4

CHARACTER AREA DESIGN CODES

4.1 AN INTRODUCTION TO THE CHARACTER AREAS

The site's design revolves around its abundant landscape assets and is structured into four distinct character areas - the Neighbourhood Centre, Hillside and Woodlands, The Meadows, and River Valley. Each character area offers a unique blend of natural beauty, urban amenities, and lifestyle opportunities.

A brief description of each character area can be found at the beginning of each character area section. These sections describe the character area's access and movement, urban structure, and landscape principles. They also set out sub-character areas and key landscape areas, further clarifying the design objectives and intentions for each of the four unique character areas.

Detailed character Design Codes and future applicants should use the site-wide coding to identify the street design, car parking and block typologies that are relevant for use within each character area and then use the specific intentions set out in character area sections to inform the design response.

Future applicants should ensure that the proposals align with the requirements outlined in the Parameter Plans and follow the generic principles referenced in the Site Wide Coding section.

Neighbourhood Centre

The Neighbourhood Centre will play an important role in establishing the identity of the new community as a whole. It is envisaged as a mixed-use urban area. The Character Area is split into three sub-character areas: Local Centre, Urban Living and Primary and Secondary School.

The Local Centre fronts the Primary and Secondary Schools, and is based around a Market Square, activated by non-residential uses. The medium/high-density development in the Neighbourhood Centre will primarily consist of apartments and urban terraced forms, offering a range of housing options to meet the diverse needs of the community.

Along Crawley Western Multi Modal Corridor, taller buildings will be incorporated, creating a strong layered frontage and emphasizing the urban character of the area.

South of the Neighbourhood Centre is anchored by school building and grounds with a more formal character.

Hillside and Woodlands

The Hillside and Woodlands Character Area is situated south of the Neighbourhood Centre, and is characterised by a ridge-line to the north and ancient woodland to the south. Housing must make the most of the site's existing features, including topography, views, and mature trees.

To make the most of the stunning views from the elevated position along the ridge-line, designers should aim to create a strong and outward-looking frontage. Building lines should follow the edge of the Ridgeway Park and streets should be oriented to ensure views and ease of movement from the local centre.

In contrast, the south of the area is defined by its contained and intimate woodland setting, enclosed by pockets of ancient woodland and woodland belts. Housing will generally be lower density with a more informal layout than along the ridge-line. Frontages should feel contained and private given their woodland enclosure.

The Meadows

The Meadows Character Area is defined by its centrepiece, Meadows Park, and will offer a diverse range of housing options to accommodate a variety of lifestyles and needs.

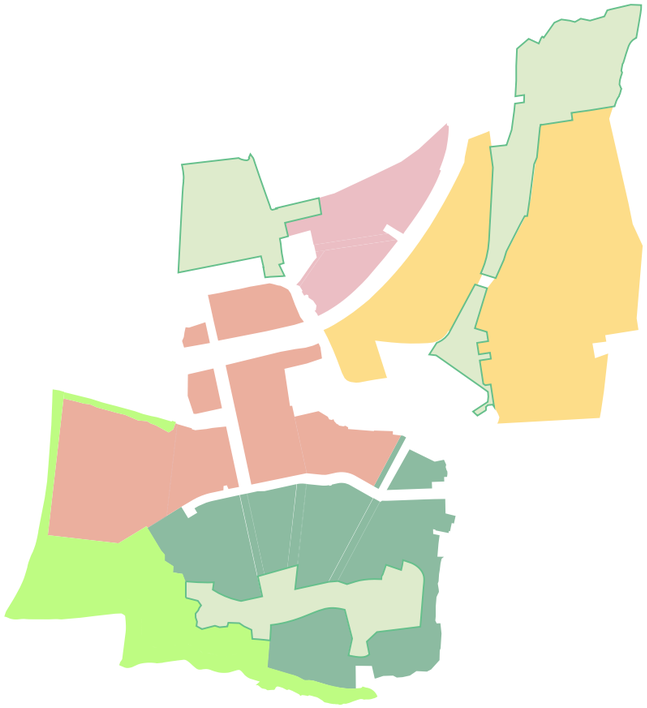
To the west of Meadows Park, the housing will be designed for higher density and predominately consist of apartments, forming an urban edge facing Crawley Western Multi Modal Corridor and a soft edge facing Meadows.

