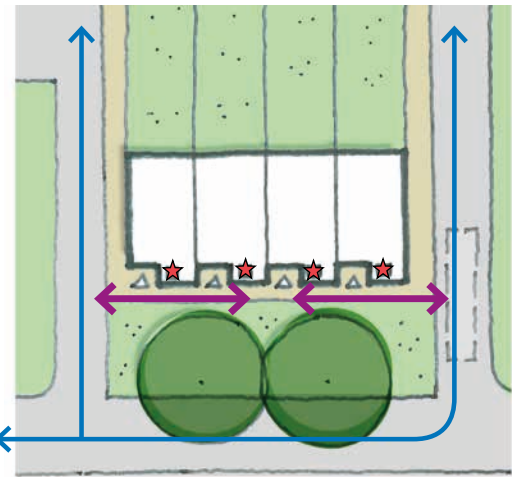
Terraced example 1:



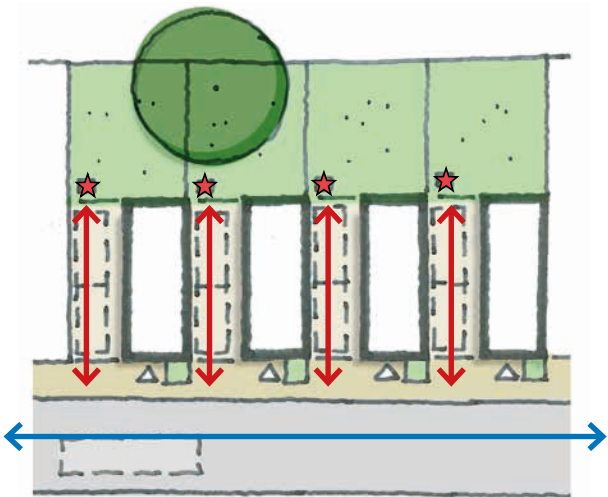
Terraced example 2:



Terraced example 3:



Terraced example 4:





Communal bin stores for apartment blocks must either be integrated with the building and/or designed as a roofed enclosure and sited unobtrusively



Bin storage integrated with entrance



Bin storage integrated with entrance



Bin collection point for 3 or more dwellings should never be placed alongside public open space or primary street



Open bins at or close to main entrance of dwellings/apartment blocks is not acceptable

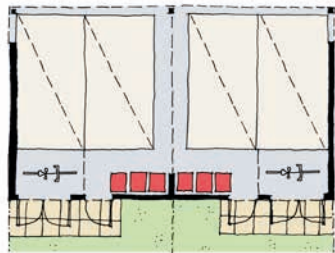


Combined bin and bike storage

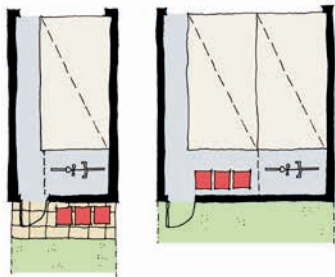


Combined bin and bike storage

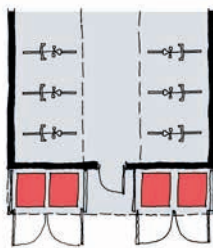
INTEGRATION WITH OTHER STRUCTURES



Bin storage areas can be provided at the rear of car barns, to be wheeled to the collection point on specific days.



Bin storage areas can also be provided within the garages of individual dwellings if additional space is provided. Bins can also be stored externally, against a wall and on a paved area, within the home's private amenity space. However this should not be placed fronting onto the main entrance area/driveway.



Apartment blocks are provided with communal bin stores. These can be integrated into the building or designed as standalone structures within the grounds of the block, potentially integrated with secure cycle storage.

Communal bin stores must not face the public realm or main pedestrian entrance to the block, but be readily accessible and convenient for all residents to use. Communal bin stores must be ventilated.

Open bins should never be placed next to the main approach to the parking court of the block.

