HANWOOD PARK

DESIGN CODE WORKSHOP 2

30 JULY 2025

AGENDA

WORKSHOP SESSION 2

- Recap of Workshop 1
- Engagement Process
- Workshop 2 Overview - Purpose, Objectives & Key Outcomes
- Introduction to the draft Master Design Code and Framework Plan
- Group Discussions: Hands on Planning
    a. Green & Blue Infrastructure
    b. Access & Movement
    c. Land Uses & Built Form
- Report Back
- Next Steps

RECAP OF WORKSHOP 1

WHAT IS A DESIGN CODE?

WHY ARE DESIGN CODES NEEDED?

WHEN DESIGN GOES WRONG

OUR EXPERIENCE

NATIONAL DESIGN CODE GUIDANCE

WHAT MAKE A SUCCESSFUL DESIGN CODE?

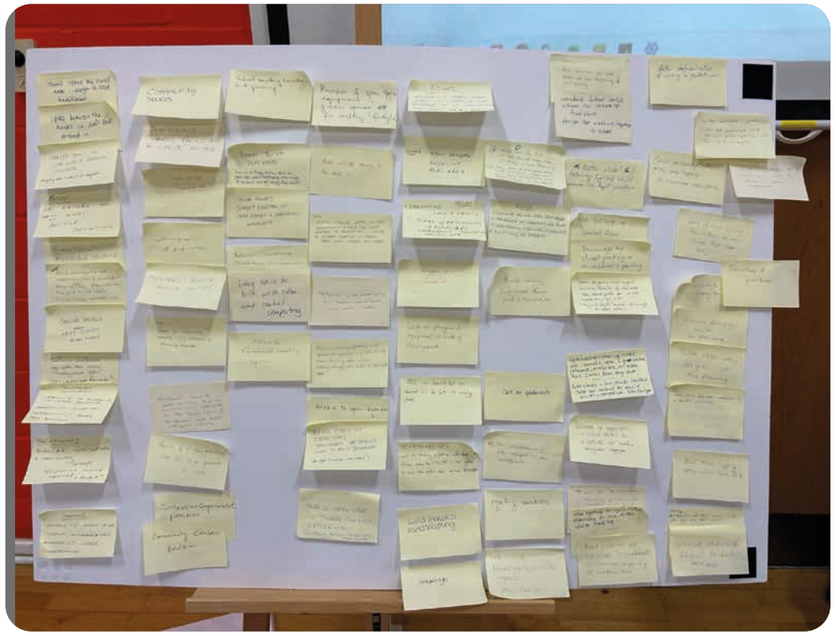
STATUS & HIERARCHY OF THE DOCUMENTATION

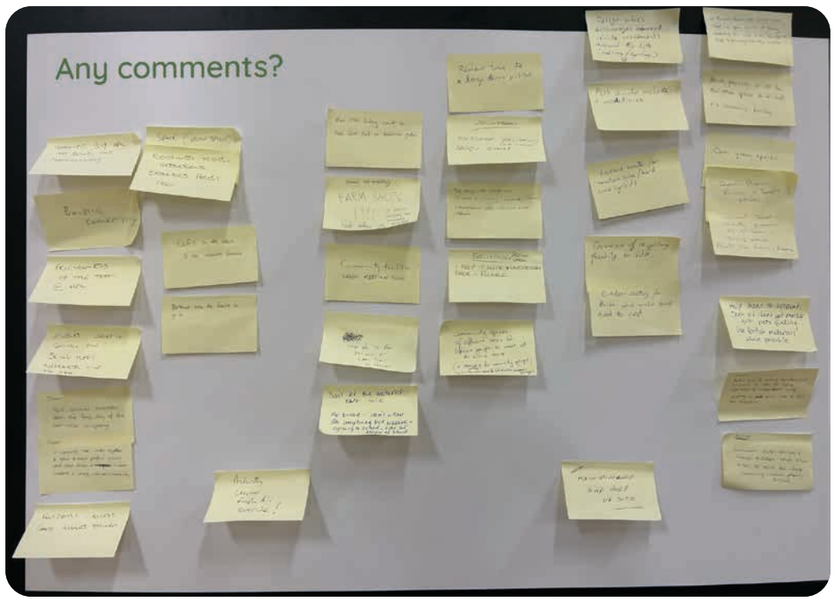
STRUCTURE & METHODOLOGY

PROBLEMS, DREAMS & SOLUTIONS

NEXT STEPS

RECAP OF WORKSHOP 1





ENGAGEMENT PROCESS

WORKSHOP 1

23 JULY 2025

PROJECT UPDATE & INTRODUCTION TO DESIGN CODING

WORKSHOP 2

30 JULY 2025

MASTER DESIGN CODE & FRAMEWORK PLAN WORKSHOP

WORKSHOP 3

13 AUGUST 2025

AREA DESIGN CODE 1 & REGULATORY PLAN WORKSHOP

REPORT

AUG/SEPT 2025

SUMMARY REPORT CAPTURING THE KEY OUTCOMES AND INSIGHTS FROM THE WORKSHOPS

WORKSHOP 2 - OVERVIEW

PURPOSE

- Collaborative work with local stakeholders to identify key concerns & aspirations for Hanwood Park.
- Allow the design team, authorities and community to align ideas, identify common reference points or key sensitive features and quality design outcomes, to inform the emerging design codes where technically and feasibly achievable.
- Test emerging design strategies and ideas.
- Ensure the community feel their views have been fully understood and appreciated, and taken on board where possible / appropriate.
- Reach constructive outcomes to specific challenges of the scheme.
- Develop an understanding of:

  i) how the controls in the Outline Planning (e.g. Parameter Plans) translate into the site;

  ii) how the Design Coding informs future Reserved Matters Applications.

OBJECTIVE

The objectives of the Design Codes are to:

- Develop and articulate the proposals into a clear and shared vision.
- Identify the character, purpose and use of each of the key areas of Hanwood Park.
- Provide a framework for the successful delivery of the site that encompasses development, access, amenity, SuDS drainage, sports and recreation, ecology and biodiversity, heritage assets and landscape integration, taking into account stewardship.

KEY OUTCOMES

- To introduce local stakeholders to design coding principles, build understanding, and inspire creative participation.
- To gather feedback on the current challenges, understand community aspirations, and explore potential solutions.

INTRODUCTION TO THE DRAFT MASTER DESIGN CODE

Structure

The Master Design Code is accompanied by a 'Framework Plan' which graphically sets out all mandatory requirements for the site.

The structure of the MDC follows the same structure as the key on the Framework Plan. Requirements of the Framework Plan are set out in more detail within the MDC and therefore these documents must be read in conjunction.

The code is divided into four chapters:
Part A: Introduction
Part B: Vision, Background, Context
Part C: Strategic Spatial Elements
Appendices
Part D: Urban Design Principles
Appendices

Part A: Introduction

Sets out the purpose, status and planning hierarchy of the MDC. It clarifies elements of that are mandatory design fixes and those that are 'illustrative' offering design guidance. The chapter also introduces the Framework Plan and explains how to read it alongside the MDC.

Part B: Vision, Background, Context

Summarises the relevant background information, including the vision, key design principles & concepts, site constraints.

Part C: Strategic Spatial Elements

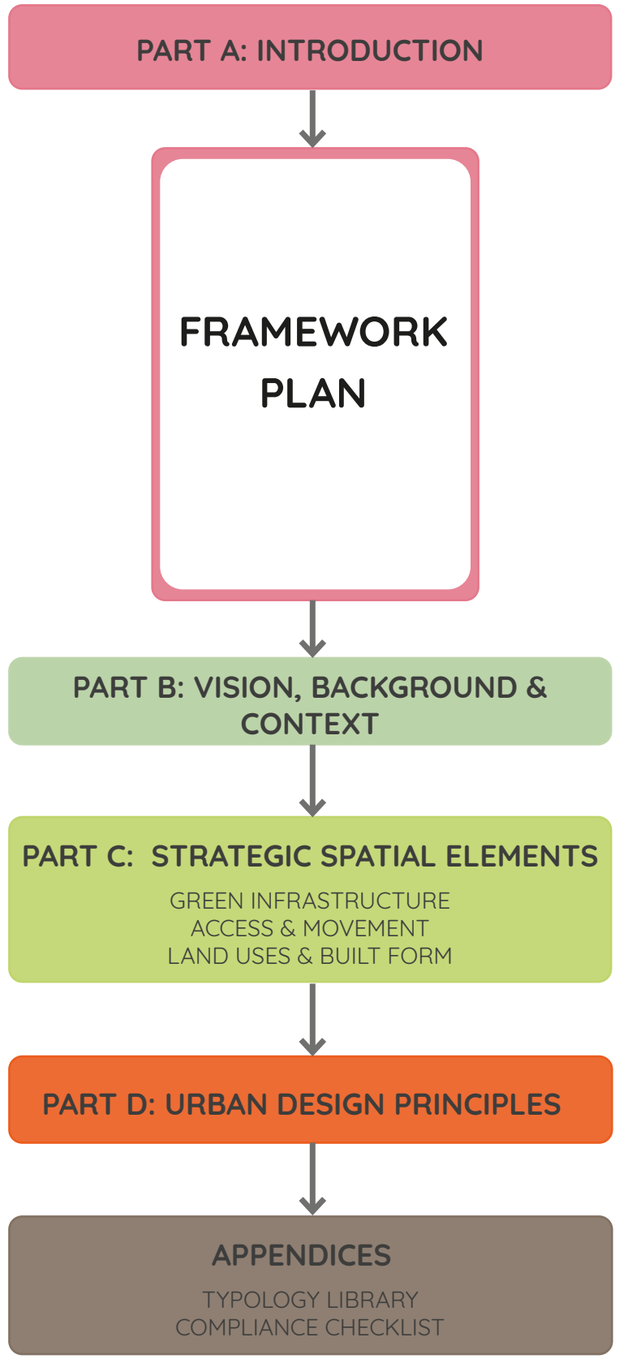
Explains the strategic components and parameters of the masterplan such as the urban neighbourhoods, green infrastructure, pedestrian/cycle movement, street hierarchy, and built form land uses.

Part D: Urban Design Principles

Provides general layout principles for the built form including aspect & orientation, frontages addressing the public realm and celebrating entrances & corners among others.

Appendices:

Sets out the typology libraries and template of the MDC Compliance Checklist.



INTRODUCTION TO THE DRAFT FRAMEWORK PLAN

THE FRAMEWORK PLAN

CONTEXT

- Master Design Code Boundary
- Junction 10A Extents

NEIGHBOURHOODS & PLACEMAKING

- DC District Centre Neighbourhood
- PO Poplars Neighbourhood
- BE Boughton End Neighbourhood
- AB Alledge Brook Neighbourhood
- BA Barton Neighbourhood
- Residential
- Education
- Mixed-use & Community Facilities
- Employment
- Hotel / Leisure
- Areas already constructed or with RM approval

GREEN & BLUE INFRASTRUCTURE

Existing Assets

- Existing Woodlands
- Existing Water Bodies

Green Components

- Ise Valley Gateway
- Warkton Park
- Green Links
- Poplars Walk
- Shaft Field Green
- Stubb Spinney Allotments
- Cranford Meadows
- Central Open Space
- Alledge Brook Woods

Health & Wellbeing

- Stubbs Common (FOS2)
- Barton Park (FOS3)
- NEAPS
- LEAPS
- Proposed Woodland
- Proposed Allotments
- Amenity Green Space

Blue Infrastructure

- Existing Attenuation Basins
- Proposed Indicative Attenuation Basins
- Proposed Swales / Ditches

MOVEMENT AND ACCESS

- Primary Site Access Points (All modes)
- Secondary Site Access Points (All modes)
- Active Travel Routes Site Access Points (Pedestrian/ Cyclist)

Street Hierarchy

- Primary Street (Formal)
- Primary Street (Informal)
- Secondary Street
- Tertiary Street and Cross Parcel Permeability

Active Routes Network

- Existing Footpaths (PRoW)
- Existing Bridleways (PRoW)
- Rerouted Footpaths (PRoW)
- Indicative Multi-User Active Travel Route

Public Transport Network

- Existing Bus Stop Locations
- Indicative Proposed Bus Stop Locations

Access to Minor Routes & Parcels

- Access Point: fixed location
- Access Point: indicative location

BUILT FORM

- Landmark Buildings
- Marker Buildings

Frontage Characters

- A District Centre Crescent
- B Formal Primary Street Frontage
- C Central Open Space Interface
- D Informal Primary Street Frontage
- E Secondary Street Frontage
- F Linear Green Edges
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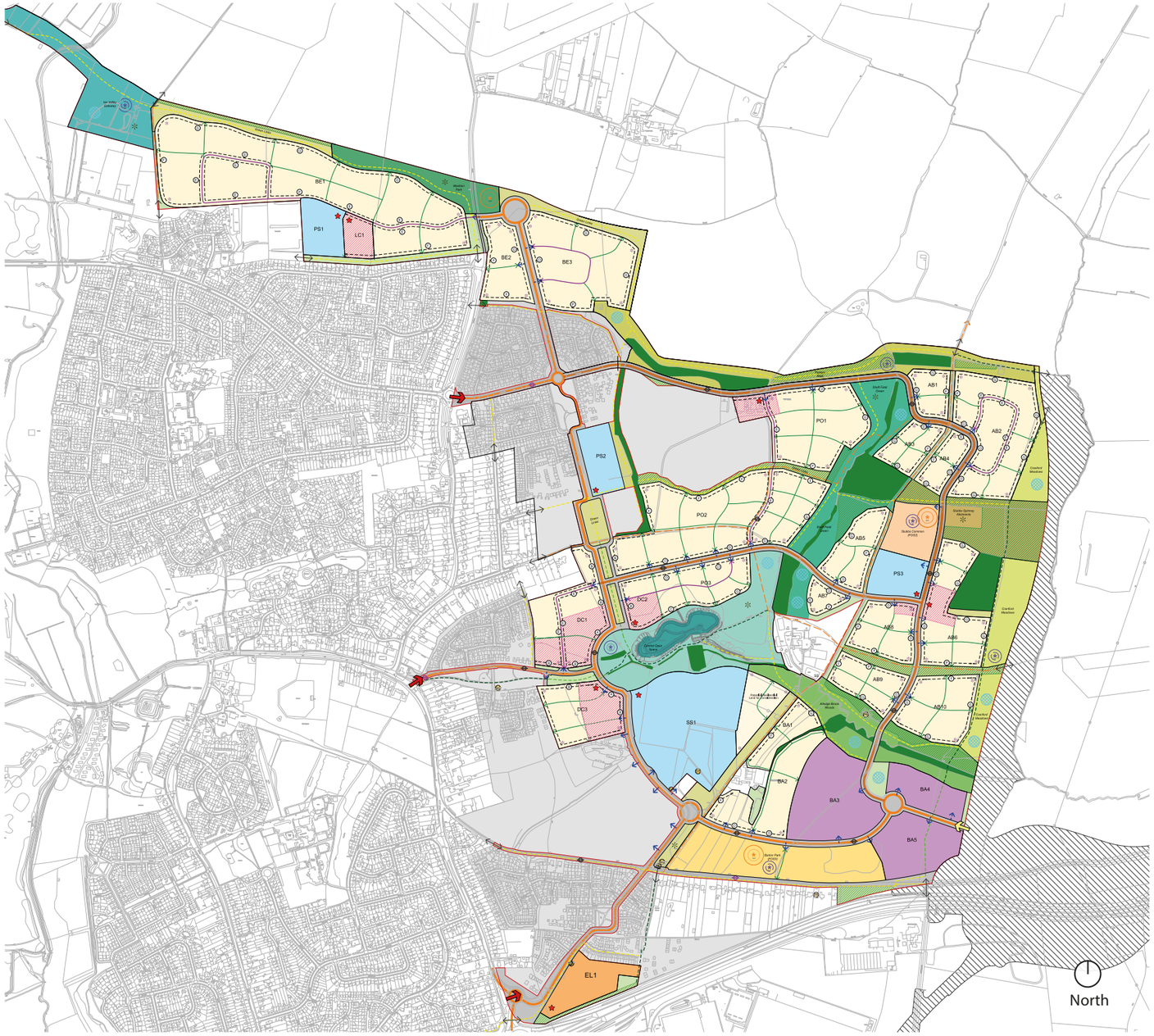


MASTER DESIGN CODE
(DRAFT EXTRACTS)

PART A: INTRODUCTION

OUTLINE PLANNING PERMISSION

Outline planning permission was originally granted in April 2010 for the site and was formerly known at that time as the East Kettering Sustainable Urban Extension. Reserved Matter Approvals have been subsequently secured in relation to the detail of 2,117 new homes within the first phase of development, alongside a new primary school which has been opened and supporting infrastructure to serve the site.

An application to renew the outline planning permission was originally submitted in March 2021 and was subsequently approved in May 2024 **(Application reference: NK/2021/0292)**. As intended in the original application, the proposals aim to create an attractive and vibrant Garden Community to the existing town.

The proposal first arose from the designation of the East Kettering Strategic Urban Extension within the growth area defined by the Milton Keynes and South Midlands Sub-Regional Strategy (MKSM), and subsequent strategic allocation of an urban extension to Kettering in the North Northamptonshire Joint Core Spatial Strategy (February 2006).

Although the planning context has changed since then, the need for housing growth remains, and the development of Hanwood Park forms a key component of housing to be delivered in North Northamptonshire and Kettering in the adopted North Northamptonshire Joint Core Strategy 2011–2031, and Site Specific Part 2 Local Plan, which was adopted in December 2021.

The proposals comprise a residential led development of some 3,383 homes and associated ancillary employment, community and leisure uses. With 2,117 homes with planning permission that are being delivered on site, the development overall on completion will provide 5,500 new homes, a range of employment uses, a mixed-use district centre including shops, local services and workspaces, hotel and leisure development, a health clinic, three local centres, a secondary school, three primary schools, and extensive formal and informal open spaces.

For further details regarding the outline planning permission please refer to the submitted Design & Access Statement (DAS).

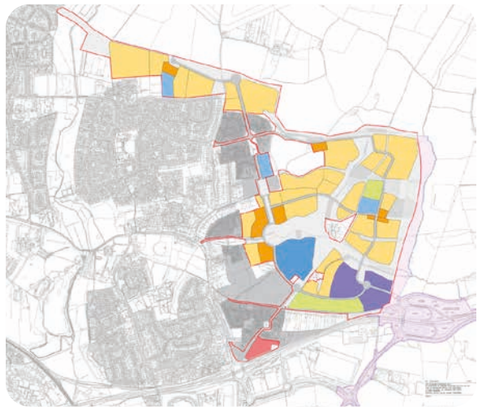
New homes built under the original OPP

Central Open Space partially implemented under the original OPP

New homes built under the original OPP

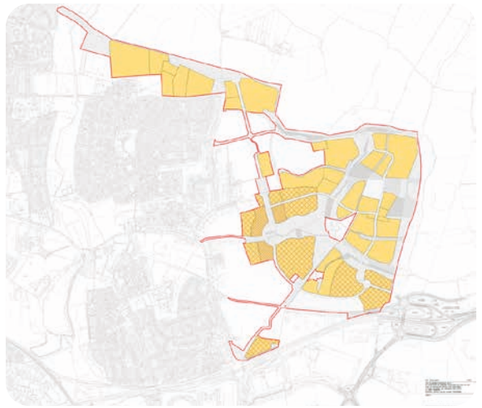
HANWOOD PARK MASTER DESIGN CODE

A: INTRODUCTION



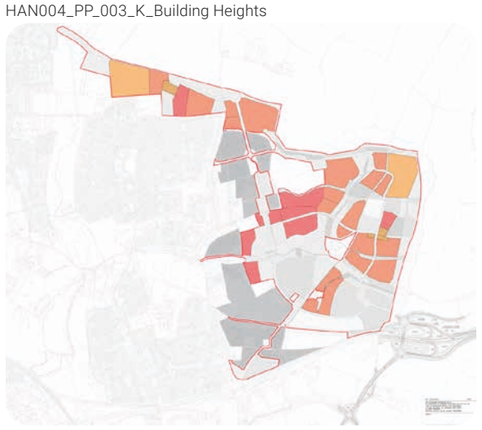
HAN004_PP_005_K_Land Use Plan

HAN004_PP_006_L_Access Movement Plan

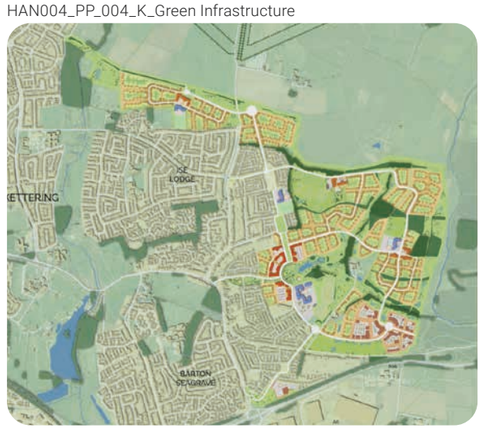


HAN004_PP_003_K_Building Heights

HAN004_PP_004_K_Green Infrastructure



HAN004_PP_008_K_Residential Density



Hanwood Park Outline Illustrative Masterplan - April 2024

A: INTRODUCTION

NATIONAL PLANNING DESIGN GUIDANCE

The National Planning Policy Framework (NPPF) emphasizes that delivering high-quality buildings and places is a core objective of the planning and development process. To support this, the NPPF encourages the use of site-specific Design Codes, giving them significant weight in planning decisions.

The National Design Guide and the accompanying National Model Design Code (NMDC) offer comprehensive guidance on preparing Design Codes, as well as design guides and policies that promote successful, well-designed places.

National Design Guide (2019)

The National Design Guide addresses the question of how we recognise well designed places, by outlining and illustrating the Government's priorities for well-designed places. These are formed into ten characteristics; summarised into three themes of Character, Community and Climate, and illustrated in the adjacent diagram.

It states that: "Well-designed places have individual characteristics which work together to create its physical Character. Ten characteristics help to nurture and sustain a sense of Community...[and] work to positively address environmental issues affecting Climate."

National Model Design Code (2020)

The NMDC is not in itself a design code, rather it is a guide to producing a design code. Its purpose is "...to provide detailed guidance on the production of design codes, guides, and policies to promote successful design."

The document has two parts:
1. National Model Design Code: Summarises the process of creating a design code.

2. Guidance Notes for Design Codes: Provides greater detail on the possible content of a design code.

10 Characteristics of Well Designed Places (National Design Guide)

National Model Design Code

Guidance Notes for Design Codes

HANWOOD PARK MASTER DESIGN CODE

A: INTRODUCTION

WHAT IS A DESIGN CODE?

A Design Code provides a set of simple, concise, illustrated design requirements that provide specific, detailed parameters for the physical development of the site. Design Codes act as a bridge between the outline planning permission and Parameter Plans, and the Illustrative Masterplan for the development.

A Design Code will:

- Provide clarity about what will be acceptable at
- an early stage of the design process.
- Reflect local character and preferences.
- Help to create places with a consistent and high quality standard of design.

Whilst this Design Code is specific to Hanwood Park, the design principles in this document have been influenced by the following design guidance and methodologies which focus on the role of design and placemaking in the creation of places which encourage more sustainable and healthy lifestyles. Examples of national and local best practice urban design guidance which have been drawn upon include the following:

- The National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG).
- The National Model Design Code (2020) and national Design Guide (2019)
- By Design: Urban Design in the Planning System (2000).
- The Urban Design Compendium 1 and 2 (2000,
- 2013).
- Health Placemaking, Design Council (2018).
- Building for Life 12 (2015).
- Active Design (2015).
- Active Design, Principles into Practice (2019).

WHO WILL USE THE DESIGN CODE?

This Design Code has been prepared for approval and subsequent adoption by North Northamptionshire Council (NNC).

Anyone wishing to submit a RMA within the site boundary will need to accord with the approved Master Design Code (MDC) and Framework Plan and the relevant Area Design Code (ADC) and Regulatory Plan to ensure that their proposals meet the expected design standards.

Council officers assessing applications will use the document to decide whether development proposals have achieved a sufficient level of quality, and if not, provide clear guidance to applicants on what changes they will need to make.

The Design Codes are required to be consistent with, and provide an enhanced level of detail to the documents and plans approved under the outline planning permission, including the Development Specification, Parameter Plans and Design and Access Statement. It should therefore be read in conjunction with these documents.

The Design Codes, therefore, provides additional assurance for the local authority and interested stakeholders as to how the development can come forward, to align with the aspirations of Hanwood Park Ltd. and the design team.

HANWOOD PARK DESIGN CODES

For Hanwood Park, the design coding structure is split into two parts: a Master Design Code (MDC) followed by subsequent Area Design Codes (ADCs).

The Master Design Code

It is intended that the MDC will function at a more strategic level and coordinate site-wide masterplanning elements to ensure that each phase comes together as a coherent whole.

The MDC will take the parameters established in the outline planning permission and develop them into an overall Framework Plan. The MDC also establishes a structure within which future ADC's can come forward.

Area Design Codes

Subsequent ADCs will enable coding for phases with realistic timeframes within the duration of the project and will cover more detailed parcel and plot level design elements.

The appropriate ADC must therefore be read as a companion document to the MDC and future Reserved Matters Applications (RMAs) will need to demonstrate compliance to both the MDC & relevant ADC(s).

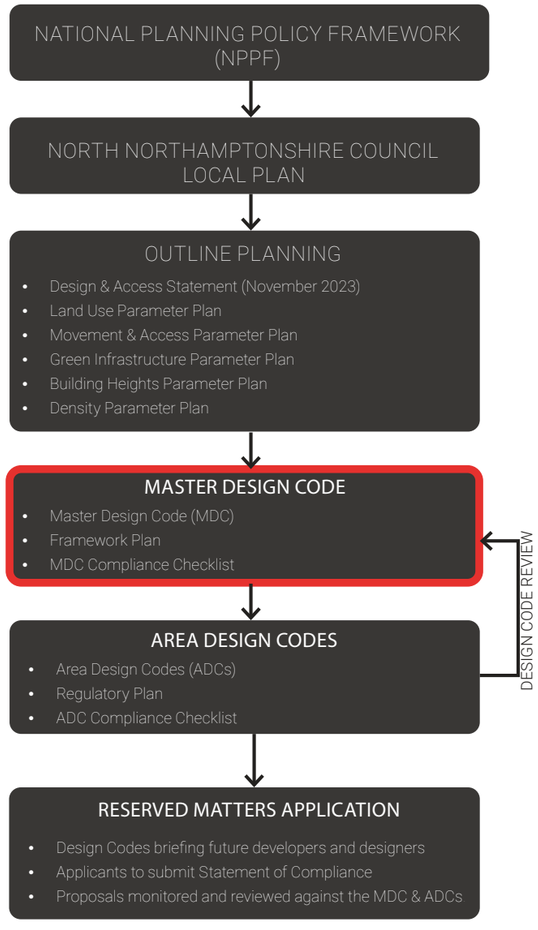
Together, the suite of design codes will provide a comprehensive framework of design and technical guidance for the entire development.