To the east of Meadows Park, the housing will be lower in density with some taller marker buildings for emphasis and enclosure. Front onto the Ifield Brook and Meadows, housing will be outward looking whilst respecting the landscape setting.

River Valley

River Valley Character Area is the mixed use employment area, home to businesses within the Community and co-located with higher density housing.

It is immediately north of The Meadows, presenting an urban frontage to the Crawley Western Multi Modal Corridor while respecting the nature of adjacent River Valley Park.



Character Areas

- Neighbourhood Centre
- Hillside and Woodlands
- The Meadows
- River Valley

Sub-Character Areas

1. Local Centre
2. Urban Living
3. Schools
4. Hillside
5. Woodlands
6. Western Meadows
7. Eastern Meadows
8. River Valley

Key Areas

- A Market Square
- B The Grove Sports Hub
- C Ridgeway Park
- D Meadows Park
- E River Valley Park
- F Area Managed for Nature Conservation Purpose

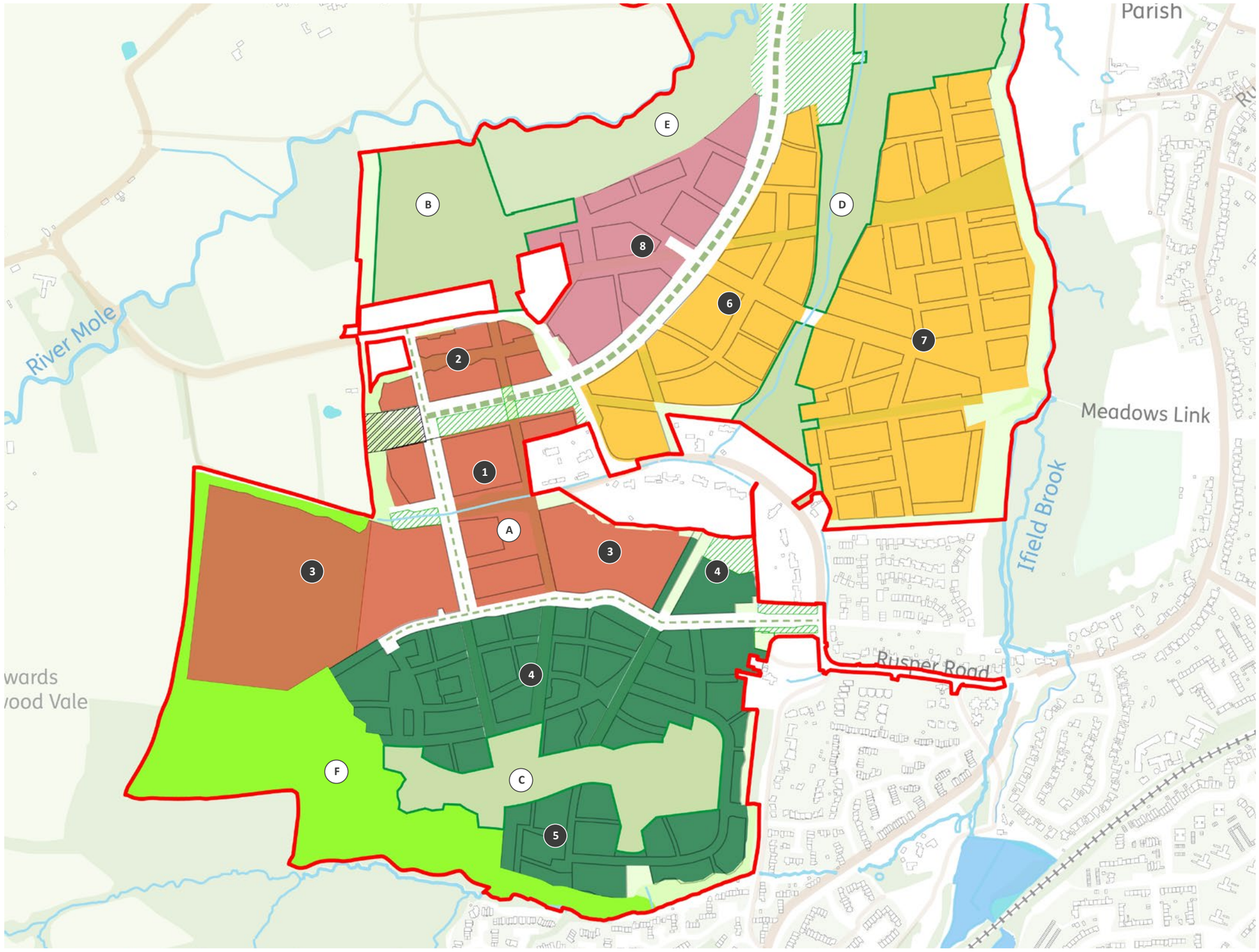


FIGURE 1 Character Areas

4.2 NEIGHBOURHOOD CENTRE

4.2.1 VISION

The Neighbourhood Centre is located along the western edge and sits within a framework of existing linear tree belts in low lying flat land to the south of the River Mole. It accommodates the local centre, urban living, primary and secondary schools, and the grove sports hub. It is characterised by a higher intensity of built form and activity and 'urban' feel, especially around the local centre, nestled within the existing mature trees.

- **Sub character area 1 - Local Centre**

The local centre holds a key position within the masterplan and will act as a community and commercial hub and focal point for the neighbourhood. It is strategically located on key intersections within the movement network and just off the CWMMC. It will provide a range of essential local facilities to meet the needs of residents in the neighbourhood, including retail, commercial, community and health facilities.

- **Key Area A - Market Square**