8.17 TECHNICAL (CONT.)

UTILITIES STRATEGY

The aim of the utilities strategy is to ensure the installation of household and site wide utilities infrastructure does not detract from the overall appearance (and everyday use) of the development.

Site wide utilities infrastructure

The following principles must be adhered to:

- Utility systems will be installed in service corridors within the adoptable highway wherever possible.
- Installation of utility systems will respond to adjacent development parcels in order to achieve an integrated systems network.
- Substations, water pumping stations and gas governors must be constructed in materials which match the adjacent built form. These buildings will be designed as part of the public realm.
- Substations will be located on a vehicular accessible route and will be designed to blend in with the surrounding residential built form in terms of materials. A landscape buffer will be provided between a substation and a parking bay.
- Substation buildings will not be attached to residential dwellings and must be integrated with the alignment of surrounding walls.
- No above ground utilities to be located inside or adjacent to play areas.

Household utilities infrastructure

The installation of household utilities infrastructure must not compromise the visual quality of the dwelling and street scene. The following principles must be adhered to:

- Wall mounted gas meter boxes must not be fitted to primary elevations where they are visible from the public realm. All gas meter boxes must be ground or semi-concealed. They should be designed and located so that they do not detract from the quality of the public realm.
- Pipes, flues and vents must be architecturally integrated through design to reduce visual intrusion.
- Wires and cables must be hidden from view except during a period of maintenance.
- Letter boxes must be visible from the public access to a dwelling. Letter boxes for apartments must be publicly accessible, in the reception area or common space with provision for one box per apartment.
- Burglar alarms must be positioned and integrated through design to avoid them being visually obtrusive on elevations facing the public realm.
- Integrated systems for telephones, radios and television must be provided; satellites and aerials will not be permitted on the front facade of any building where they would detract from the public realm.
- Photovoltaic panels must be installed so that they are not visually intrusive to the public realm. Innovative designs which integrate them into the building fabric are encouraged.



Poorly masked gas meter boxes are not acceptable



Satellite dishes and aerials clearly visible from the street scene are not acceptable



Pipe work clearly visible from the street scene is not acceptable



Photovoltaic panels that are visually intrusive to the public realm are not acceptable



These solar slates are integrated into a tiled roof and are virtually hidden when viewed from the street

SECURED BY DESIGN

As part of Reserved Matters applications, discussions would need to be held with the local crime prevention officer, covering defensible space, natural surveillance and access open areas.

Safer Places - Seven attributes of sustainable design

- **Access and movement:** places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.
- **Structure:** places that are structured so that different uses do not cause conflict.
- **Surveillance:** places where all public places are overlooked.
- **Ownership:** places that promote a sense of ownership, respect, territorial responsibility and community.
- **Physical protection:** places that include necessary, well designed security features.
- **Activity:** places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.
- **Management and maintenance:** places that are designed with management and maintenance in mind, to discourage crime in the present and the future.



Streets must be designed to control on-street parking

INCLUSIVE DESIGN

Inclusive design aims to create places without barriers that involve people in undue effort, separation or special treatment and enable everyone to take part in mainstream activities independently.

The Proposed Development will be designed to provide barrier-free access for all sections of the community, with particular regard to the needs of the disabled. Particular consideration must be given to the requirements of the following key standards.

The Approved Document Part M(Access)

The Proposed Development will be designed and built in full accordance with the Building Regulations that set out technical standards for the quality and performance of buildings. Part M of the Building Regulations concerns 'Access' and ensures that the design of buildings does not preclude access for the disabled. The level of accessibility which new homes will be required to meet is defined by NDDC and set out in the Local Plan (NDLP).



Unauthorised parking must be prevented through design

The Equality Act 2010

The Equality Act replaces the Disability Discrimination Act (DDA) and aims to end the discrimination which many disabled people face, legally protecting people from discrimination in the workplace and in wider society. Any requirements set out in the Act in relation to residential dwellings are already covered by the various sections of the Building Regulations, particularly Part M (Access), but the provisions of the Act are relevant to the commercial and mixed-use elements of the neighbourhood centre and the wider public realm.