Given the scale of Hanwood Park and its phased delivery programme, this approach allows flexibility for different areas of the site to be developed alongside ongoing on-site operations. It also ensures the development can adapt to emerging standards, new technologies, and market changes, while incorporating the views of both the existing and future community.

MASTER DESIGN CODE REVIEW

The MDC and accompanying Framework Plan will cover a development period of several years, during which it is recognised that differing external factors will influence aspects of how the development is delivered. It is therefore intended that periodic reviews of the Design Codes and their associated plans are undertaken at suitable stages and agreed with NNC.

These reviews will identify any areas where the document is considered to have become out-ofdate and/or require updating to reflect the latest delivery strategy, in the expectation that they are then suitably amended to inform future design guidance and RMAs.



WHAT AREAS WILL FUTURE AREA DESIGN CODES COVER?

The plan adjacent indicatively sets out the areas that may be covered by future Area Design Codes (ADC). The order and extent of the ADCs may vary from that set out on the plan – the codes can come forward at varying stages reflecting the evolution regarding phasing and delivery of the development.

HANWOOD PARK MASTER DESIGN CODE

A: INTRODUCTION

Diagram showing indicate extents of future Area Design Codes

- Area Design Code 1*
- Area Design Code 2*
- Area Design Code 3*
- Area Design Code 4*

*Indicative design code order and extents. Exact extents to be confirmed during the production of each ADC.

STRUCTURE OF THE MASTER DESIGN CODE

PART A
Introduction

Sets out the purpose, status and planning hierarchy of the Master Design Code (MDC). It clarifies elements of the MDC that are mandatory design fixes and those that are 'illustrative' that offer design guidance. The chapter also introduces the Framework Plan and explains how to read it alongside the MDC.

PART B
Vision, background & Context

Summarises the relevant background information, including the vision, key design principles & concepts, site constraints.

PART C
Strategic Spatial Elements

Explains the strategic components and parameters of the masterplan through elements of green infrastructure, pedestrian/cycle movement, street hierarchy, and residential neighbourhoods.

PART D
Urban Design Principles

Provides general layout principles for the built form including aspect & orientation, frontages addressing the public realm and celebrating entrances & corners among others.

APPENDIX 1

Sets out the typology libraries for dwellings, parking, and boundary treatments which future Area Design Codes will refer to.

APPENDIX 2

Contains instructions on how to complete the template of the Master Design Code Compliance Checklist for inclusion in a Compliance Statement.

HANWOOD PARK MASTER DESIGN CODE

A: INTRODUCTION

HOW TO READ THE MDC

The MDC should be read alongside the accompanying Framework Plan. The Framework Plan is the most important Design Code drawing and forms the overriding design control tool. The chapters and contents in the MDC directly relate to the key in the Framework Plan. Together, the MDC with the Framework Plan provide the strategic design fixes which all future RMAs will be considered against. Adherence to the Framework Plan will ensure that all phases of the development will follow the core vision and integrate effectively with their immediate and wider surroundings.

DESIGN CODE COMPLIANCE

Applications for approval must comply with the MDC and relevant Area Design Code (ADC). Information within this Design Code will be categerised as follows:

'Must' / 'Must not' – elements that are mandatory design fixes. Requirements within this category cannot be varied. Mandatory design fixes within tables will be marked with the symbol (M).

'Should' – This category outlines recommended good practice that is expected to be followed. Variations from these requirements are only permissible through the compliance statement justification process. Departures from specific design principles or elements within the Design Codes will only be considered acceptable where a clear and robust rationale is provided. Justifications may include, for example, enhanced placemaking outcomes, responses to updated legislation or planning policy, technological innovations, or unforeseen site constraints. Any instances of non-compliance must be clearly explained and justified in the Compliance Checklist provided in the Appendices.

'Could / Can / May' - Optional design measures for consideration.

In some instances, good and poor examples are provided to help the understanding of the key principles. These are marked with green ticks or red crosses as below:

Good Example Bad Example

A Statement of Compliance will be required for each RMA and must include a completed MDC & ADC Compliance Checklist. Images and/or overlays with supporting text should be provided to clearly demonstrate how the RMA responds to specific elements of the MDC and relevant ADC.

OTHER RMA SUBMISSION REQUIREMENTS

Applicants for RM approval will need to demonstrate and provide the following:

Context Plan - A RMA site boundary plan showing the site in relation to adjacent parcels and character areas as set out in the Area Code.

Composite Plan Overlays– A composite plan showing: overlays of the proposal in context of adjacent streets, blocks and open space, the response to parameters and principles as set out in the MDC Framework Plan & relevant ADC Regulatory Plan to show:

- Movement network & street hierarchy
- Development blocks / open space
- Placemaking elements

Coloured Layout Plan - A 1:500 scale drawing with landscape strategy clearly and accurately illustrated.

House Type Pack elevations

All Street Elevations in colour

Materials Plan - A plan showing the proposed roof materials & boundary treatments (materials & colour)

Car Parking Strategy

Public Realm Details - Plan(s) showing surface treatment, planting, street furniture, lighting and play areas.

Reference to national design policy and best practice, including Manual for Streets as relevant.

THE FRAMEWORK PLAN

CONTEXT

- Master Design Code Boundary
- Junction 10A Extents

NEIGHBOURHOODS & PLACEMAKING

- DC District Centre Neighbourhood
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GREEN & BLUE INFRASTRUCTURE

Existing Assets

- Existing Woodlands
- Existing Water Bodies

Green Components

- Ise Valley Gateway
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MOVEMENT AND ACCESS

- Primary Site Access Points (All modes)
- Secondary Site Access Points (All modes)
- Active Travel Routes Site Access Points (Pedestrian/Cyclist)

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- Landmark Buildings
- Marker Buildings

Frontage Characters

- A District Centre Crescent
- B Formal Primary Street Frontage
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HANWOOD PARK MASTER DESIGN CODE
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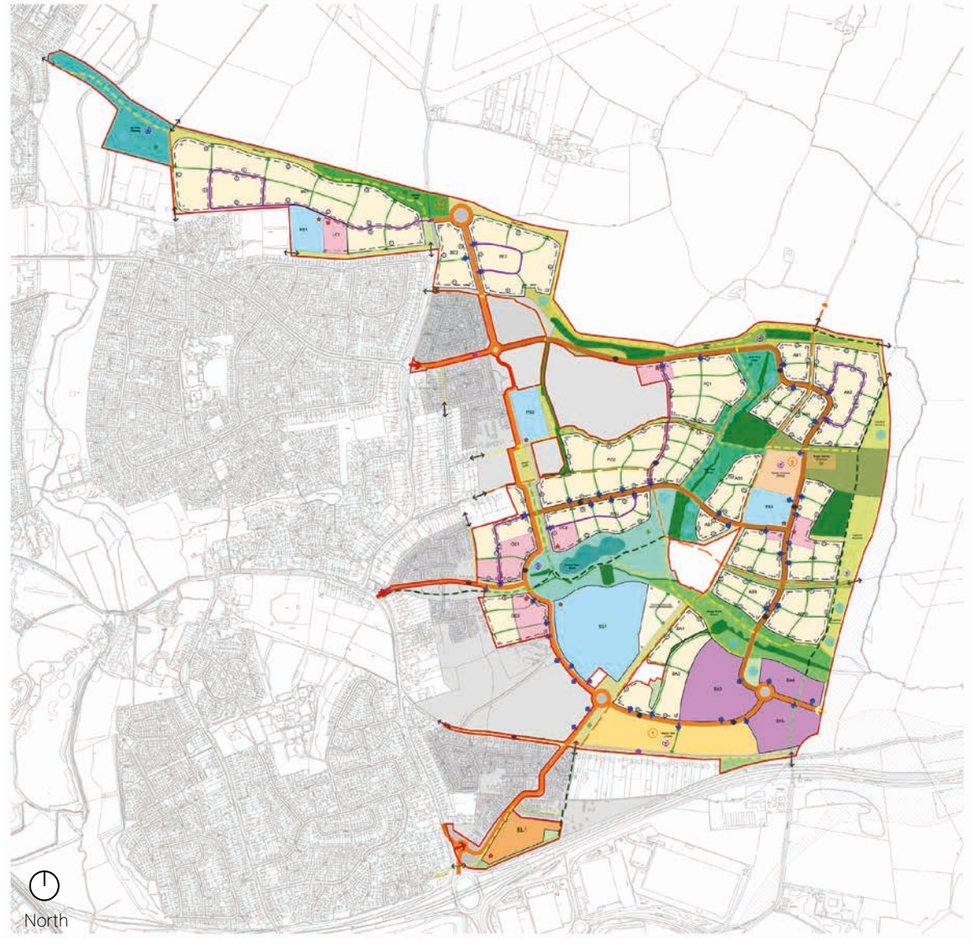


Framework Plan (Drawing reference: 02126_Framework Plan_RevP1)

THE FRAMEWORK PLAN

The Framework Plan is the platform upon which all detail within the MDC is based. It sets out graphically, and through the text in the key, the mandatory elements of the development, and their location, and status. Its purpose is to ensure that the site wide strategies will be consistently reflected through all phases of detailed design and development.

The structure of the Master Design Code follows the same structure as the key on the Framework Plan. Requirements of the Framework Plan are set out in more detail within the Master Design Code and therefore these documents must be read in conjunction. All Reserved Matters Applications must conform to the framework set by the Framework Plan to ensure that all areas of development will integrate effectively with their immediate and wider surroundings.

THE FRAMEWORK PLAN

The Framework Plan provides an additional layer of design fixes for the Hanwood Park development including:

- Strategic elements of landscape and public realm;
- Strategic elements of access and movement;
- Individual development parcels (for commercial, residential, mixed use and community uses) that are positioned within the network of green infrastructure and streets.

Whilst the Framework Plan sets an overall framework for development it is acknowledged that a degree of flexibility will be required in the design of detailed proposals, for example:

- Although primary street corridors are fixed in scale, the detailed design of the street will need to be explored in greater detail in parallel to the consideration of the access requirements for adjacent parcels.
- Likewise, whilst the location of green infrastructure is fixed the exact design of these spaces, including their boundaries, is subject to detailed design that will need to be considered in line with adjacent development parcels and streets.

HOW TO READ THE FRAMEWORK PLAN

The key on the Framework Plan shows the various design fixes for the development. The key cross references the chapters of the MDC which provide further explanations on the specific design parameters.

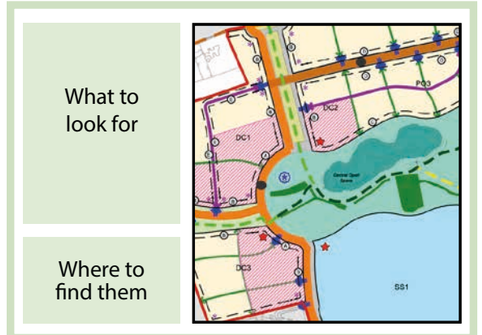
If the exact alignment or position of a feature is to be determined at a later design stage, this will be clearly labelled on the key as "indicative".

The diagrams on this spread provide a series of steps explaining how to use the Framework Plan to determine the key design fixes relevant to the area for proposed development.

Parcel References

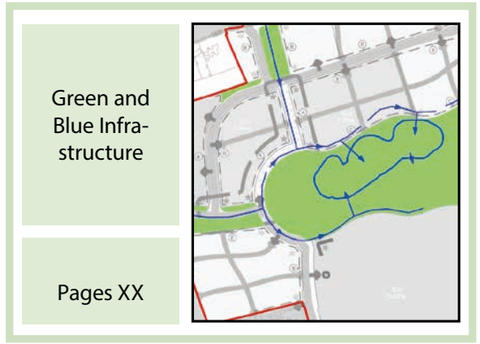
The Framework Plan includes parcel references for the development parcels. These references are based on the Neighbourhood each development parcel relates to, as described further in the Design Code. These do not represent a specific phasing sequence.

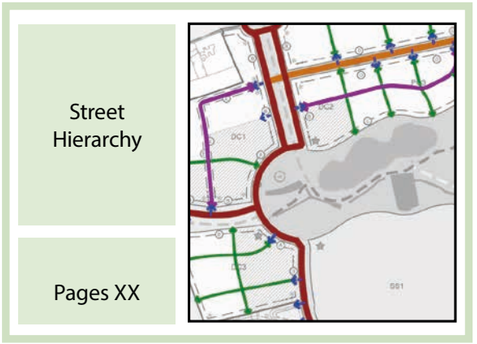
The Framework Plan is not a Parcelisation Plan but it does provide a framework that could be used as a base plan to inform the development of more detailed phasing, or parcel release plans.

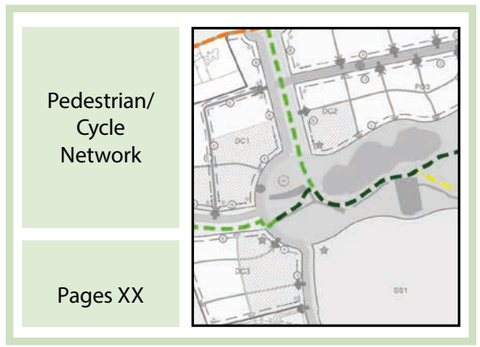


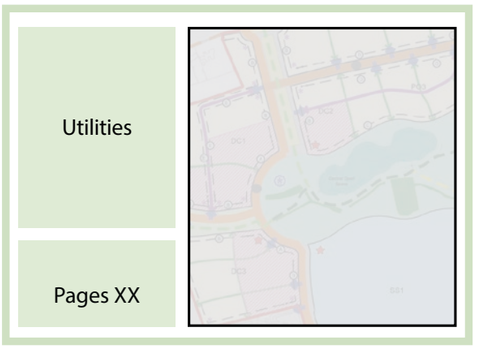
HANWOOD PARK MASTER DESIGN CODE

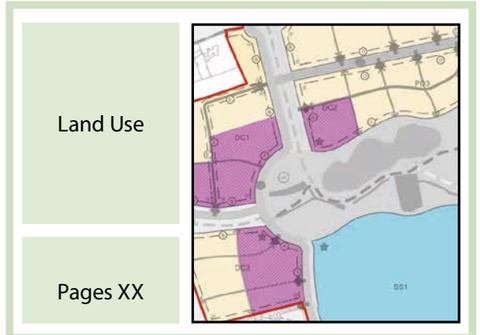
A: INTRODUCTION











PART B: VISION, BACKGROUND & CONTEXT

VISION FOR HANWOOD PARK

The Vision aims to encapsulate the place that Hanwood Park will become over the next 10–15 years. The Vision reflects the results of extensive consultations, and supports the potential future role of Kettering in supporting housing growth in North Northamptonshire. It responds to the special and important qualities of the site, particularly its landscape setting and its relationship to the strategic movement network, the character and qualities of the town today provides flexibility for changing needs, and derives inspiration from some of the most successful communities of recent years.

The following vision points below form the foundation of the Master Design Code and subsequent Area Design Codes. They are intended to ensure that future detailed design proposals remain aligned with the core principles guiding this development.

Built to Last: Homes not houses

- A place with a strong sense of community and identity
- A well-connected and coherent extension to the town of Kettering
- A series of identifiable neighbourhoods which respond to their unique setting
- A place with accessible and walkable (15 min concept) schools, shops, parks, sports facilities and open space

A Place that Promotes Health & Wellbeing

- Walkable, people-first communities where daily needs; schools, shops, parks, healthcare and cultural spaces are all within a short walk or cycle, supporting healthy, active, and social lifestyles

A Sustainable & Resilient Community

- A model for sustainable living; where homes, workplaces, and public spaces are designed to be low-carbon, energy-efficient and regenerative
- A place that contributes to addressing climate change and building supports long-term resilience and stewardship.

Inclusive Neighbourhoods with a Strong Sense of Belonging

- Neighbourhoods built around local community hubs (places and spaces) with a thriving mixed-use destination at the heart
- A mixed and balanced community offering a range of housing choice close to nature and open space
- A place that integrates community, culture and identity

Living Close to Nature

- A landscape-first community where green and blue infrastructure, biodiversity and natural heritage are woven into daily life
- A place that builds upon the rich and diverse landscape and setting of North Northamptonshire
- Provide connections to the River Ise, the countryside and local recreational resources
- An environment that supports wellbeing, climate resilience and provides a closer connection to nature and water.

HANWOOD PARK MASTER DESIGN CODE

B: VISION, BACKGROUND & CONTEXT

STRATEGIC SITE WIDE CONSTRAINTS

Topography and Flooding

The River Ise runs north south through Kettering, causing the steepest slopes of the site to fall down the western edge, towards the valley. The rest of the site gently undulates with shallower valleys formed by two east-west running brooks and one running north-south.

The only onsite flood zone is associated with this north-south brook, as the River Ise floodzone too distant to impact the site.

Landscape

The site is populated by a number of woodland areas, tree belts and hedgerows.

While there are no TPOs on the site, a number of trees with a high to medium bat potential have been identified. Hedgerows should be reatined where possible, prioritising areas of very high (Grade 1) and high (Grade 2) conservation potential.

A Site of Specific Sceientific Interest (SSSI) is located in the Ise Valley.

Heritage

No designated archaelogical sites are present on site.

To the west of the site, Barton Seagrave conservation area contains a number of listed buildings from Grade II to Grade I and adjacent scheduled ancient monument. To the north of the site lies the historic landscape of Boughton Park.

Access and Movement

A Public Rights of Way network criss-crosses the site, with footpaths connecting Kettering to Cranford, Warkton, Grafton Underwood and Burton Latimer.

Utilities

A number of existing utilities including overhead electricity cables and medium pressure gas pipes run adjacent to the site with only one 11kV overhead cable crossing the site at Cranford Road.

Additional constraint details will be provided in the relevant Area Design Code as appropriate.

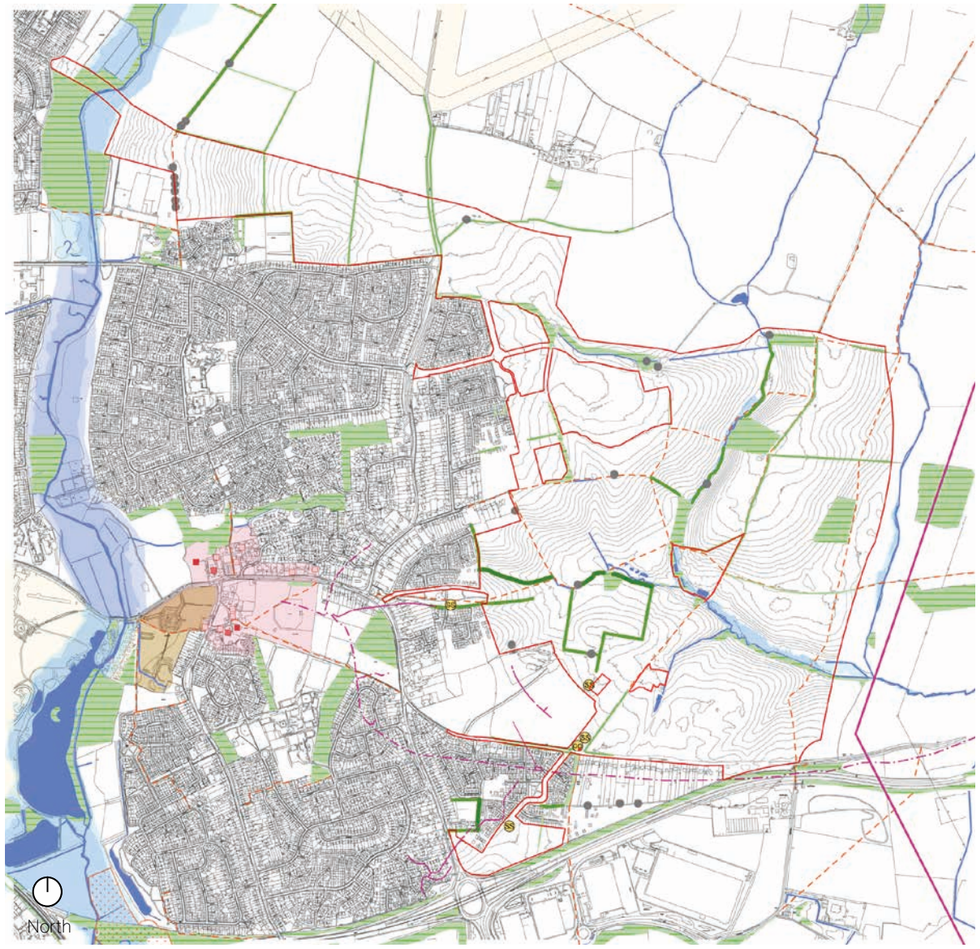
Views of existing farmsteads (Poplars Farm) within the site

Views of the undulalating landscape and existing woodlands

Long range views of Kettering and the Church of St. Peter and St. Paul

HANWOOD PARK MASTER DESIGN CODE

B: VISION, BACKGROUND & CONTEXT



Constraints & Opportunities Plan

- Master Design Code Planning Application Boundary
- Public Rights of Way (PRoW)
- 1m Contours
- Surface Water
- Flood Zone 2 (1 in 1000 or greater chance of flooding each year)
- Flood Zone 3 (1 in 100 or greater chance of flooding each year)
- Site of Scientific Interest (SSSI)
- Trees with High to Medium Bat Potential
- Grade 1 Hedgerows
- Grade 2 Hedgerows
- Grade 3 Hedgerows
- Grade 4 Hedgerows
- Woodland
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- Scheduled Ancient Monuments
- Historic Parks and Gardens
- Conservation Area
- Electric Overhead Lines 135kV
- Electric Overhead Lines 11kV
- Gas Pipes Medium Pressure
- (SS) Electrical Substations
- (PS) Foul Water Pumping Stations
- (GG) Gas Gauges

DESIGN CONCEPT

The concept embodies a number of design ideas that have evolved through the Outline Planning process of developing the plan. The concept is concerned with the structuring of the development to ensure it can create an attractive, coherent and integrated place.

Key Design Concept Components:

- **Landscape and Open Space** – An accessible and connected landscape with the shallow valleys free of development, extending and reinforcing the hedgerows and woodlands. The higher plateau is also kept free of development. The southern Cranford Brook Valley continues through to join with Wicksteed Park and the Ise Valley.
- **Access** – Establish connections from surrounding key routes and create a strong legible primary street network with a Central Avenue and east-west and north-south routes and integrate connections, including northwards, towards the A4300. Then, within the primary street system create a secondary street network to maximise the connectivity and permeability of new communities within the developed site.
- **Land Use / Activities** – Framed by the network of open spaces, retained and new woodlands and Primary Streets with a central and accessible location for focussing facilities serving the whole community in a well-defined District Centre. Locate employment and hotel and leisure uses close to the A14 corridor where they can be conveniently accessed without moving through residential communities and contribute to key gateway entrances from the south. Local Centres, including shops and primary schools distributed evenly around the development to become the focus for their respective residential communities, within walkable catchments.
- **Visual** – The District Centre and Secondary School are visible at the heart of the development. The Local Centres are located on high points with distinctive vertical elements to enhance their visibility on the skyline. The employment and hotel and leisure buildings also form distinctive arrival points from the south and east, and the District Centre from the west.

The concept diagram forms the basis for the Framework Plan, which refines the concepts to the particular features of the site and considers the requirements for each of the components.

HANWOOD PARK MASTER DESIGN CODE

B: VISION, BACKGROUND & CONTEXT

Master Design Code Concept Masterplan

PART C: STRATEGIC SPATIAL ELEMENTS - NEIGHBOURHOODS

NEIGHBOURHOODS & PLACEMAKING STRATEGY

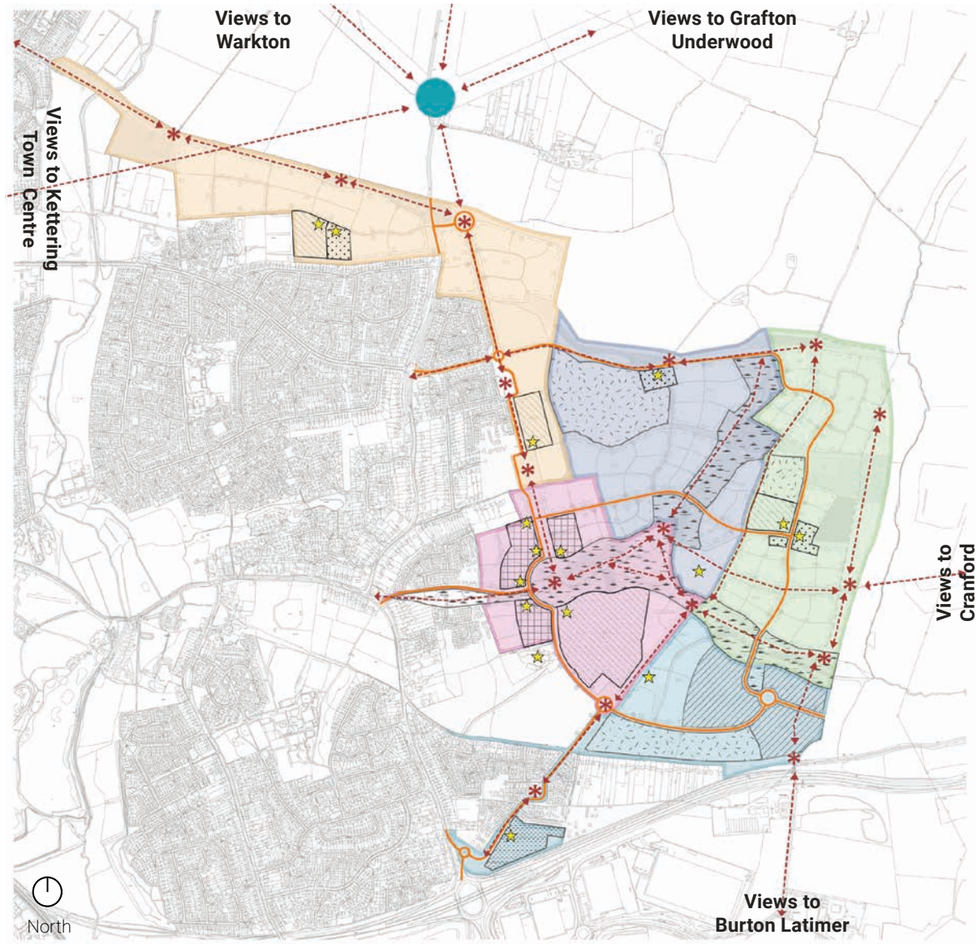
The Placemaking and Legibility strategy incorporates a visual framework which emphasises the importance of:

- the visual relationship between the development and its countryside setting, and capturing views of important features within the surrounding landscape, including views of the church spires at Grafton Underwood and Kettering town centre;
- the links back to the town of Kettering;
- realising internal views, in particular those of key landmarks, landscape features and along primary streets;
- creating prominent corners at key locations;
- the visibility of the District Centre and Local Centres;
- distinct neighbourhoods with unique characteristics and/or features;
- creating a sense of enclosure and visual screens where necessary.