The Market Square will provide a large flexible open space which acts as a focal point within the Local Centre, anchoring retail and community uses as well as including a Mobility Hub. The square must be attractive, accessible and engaging for all residents and visitors. The square shall be a flexible space playing host to festivals, community events, pop-up shops, food stores and farmer's markets.

- **Sub character area 2 - Urban Living**

This residential area forms part of the Neighbourhood Centre with easy access to a wide range of amenities and services.

- **Sub character area 3 - Primary and Secondary Schools**

High quality schools are a valuable component in establishing West of Ifield as a place that people want to live. Schools play a role in establishing the civic character of the place; the value placed on education; and the opportunities to engage in communal life. Harnessing opportunities to connect schools to the neighbourhood centre will support the extended use of school sites; foster all-age learning; and strengthen community cohesion.

The secondary school, in addition to attracting families through provision of high quality education facilities, will provide West of Ifield with a wealth of community level sporting facilities that can support West of Ifield as a healthy and active place to live.

The wider catchment of secondary education reinforces the importance of connectivity to good quality cycle networks and provision of secure cycle parking facilities for pupils and staff. The topography and existing green infrastructure of the site provide opportunities to provide a bio-diverse rich learning environment with long views over open countryside.

- **Key Area B - The Grove Sports Hub**

The Grove Sports hub is a centrally located and accessible hub for sport within the community. It will support all residents to live healthy active lives combining both facilities for sports with those for meeting and connecting socially to support mental well-being.