CAR & CYCLE PARKING STANDARDS

Vehicle and cycle parking for residential dwellings and non-residential development is to be provided in accordance with the standards set in the *Residential Car Parking Provision, Local Guidance for Dorset (May 2011)* document and *Non-residential Parking Guidance, Dorset County Council*.

The local residential parking guidance seeks to ensure that parking provision in new residential developments, both market and affordable, is designed to meet expected demand in such a way as to ensure the most efficient use of space and the best urban design.

To calculate the parking requirements for residential dwellings, the *Dorset Residential Car Parking Calculator* must be used. This can be found on North Dorset District Council's website: <https://www.dorsetforyou.gov.uk/article/397080/Car-and-cycle-parking-standards>

These standards may be reviewed in the future based on changing circumstances. The design of future phases must take into account such changes.





CONCLUSION



This application represents a significant milestone in the delivery of the Gillingham Southern Extension; providing outline proposals for a large central portion of the wider site including the new local centre, a broad mix of housing and an extensive network of attractive green infrastructure.

The proposals have been developed in accordance with the principles set out in the South Gillingham Master Plan Framework, and form a key component of its vision for a "...comprehensively planned and delivered, sustainable mixed-use community that is both physically and socially integrated with the existing settlement".

The proposals are based on a thorough understanding of the existing context of the site and town, reflecting the aims of the Gillingham Town Design Statement, as well as the site-specific design principles and Concept Plan set out in the North Dorset Local Plan (NDLP).

The extensive proposals will deliver:

- Up to 961 much needed new homes; helping to meet the council's strategic housing requirements and address local demand
- A vibrant local centre supporting a strong local community; including retail units, independent living apartments, health and community facilities
- Expansion land for St Mary the Virgin CE VA Primary School
- A new park alongside the River Lodden; offering improved access for recreation alongside attenuation ponds and areas of ecological enhancement
- An extensive network of attractive green infrastructure spreading throughout the masterplan area; offering a range of recreation and amenity opportunities for residents while providing sustainable drainage systems (SuDS)
- A variety of sports facilities; easily accessible for new and existing residents
- A wide range of dwelling types and sizes; creating an attractive and varied environment which will appeal to all sections of the community

The proposals will create a high quality, attractive, vibrant and desirable place to live, work and play.

- A place in harmony with its natural surroundings; celebrating the site's existing natural features to create interest and a sense of maturity from the start
- A place which draws inspiration from Dorset traditions and local character so that it feels like a natural extension of the town
- A place which creates new and improved connections with the existing community; promoting integration and encouraging sustainable modes of transport
- A place with a mix of social infrastructure; encouraging the development of a vibrant community

The proposals will bring benefits to both new and existing residents of the town and allow Gillingham to maintain and enhance its reputation as a desirable and sustainable place to live for many years to come.





APPENDIX

A - MASTER PLAN FRAMEWORK (MPF)
PARAMETER PLANS

INTRODUCTION

The South Gillingham MPF was developed by a consortium of landowners and developers (including Welbeck Land), working closely with the council and other stakeholders. The document sets out a framework to deliver services, facilities and infrastructure across the Southern Extension in line with NDDC's strategic aims.

The following pages show the Illustrative Framework Masterplan, Combined Constraints plan and associated indicative Consortium Land Use, Housing Density and Phasing plans from the MPF. The proposals set out in this Design & Access Statement are in accordance with the design framework shown here as well as the broader principles set out in the MPF document.