It is essential that the visual framework continues to be observed and pursued as the detailed design of the landscape and the Neighbourhoods progresses.

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS



Placemaking and Legibility Strategy

Key Routes
- Primary Street

Neighbourhoods
- District Centre
- Poplars
- Boughton End
- Alledge Brook
- Barton

Destinations
- Schools
- Local Centres
- District Centre
- Employment
- Hotel/Leisure
- Sports
- Key Public Open Spaces
- Patte D'Oie View hub

Landmarks
- Landmark buildings

Key Views
- Vista Points
- Visual Connections

NEIGHBOURHOODS

The Design & Access Statement sets out how the OPA responded to the principles of differing character. The Master Design Code develops further design principles for the Neighbourhoods that have been identified and establishes a framework for future development which allows the realisation of the intended richness of character across Hanwood Park.

RMAs must clearly demonstrate how proposals accord with the principles relevant to the Neighbourhood(s) they cover or sit within. If an alternative approach is proposed there should be justification and design rationale provided.

District Centre

The District Centre – the community and commercial heart of the development, and the natural meeting place. This Neighbourhood at the centre of the site will have an urban character and a wide mix of uses, including retail, commercial, community facilities, primary and secondary schools, health clinic and higher density residential development. The extents includes the core mixed use District Centre parcels, and the immediate adjacent residential parcels that will provide an interface with the edges of the District Centre.

The Central Avenue and Central Open Space are defining landscape features that characterise this neighbourhood. The Central Avenue will have a more formal landscape character that is contrasted by the softer more natural landscape elements within the Central Open Space. Strong built form will address these spaces, which will be complemented by landscape treatments that manage the transition from formal to informal.

Poplars

Poplars is centred around Poplars Farm on the northern slopes of Hanwood Park, taking advantage of the site's natural topography to capture views and produce a relaxed, green atmosphere.

This neighbourhood will form a bridge between town and countryside. Medium to low density development will therefore characterise much of this area. Development will overlook a informal green corridors with informal open space and retained and new woodland blocks and waterways.

Boughton End

The Boughton End Neighbourhood covers the western edge of development to the north of the District Centre. Development addressing the Central Avenue space will have a formal and relatively urban character adjacent to existing residential development east of Ise Lodge. Towards the northern edge of the Neighbourhood the formality will transition to a more semi-formal to informal character informed by the heritage landscape of Boughton House and the riparian character of the River Ise corridor as the development peters out to the rural countryside.

Residential development will characterise much of this neighbourhood and will include two primary schools and a small Local Centre. Key long range views to the existing historical local landscape and built form context are a key feature in this neighbourhood which future detailed proposals will need to sensitively respond to.

Alledge Brook

Alledge Brook forms much of the eastern edge of the development and includes a Local Centre and primary school. This neighbourhood will largely have a rural countryside character with a predominance of lower density residential development set within a wooded framework of open spaces hat will be bound to the south by Alledge Brook.

Overall, this area will have an informal and organic feel adjacent to adjoining open countryside to the east, with a setting defined with corridors of informal open space and retained and proposed areas of woodland planting.

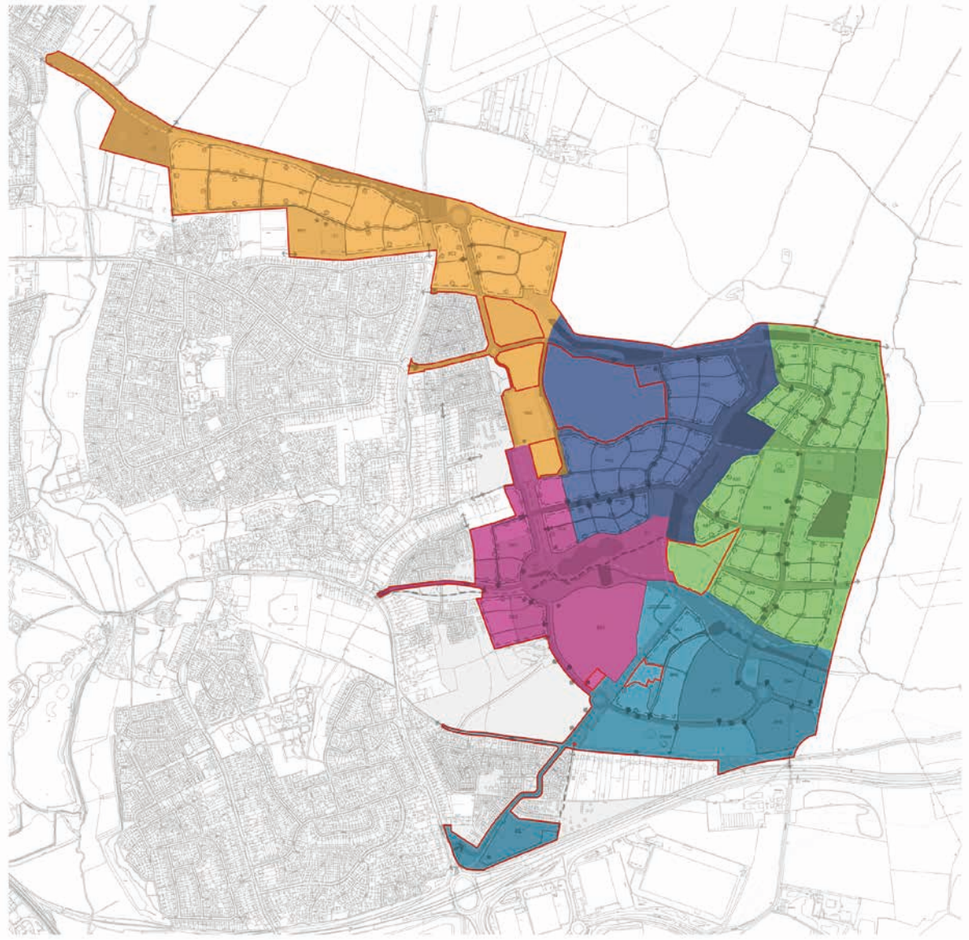
Barton

Barton covers the southern areas of the development to the south of the District Centre, adjacent to the A14 and wraps around the southern edges of the District Centre. The Neighbourhood will be predominantly characterised by large employment, industrial and other commercial leisure uses with small sections of residential land uses wrapping around the Secondary School. The southern edge of the neighbourhood will be shaped by a large formal open space providing sports facilities and informal activity spaces.

Residential development will be of semi-formal character with a aesthetic appearance that complements the more commercial and industrial nature of this neighbourhood.

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS



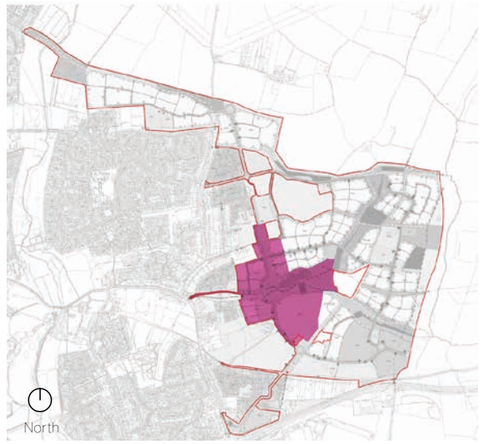
Neighbourhoods Plan

- District Centre Neighbourhood
- Poplars Neighbourhood
- Boughton End Neighbourhood
- Alledge Brook Neighbourhood
- Barton Neighbourhood

NEIGHBOURHOOD: DISTRICT CENTRE

The following table provides a strategic overview of the key characteristics that define the District Neighbourhood. These characteristics collectively articulate the intended visual and spatial qualities that contribute to the neighbourhood's unique identity and sense of place.

This information is intended as a high-level design framework rather than a prescriptive checklist. It is designed to help inform and shape design responses, ensuring alignment with the broader vision for the neighbourhood while maintaining sufficient flexibility to accommodate innovative architectural solutions, site-specific conditions, and evolving community needs. Appropriate variation that aligns with the overall character and design intent of the neighbourhood is therefore encouraged and expected including subtle variations in materials and finishes provided they contribute to a cohesive and integrated built form outcome.



Key Plan

Design feature	Neighbourhood Approach
Density	A formal urban character of medium density providing a compact concentration of uses in the District Centre.
Uses	Mixed-use, education, residential
Height	Typically 2- 3 storeys, refer to Heights Parameter Plan.
Street Pattern	Urban, formal
Building typologies	Prevalence of apartments, urban housetypes, townhouses and terraces. Typologies with more continuous frontage should be used on frontages that address the primary streets.
Roof form	Pitched.
Parking	Residential: Mix of parking courts and on-plot. Mixed-use: Rear parking courts, mews parking and on street parking Education: Rear parking courts
Boundary treatments	Predominantly a combination of hard and soft landscaped boundaries e.g. hedges and shrubbery combined with solid low walls or metal railings.

Design feature	Neighbourhood Approach
Building Materials*	Materials will predominantly have a calm, neutral and muted tone to emphasise the natural textures that will harmonise with the local landscape.
Public Realm Materiality	Larger format flag and sett paving, resin bound gravel, colour and tone to complement building façades.
Street Furniture	Simple and robust formal street furniture, contemporary materials, potential for integrated planters and street furniture.
Play	Formal play, with a focus on education.
SuDS	Formal, integrated within streets. Larger amenity focused features within open spaces. Biodiversity focused in GCN reserve.
Hero Species	Prunus avium - Wild Cherry Metasequoia glyptostroboides - Dawn Redwood Nothofagus antarctica- Antarctic Beech Carpinus Betulus - European Hornbeam

Example look and feel of Distirct Centre Neighbourhood

Single species avenue of trees with columnar habits © Alconbury Weald BMD

Example look and feel of Distirct Centre Neighbourhood

Educational play © Houlton, Rugby BMD

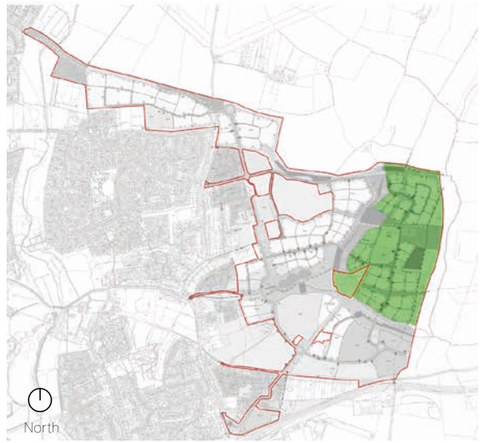
Example look and feel of Distirct Centre Neighbourhood

Feature paving © Alconbury Weald BMD

NEIGHBOURHOOD: ALLEDGE BROOK

The following table provides a strategic overview of the key characteristics that define the Alledge Brook Neighbourhood. These characteristics collectively articulate the intended visual and spatial qualities that contribute to the neighbourhood's unique identity and sense of place.

This information is intended as a high-level design framework rather than a prescriptive checklist. It is designed to help inform and shape design responses, ensuring alignment with the broader vision for the neighbourhood while maintaining sufficient flexibility to accommodate innovative architectural solutions, site-specific conditions, and evolving community needs. Appropriate variation that aligns with the overall character and design intent of the neighbourhood is therefore encouraged and expected including subtle variations in materials and finishes provided they contribute to a cohesive and integrated built form outcome.



Key Plan

Design feature	Neighbourhood Approach
Density	An informal rural character of medium-low density providing clusters of homes within more generous plots to provide a sensitive response to the countryside and rural landscape.
Uses	Local centre, education, residential.
Height	Typically 2 storeys, refer to Heights Parameter Plan.
Street Pattern	Informal, sinuous streets.
Building typologies	Prevalance of semi-detached, detached and limited terraces.
Roof form	Pitched
Parking	Residential: Mix of on-plot parking typologies. Education and Local Centre: Rear parking courts
Boundary treatments	Predominantly soft landscaped boundaries e.g. hedges and shrubbery. Natural stone/or timber elements will also feature but not used in isolation without a soft boundary.

Design feature	Neighbourhood Approach
Building Materials*	Materials will predominantly feature warm red, earthy tones to establish a strong harmonious connection with the rural landscape setting, avoiding stark contrasts in tone and colour. Stone tones of light grey or buff could be introduced to subtly reference the traditional materials found in Cranford to the east.
Public Realm Materiality	Block paving, self binding gravel, warm colour and tone to complement surroundings.
Street Furniture	Informal timber furniture along key pedestrian routes.
Play	Formal play, with themes of woodland and agriculture. Wilderness features within spaces for imaginative play.
SuDS	Informal, biodiversity focused features.
Hero Species	Acer campestre - Field Maple Quercus robur - Common Oak Quercus petraea - Sessile Oak Salix cinerea - Grey Willow Salix chrysocoma - Weeping Golden Willow

HANWOOD PARK MASTER DESIGN CODE
C: STRATEGIC ELEMENTS

Example look and feel of Alledge Brook Neighbourhood

Self binding gravel paths © Alconbury Weald BMD

Example look and feel of Alledge Brook Neighbourhood

Woodland theme play © Alconbury Weald BMD

Example look and feel of Alledge Brook Neighbourhood

Existing vegetation enhanced with meadow planting © Alconbury Weald BMD

PART C: STRATEGIC SPATIAL ELEMENTS - GREEN & BLUE INFRASTRUCTURE

GREEN INFRASTRUCTURE INFLUENCES

The character of the landscape within the site and the surrounding context provide a strong influence for the future green infrastructure framework of the proposed development. These influential landscape character types include the Ironstone Valley, the River Ise Valley and the Woodland Plateau. Aspirations taken from national and local landscape character assessments and the Local Nature Recovery Strategy relevant to each, and which can guide proposals for the site, are included below. Proposals for the creation of green infrastructure within the site **must** respond to these.

IRONSTONE VALLEY

- Embrace, respect and celebrate the open rolling landform, carefully managing the coverage of new planting and how this transitions to the surrounding agricultural landscape.
- Restore open grasslands, enhance buffer zones to existing hedgerow networks and created new copses and spinneys by delivering an interconnected nature recovery network.
- Maintain and enhance the rights of way network.

WOODLAND PLATEAU

- Expand the species rich woodlands creating a unique habitat network across the foreground farmlands.
- Conserve and respect the openness, views and transition from the urban open land to the Geddington Chase wooded plateau.
- Buffer and protect existing vegetation, conserve the important remnant of the Royal Hunting Forest of Rockingham.

RIVER ISE VALLEY

- Embrace the central course within the floodplain landscape, enhancing the existing waterbodies within the site.
- Recharge the valley through infiltration on site and controlled water management and distribution.
- Protect the areas of small woodlands and large parkland trees and enhance with rich native species planting.

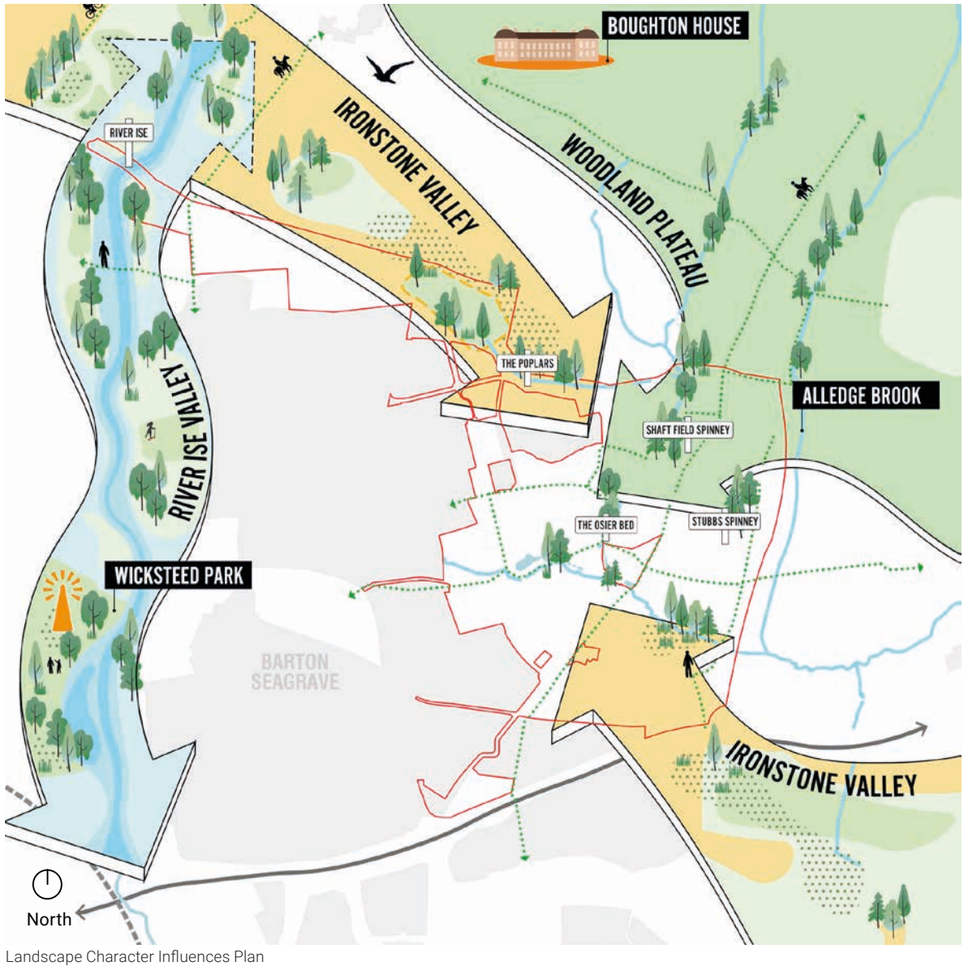
Rolling landform © Barry Richardson

Rockingham Forest woodlands © Wildlife Trust

River Ise corridor © Geograph

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS



Landscape Character Influences Plan

C: STRATEGIC ELEMENTS

LANDSCAPE VISION AND CONCEPT

The vision for Hanwood Park is to create green infrastructure that will connect landscapes, assets and communities through a network of publicly accessible, multifunctional green spaces that are designed and managed to meet environmental, social, recreational and cultural needs.

Hanwood Park will be shaped by its inherited landscape assets, the character and qualities of the natural environment and the strategic priorities identified within national and regional landscape character assessments, local policy and key guidance.

The Green Infrastructure Strategy is underpinned and shaped by three distinct 'park' design interventions:

BLUE RIBBONS

The Blue Ribbons will provide strategic connections between the River Ise, the Site and Alledge Brook. They will enhance the recreational and biodiversity potential of the local area by creating circular pedestrian and cycle connections with playable landscapes and community facilities, set within a riparian character. The Ribbons will be both functional and rich in biodiversity.

WOODLAND ROOMS

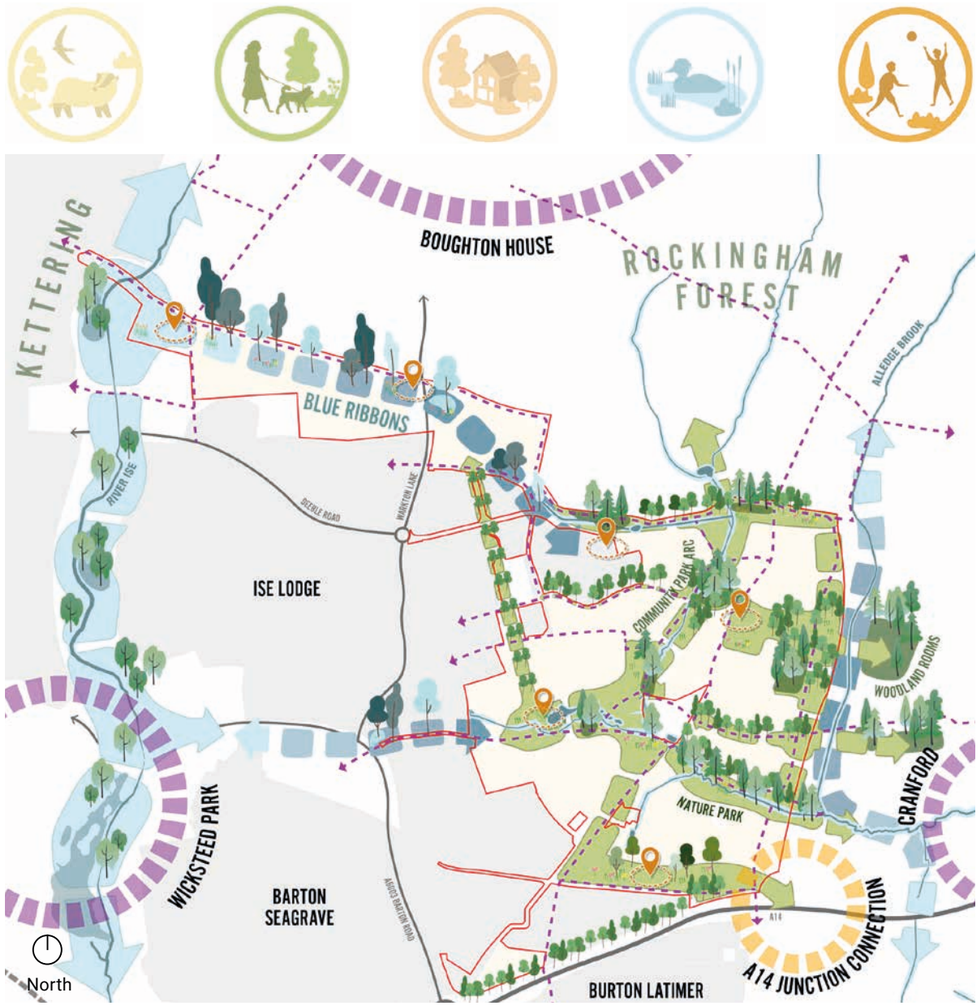
Woodland Rooms will be interspersed throughout Hanwood Park and will be characterised by new lowland mixed deciduous woodlands, hedgerows and traditional orchards that complement and connect to existing retained woodlands, helping to address the historic fragmentation of habitats within Rockingham Forest. They will provide spaces and habitats for nature and people.

COMMUNITY PARK ARCS

The Community Park Arcs follow the topography of the Site and provide a platform for life within Hanwood Park. These areas of parks, gardens, parklands and meadows will help to connect people, place and nature. They will be recreational and community focused in conception and will provide a multitude of resources including sports facilities, play spaces, productive landscapes and meadows, all linked by a safe network of accessible active travel routes.

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS



Green Infrastructure Vision Plan

GREEN INFRASTRUCTURE PRINCIPLES

RECONNECT FRAGMENTED HABITATS

- Plant new broadleaved woodlands and hedgerows between existing retained landscape features.
- Provide enhanced opportunities for wildlife connectivity.
- Explore opportunities to enhance connections to existing open spaces and habitats in Barton Seagrave.

ENHANCE ACCESS TO SUB REGIONAL AND LOCAL GREEN INFRASTRUCTURE CORRIDORS

- Provide new strategic active travel connections to existing GI corridors.
- Create new green links on site connecting to the Ise Valley.
- Maximise opportunities to improve access to the existing PRoW network.

RESPOND SENSITIVELY TO THE EXISTING RURAL LANDSCAPE CONTEXT

- Utilise existing GI assets to frame development and create a pattern of 'dispersed settlements'.
- Use a hierarchy of green infrastructure typologies to integrate development with rural edges.
- Frame views to key landmarks and create new vistas into the wider landscape.

BREATHE LIFE INTO EXISTING WATERCOURSES

- Create opportunities for wetland habitats adjacent to existing watercourses.
- Enhance the existing riparian character of the valleys.
- Utilise the potential of the valleys to connect people and wildlife.

CREATE INTERCONNECTED PARKLANDS THAT BUILD ON LOCAL LANDSCAPE HERITAGE

- Provide open grasslands with boundary features and scattered trees.
- Use linear features to tie parklands together.
- Distribute parklands evenly to provide access to nature on the doorstep.

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS

EXISTING ASSETS & VEGETATION

Landscape led design **must** start with inherited landscape assets, existing landscape character and the relationship to wider green infrastructure and ecological networks beyond the site boundary.

Hanwood Park includes a range of existing assets - both natural and man-made - and the opportunities presented by their retention and re-use **must** be reflected in proposals.

The first principle of design and management **must** be to retain and enhance existing features and habitats, rather than defaulting to the creation of replacements in mitigation. Hanwood Park has a number of inherited features that **must** influence on the way in which the proposals develop.

Primary among these is the existing topography of the site. Hanwood Park is notable for the dynamic landform that is focused upon the central valley. The proposals for Hanwood Park **must** retain the valley as part of Shaft Field Green, Central Open Space and Alledge Brook Woods, whilst also enhancing and re-excavating the original landform where appropriate.

Vegetation

Existing vegetation within Hanwood Park consists of large woodland blocks and shelter belts along the Alledge Brook corridor, field boundary vegetation, scrub, grassland, hedgerow and tree groups. As the site progresses into detailed design, applications **must** consider how existing assets can be incorporated (notably with regards to setting and levels) and reflect the following strategy:

- An updated BS5837 Tree Survey and Report **must** be commissioned and set out Tree Retention Categories. The four (A, B, C and U) categories relate to the size, quality, life expectancy and amenity value of each tree.
- Vegetation of Category A or B **should** be retained unless there is sufficiently strong justification to consider removal.
- Vegetation classified as Category C **should** be retained, but may need to be removed to facilitate development or provide a better long-term setting for higher quality stock. Category U denotes trees for removal due to poor condition.
- Removal of vegetation **must** be offset by creation of the same habitat classification to ensure Biodiversity Net Gain trading rules are satisfied.
- Existing hedgerows within open spaces with a conservation value **must** be retained wherever possible.
- Existing hedgerows within development parcels with a conservation value **should** be retained wherever possible, unless there is sufficiently strong justification for their removal. Retained hedgerows **must** be sensitively integrated within development proposals.
- There are four main areas of woodland within the development site, The Poplars along the northern boundary, Shaft Field Spinney and The Osier Bed in the central valley of the site, and Stubbs Spinney along the eastern boundary. The core of these woodlands **must** be retained and integrated with proposals for open spaces.
- Retained assets **should** be managed and enhanced to optimise their biodiversity value unless there is a compelling reason why these **should** be retained in their current condition (i.e. ecology, H&S etc.).

It is accepted that removal of a small proportion of hedgerows and woodlands within open spaces and development parcels will be required to facilitate requirements for movement, drainage, infrastructure etc. Such proposals **must** demonstrate how retention has been optimised, targeting removal of assets in areas where biodiversity value, ecological connectivity etc. is at its lowest.

Movement

Hanwood Park includes existing Public Rights of Way (PRoWs) in the form of bridleways GF005, GM006 and GF007, which run broadly north-south and east-west through the development area and onwards to Kettering town and the northern fields.

- The Framework Plan is informed and structured by the existing public right of way network and strategic links. Hanwood Park **must** retain the existing PRoWs, however local diversions are acceptable to ensure alignment with the Site-wide Framework Plan and Area Code Regulatory Plans.
- The masterplan, and detailed proposals, **must** consider how existing permissive routes and public uses, for example local community leisure activities and dog walking, can be reflected within Hanwood Park. Where appropriate, new development proposals **must** consider the incorporation of existing assets, movement routes and social or active uses.

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS

Existing Assets Plan

GREEN INFRASTRUCTURE FRAMEWORK

Hanwood Park presents a key opportunity to deliver a well-connected, diverse and sustainable development which has green and blue infrastructure at its heart.

The development will retain, protect and enhance existing watercourses, clusters of woodlands, hedgerows and tree belts and integrate these into the GI network. The design **must** create a mosaic of habitats within the public open spaces and green corridors, linking the Site's assets, whilst providing strategic connections to the Ise Valley and Alledge Brook. A core aim of the GI framework is the reversal of habitat fragmentation and the creation of an interconnected ecosystem for people and wildlife, focussed around woodlands, grasslands, wetlands and parklands.

There are further potential opportunities to create green infrastructure connections between the Site and the wider countryside and nearby assets including the River Ise, Boughton House and land south of the A14. Publicly accessible green spaces have been established at strategic points within the development, helping to promote active lifestyles with strong connections to sustainable movement routes, recreation trails and nature.

Objectives for key components of the GI Framework include:

Existing Woodlands and Hedgerows
These **must** be retained, protected, enhanced and integrated with proposals for open spaces and development parcels wherever possible.

Existing Watercourses & Waterbodies
These **must** be retained, protected and enhanced and integrated with proposals for sustainable drainage.

Existing Public Rights of Way
Within the Site, these **must** be retained and integrated with proposals for open spaces. All reasonable steps **should** be taken to connect into the wider existing PRoW network from within the Site.

Active Travel Routes (Active Place & Leisure Routes)
A hierarchy of safe, accessible and inclusive pedestrian and cycle routes **must** be provided that link together all key areas of public open space within the site and provide onward connections to development parcels. These **must** connect to existing rights of way located adjacent to the boundary of the Site.

Potential Future Pedestrian / Cycle Connections
Reasonable steps **should** be taken to create active travel connections off site that further the aims of the Green Infrastructure Vision.

Site Gateways
Key points of access to the Site **must** be designed in such a way to clearly communicate arrival at Hanwood Park.

Landscaped Gateways
Spaces where special attention **must** be paid to the creation of high quality, welcoming and biodiverse landscapes.

Green Infrastructure Destinations
Key points of interface between different green infrastructure typologies, where resources and / or facilities for the community **must** be provided. Careful consideration **must** be paid to how these connect and transition into other areas of open space and development parcels.

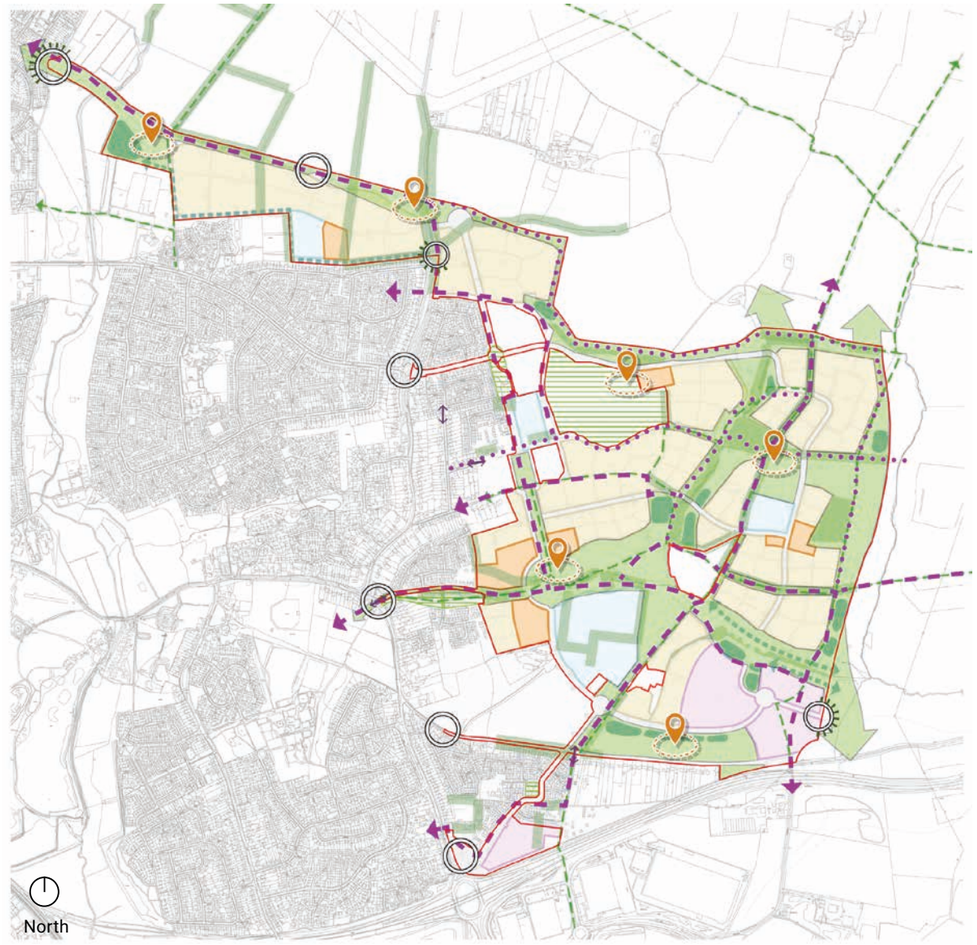
Green Corridors and Spaces
The series of interconnected public open spaces throughout the Site that **must** provide a high quality setting for development and a wide range of facilities suitable for a development of this scale.

Proposed Attenuation Basins
SuDS features that **must** be designed in accordance with the Drainage Strategy and **must** respond to the landscape character drivers for the Neighbourhood they are located within.

Proposed Swales / Ditches
SuDS features that **must** be designed in accordance with the Drainage Strategy and **must** respond to the landscape character drivers for the Neighbourhood they are located within.

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS



Green Infrastructure Framework Plan

- Site Boundary
- Roads
- Existing Waterbodies
- Existing Retained Woodland
- Existing Phase 1 Parcels
- Existing Phase 1 Green Space
- Residential Parcels
- Commercial / Mixed Use Parcels
- District & Local Centres
- Schools
- Green Corridors and Spaces
- Green Infrastructure Destinations
- Site Gateway
- Landscaped Gateway
- Indicative Attenuation Basin
- Proposed Swales / Ditches
- Existing Public Right of Way
- Active Place Routes
- Leisure Routes
- Potential Future Pedestrian / Cycle Connections

GREEN INFRASTRUCTURE COMPONENTS

The following green infrastructure components prioritise connectivity of people, places and wildlife. The plan to the right illustrates the variety of key green spaces and how they are connected, creating an extensive network of open, accessible green infrastructure. The green infrastructure network accommodates pedestrian and cycle priority movement routes, SuDS features and habitat retention, enhancement and creation.

Key components are as follows:

1. Ise Valley gateway
Size: 6.25ha
Function: Entrance gateway from north Kettering, providing access for pedestrians and cyclists.
Character: Welcoming gateway featuring the existing Green Patch Community Gardens. Enhanced with new allotments, new tree and shrub planting along with new pond and SuDS features.

2. Warkton Park
Size: 3.15ha
Function: Community park
Character: Transitional landscape, the design of which will be sensitive to the surrounding historic landscape and wider rural countryside with the formality of a village green.

3. Green Links
Size: 12.52ha
Function: Green pedestrian link
Character: Formal and informal green connections within the site that provide access the wider GI components. Tree planting, vegetation and SuDS features are interspersed throughout, along with opportunities for incidental and natural play.

4. Poplars Walk
Size: 7.98ha
Function: Informal green buffer
Character: Existing woodland will be enhanced with areas of lowland meadow and native woodland planting. Offering a new leisure route for the local community and wildlife along the northern boundary.

5. Shaft Field Green
Size: 10.27ha
Function: Riparian parkland
Character: Informal natural landscape with undulating topography. An existing brook and woodland copses are a key natural feature. Informal paths weave from the local centre and allotments, to the formal play space and central open space.

6. Stubbs Common (FOS2)
Size: 2.39ha
Function: Community park
Character: A formal community park that transitions from Shaft Field Green to Stubbs Spinney Allotments. It is visualised with amenity lawns for informal sports opportunities, a destination play space and an area of food production in the form of a community orchard.

7. Stubbs Spinney Allotments
Size: 7.58ha
Function: Woodland creation and allotments
Character: Existing Stubbs Spinney and proposed areas of woodland creation. Proposed formal allotments for individuals and families to grow a variety of fruits, vegetables and flowers.

8. Cranford Meadows
Size: 6.50ha
Function: Informal travel route
Character: Green spine that varies in character, from lowland meadows to informal wooded landscape. Opportunities for key views outside of the site, and access into other proposed key green spaces.

9. Central Open Space
Size: 12.80ha
Function: Community park with waterfront focal point.
Character: The pond is a key ecological asset, providing opportunities for leisure routes, access to nature and an activity hub. The district centre provides a community focus for pondside nature interactions and activities.

10. Alledge Brook Woods
Size: 7.97ha
Function: Existing natural waterway corridor
Character: The brook with its vegetation provide a strong natural green link and an important ecological corridor across the site.

11. Barton Park (FOS3)
Size: 7.24ha
Function: Community park
Character: A formal community park towards the south of the site. It is visualised with formal sports provision, a destination play space and an allotment along the western edge.

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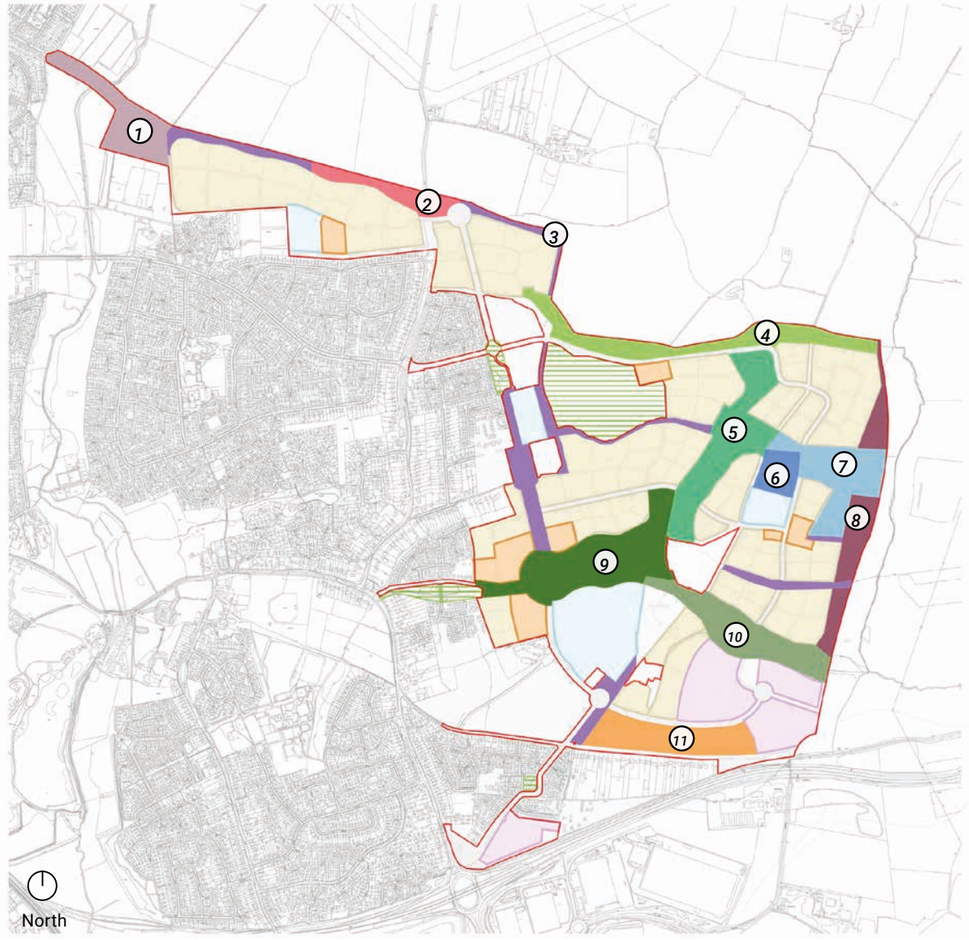

Green Infrastructure Framework Plan

- Site Boundary
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- District & Local Centres
- Schools
- Existing Phase 1 Green Space
- Ise Valley Gateway
- Warkton Park
- Green Links
- Poplars Walk
- Shaft Field Green
- Stubbs Common (FOS2)
- Stubbs Spinney Allotments
- Cranford Meadows
- Central Open Space
- Alledge Brook Woods
- Barton Park (FOS3)

ECOLOGY & BIODIVERSITY STRATEGY

Hanwood Park **must** be designed and managed to enhance wildlife and achieve a net gain in biodiversity. Proposals **must** prioritise native planting, retain and improve existing habitats, and create a diverse range of complementary new ones. A hierarchical spatial strategy will guide the delivery of these ecological enhancements.

Biodiversity Priority Areas

The most significant existing landscape assets will be retained and will form the basis of the Biodiversity Priority Areas. These will focus on the retention, enhancement and creation of consolidated, specific ecosystems, rather than individual habitats. The implementation of Biodiversity Priority Areas will be fundamental to achieving a net gain in biodiversity. These must include:

1. Newt Reserve

To support great crested newt conservation, a network of suitable aquatic and terrestrial habitats **should** be established. The existing pond **must** be retained and remain clean, still or slow-flowing, and largely unshaded. Surrounding habitats **should** include rough grassland, scrub, hedgerows, and woodland to provide foraging, shelter, and hibernation opportunities.

2. Rockingham Forest Link

To enhance on-site biodiversity and support species such as the hedgehog and swift, the creation and enhancement of diverse woodland is essential. This **should** include a rich understory of native shrubs and ground vegetation to provide cover, foraging opportunities, and nesting materials.

3. Alledge Brook

Enhancing badger habitat along Alledge Brook involves improving both foraging areas and opportunities for sett creation. Badgers prefer a mix of open foraging land and sheltered banks or woodland for cover. Buffer zones along the brook **should** be enriched with native shrubs, grassland margins, and fruit-bearing vegetation to support feeding and movement.

4. Cranford Meadows

To support lapwings, open grassland with short, tussocky swards and bare ground patches **should** be created, alongside areas of scattered copses. Shallow scrapes or seasonally wet areas will provide essential feeding sites.

5. River Ise Gateway

The Ise valley has been a focus for water vole recovery efforts which has led to the proposal of new habitats along the River Ise and proposed basins. Attenuation features with reedbeds and dense vegetation **must** be provided with additional planting and areas of wet grassland introduced to create ecotones.

Biodiversity Priority Areas across Hanwood Park **must** be linked by Wildlife Corridors and Wildlife Links to create an interconnected habitat mosaic that supports the needs of target species.

Wildlife Corridors

The primary function of Wildlife Corridors is to provide diverse, multi-seasonal habitats that will connect Biodiversity Priority Areas within the site and create onward connections to Green Infrastructure Corridors off Site. These habitat mosaics **must** provide conditions to enable flora and fauna, specific to the local area to establish and spread through the Site and into the wider landscape; enhancing the overall ecological value and permeability of the Site.

Wildlife Links

Wildlife Links will provide either continuous or stepping-stone habitat connectivity, tailored to the ecological needs of species associated with the Biodiversity Priority Areas and Wildlife Corridors they connect. Their scale and design will vary and could include, for example, dark corridors for nocturnal species, nectar-rich planting for pollinators, or sequences of water bodies for amphibians. Where Wildlife Links align with pedestrian or transport routes, they **must** be designed to support both ecological and human connectivity without compromise.

Key objectives:

Early identification of biodiversity assets and habitats for protected or notable species is essential. High-value areas **must** be retained and protected within the design where feasible.

Key ecological measures **should** include:

- Woodland creation and enhancement of existing woodlands.
- Species-rich grassland, including traditional and wet meadows.
- Traditional orchards complemented by hedgerows and wildflower meadows.
- Aquatic, marginal, and emergent habitats integrated into the SuDS network.
- Biodiversity features incorporated throughout public open spaces and development parcels to support key species, maintain habitat connectivity, and bring nature closer to residents.
- Access to water sources (e.g. ponds, streams). This **must** be preserved for feeding wildlife such as bats and birds. New water bodies **should** be created near existing foraging areas.

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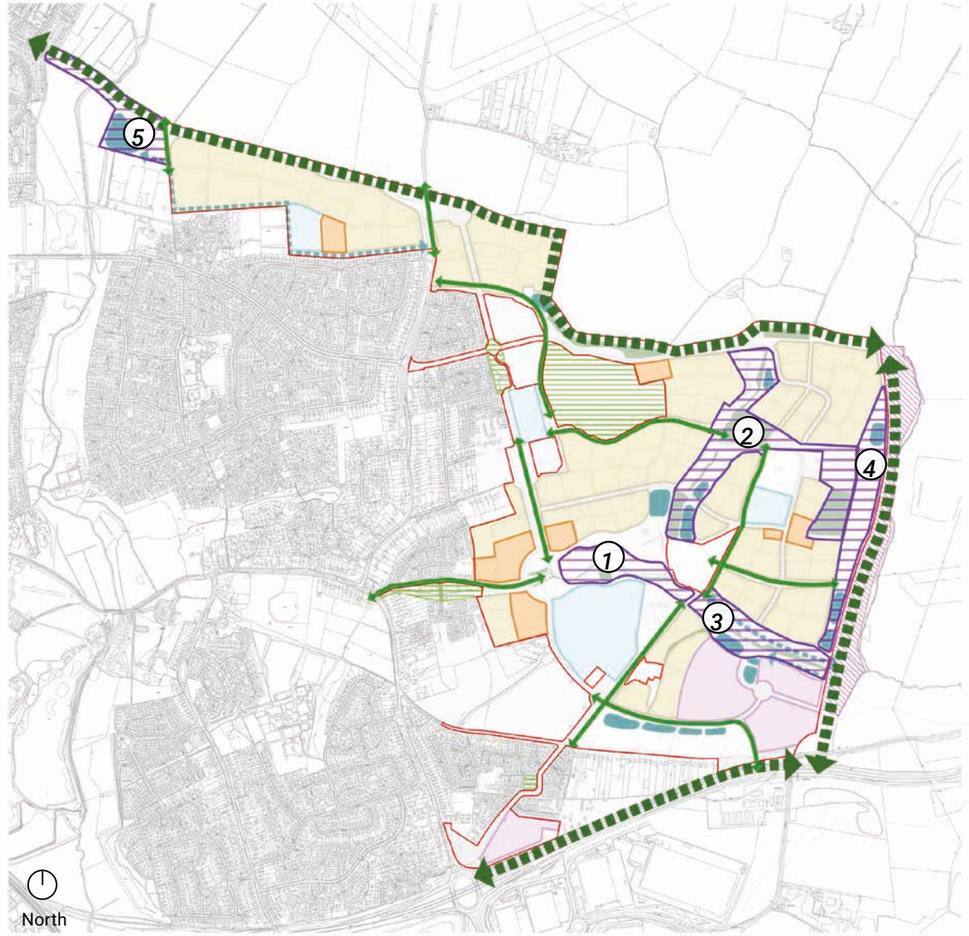


Ecology & Biodiversity Plan

Site Boundary
Existing Waterbodies
Existing Retained Woodland
Existing Phase 1 Parcels
Existing Phase 1 Green Space
Roads
Residential Parcels
Commercial / Mixed Use Parcels
District & Local Centres
Schools
Wildlife Corridors
Wildlife Links
Biodiversity Priority Areas
Lapwing Mitigation Area
Indicative Attenuation Basin
Proposed Swales / Ditches

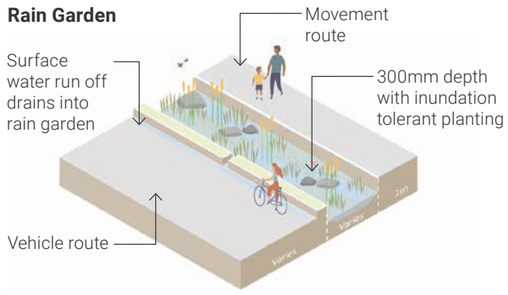
SUDS DESIGN AND WATER MANAGEMENT

SuDS are designed to manage surface water runoff while reducing its impact on quantity and quality. They **must** be integrated into landscape proposals to reflect the character of surrounding Neighbourhoods and enhance amenity and biodiversity. SuDS features **must** provide adequate water storage and support ecological value. SuDS ponds and deeper swales will typically feature a depth of retained water below outfall levels to create suitable aquatic and marginal habitats for plants and animals. Shallow swales used to collect and convey run off from areas adjacent to these features will typically remain dry outside of rainfall and storm events.

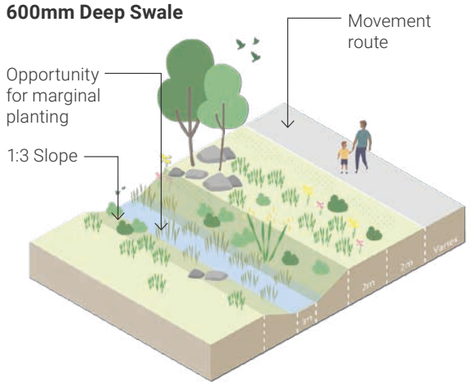
Key Principles

- SuDs **must** be designed in accordance with the CIRIA document The SuDS Manual (C753).
- Proposed solutions **must** be appropriate to their setting in the wider landscape context.
- SuDS solutions **should** have an added value, for example through the creation of biodiverse habitats.
- Landscape and engineering disciplines **must** be fully integrated through the design process to maximise aesthetic, social and environmental value whilst providing the required storage volumes.
- A range of solutions **should** be proposed across the site and vary in terms of water retention/dryness, scale and materials.
- Features such as headwalls, inlets/outlets, grates etc **must** be designed and treated to minimise their visual impact and maximise their integration with the surrounding landscape setting.
- Proposals **must** reflect the current best practice and create opportunities for innovation and new technologies.
- Permanent water features **should** very in depth and include native marginal planting.
- Damp grassland habitats **should** be developed in areas subject to temporary inundation.
- Tall emergent (such as reedbed) vegetation **should** be developed in areas subject to frequent shallow inundation.
- SuDS features **should** create habitats that are suitable for wading birds, reptiles, amphibians and amphibious invertebrates.
- SuDS features **should** be designed to provide an integrated SuDS 'treatment train', rather than standalone ponds.
- Dry SuDS features **should** have a 1:5 gradient slope with accessible routes and play features, creating opportunities for a playable landscape.

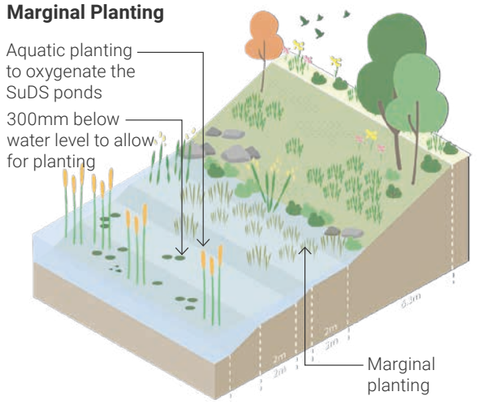
Rain Garden



600mm Deep Swale



Marginal Planting



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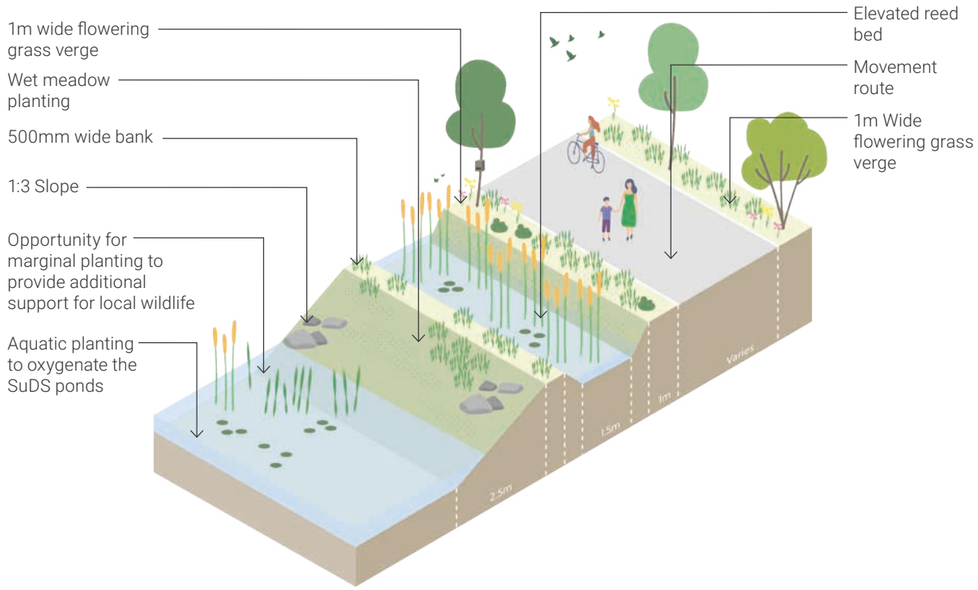
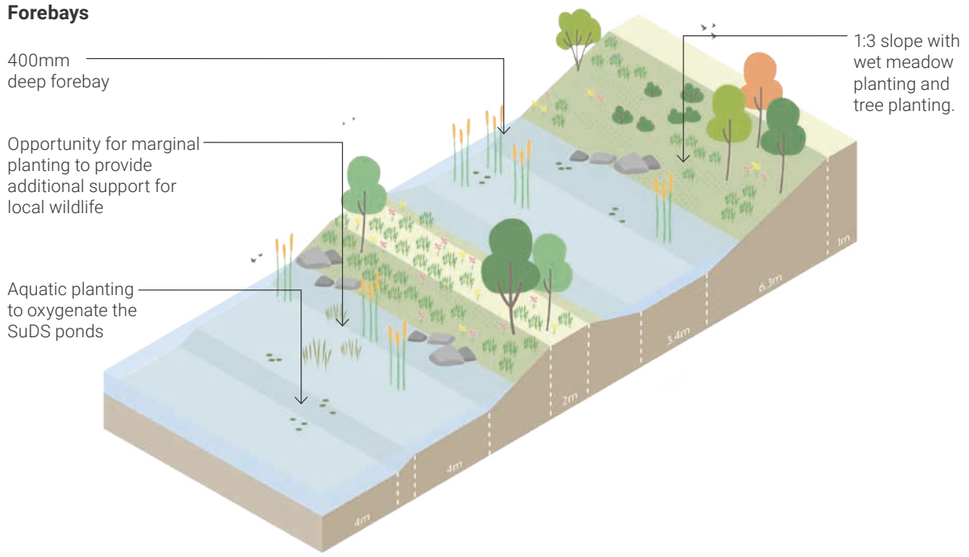
Elevated Reed Beds



Forebays



HEALTH & WELLBEING STRATEGY

The Health & Wellbeing Strategy is an overarching spatial strategy that is built upon, and augments, a range of individual site wide strategies. The strategy provides a spatial framework for Hanwood Park for the location of a wide range of facilities that will support and promote physically and mentally active and healthy lifestyles for the existing and emerging community.