South Gillingham

Master Plan Framework

Post consultation draft

December 2015

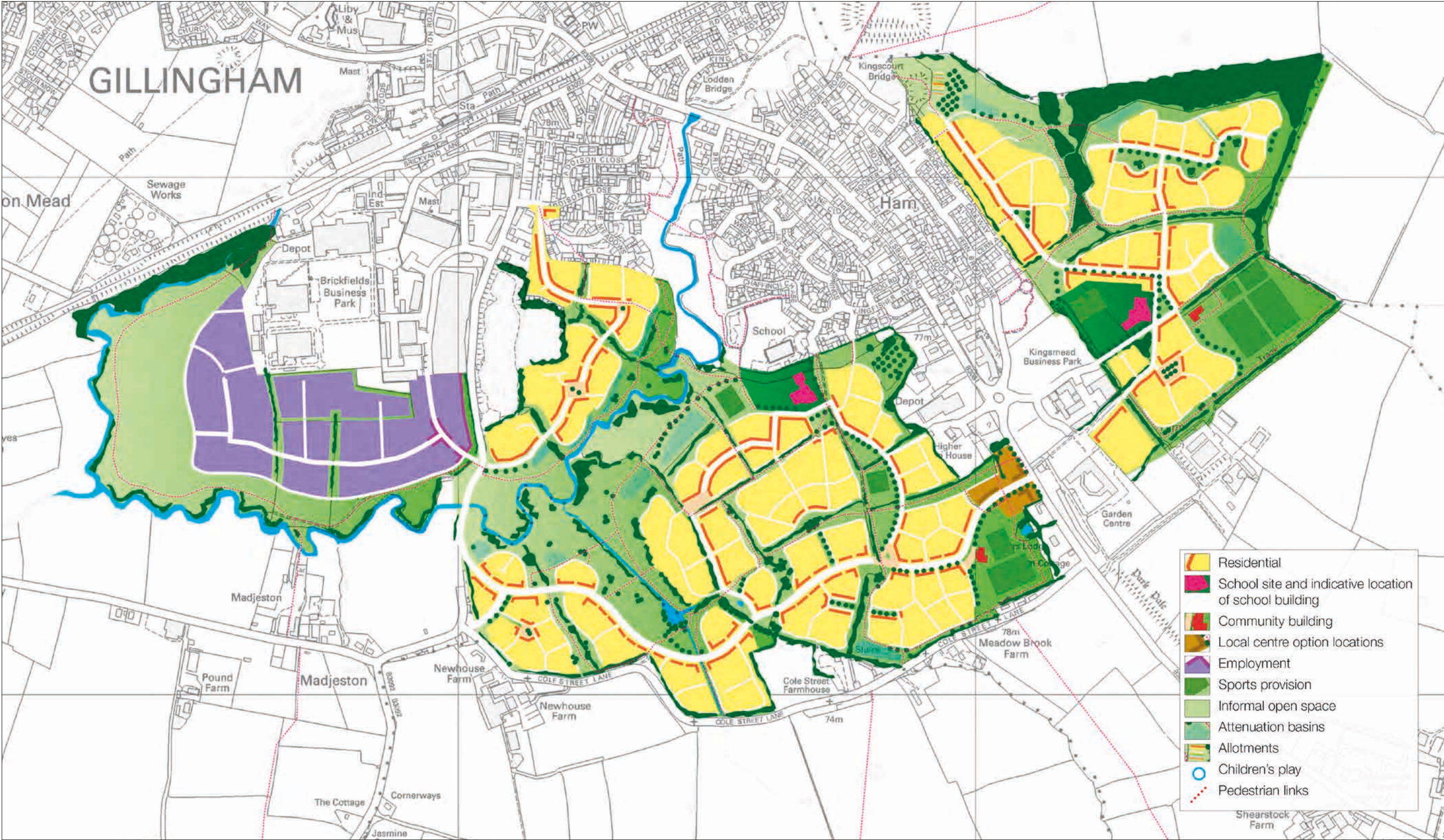