The strategy establishes a range of principles that more detailed site wide strategies and Area Codes **must** adhere with. These include:

Principal Active Travel Routes

These routes connect the key open spaces, facilities and district and local centres, and also provide onward connections to the wider rights of way network. These routes **must** be designed to be inclusive of a range of active travel modes and **must** be accessible for all. They **must** be safe and well surveilled. Where routes cross vehicular movement routes, priority **must** be given to active travel route users. Priority **should** be given to the early delivery of these routes to ensure residents have the ability to access outdoor spaces as soon as reasonably possible.

District Centre Activity Hub

The District Centre Activity Hub **must** be designed to as a civic focal point for Hanwood Park. It **must** provide a range of facilities including, but not limited to space for informal sport / recreation, space for people to sit and dwell, space for temporary / short term commercial opportunities and space for events.

Activity Hubs

Activity Hubs are focal points for outdoor sport and formal recreation. They **must** provide a range of different uses and facilities that encourage users to stay and engage in physical activity. This **must** include opportunities for individual activities as well as team sports.

Play Hubs

Play hubs are destination spaces for the local community. As such, they **must** be designed to accommodate the needs of people of all ages and **must** be designed to enable groups with a range of ages to inhabit the same space and be provided with activities to engage them. Play spaces **must** cater for children of all ages. They **must** be designed as accessible, inclusive spaces and **must** make provision for all abilities and genders.

Food Production Hubs

Food production hubs will be distributed throughout the site and adjacent to active travel routes. The hubs **must** provide a range of opportunities for the production and growing of food and other materials. Where uses require, they **must** include vehicular access to enable servicing, maintenance and deliveries.

Access to Nature Zones

These zones **must** be designed to provide opportunities for quieter, more contemplative activities. They **should** be well surveilled, but **should** allow users to engage with nature, either directly or indirectly. They **must** connect off site, enabling users to move from open spaces in the heart of Hanwood Park into the wider landscape.

Site wide strategies underpinning the Health & Wellbeing Strategy, which are subsequently described individually, include the following:

- Play Strategy
- Sports Strategy
- Productive Landscape Strategy
- Public Art & Wayfinding Strategy

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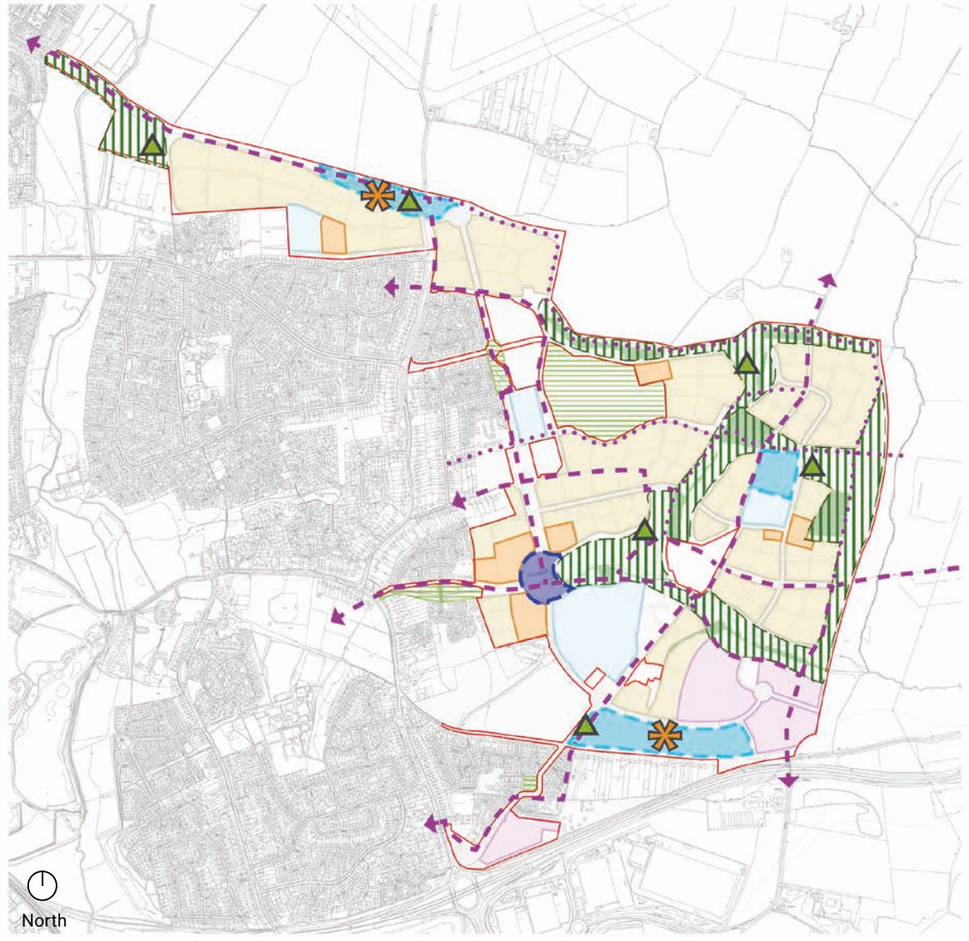

Health & Wellbeing Plan

Site Boundary
Existing Waterbodies
Existing Retained Woodland
Existing Phase 1 Parcels
Existing Phase 1 Green Space
Roads
Residential Parcels
Commercial / Mixed Use Parcels
District & Local Centres
Schools
Active Place Routes
Leisure Routes
Access to Nature Zones
District Centre Activity Hub
Activity Hubs
Food Production Hubs
Play Hubs

PLAY STRATEGY

Hanwood Park **must** deliver a minimum of 0.92ha of play provision. This **must** include three NEAPs, designed as a 'destination' play area. This is supported by three areas of 'local' play and five areas of 'imaginative' play, which both equate to the activity zone of a LEAP. These areas **must** be arranged within areas of public open space that offer good connectivity, be well surveilled/ overlooked and take inspiration from the site context and setting.

'Destination' Play

- **Must** be equipped with provision for all ages, delivering a variety of experiences that give equal consideration to the needs of all genders, ages and abilities.
- **Must** provide areas for social and gathering opportunities for older children.
- **Must** be a minimum activity zone of 1000m2, equating to the same as a NEAP.

'Local' Play

- **Must** be equipped with provision for ages up to 12 years, with play elements that are sensitive to all genders and abilities. They **should** provide facilities suitable to cater for users accompanying children.
- **Must** provide informal separation for different activities, whilst still being integrated to promote inclusivity and community.
- **Must** be a minimum activity zone of 400m2, equating to a 'LEAP'.

'Imaginative' Play

- **Must** be partially equipped, supplemented by opportunities for self-led wilderness play such as den building.
- **Must** have a natural theme using timer based equipment and natural landscape features to provide a playable landscape.
- **Must** be a minimum activity zone of 400m2, equating to a 'LEAP'.

'Doorstep' Play

- **Must** have playable landscape features that provide opportunities for young children play close to dwellings.
- **Must** provide adequate seating, be well overlooked, and be enclosed by landscape features that are sensitively integrated into areas of open space.
- **Must** provide a minimum activity zone of 100m2, equating to a LAP.

Beyond formal provision, landscape proposals **must** approach the site as a 'playable' environment, with opportunities for use of landform, planting, and other features provided throughout the public realm.

Informal play opportunities **must** be integrated into active place routes and include 'Play on the Way' opportunities along key pedestrian routes. Elements **must** be located within easy reach and a short distance from dwellings, along routes that connect to other key destinations.

Where appropriate, play spaces **should** include SuDS features, hedgerows, and tree planting to complement adjacent land uses and tie into the wider Green Infrastructure network. Where existing assets are retained on site, play spaces **must** be sensitively integrated, enabling the natural and cultural heritage of the site to influence the character of play spaces.

All play spaces **must** adhere to best practice guidance provided by RoSPA, Fields in Trust (FIT) and Play England, unless alternative approaches with other benefits can be demonstrated and where in agreement with the LPA. In line with recent Fields in Trust guidance play spaces will not need to accommodate a minimum buffer zone from dwellings. However, they **must** be designed sensitively to the needs to local residents.

Destination play © Alconbury BMD

Local play © Alconbury BMD

Imaginative play © Alconbury BMD

Doorstep play © Alconbury BMD

Playable landscape © Rugby BMD

'Play on the Way' © Rugby BMD

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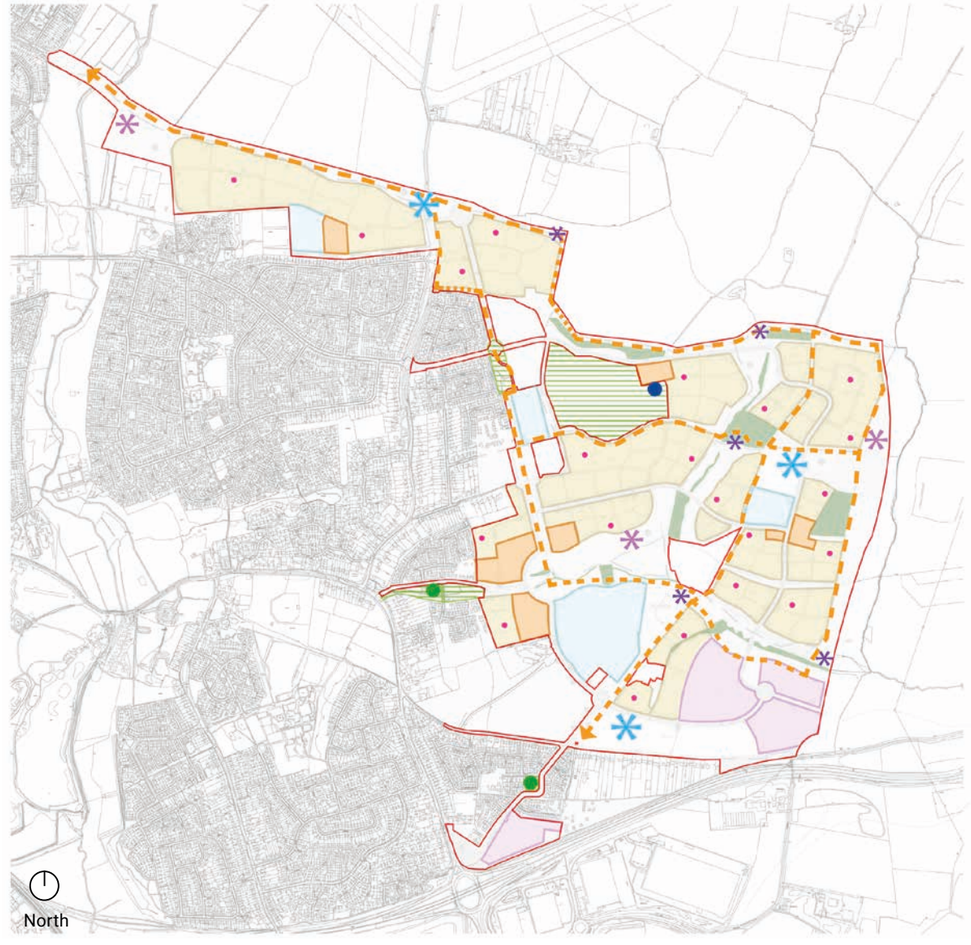

Play Strategy Plan

SPORTS STRATEGY

The sport and recreation strategy **must** provide both formal outdoor sports facilities and informal open spaces to deliver a range of multi-generational experiences that accommodate all abilities whilst promoting social interaction and healthier communities. Part of the allocation of sports will be provided within FOS3. This area will provide a formal senior sports 3G pitch and sand-based AGP. This is to include all necessary amenities such as a sports pavilion, changing rooms and toilets.

Informal sports provision **must** be provided within FOS2 and FOS3, these **must** be sensitively integrated into areas of informal open green space.

The traditional reliance on pitches and courts can lead to a lack of facilities that appeal equally to all users. Therefore, a variety of spaces of different sizes and focuses **must** be brought forward as Hanwood Park develops. Close consultation and engagement with the Local Authority and other key stakeholders **must** be maintained to define, and meet, actual need.

- All areas **must** be accessible via safe non-vehicular routes - promoting active and safe journeys and connecting to the wider sport and play network.
- Proposed sport **must** be compatible with the surrounding landscape setting - use of floodlighting, ball-stop fencing etc must be assessed in relation to the landscape context.
- Sport **must** respond to the character of the setting - offering a unique experience and sense of place.
- Playing fields - where possible - **should** incorporate SuDS features, hedgerows and tree planting to complement adjacent land uses.
- The sport offer **must** recognise smaller sports and less 'standard' activities. Informal facilities **should** be co-located within community areas - ideally near play areas.
- Outdoor Sports facilities **must** provide adequate seating and communal areas for social interaction.
- Formal sport provision **should** - where appropriate - be supported by facilities such as: toilets, car parking, changing rooms etc.
- Best Practice guidance such as those from ROSPA, F.i.T. and Play England must be followed.
- Informal exercise opportunities **must** be promoted. A network of active loops within the public open spaces (say 1km, 3km & 5km) **must** be provided to cater for different mobilities, abilities and user groups.

Recreational trails © Taplow BMD

Informal grass pitch © BMD

Formal 3G sports pitch © BMD

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PRODUCTIVE LANDSCAPES STRATEGY

The integration of productive landscapes into public space encourages people to engage in their community, be active outdoors, and have access to fresh and sustainable food.

Hanwood Park **must** provide 5.41ha of productive landscape typologies. All elements **must** be appropriate to their setting and consider their location to create spaces that will be well-used and self-sustaining.

Additional opportunities for provision of productive landscape elements **must** be considered in future Reserved Matters proposals for both development parcels and public open spaces. Outlined below are some common forms of productive landscapes, the requirement for which will be conferred at Area Design Code stage in consultation with the local community

Allotments

A range of plot sizes **must** be made available as part of the design and **must** incorporate storage, water points, welfare facilities, composting areas and parking (vehicular and cycle). Refer to the national standards set out by The National Allotment Society.

Community Orchards

A community orchard **should** be located alongside residential areas and communal areas (parks and public open spaces) using local varieties of fruit and nut trees, offering congregation points with seating and tables.

The design of community orchards **should** consider best practice guidance, including Natural England Technical Information Note TIN013 - Traditional orchards, Edition 2.

Community Garden

A community garden **should** be located within parcels to improve community health, expand nutritional awareness and bring communities closer together.

A range of planting bed sizes and heights **should** be made available as part of the design and each community garden **must** incorporate water points, welfare facilities and cycle parking.

Foraging Trails

Incidental spaces along pedestrian routes **must** be developed with a wide variety of fruiting tree and shrub species, such as apple and pear trees, and blackberry and blackcurrant shrubs.

Allotment © Houlton, Rugby BMD

Community orchard © Houlton, Rugby BMD

Community garden © BMD

PUBLIC ART STRATEGY

Public art is a key mechanism for creating 'a sense of place' - providing a vehicle for statements about the character, history and social identity of a site. Inspiration **should** be sought from local cultural heritage, on-site historical and archaeological findings, the natural landscape character etc. and **should** be reflected in a variety of ways. This may include timelines, sculptural work, landform, interpretation boards etc. to express the Sites heritage and create interest for the local community. Re-use of site materials **should** be considered for the public art pieces i.e. stones used as wayfinding markers. Public art **should** avoid an overly prescriptive early brief to encourage creativity and innovation, but the following key principles **should** be built into the proposals:

- Public art **should** be used as a design tool to assist connectivity, continuity, wayfinding and references to site history.
- Public art **should** help to create a unifying language that connects across the Site.
- The exact detail of public art proposals **must** be explored further in Area Coding and at the detailed design stage, in agreement with the Local Authority, key stakeholders and the local community.

Public Art Typologies

Landmark

The wayfinding strategy **should** comprise art installations that are of a large scale, high quality and exciting to assist the community in navigating the Site. Artworks **should** serve in creating destination points at key civic spaces.

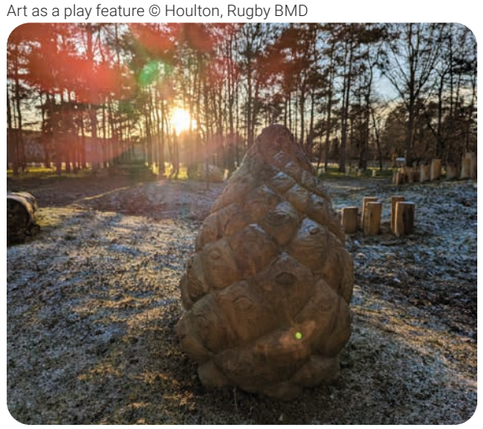
Integrated

Public art **should** be an consideration in architectural and open space design, integrating features into the detailed design such as in furniture or key buildings as a means to reinforce sense of place and placemaking. Public art could be articulated through small installations, surface materials, street furniture, lighting or other interpretive material.

Community

A community based approach to public art **should** be considered for Hanwood Park. The strategy **should** encourage collaborations with artists and local groups to produce carefully considered artistic responses to the existing Site assets. The strategy **should** encompass themes including education, skills, well-being and the natural environment and as such, **should** be implemented within places such as green corridors, wooded parklands and productive landscapes.

Art as a play feature © Houlton, Rugby BMD



Materials respectful of surroundings ©Waterbeach BMD

Art as furniture © Wintringham, St Neots BMD

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WAYFINDING STRATEGY

The landscape framework seeks to implement a clear and legible wayfinding system within the development. Wayfinding helps people to discover their surroundings and create meaningful connections. Giving spaces an identity enhances the understanding and experience of a place.

The wayfinding strategy **must**:

- Be informative
- Encourage community interaction
- Evoke an awareness and connection with nature
- Encourage physical activity
- Utilise the built environment

The wayfinding strategy **must** reflect the following design objectives:

- Identify decision making locations and provide appropriate signage to aid in such decision making.
- Signage **must** be consistent and uniform and respond to the setting, allowing the user to identify areas within the site.
- The wayfinding **must** integrate into other elements where appropriate, such as public art and street furniture.
- Visibility is a key part of a wayfinding strategy and as such, open space design **must** ensure that important landmarks are visible at key decision making locations.
- The wayfinding strategy **must** identify key recreational routes and trails including paths and PRoWs that link to wider movement corridors. Signage **must** include key distance information and distance based options.
- Signage depicting habitat and recreational trails **must** be included to inform site users about on-site biodiversity. Information boards **must** also be used to convey management initiatives and encourage 'buy-in' to the site landscape vision.

Wayfinding sign © Alconbury Weald BMD

Wildlife wayfinding board © Houlton, Rugby BMD

Recreational trails © Houlton, Rugby BMD

PART C: STRATEGIC SPATIAL ELEMENTS - ACCESS & MOVEMENT

ACCESS & MOVEMENT INTRODUCTION

Improving connectivity to and from Hanwood Park is a core objective of the development. Enhancing permeability across the site will involve creating a mixture of new neighbourhood streets, sustainable public transport links, and active travel routes. These connections will be reinforced by strategically located crossing points along key desire lines, encouraging walking and cycling as the preferred modes of travel between neighbourhoods and key destinations.

The development **must** deliver a well-connected street network with a variety of characters across different areas of the site. Variation in street character and levels of enclosure will play a crucial role in supporting legibility and fostering a distinct identity for each area.

Each development parcel **must** be designed to support cross-parcel permeability, particularly for active travel. This means incorporating a network of tertiary streets and dedicated pedestrian and cycle routes that create a clear, navigable block structure. This network will enable convenient access both within residential parcels and outward to surrounding open spaces. Key cross-parcel links are identified in the Access and Movement Strategy and **must** be delivered as integral components of this movement framework.

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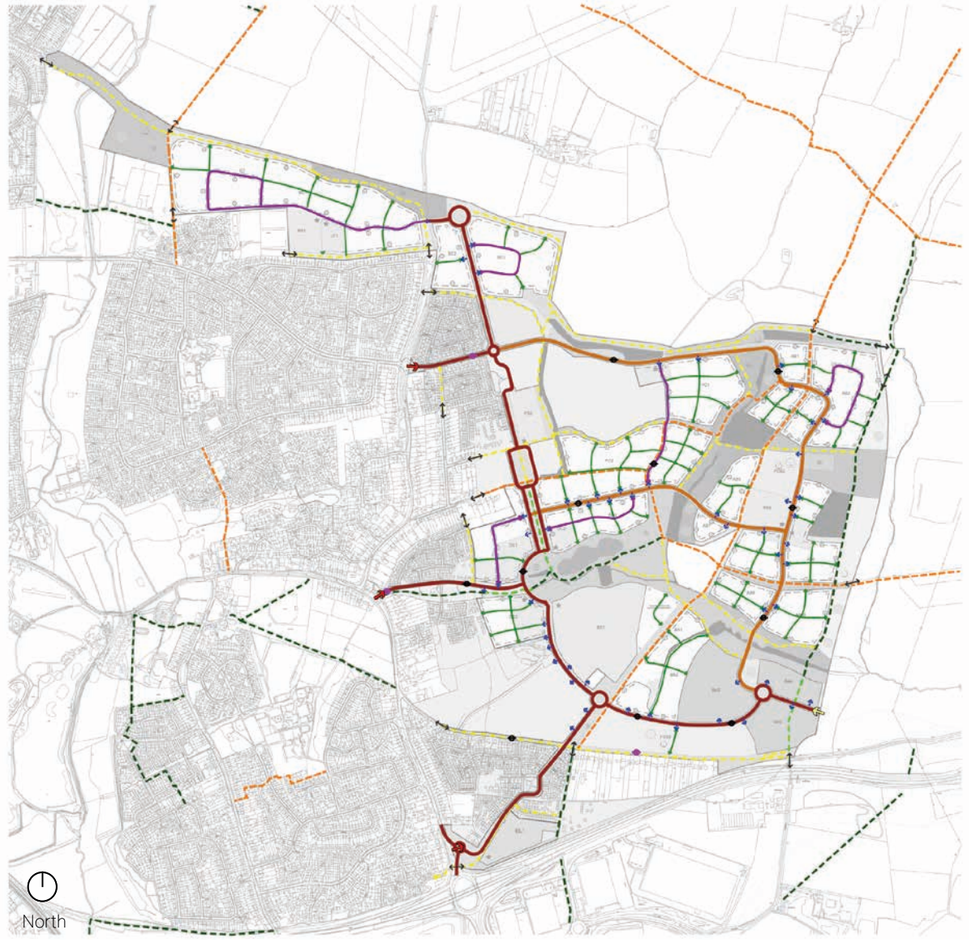


Access & Movement Plan

- Primary site access
- Secondary site access
- Active travel site access
- Fixed parcel access points
- Indicative parcel access points*
- Primary street (Formal)
- Primary street (Informal)
- Secondary street
- Tertiary street*
- Multi-user leisure routes
- Existing PROW (Bridleway)
- Existing PROW (Footpath)
- Rerouted PROW (Footpath)
- Existing bus stops locations
- Proposed bus stop locations*

*Indicative location/alignment.

Note: Exact route alignment to be defined at RMA)

STREET HIERARCHY

The Master Design Code outlines the guiding principles and fixed design elements for street layouts. Design specifications for each street type are provided in tabular form, detailing technical requirements and supported by illustrative drawings that depict the intended street form.

Primary Street

The Primary Street proposed within Hanwood Park will distribute local traffic, serving the immediate neighbourhood on either side of the street. The Primary Street **must** change in character along its length as it passes through the neighbourhoods. For example at the District Centre, the street character will be of a more formal, urban nature, creating narrower sections to slow traffic and prioritise pedestrian and cycle movement crossing the street, whereas the outer neighbourhoods may have more sinuous and informal characteristics. Opportunities for landscaping **must** be provided along stretches of the street, within the civic space and at locations where the street crosses green corridors.

Secondary Street

The Secondary Street network forms a series of smaller loops providing routes through the site and serving the residential neighbourhoods and mixed use areas. The Secondary Street design will depend upon the quantum and mix of uses within the development parcels it is intended to serve. Where appropriate, variations to provide increased areas of landscaping, horizontal deflection and surface treatment **must** be used to slow traffic and create interest along the street.

Tertiary Street

A network of Tertiary Streets provide connections into the residential parcels from the Primary and Secondary Streets. Typically, Tertiary Streets will only be used by people living in or visiting that area and will be narrower and less formal in character than Secondary Streets. Variations to provide increased areas of landscaping, horizontal deflection and surface treatment **must** be used to slow traffic and create interest along the street. Tertiary Streets may have a dropped kerb line and no road markings to encourage reduced speeds and enable pedestrian priority.

Parcel Access

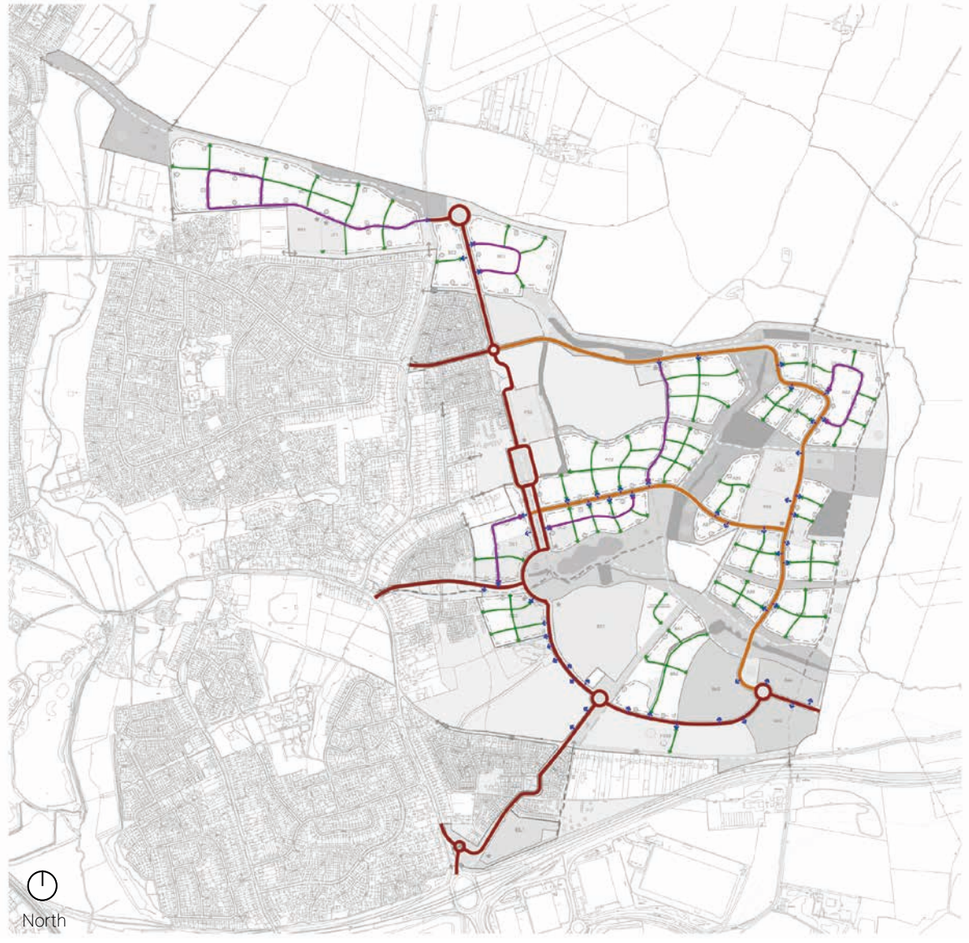
The Framework Plan illustrates points of access from the Primary Street into minor routes and development plots. The points of access are highlighted on the adjacent plan. Access points are indicated in two catergories:

→ Fixed location for access
--> Indicative location for access*

The exact position of these points of access will be determined at a later stage as detailed design proposals are prepared for each development parcel, with due consideration to proximity to junctions and other highway design issues. Direct plot access to individual properties from the Primary Street **should** be considered as reversing private vehicles act as a natural traffic calming measure to the Primary Street. However, direct plot access **should** be limited to minimise the slowing down of bus services.

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS



Street Hierarchy Plan

- Primary street (Formal)
- Primary street (Informal)
- Secondary street
- Tertiary street*
- → Fixed parcel access points
- --> Indicative parcel access points*

*Indicative alignment.

Note: Exact route alignment to be defined at RMA)

PRIMARY STREET

The Primary Street acts as the main route within the proposed development and will accommodate two-way bus and vehicle movement. It will feature verges of varying width along its length to provide opportunities for meaningful tree planting to occur. The table on the adjacent page sets out some of the technical information pertinent to the design of the Primary Street. The illustrative axonometrics show potential scenarios for the design of the movement corridor depending on the character of the area it passes through.

The following sets out key design principles for the Primary Street and ensures that future RMAs will deliver the quality and character that is intended.

Key Design Principles:

- The detailed alignment of the Primary Street **should** be determined by the arrangement of buildings along its length and the desire to create varied and interesting places. It **should** respond to its immediate built form and landscape spaces as it changes in character through the different neighbourhood spaces.
- The Primary Street **must** be designed to naturally slow traffic to 20mph or below by visual cues such as built frontage, reduction in forward visibility, on-street parking, 'side friction' horizontal deflections in the carriageway, landscape and variation in surface materials.
- Long straight sections of street **should** generally be avoided. Where this is not possible, additional measures such as those set out in the following pages, will be required to limit speeds.
- The Primary Street **must** be 'humanised' (through low speed junction radii, reduced street widths, landscaping, traffic calming etc.) and allow pedestrians and cyclists to safely and conveniently cross.
- Where appropriate, the use of SuDS rain gardens and conveyance swales **should** be prioritised to act as part of a comprehensive SuDS strategy, to drain carriageway and foot/cycleway hard standings at source. Such features **should** incorporate tree planting which can be utilised as traffic calming by forming horizontal deflections in the carriageway.
- Trees and vegetation **should** be planted early to establish the landscape character along the main routes.

Primary Street Precedent

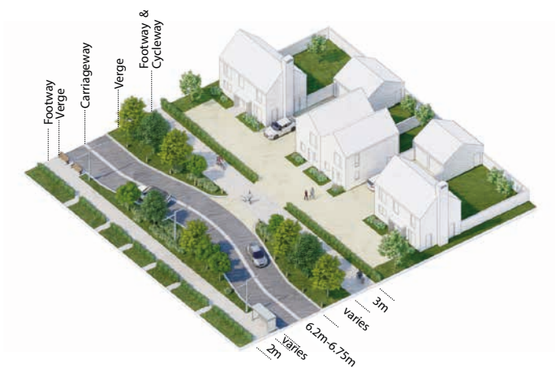
Primary Street Precedent

Primary Street Precedent

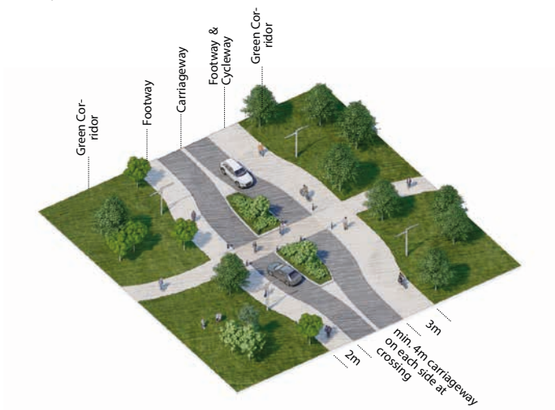
HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS

Primary Street - Formal Example



Primary Street - Informal Example



Primary Street - Example when crossing a green corridor

STREET TYPE	PRIMARY STREET (M)
HIGHWAY FEATURES	
Width of adoptable highway	Varies. To be confirmed at Reserved Matters stage
Carriageway width	6.2m - 6.75m
Footway / cycleway	3m shared footway / cycleway on one side of the carriageway & 2m footway on the other. Note: localised widening permitted around key spaces.
Verge	Varies. Includes landscaping and drainage features
Bus access	Yes
On-street parking	Yes
Traffic calming measures	Horizontal and vertical carriageway shifts, chicanes, lozenges, pedestrian crossing points, differing surface treatment, junctions designed to encourage lower speeds.
Statutory undertaker provision	Provided beneath footway / cycleway where practicable.
Road markings	Yes
Centreline radii	Min. 41m for speed reduction curves
Service strip	Yes within footways.
Street lighting	Yes. To be confirmed at Reserved Matters stage
ACCESS	
Junction spacing	50m (same side), 25m (opposite).
Minimum junction visibility	Min. 2.4m x 43m
Junction radius	Max. 6m subject to vehicle tracking.
Direct vehicular access to properties	Limited direct access permitted along Primary Street.
STREET LANDSCAPE	
Street trees	Regular street trees should be provided in verge rain gardens, build outs, standalone tree pits or in a separation zone between carriageway and footways.
Planting palette	The planting palette should align with the local and site-wide landscape character, supporting biodiversity, habitat value, and long seasonal interest. Planting within SuDS features must be suited to the specific microclimate, soil, and growing conditions. Biodiverse swales and ditches should be used where streets adjoin green corridors and open spaces. Refer to the Soft Landscape Strategy for details.
Material palette	Refer to Hard Landscape Strategy for suggested materials.

SECONDARY STREETS

The Secondary Street will provide connectivity from the Primary Street to the residential development parcels, providing direct access to residential plots.

Planting along these streets will be provided primarily in verges or in private front gardens. The detailed alignment of these will be determined through the layout of subsequent Reserved Matters Applications.

Key Design Principles:

- The design speed **must** be 20mph and **must** be controlled primarily through the permitted traffic calming measures. Vertical speed control measures **should** be reserved for use around intersections and crossing as part of ensuring design priority.
- Whilst secondary streets are quieter residential streets, they **must** create a positive pedestrian / cycle environment. Designers **must** apply a user hierarchy to the design process with pedestrians at the top in line with Manual for Streets.
- Secondary streets **must** recognise the importance of the community function of streets as spaces for social interaction. It **must** be 'humanised' to allow pedestrians and cyclists to safely and conveniently cross.
- Secondary streets **must** provide an inclusive environment that meets the needs of people of all ages and abilities in line with the Equality Act 2010.
- Streets trees and SuDS **should** be incorporated. They not only provide a landscape and drainage function but also contributes to the overall street scene character.
- Where curtilage parking is provided at the front of dwellings secondary streets will have frequent driveway access. Level footways **should** be maintained across these access points.
- Defined car parking bays may be used on one or both sides of the carriageway, particularly in areas of mixed land use, however their use **must** be coordinated with private driveway crossovers.
- The street **must** allow for specialist service vehicles (i.e. refuse, delivery, emergency services) to manoeuvre through the site.

Secondary Street Precedent

Secondary Street Precedent

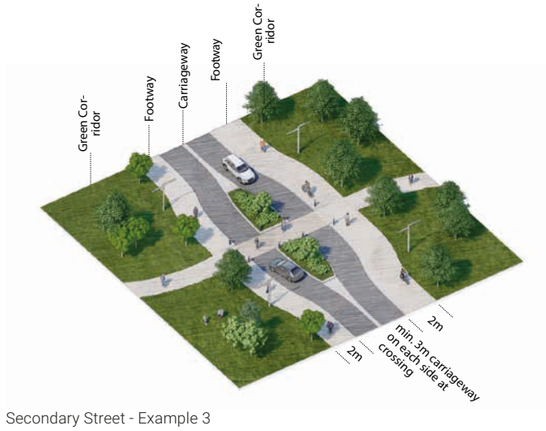
Secondary Street Precedent

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS

Secondary Street - Example 1

Secondary Street - Example 2



Secondary Street - Example 3

STREET TYPE	SECONDARY STREETS (M)
HIGHWAY FEATURES	
Width of adoptable highway	Varies. To be confirmed at Reserved Matters stage
Carriageway width	5.5m (up to 6.5m if a bus route)
Footway / cycleway	2m footway on both sides
Verge	Varies. May include swale against one side of carriageway.
Bus access	Refer to public transport strategy
On-street parking	Yes. Design to be confirmed at Reserved Matters Stage
Traffic calming measures	Raised tables, speed limit warning signs, speed control curves, junction designed to encourage lower speeds, visual narrowing
Statutory undertaker provision	Provided beneath footway
Road markings	Occasional and where necessary
Centreline radii	Max 20m for speed reduction curves
Service strip	Yes within footways.
Street lighting	Yes. Design to be confirmed at Reserved Matters Stage
ACCESS	
Junction spacing	40m (same side), 20m (opposite).
Minimum junction visibility	Min. 2.4m x 25m
Junction radius	Max 6m
Direct vehicular access to properties	Yes
STREET LANDSCAPE	
Street trees	Street trees and planting should be provided in verges, tree pits or build outs in carriageway or in adjacent areas of open space.
Planting palette	Refer to Soft Landscape Strategy for suggested species.
Material palette	Refer to Hard Landscape Strategy for suggested materials.

TERTIARY STREETS

Tertiary streets are quieter residential streets with a good sense of enclosure that will be provided to serve dwellings within the development parcels and provide cross parcel permeability. Typically, local streets will only be used by people living or visiting that area, and will therefore be narrower and less formal in character than secondary streets.

Tertiary streets also include mews, courts and back streets designed to "Home Zone" principles (discussed further in the following page 'Level Surface Streets as Spaces').

The detailed alignment of these routes will be determined through the layout of subsequent Reserved Matters Applications.

Key Design Principles:

- Design speeds **must** be between 10-15mph.
- Vehicles **should** have a lower priority than all other user movements and this **should** be reflected in the street design.
- Tertiary streets **must** be low trafficked, connected streets and can have a level surface with an at grade kerb line, with small kerbs required as necessary (such as for drainage) or delineation.
- Longer tertiary streets **should** provide occasional tree lined verges on one side which could contain areas of on-street parking.
- Shorter tertiary streets **should** include incidental street trees, informally arranged.
- Tertiary streets **must** contain a variety of traffic calming measures, focusing on horizontal deflection to control speeds and increase safety for pedestrians and cyclists.
- Junctions **should** use tight kerb radii to emphasise pedestrian priority but allow specialist vehicles to complete their intended service.
- Tertiary streets **should** be designed (through control of traffic volumes and speeds) to allow cycling on the carriageway.
- Road markings and street signage **should** be avoided as much as possible to reduce road clutter and maintenance costs.

Tertiary Street Precedent

Tertiary Street Precedent

Tertiary Street Precedent

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS

Tertiary Street - Illustrative Example 1

Tertiary Street - Illustrative Example 2

Tertiary Street - Illustrative Example 3

STREET TYPE (M)	TERTIARY STREETS
HIGHWAY FEATURES	
Width of adoptable highway	Varies. To be confirmed at Reserved Matters stage
Carriageway width	4.8m - 5.5m
Footway / cycleway	2m footway on one or both sides of the carriageway. Cycling in carriageway to be made attractive through low traffic volume and speed.
Verge	N/A unless tertiary street is long, where build outs should be used to accommodate landscaping, or is adjacent to open space.
Bus access	No
On-street parking	Yes. Design to be confirmed at Reserved Matters Stage
Traffic calming measures	Raised tables, shared surface spaces, speed control curves, junctions designed to encourage lower speeds, visual narrowing
Statutory undertaker provision	Provision beneath footway
Road markings	Occasional and where necessary
Centreline radii	Max 15m
Service strip	Yes within footways.
Street lighting	Yes. To be confirmed at Reserved Matters stage
ACCESS	
Junction spacing	No minimum requirement.
Minimum junction visibility	Min. 2.4m x 25m
Junction radius	Max 6m
Direct vehicular access to properties	Yes
STREET LANDSCAPE	
Street trees	Trees to be appropriately located along streets—in build-outs, tree pits, or near green spaces (subject to detailed design)—in addition to those within private front gardens.
Planting palette	Use a mix of hardy shrubs for year-round interest and visual amenity, with flowering tree species included. Long tertiary streets should feature occasional tree-lined verges on one side, incorporating on-street parking where appropriate. Shorter streets should include informally arranged incidental trees. Refer to the Soft Landscape Strategy for further detail.
Material palette	Refer to Hard Landscape Strategy for suggested materials.

LEVEL SURFACE STREETS AS SPACES

Level surface streets can create public spaces with landscape features and low vehicular speeds where vehicles, pedestrians and cyclists share the road space, as demonstrated in the illustrative examples shown. This slows vehicular speeds and raises the priority for pedestrians and cyclists by ensuring visibility and shared use.

Key Design Principles:

- If the level surface street is to be adopted by NNC it **must** serve no more than 20 dwellings.
- Parking areas **must** be demarcated in a low key manner, for example, with pressed concrete paviors or similar hard landscape treatment.
- Parking areas **should** be defined by landscaping such as trees, hedges and planted verges.
- Where required soil volume cannot be achieved in soft landscaping for the desired tree species, a structural or cellular pit below paving **should** be used.
- Buildings surrounding the space **must** create enclosure through the appropriate use of boundary walls and dwelling frontages.
- High-quality permeable paving or similar surface materials **must** be used to create an attractive environment for pedestrians, cyclists and vehicles.
- The carriageway does not require definition through materials and **should** merge with the surrounding spaces.
- A minimum 6m clear width **must** be provided where perpendicular parking space are used to allow sufficient room for cars to access the space.
- Street furniture, such as benches and cycle parking, **should** be provided as necessary to encourage informal use by residents and activity within spaces.
- Central drainage channels can be provided to drain surface run off within spaces, whilst also acting as a traffic-calming measure.
- A maintenance strip of 1.5m either side of the level surface route for street lighting/utilities **must** be provided.
- Road markings and street signage **should** be avoided as much as possible to reduce road clutter and maintenance costs.

Level Surface Street Precedent

Level Surface Street Precedent

Level Surface Street Precedent

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS

Level surface street - Illustrative Example 1

Level surface street - Illustrative Example 2

Level surface street - Illustrative Example 3

STREET TYPE (M)	LEVEL SURFACE STREETS
HIGHWAY FEATURES	
Width of adoptable highway	Varies. To be confirmed at Reserved Matters stage
Carriageway width	Shared 7.8m footway / cycleway. (4.8m carriageway and 2 x 1.5m service strips either side) Localised widening / narrowing to be confirmed at Reserved Matters stage.
Footway / cycleway	N/a.
Verge	Varies. Includes landscaping and drainage features
Bus access	No
On-street parking	Yes. Design to be confirmed at Reserved Matters Stage
Traffic calming measures	Raised tables, shared surface spaces, speed control curves, junctions designed to encourage lower speeds, visual narrowing, gateway carriageway narrowing, parking, planting and landscape, inter alia.
Statutory undertaker provision	Provision beneath service strip min. 1m on either side of shared surface.
Road markings	Occasional and where necessary
Centreline radii	N/A
Street lighting	Yes. To be confirmed at Reserved Matters stage
ACCESS	
Junction spacing	No minimum
Minimum junction visibility	Min. 2.4m x 15m
Junction radius	1 - 2m. Tight corner radii appropriate for car at low speeds.
Direct vehicular access to properties	Yes
STREET LANDSCAPE	
Street trees	Trees may be located in the public realm within tree pits or within soft landscaped green spaces (subject to detailed design), in addition to trees and landscape features in private realm front gardens.
Planting palette	Palette of trees selected for their biodiversity, habitat and seasonal interest. Refer to Soft Landscape Strategy for suggested species.
Material palette	Refer to Hard Landscape Strategy.

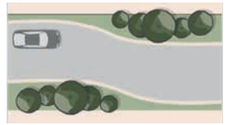
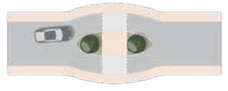
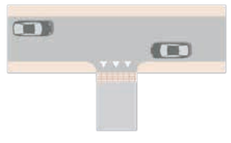
SPEED RESTRAINT FEATURES

Where possible, streets should be designed to achieve the required design speed without the need for additional speed restraint measures. Speed restraint features should be provided in locations where design speeds cannot be achieved solely through horizontal alignments and design.

A hierarchy of possible measures is set out in the table below, ordered from most favourable at the top to least favourable at the bottom. It is intended that applicants should take a creative and innovative approach to incorporating these measures into their street design utilising a mix of measures appropriate to the built form as set out in the table.

All measures set out would be subject to traffic regulation orders and safety audits and, in the case of roundabouts, junction modelling.

SPEED RESTRAINT FEATURES

SPEED RESTRAINT FEATURES	DESCRIPTION	EXAMPLE
Horizontal Carriageway Shifts	• Speed restraint bends should be incorporated, where possible, to control speeds.	
Lozenges (Central Islands)	• Lozenges can be used to narrow the carriageway to control vehicle speeds and movements. • Lozenges could be used in locations where they can also act as a pedestrian refuge (min. 3m) to enable crossing the carriageway in two stages (subject to carriageway widths). • Lozenges should include tree planting to soften the urban scene and create visual interest. • Lozenges on lower order streets can be used to reinforce the road space allocated to different users - these should be illuminated. • Lozenges should consider buses and other special vehicle requirements if required.	
Gateways / Entry Treatments	• Gateways should typically include a change in road surface and/or carriageway narrowing to alert drivers that they are entering a lower traffic speed area, and should be situated where they are visible to approaching drivers to give them sufficient time to adjust their speed. • Strategically positioned priority road junctions, in line with NNC Highway guidance, could be used to effectively control speeds by requiring vehicles to give way to priority traffic. • Gateways could be provided on tertiary streets to make drivers aware they have left a primary or secondary street.	

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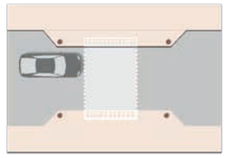
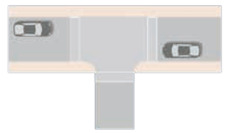
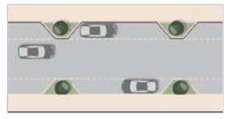
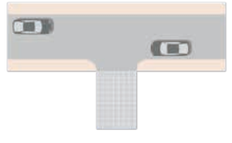
SPEED RESTRAINT FEATURES

SPEED RESTRAINT FEATURES	DESCRIPTION	EXAMPLE
Build Outs / Chicanes	• Build outs and chicanes could be constructed to narrow lane widths and force drivers to deviate from their path to reduce their speed. • Where possible, build outs and chicances should be used in locations where they can also act as a pedestrian refuge to enable crossing the carriageway in two stages (subject to carriageway widths). • Subject to ensuring appropriate visibility, build outs and chicanes could include planting to soften the urban scene and create visual interest • Build outs and chicanes can be viewed as retrofit design and do not encourage consistent vehicle speeds so should only be used where horizontal carriagway shifts cannot be achieved. • Build outs should be illuminated.	
Raised Junctions	• Raised junctions could be constructed in selected locations with high demand for pedestrian movement, such as outside schools and local centres, and can allow for easier pedestrian crossing by raising the carriageway to the level of the footway (subject to a minimal kerb upstand). • Raised junctions can help enhance the appearance of a road and cause drivers to reduce their speed by the use of vertical deflection. • Raised junctions should be sparringly used on primary streets or bus routes. They are most appropriate for street types with a design speed of 20mph and their use should generally be restricted to tertiary streets where horizontal measures are unsuitable.	
On-Street Parking	• On-street parking could be used as a positive speed restraint measure in selected locations by reducing capacity and encouraging lower speeds. However, parking is transient and should only be used as a supplementary measure to reinforce other features. • On-street parking bays should only be implemented on streets with sufficient width to ensure vehicles do not park on footways or verges. • On-street parking should be discouraged within areas likely to be popular for children's play or where there is likely to be a high demand for pedestrian/cycle movement across the carriageway. • On-street parking should not be located where it materially impacts safety or visibility splays	
Surface Treatment	• A change in carriageway colour and/or texture (such as block paving) could be used to emphasise a change in environment such as at entrance zones. • Familiarity reduces the effectiveness of surface treatments as a speed control measure so it should only be used to complement other measures such as gateways and raised tables in selected locations.	

ACTIVE ROUTES

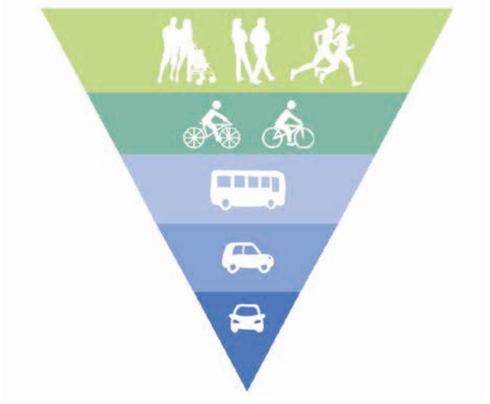
The Active Routes plan highlights the key routes for pedestrians and cyclists. The integrated network of proposed routes for pedestrians and cyclists is fundamental to the sustainable transport strategy for the development. The pedestrian and cycle routes are designed to create a suitable hierarchy supporting natural movement through the development to local destinations, connecting to existing networks and sites further afield.

Proposals **must** prioritise walking and cycling as an attractive means of travel and provide these routes shown on the Framework Plan to ensure connectivity within and beyond the site. Where feasible, at grade crossings with priority given to pedestrian/cyclists **should** be proposed.

Whilst the exact alignment, width and surface materials are subject to detailed design, the points of connection identified on the Framework Plan **must** be adhered to. Alignments **should** be designed to achieve a maximum longitudinal grade of 1 in 20 and constructed with a crossfall of between 1 in 40 and 1 in 60 to allow adequate drainage.

RMA's **must** clearly demonstrate how elements of the active travel network that fall within their scope will be accessible, attractive, high quality, suitably surfaced, safe, convenient, and integrated within the existing and proposed landscape setting.

Hierarchy of sustainable movement



ACCESS FOR ALL

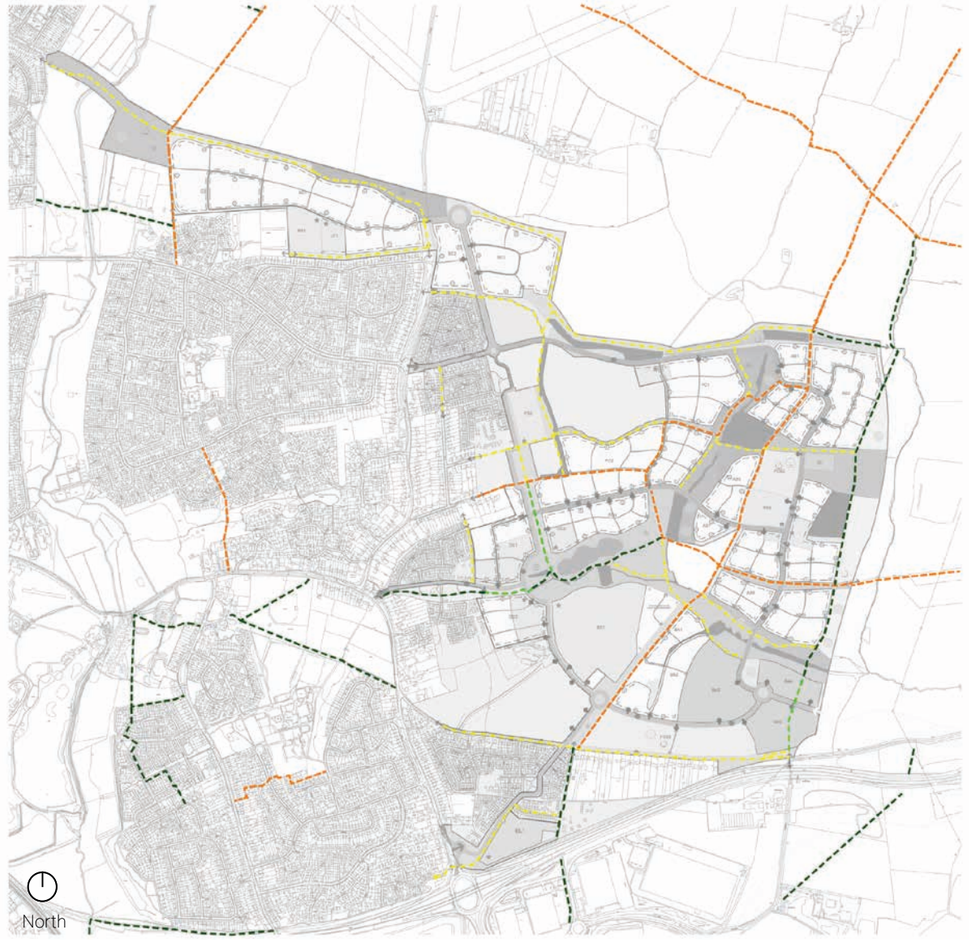
The design and layout of all public space **should** ensure that those who are less mobile are able to easily move around the development. This follows Sport England's Active Design principles which promote design solutions which create safe and accessible environments for all members of the community (Active Design, May 2023).