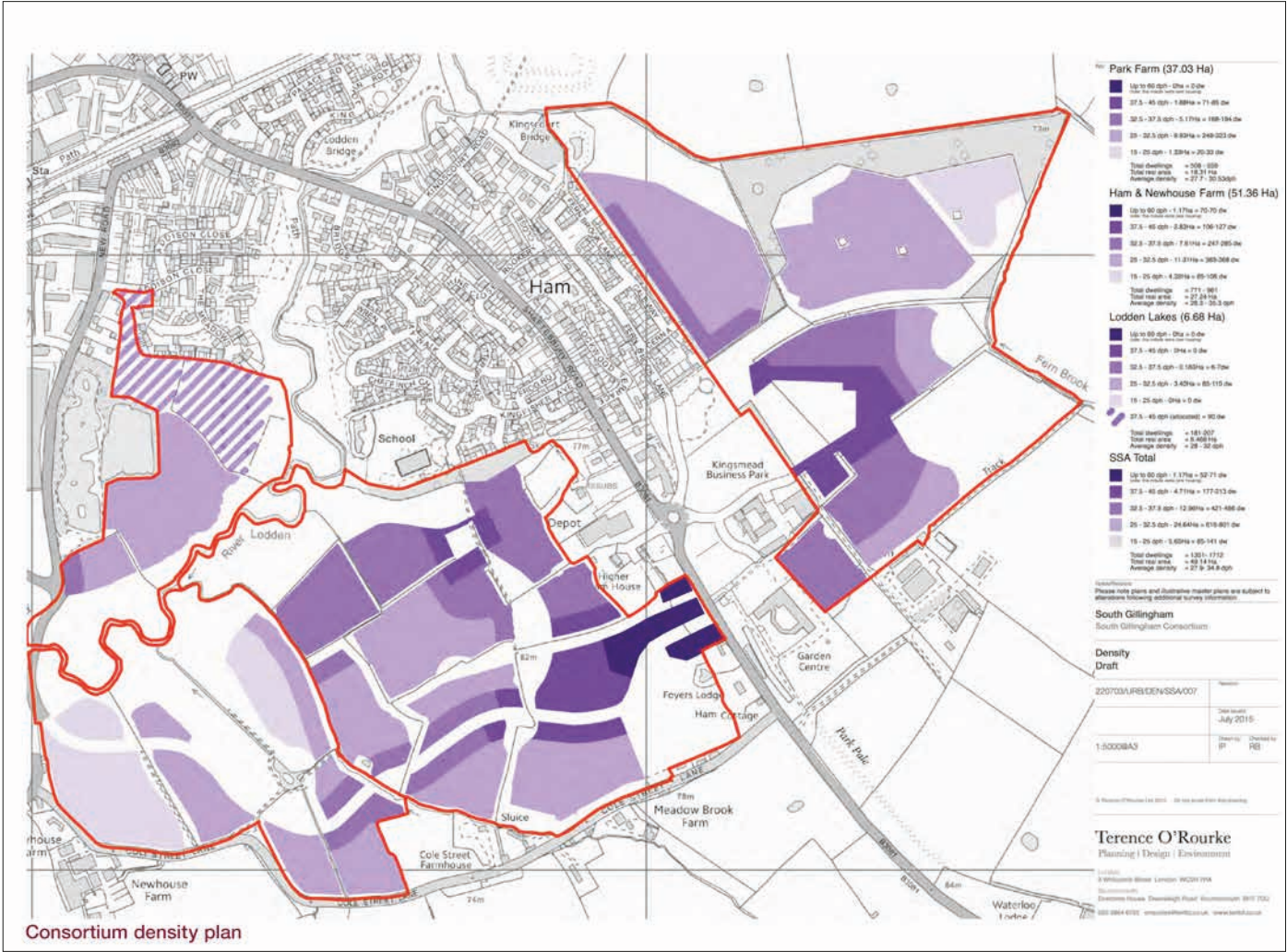
A - MASTER PLAN FRAMEWORK (MPF)
ILLUSTRATIVE MASTERPLAN



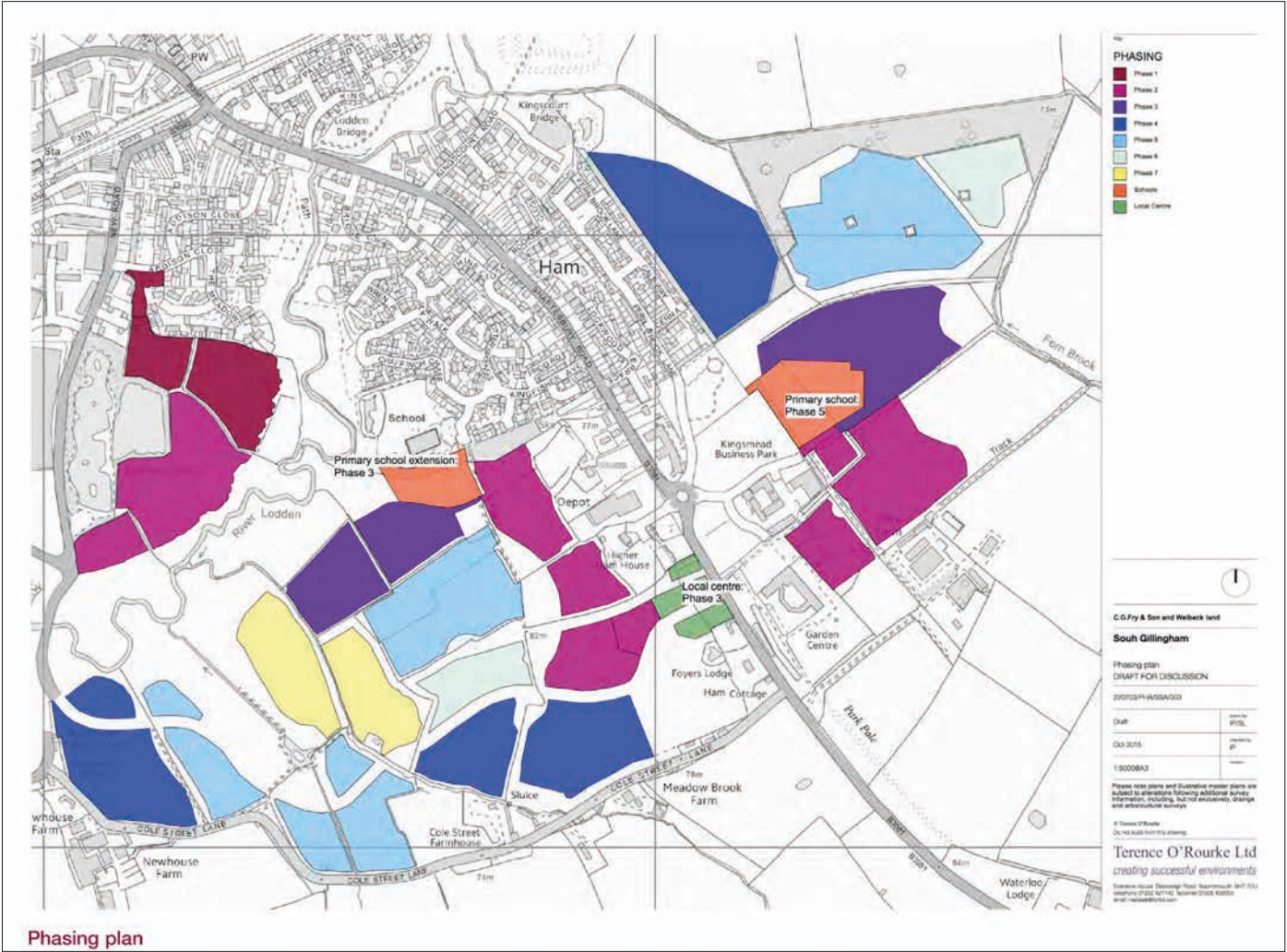
PARAMETER PLANS



A - MASTER PLAN FRAMEWORK (MPF)
PARAMETER PLANS



DENSITY PLAN



PHASING PLAN



LAND AT

GILLINGHAM

DORSET