Key Design Principles

- Where practicable, footpaths **should** be level (as soon as they are established) for ease of movement especially for those with wheelchairs or buggies.
- Footpaths **should not** be interrupted at private driveways by a vehicle crossover with a crossfall extending the entire width of the footway. Shorter drops **should** be introduced at the kerbside edge.
- Pedestrian footways **should** be direct and **should not** be required to significantly divert around parking spaces.
- Tactile paving for the sensory impaired **should** be included at key junctions and crossing points, and **should** be considered at all junctions / crossings throughout the development.
- Street furniture **should** be positioned so it does not impede movement.
- Seating **should** be provided every 50-150m on key pedestrian routes.
- Where cycle paths and footpaths are shared, there **should** be adequate space so that those who may use wheelchairs or who require the use of a guide dog will not be hindered by street furniture or shops signs etc. (i.e. they **should** have enough room to move and not be restricted if a bicycle is using the path at the same time).
- There **should** be distinctive features within the public realm design that promote wayfinding and ease of movement. This is particularly important for the elderly or those suffering from illness such as dementia.
- The minimum number of car parking spaces required for the mobility impaired **should** be as recommended by the Department for Transport guidance and Northamptonshire Parking Standards 2016, which have requirements for disabled spaces. Please refer to the "Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure" document for further information.

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS



Active Routes Strategy

- Multi-user Leisure Routes
- Existing PROW (Bridleway)
- Existing PROW (Footpath)
- Rerouted PROW (Footpath)

*Indicative alignment.

Note: Exact route alignment to be defined at RMA)

PRIMARY ACTIVE TRAVEL ROUTES

Primary Active Travel routes through the landscape network provide pedestrian and cyclist connectivity to key destinations within the site and into nearby settlements further afield.

The broad location and alignment of these routes are specified on the Active Travel Strategy. The detailed specification and exact alignment of these routes will be determined through the layout of subsequent Reserved Matters Applications

Example of a pedestrian/cycle Active Route lit column lighting

SECONDARY ACTIVE TRAVEL ROUTES

Secondary Active Travel routes provide access into the wider open landscape on the periphery of Hanwood Park and further beyond into open countryside. The width and lighting strategy for the secondary active travel routes should respond to their local landscape context (Refer to the Lighting strategy).

The broad location and alignment of these routes are specified on the Active Travel Strategy. The detailed specification and exact alignment of these routes will be determined through the layout of subsequent Reserved Matters Applications.

Example of a pedestrian/cycle Active Route lit with bollard lighting

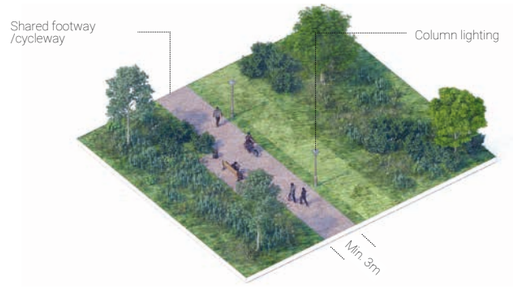
TERTIARY ACTIVE TRAVEL ROUTES

Terrtiary Active Travel routes are more informal leisure routes that provide additional routes through the landscape network and will typically be predominantly used by pedestrians only. The exact specification and alignment of these routes will be determined through the layout of subsequent Reserved Matters Applications.

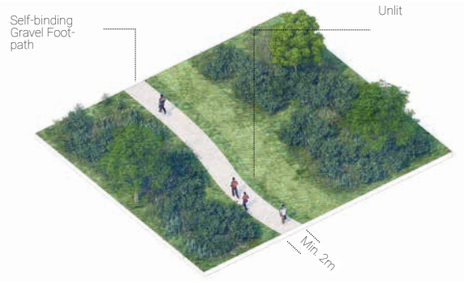
Example of a pedestrian only active travel route with self binding gravel

HANWOOD PARK MASTER DESIGN CODE

C: STRATEGIC ELEMENTS



Illustrative axonometric of a pedestrian/cycle active route



Illustrative axonometric of a pedestrian only active route (self binding gravel route)

Illustrative axonometric of a pedestrian only active route (Mown grass route)

	PRIMARY ACTIVE TRAVEL ROUTES (M)
KEY FEATURES	
Width	Min. 3.0m wide route to be shared by pedestrians and cyclists.
Equestrian Route	Yes in certain sections. This should be provided as a 3m wide mown grass area offset 1m to the side of the primary active travel route. Refer to Active Travel Strategy
Surface Material	Should be suitable bound surface, appropriate to the setting
Lighting	Yes - circa 4m-6m column lighting. To be confirmed at Reserved Matters stage
Street Furniture	Yes - refer to Access for All principles and Wayfinding Strategy.
	SECONDARY ACTIVE TRAVEL ROUTES
KEY FEATURES	
Width	Max. 2.0m wide route to be primary used by pedestrians. Localised widening or narrowing permitted to create a variable width character in response to local or proposed landscape features routes.
Equestrian Route	Limited. The equestrian route should be provided as a 3m wide mown grass area, offset 1m to the side of the secondary active travel route. Refer to Active Travel Strategy.
Surface Material	Should be suitable bound or self-binding gravel surface, appropriate to the setting
Lighting	Bollard lights (potentially equipped with motion sensors) should be provided on the Secondary Active Travel routes. Secondary Active Travel Routes along the sensitive landscape periphery should be unlit to mitigate rural light pollution and to align with the principles of Dark Skies - this responds both to the wider landscape character which is unlit and to minimise impact on sensitive ecology / habitats. Refer to Lighting Strategy. Details to be confirmed at Reserved Matters stage
Street Furniture	Yes - refer to Access for All principles and Wayfinding Strategy.
	TERTIARY ACTIVE TRAVEL ROUTES
KEY FEATURES	
Width	Max. 2.0m wide route to be primary used by pedestrians. Localised widening or narrowing permitted to create a variable width character in response to local or proposed landscape features routes.
Equestrian Route	Limited. The equestrian route should be provided as a 3m wide mown grass area, offset 1m to the side of the tertiary active travel route. Refer to Active Travel Strategy.
Surface Material	Should be an informal mown footpath or a suitable self-binding gravel surface, appropriate to the setting.
Lighting	Unlit.
Street Furniture	No unless required in key junctions or decision making points as part of the wayfinding. Refer to Access for All and Wayfinding Strategy.

PUBLIC TRANSPORT

The adjacent plan shows existing and proposed routes available to buses and their associated bus stops. Bus stops are available in strategic locations to maximise the public transport coverage so that the majority of residents are within 400m (approximately 5 minutes walk) of a bus stop.

RMAs **must** show how details of layout and public realm have been developed to maximise the ease and appeal of access to proposed bus stops.

The implementation of public transport proposals **should** be progressive and aligned with the development, construction and occupation phases to ensure the level of service is able to rise as the demand increases.

Demand Responsive Travel (DRT) stopping arrangements will offer more flexible public transport options and can help provide public transport coverage of initial phases before the full bus network is operational.

Bus Routes

The primary street and some secondary streets will form the majority of the bus route network. In line with Manual for Streets guidance, movement of buses **should** be prioritised over private vehicles.

The identified bus route allows for buses to travel in both directions, although the frequency of service **should** minimise the possibility of two opposing buses meeting each other in the same location. As such, it **should** always be possible for two buses to pass along the proposed route except in any agreed areas of localised narrowing.

Bus Stops

Bus stops **should** be designed in accordance with the relevant guidance that is adopted at the time of the RMAs.

An innovative approach to the design of bus stops is encouraged, including the incorporation of biodiversity initiatives such as green roofs and bug hotels.

Bus services **should** have RTPI (Real Time Passenger Information) ready bus stops or shelters with bus stop poles information panels within a reasonable walking distance of all occupied properties.

Bus stops **should** be located to give the best penetration into the development site by means of associated footpaths and they need to serve the greatest catchment area possible in terms of convenience.

Pedestrian crossings **should** be provided on busier streets to provide safe and convenient access. The provision and location of bus stops or bus shelters **should** be planned at an early stage and designed to ensure they are located in areas that are well-lit and where there is natural surveillance.

Key Design Principles:

- Bus stops **should** be accessible within approximately 400m/5 minutes walk from the majority of homes where possible, although a higher frequency of service would increase the willingness of people to walk further than this.
- Bus stops **should** prioritise bus movements by stopping buses on the carriageway, with no 'pull in' lay-by, unless required at strategic / high demand locations.
- Bus stops **should** include ancillary cycle parking adjacent to the stop to make modal shifts easy and convenient.
- Bus stops/shelters **should** maintain the widths of footways and cycleways.
- Bus stops **should** be fully accessible.
- Bus stops **should** be integrated with the street design.
- Bus stops **should** be staggered in opposing directions.
- Bus stops **should not** be placed in hazardous areas on the network or in locations which conflict with access points.
- Where shelters are provided they **should** be suitably sized and clearly marked on all plans well in advance of any house building operations and brought to the attention of potential house buyers.

HANWOOD PARK MASTER DESIGN CODE

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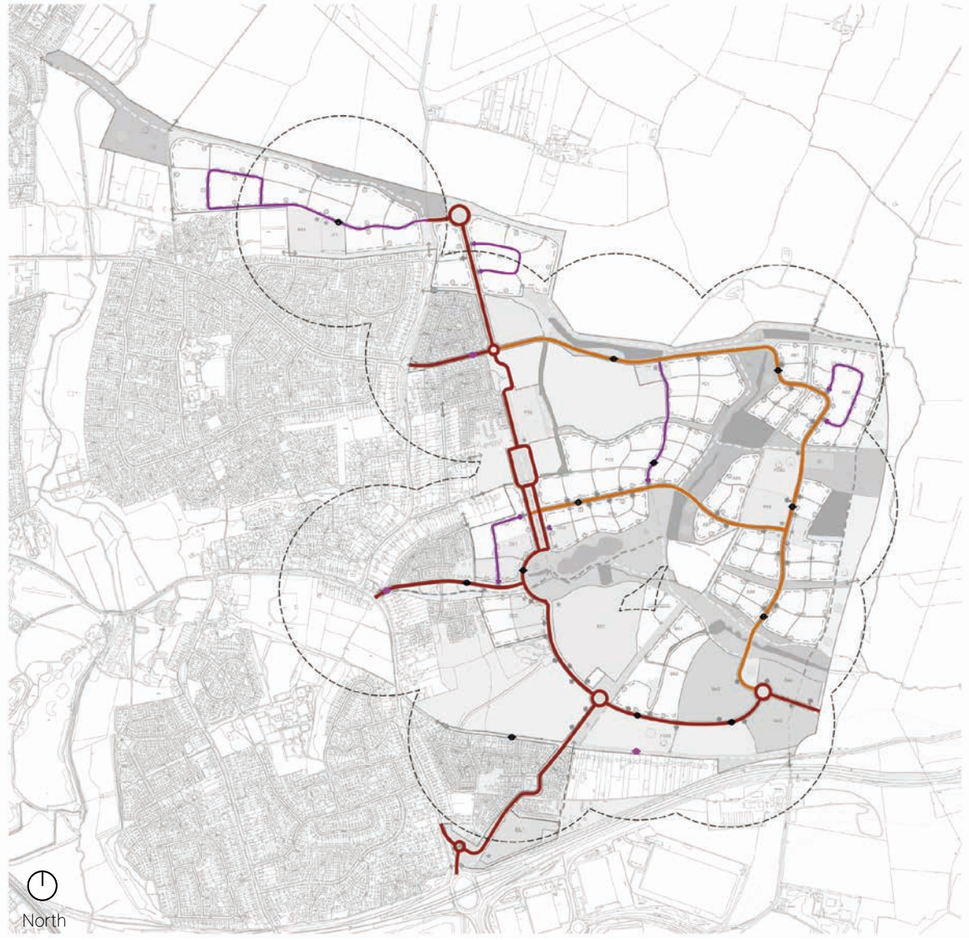

Public Transport Plan

- Primary street (Formal)
- Primary street (Informal)
- Existing bus stop locations
- Proposed bus stop locations*
- 400m (5 minutes) walk isochrone

*Indicative alignment/location.

Note: Exact route alignment to be defined at RMA)

PART C: STRATEGIC SPATIAL ELEMENTS - LAND USES & BUILT FORM

LAND USES & BUILT FORM

Reserved Matters Applications will be required to demonstrate full accordance with the land uses set out on the Framework Plan. Area Design Codes will set out further stipulation of layout and design within areas of prescribed land use.

The Framework Plan sets out the location and extent of differing land uses, comprising:

Residential

These areas within the Framework Plan are for residential use only. Hanwood Park will deliver c.3,383 new homes under the new outline planning permission. 2,117 homes with planning permission have been are or currently being delivered on site. The development overall on completion will therefore provide 5,500 new homes in total.

A range of dwelling types, sizes and tenure must be provided to ensure the delivery of a healthy and balanced residential community.

Affordable Housing

All affordable housing should be designed and provided using a tenure blind approach. The design quality of buildings and their communal spaces should not distinguishable by tenure with tenures fairly distributed across the site.

Design quality is more than just style and appearance and should include other factors such as functionality, suitability, safety, buildability, robustness, and reliability.

Education

Hanwood Park must deliver three primary schools and one secondary school. Design principles for schools will be provided in the appropriate future Area Design Code(s).

Employment

Provision of 12.56ha of employment land has been identified and should be delivered in Hanwood Park as per the Framework Plan. Design principles for the employment parcels will be provided in the relevant future Area Design Code(s).

Local Centre(s)

Three local centres must be delivered at the key nodes along the primary street indicated on the Framework Plan. These destinations provide key focal points and a sense of place within each Neighbourhood.

Up to 2800sqm of Non-residential floorspace has been allowed in the Development Specification.*

District Centre

The mixed-use District Centre lies at the heart of the site and it is envisaged that these will accommodate community amenities that do not compete with those present in the town but rather complements them. These would be services such as a medical facility, multi-use community space, a convenience store, and retail opportunities

The Outline Planning Development Specification allows for the following uses to be provided:

- Up to 2000sqm of Health uses (Use Class E(e)).*
- Up to 500sqm of Private Nursery uses (Use Class E(f)).*
- Up to 1200sqm of Assembly & Leisure uses (Use Class E(d)).*
- Up to 3500sqm of Foodstore/Supermarket uses (Use Class E(a)).*
- Up to 1600sqm of Other Retail (Use Class E(a)).*
- Up to 2000sqm of Flexible Floorspace (Use Class E(a,b,c&g)).*
- Up to 450sqm of Takeaway Food & Beverage uses (Use Class Sui Generis).*
- Up to 2000sqm of Community Uses (Use Class F1, F2 and E(d)).*
- Up to 10500sqm of Extra Care (Use Class C2).*

* The Development Specification figures are maximum quantums specified. Future Area Design Codes will establish a framework that enables flexibility for these uses to be accomodated for should the market demand allow for the maximum quantum of uses to be provided for.

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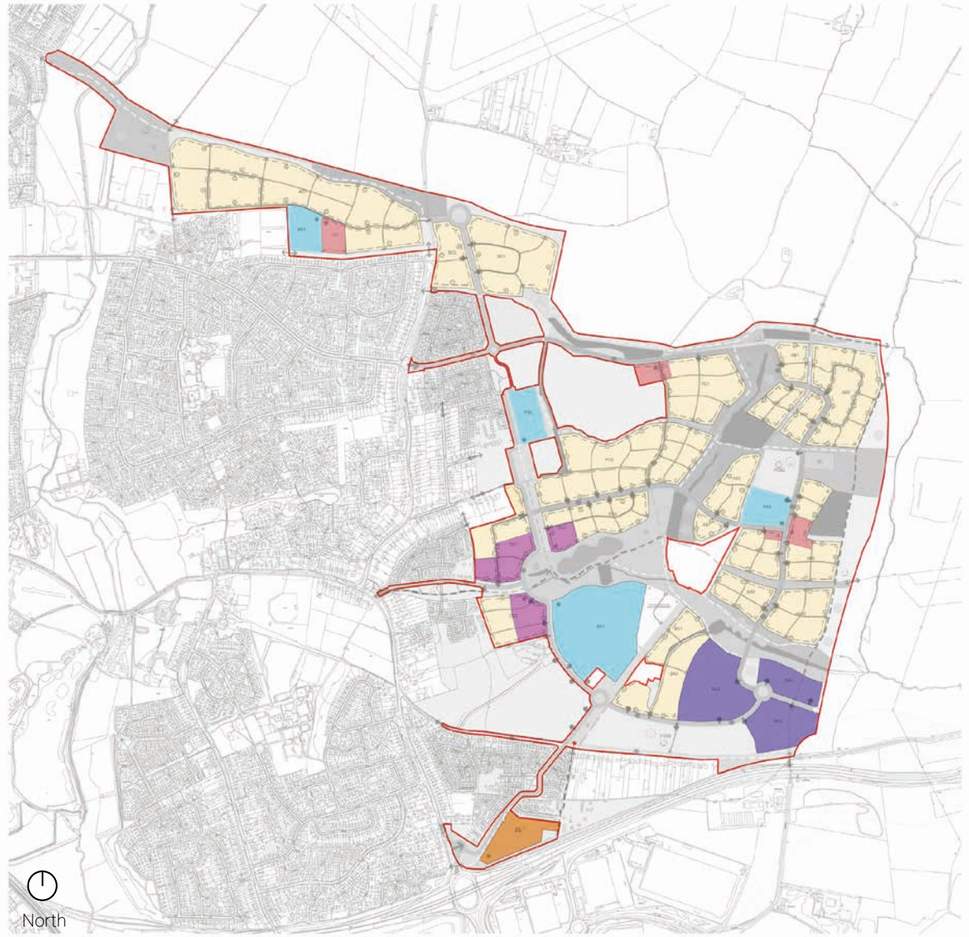

Land Uses Plan

Outline planning boundary
Residential
Education
Local Centre(s)
District Centre
Employment

BUILDING HEIGHTS

The building heights are expressed as ridge heights above ground level. The highest buildings will be up to 17m to ridge level in the District Centre. Outside the District Centre, the highest buildings will be up to 15m to ridge level and will occur along the Central Avenue spine within the District Centre and at the south western and south eastern gateways where employment and other commercial buildings will be located.

At key corners and at other prominent points in the plan such as those specified in the adjacant plan point features may be proposed with additional heights.

Other building features such as chimneys, wind vanes, plant and equipment might also exceed this height and will be subject to assessment when detailed designs are prepared.

The parameters identify all other buildings as being up to 12m above ground, and both exclude point features.

Whilst maximum building heights are set out within the parameters, the execution of height using scale, massing and roofscape plays an important part in defining the street scene. Height and roofscape variation should also be used to define key buildings, corners, enclose streets and spaces, define vistas stops and other way finding elements. Roofscape can also create distinctive design features where applicable (gables fronting the street for example).

LANDMARK BUILDINGS

Landmark buildings are exceptional, unique buildings that address important civic spaces. Their architecture and spatial design must exhibit defining characteristics which allow them to be distinguished from the surrounding development. Landmark buildings play a key role in enriching the urban experience by establishing memorable and recognisable nodes within Hanwood Park aiding legibility and wayfinding.

Note: Reserved Matters Applications related to Landmark Buildings will be expected to reflect their significance within the wider context of Hanwood Park. These will become some of the most visible and visited locations on site and their design must demonstrate a strong response to this significance. The opportunity is presented for buildings of outstanding architectural merit to be created which will be seen as exemplary building into the future. A design response of exceptional quality is anticipated through the bold yet sophisticated manipulation of form, scale, layout and materials.

Community buildings can be used to create a mixed use anchor

Schools create an opportunity for a new landmark building.

Landmark buildings designed to be sympathetic to their local context.

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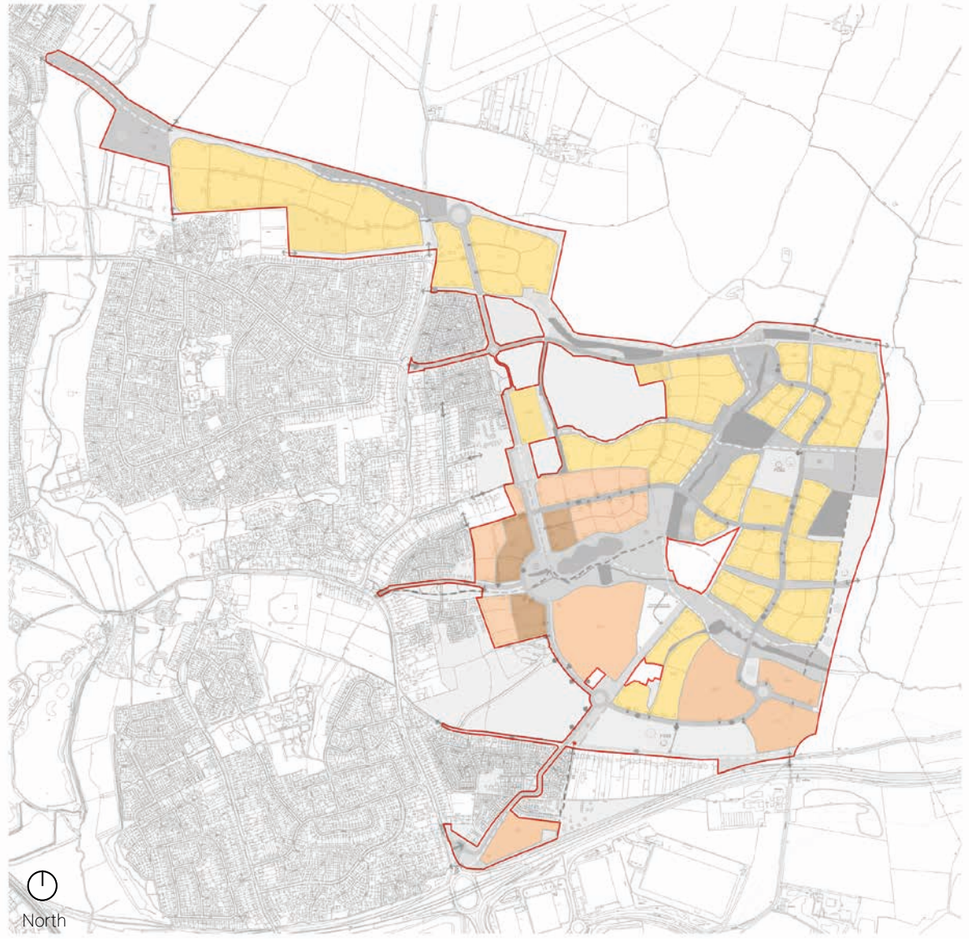

Building Heights & Key Views Plan

- Outline planning boundary
- Ridge height up to 12m
- Ridge height up to 15m
- Ridge height up to 17m

RESIDENTIAL DENSITY

The density parameter plan sets a permitted net density range of between a maximum density of 40 dwellings per hectare to the lowest densities of around 25 dwellings per hectare. Whilst the parameter plans sets the numerical parameters that must be accorded with, the adjacent residential density and character plan illustrates the principles of how density should be distributed across Hanwood Park based on the Neighbourhood characteristics that have been further developed as part of the MDC.

In summary:

- The density of development along rural edges will be relatively low and will rise towards the District Centre which will have the highest densities.
- Higher density areas may also occur at the Local Centres where apartments may be located close to and/or mixed with local facilities. The aim is to grade densities gradually through the development and to achieve variety and emphasis to particular locations through the density to be applied.

Future RMA's must clearly demonstrate how they have accorded with the above principles regarding residential density and character.

Lower density developments will typically have larger detached family homes on larger plots.

Medium density developments will have a greater occurrence of semi-detached and terraced homes.

Higher density developments will have a predominance of terraces, urban narrow fronted housetypes and/or apartments.

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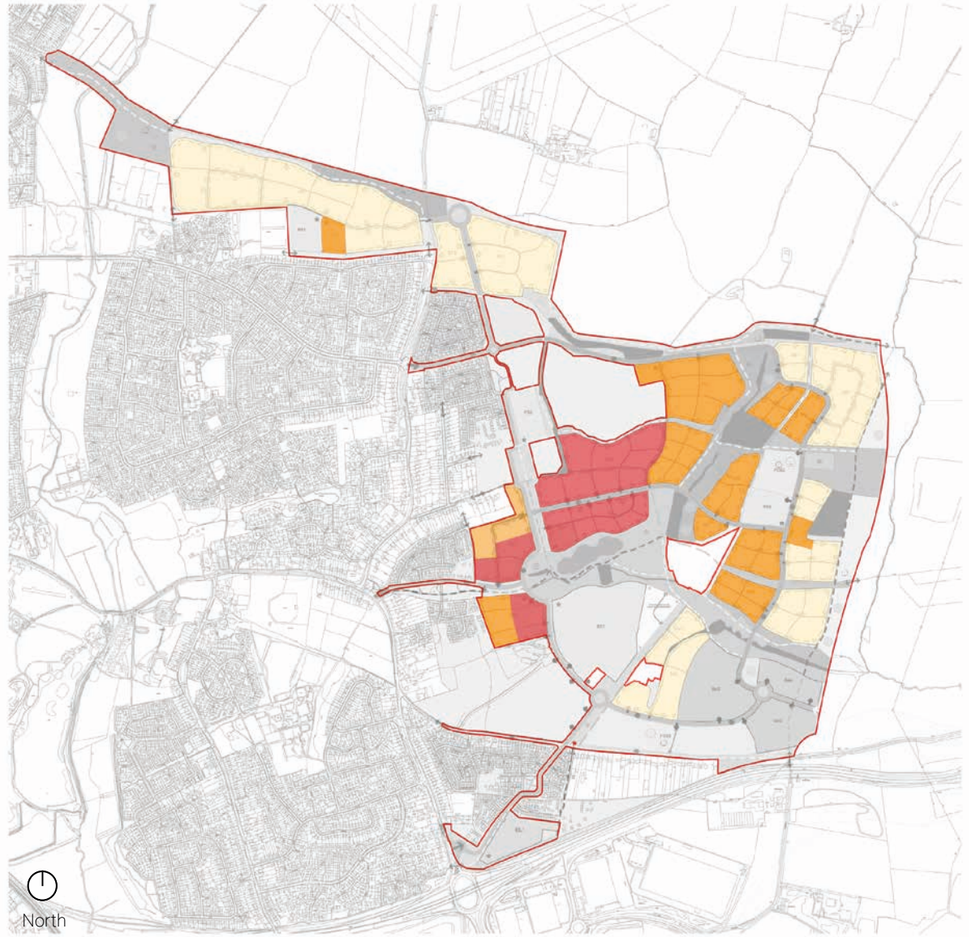

Residential Density and Character Plan

- Lower Average Net Density
- Average Net Density
- Higher Average Net Density

MARKER BUILDINGS

Marker Buildings are buildings in visually prominent locations or corners, addressing key routes and spaces. The positioning and architectural expression of these buildings should be given particular consideration at the design stage of RMAs to ensure appropriate treatment is achieved to reflect their prominence and status, demonstrating qualities over and above neighbouring buildings.

Key Design Principles

Marker Buildings should display enhanced architectural features such as:

- Distinct architectural form;
- Increased height;
- Increased expanses of glazing;
- Incorporation of additional external structures or features such as chimneys or projecting bays/ balconies
- Robustly formed porches;
- A differentiated plinth level;
- Feature banding at first floor level;
- Differentiating detailing or materials for window cills and heads;
- Corbelling detailing at eaves level;
- Enhanced detailing of gable frontages;
- Cladding such as tile hanging, weatherboarding or timber shingles;

This is not an exhaustive list of potential marker building features. Other alternative design measures may be explored and proposed. However, a clear design rationale must be provided to demonstrate how the marker building not only addresses a visually prominent location but also responds thoughtfully to its surrounding context

Marker Building Example

Marker Building Example

Marker Building Example

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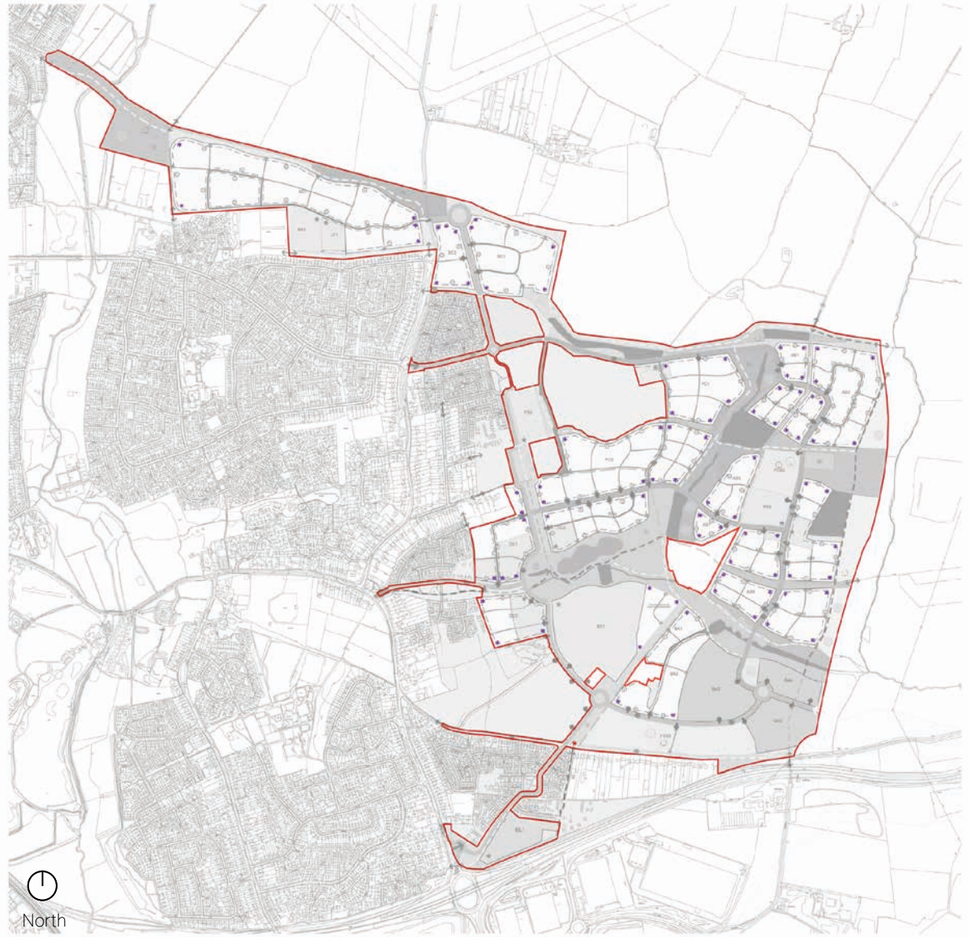


Marker Buildings

Outline planning boundary

Marker Buildings

FRONTAGE CHARACTERS

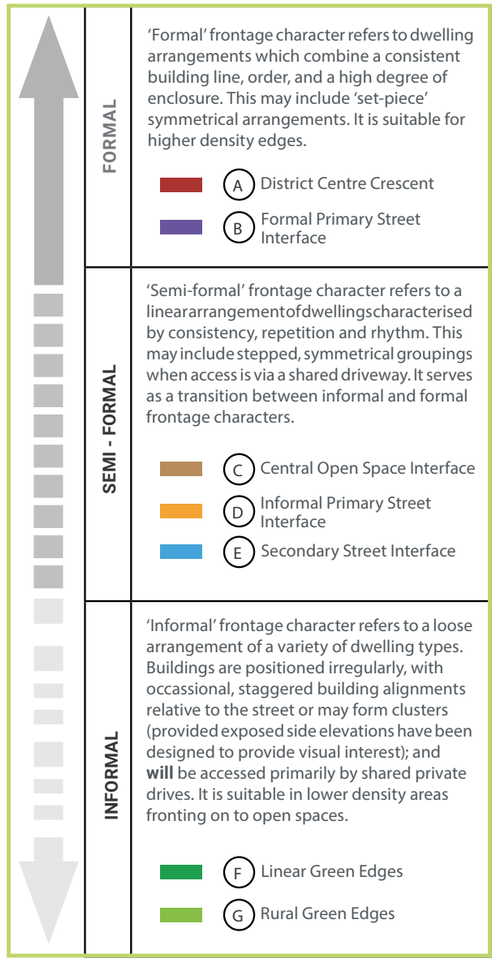
Frontage Characters refer to the interface of development edges with the public realm – where built form meets open spaces, routes or the boundaries of the site. They play a critical role in defining the character of the place and the quality of routes and spaces. It is defined by a number of factors including the formality or informality of the building alignment, the spacing between buildings, the boundary treatments and parking arrangements.

Well designed Frontage Characters will positively address the public realm, providing natural surveillance of the space and ensuring the new neighbourhood displays a varied but harmonious character.

Seven Frontage Characters have been identified across the site. These frontages have been grouped into three catergories in terms of their formality from most informal to most formal.

The ADCs that will follow this MDC will set out greater detail on appropriate design principles for these edges, such that Reserved Matters Applications must demonstrate suitable compliance with the principles that are specific to the Frontage Characters covered by their proposals.

Extract of Framework Plan



Formal to Informal

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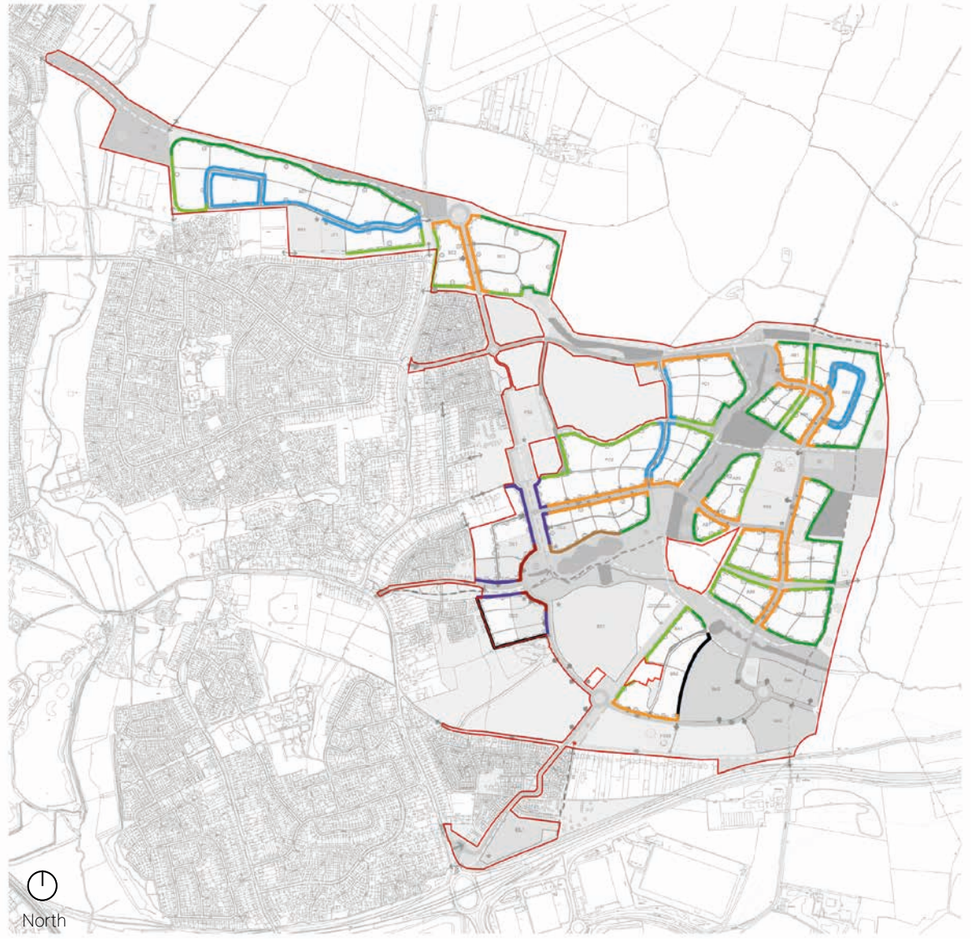


Frontage Character Plan

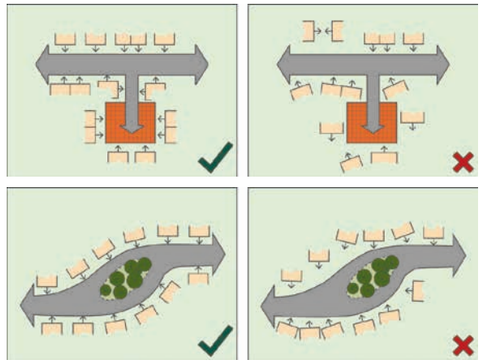
- Outline planning boundary
- Frontage Character A - District Centre Crescent
- Frontage Character B - Formal Primary Street
- Frontage Character C - Central Open Space interface
- Frontage Character D - Informal Primary Street
- Frontage Character E - Secondary Street Interface
- Frontage Character F - Linear Green Edges
- Frontage Character G - Rural Green Edges
- Built form siding /backing interfaces

PART D: URBAN DESIGN PRINCIPLES

RESIDENTIAL LAYOUT PRINCIPLES

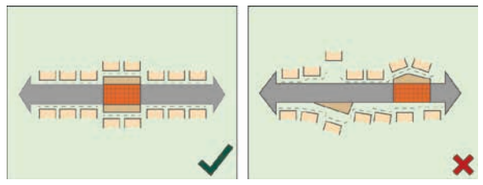
The following layout rules must be adhered to throughout all RMAs to achieve well designed streets and spaces:

Building orientation must relate to routes & spaces



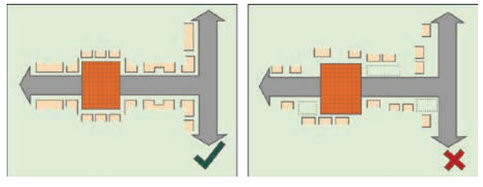
- Buildings must directly face routes and spaces such that their primary frontage is parallel to the edge of that route or space.
- Buildings must not be positioned at an angle to the back-of-footpath line, or to the defined edge of a shared surface.
- For informal arrangements the dwelling must still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

Building alignments must be coherent



- Building frontages should establish a common building line where they face routes or linear spaces (except in areas of lowest density with informal frontages).
- Rear and flank walls of garages and outbuildings should be considered 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 a minimum 1m, including landscaping should be maintained at all times.

Continuity & enclosure must be achieved

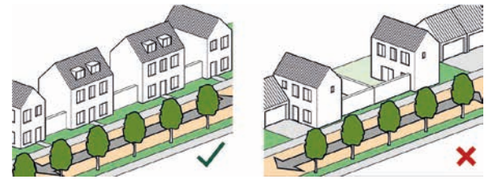


- All frontages along streets and spaces must be designed to create clear definition through legible continuity of building form, linkage and positioning.
- Public and private space must be clearly distinguished through continuity of frontage.
- 'Semi-public' space arising from lack of continuity or enclosure must be avoided.
- Adequate spacing for fire safety, access, servicing and maintenance must be provided between side-by-side detached dwellings, and RMAs must clearly describe and justify these dimensions.

HANWOOD PARK MASTER DESIGN CODE

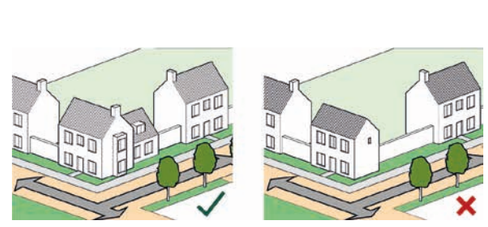
D: URBAN DESIGN PRINCIPLES

Routes and spaces must be addressed by active frontage



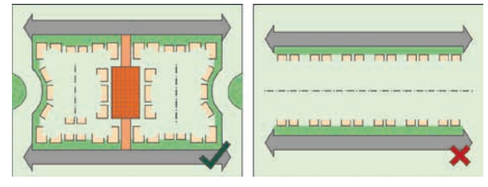
- Routes and spaces must be overlooked by windows to habitable rooms at ground and first floor levels, providing natural surveillance.
- Blank elevations largely devoid of windows must be avoided where they face, or are clearly visible from the public realm.
- Active frontage could be enhanced through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

Corners and plot sides must be positively resolved



- All buildings located on identifiable corners must positively address both directions. This could be achieved through the positioning of entrances, generous windows to habitable rooms, bay or oriel windows and/or balconies where appropriate.
- Building form must respond to defined corner plots by locating the tallest or largest element of the building mass directly on that corner.
- Corner-turning buildings must be positioned on defined corner locations.
- Where a corner plot forms the end of a row of street-facing dwellings, the dwelling may have its primary entrance positioned on its flank elevation. However, active frontage on both elevations must be ensured. Interest may be created through projecting windows and upper level balconies.
- Simply introducing one or two windows on a flank elevation will not represent an acceptable solution for a dwelling on a corner plot.

Groupings must form components of the layout

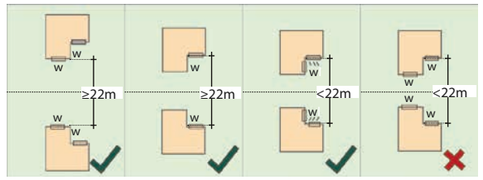


- Within development parcels, dwellings must be configured in identifiable groupings that define spaces of a certain character and function.
- Groupings must be discernible either as 'clusters' of buildings around a shared space, or configurations that address and define a particular space to their front.

D: URBAN DESIGN PRINCIPLES

Privacy must be maintained

- Direct views from dwellings into dwellings through windows on their rear and flank elevations must be avoided, either by back-to-back separation of >22 metres (1 to 2.5 storey properties) or through detailed design.
- Appropriate privacy measures in higher density areas where buildings are less than 22m apart should include: the use of opaque glazing or louvres, the angling or positioning of windows to avoid direct sightlines, the use of full-height screening to courtyards or terraces, the internal floor layout to control visual aspects and/or high/low level shaped windows.
- Habitable rooms must not be served only by opaque windows.
- Trees should be provided along rear boundary lines of gardens to provide veiled screening.

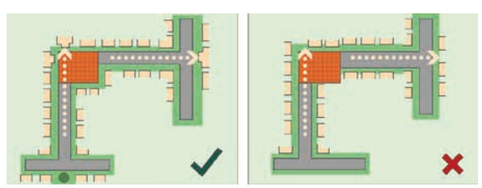


Connections & permeability must be integrated throughout the layout

- 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 should be avoided.
- Parking courts serving more than two dwellings must either be gated or offer a clear through-route to pedestrians.

Visual stops must 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' must be a carefully positioned marker building or landmark, 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.
- Marker buildings must define key corners and frame key views.



D: URBAN DESIGN PRINCIPLES

Car parking must 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 should 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. 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.
- A group of more than 4 parking spaces must be sub-divided by a landscape strip of minimum 1.5m, unless at least one large tree (at ultimate size) is planted in that row and that row has no more then 8 parking spaces.
- Designated on-street parking parallel to the carriageway must not exceed 3 spaces in a row without being subdivided by an area of landscape and sufficient space for planting of at least one street-tree (with the exception of the mixed-use areas).
- Tree planting used to mitigate the visual impact of parking must utilise cell structures under paved/ parking areas to provide the necessary rooting zones to cater for the growth and long term survival of trees.

Building positioning & plot sizes

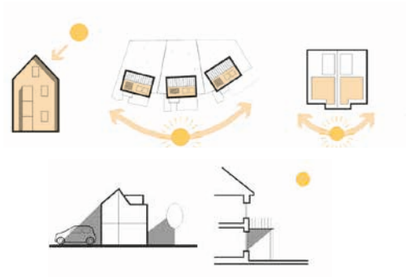
- The character of the residential neighbourhoods must be influenced by how buildings relate to the parcel on which they are located, and the size of the individual plot in terms of both its width and depth.
- As part of the envisaged character of Hanwood Park, RMAs must demonstrate a suitable variety in plot sizes / shapes, avoiding a rigid arrangement of dwellings on repeated plots. This should be expressed through subtle variations in the positioning of buildings on their plots (set backs). The degree to which this variety manifests itself in detailed layouts must be reflective of street type, housing density, typology and the neighbourhood area.
- In higher density areas, featuring mixed uses / terraced homes / linked homes / apartment blocks, a variety in set-backs should be occasional rather than prevalent. Buildings must achieve a clear definition of streets and spaces by generally adopting a common building line, but stepping back in carefully considered locations. This creates positive and usable spaces as an extension to the main route or space that the buildings face.
- In lower density areas with a greater proportion of detached dwellings, a greater variation in set back and plot size / shape will be appropriate. This allows the opportunity for more informal and organic streets and spaces to be formed.

STREETSCENE PRINCIPLES

All detailed proposals for development at Hanwood Park must adhere to the following streetscene design principles MDC. Subsequent ADC's will establish detailed design principles for architectural design that cover built form and typologies, layout, massing and materials. The ADC will not impose an architectural style on the development, but will set out a rationale to which future Reserved Matters Applications must adhere to.

Aspect & Orientation

- Dwellings should maximise the potential for roof pitches to face south.
- Dwellings should maximise potential for south / south west facing habitable rooms where possible.
- Dwellings should show consideration of solar shading principles to provide a comfortable habitable environment.



Frontages Addressing the Public Realm

- Dwellings which front the public realm must maximise the potential for active frontages with the provision of balconies, bays and/or other fenestration elements. This will provide natural surveillance and assist in creating animation along the street scene.
- Storage for bins and bikes must not be prominently visible on frontages facing the public realm.

Appropriate Character & Density

- Proposals must follow the gradation from formal to informal built form. This must be achieved by using appropriate and recognisable forms which relate to the relevant Neighbourhoods envisaged. For example mixed use / commercial areas must be distinct from 'rural edge' Neighbourhoods where neighbourhoods adjoin existing landscape.

HANWOOD PARK MASTER DESIGN CODE

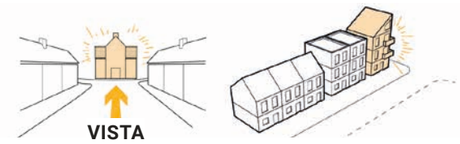
D: URBAN DESIGN PRINCIPLES

Silhouettes & Composition

- Dwellings must create unified and articulated silhouettes through repetitive roof forms within terraces and groupings of dwellings. This can be achieved, for example, through the use of chimneys or gables.
- Groupings of dwellings must be created using a considered composition of dwellings to reinforce a sense of street rhythm. Groupings are defined as "clusters of buildings" arranged around a particular nodal space or street.

Vista Stoppers

- Marker buildings must terminate the end of vistas or long views; address prominent corners and frame key views.
- Marker Buildings must be animated with key features such as projecting bays, large window openings, balconies and/or expressive roof forms.



Richness & Articulation

- Proposals must articulate the form along edges and corners, utilising shadows created by changing depths and recesses in the design of the elevation to create contrasts in tonal value.
- Design approaches must be enriched by the articulation of materials, texture, depth and occasional decoration.

Clarity & Rationale

- Dwellings must utilise simple forms and masses both individually and within a grouping of buildings.
- Dwelling features should be simple and honest to the purpose they serve, e.g. usable balconies.
- The use of structures and/or materials should demonstrate a rationale and may distinguish key elements of the dwelling such as projecting bays.
- Fake bricked-in windows should not be used.

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

Gable used to provide shelter to loggia and bay

Timber balcony unifies different fenestration

Order, Unity & Variety

- Variety should be achieved through handed, framed and repeated elements but groupings of dwellings forming street scenes must achieve order and unity within their overall layout and composition.
- Future proposals must achieve coherence, reading as a considered composition and not a random assortment of forms and types.

Response to Topography

- A coherent site-wide levels strategy must be developed to avoid significant level changes happening within the development parcels and plots. Where possible, shallow gradients should be accommodated within the public realm and landscape.
- Designs must respond to changes in topography, avoiding significant retaining walls where possible.
- Built forms must reflect changes in level either through a stepped footprint or split level massing.
- Built forms must consistently step down a slope.

Topography addressed through stepped footprint or split level massing

Building form steps down slope with distinctive stepped breaks

Individuality in Linked & Terraced Dwellings

- Dwellings which form part of a terrace or grouping of buildings must express individuality by celebrating entrances and openings. This can be achieved, for example, through alternating features such as projecting elements or set back elements within the composition of a group of linked dwellings.
- Where dwellings are grouped into single terraced blocks, or are linked, they must be legible as individual dwellings.
- Divisions between plots must be expressed.

HANWOOD PARK MASTER DESIGN CODE

D: URBAN DESIGN PRINCIPLES

Celebrate Entrances

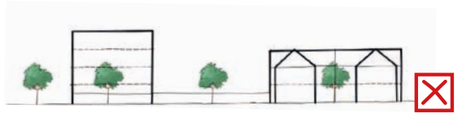
- Entrances to dwellings must add definition and create interest to the front elevation.
- Entrances must be provided with some form of shelter.
- Building entrances should be clearly expressed and 'celebrated' as a focus to the design of elevations, aiding in building legibility and positive frontage onto the public realm.

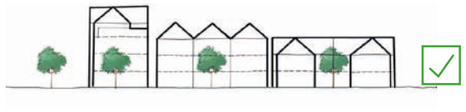
Double-height porch & loggia with gable highlighting entrance

Porch 'cut-out' of plan to create interest & 'protection' and provide shelter at entrance

Transitions in Scale & Mass

- Building heights, scale, massing and density should transition along a street to avoid sudden changes in character.
- Dramatic changes in style, features, materials and articulation of character must be avoided, either across streets or within perimeter blocks. The integration of styles and character should be seamless between parcel boundaries and character areas.
- Changes in character should preferably occur at the back of plots or at either side of major landscape features.
- Colours, materials and textures should be harmonious.
- There should be at least two unifying elements in every street scene. This may be the building line, the storey height, the window proportions, the materials or the colour.





APPENDICES

Reserved Matters Application Details:

Applicable Design Code:

Parcel Reference:

Developer:

Architect:

Landscape:

Highways:

Notes:

Wherever 'No' or 'Partial' is answered to any compliance question, an explanatory statement justifying non-compliance is required.

Explanatory statements will be submitted in support of the completed Compliance Checklist.

This MDC Compliance Checklist will be completed and submitted with all Reserved Matters Planning Applications.

Colour boxes as appropriate in black: **Yes** ■ **Partial** ☐ **No** ☐ **N/A** ☐

HANWOOD PARK MASTER DESIGN CODE
APPENDIX

Part A: Introduction		Yes	Partial	No	N/A
	Planning Background				
-	Has the Applicant familirised themselves with the Outline planning context and relevant documentation (including the Design & Access Statement)	☐	☐	☐	☐
	Compliance with Master Design Code				
-	Has the Applicant understood the Master Design Code's role, its hierarchy and structure?	☐	☐	☐	☐
-	Has the Applicant understood how to read the Master Design Code?	☐	☐	☐	☐
-	Have 'Code Breaker' elements (refer to Design Code Compliance) been included in the proposals?	☐	☐	☐	☐
-	Has the Applicant provided the RMA submission requirements?	☐	☐	☐	☐
	The Framework Plan				
-	Are the proposals in accordance with the Framework Plan?	☐	☐	☐	☐
-	Does the submitted material includes a layout plan that is in accordance with the Framework Plan (i.e. has the proposal been overlaid on Framework Plan)?	☐	☐	☐	☐

Part B: Vision, Background & Context		Yes	Partial	No	N/A
	Vision for Hanwood Park				
-	Does the proposal accord with the aspirations and vision for Hanwood Park?	☐	☐	☐	☐
	Key Constraints & Opportunities				
-	Does the proposal respond to the relevant strategic site wide features and constraints?	☐	☐	☐	☐

GROUP DISCUSSION WORKSHOP

GROUP DISCUSSION WORKSHOP

Hands-On Planning

- Group 1: Green & Blue Infrastructure
- Group 2: Access & Movement
- Group 3: Land Uses & Built Form

Attendees to split into the above focused groups to identify priorities, issues and/or key discussion points in the draft Master Design Code and Framework Plan.

REPORT BACK

NEXT STEPS

NEXT STEPS

WORKSHOP 1	WORKSHOP 2	WORKSHOP 3	REPORT
23 JULY 2025	30 JULY 2025	13 AUGUST 2025	AUG/SEPT 2025
PROJECT UPDATE & INTRODUCTION TO DESIGN CODING	MASTER DESIGN CODE & FRAMEWORK PLAN WORKSHOP	AREA DESIGN CODE 1 & REGULATORY PLAN WORKSHOP	SUMMARY REPORT CAPTURING THE KEY OUTCOMES AND INSIGHTS FROM THE WORKSHOPS