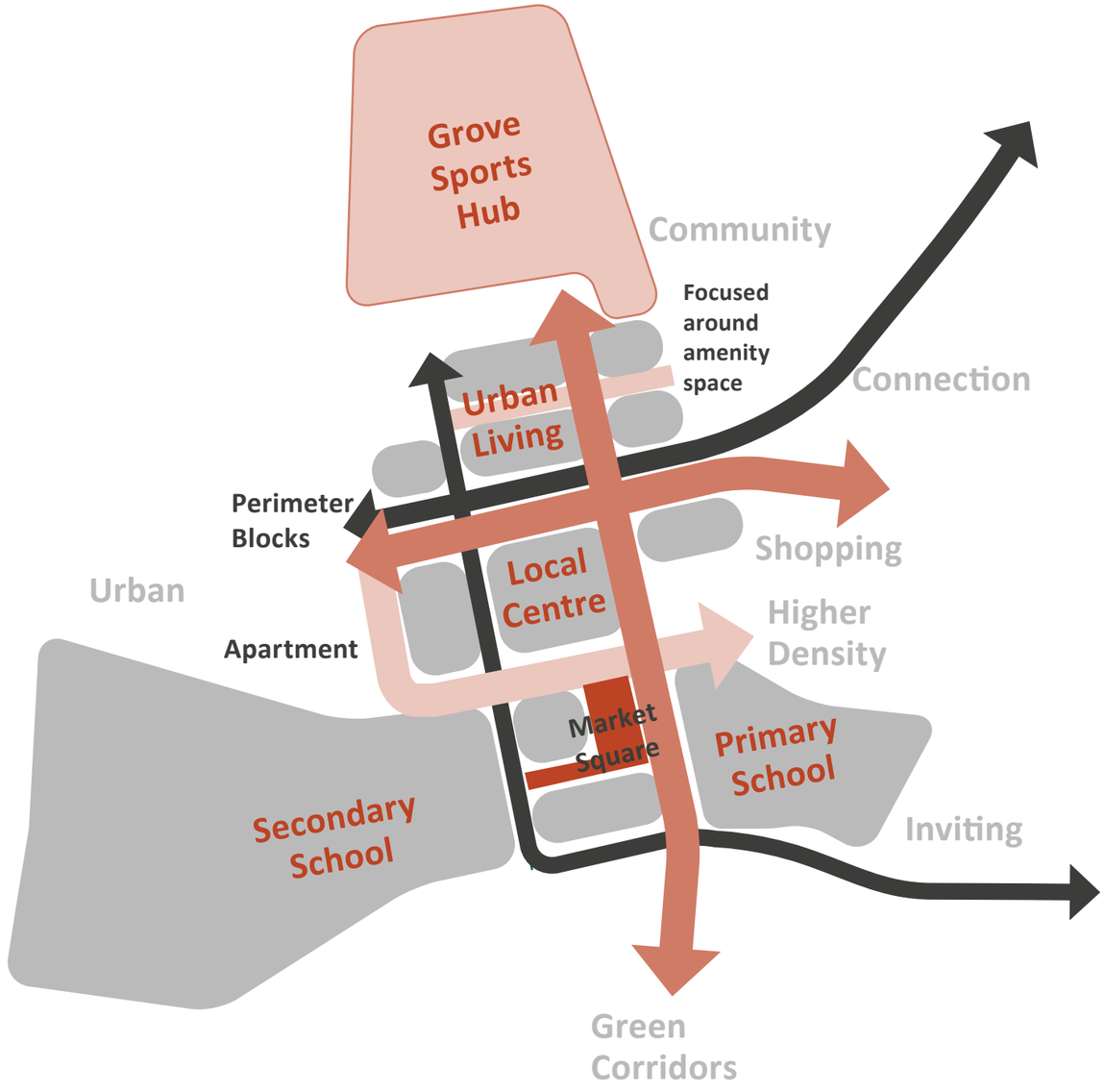


FIGURE 2 Character of Neighbourhood Centre Character Area

4.2.2 DESIGN PRINCIPLES

The diagram emphasises key urban design and place-making influences that must be considered and integrated into future layout designs.

Designers are responsible for offering a suitable interpretation of each urban principle illustrated in the left diagram, while carefully considering the specific context, setting, and character of the area.

For more detailed explanations of the design principles, please refer to the following pages.

KEY

- Hybrid Application Boundary
- Area Applied for in Detail

Access and Movement

- CWMMC (Detailed Proposal)
- The Primary Street (Detailed Proposal)
- Indicative Vehicular Access
- Primary Pedestrian and Cycle Links
- Enhanced Public Rights of Way
- Mobility Hub, including Bus Stop (Detailed Proposal)

Urban Structure

- CWMMC Frontage
- Primary Road Frontage
- Commercial Frontage
- School Frontage
- Green Space Frontage
- Marker Buildings
- Primary Gateways
- Key views

Landscape

- Green Corridors
- Public Square
- The Grove Sports Hub
- Amenity Green Spaces

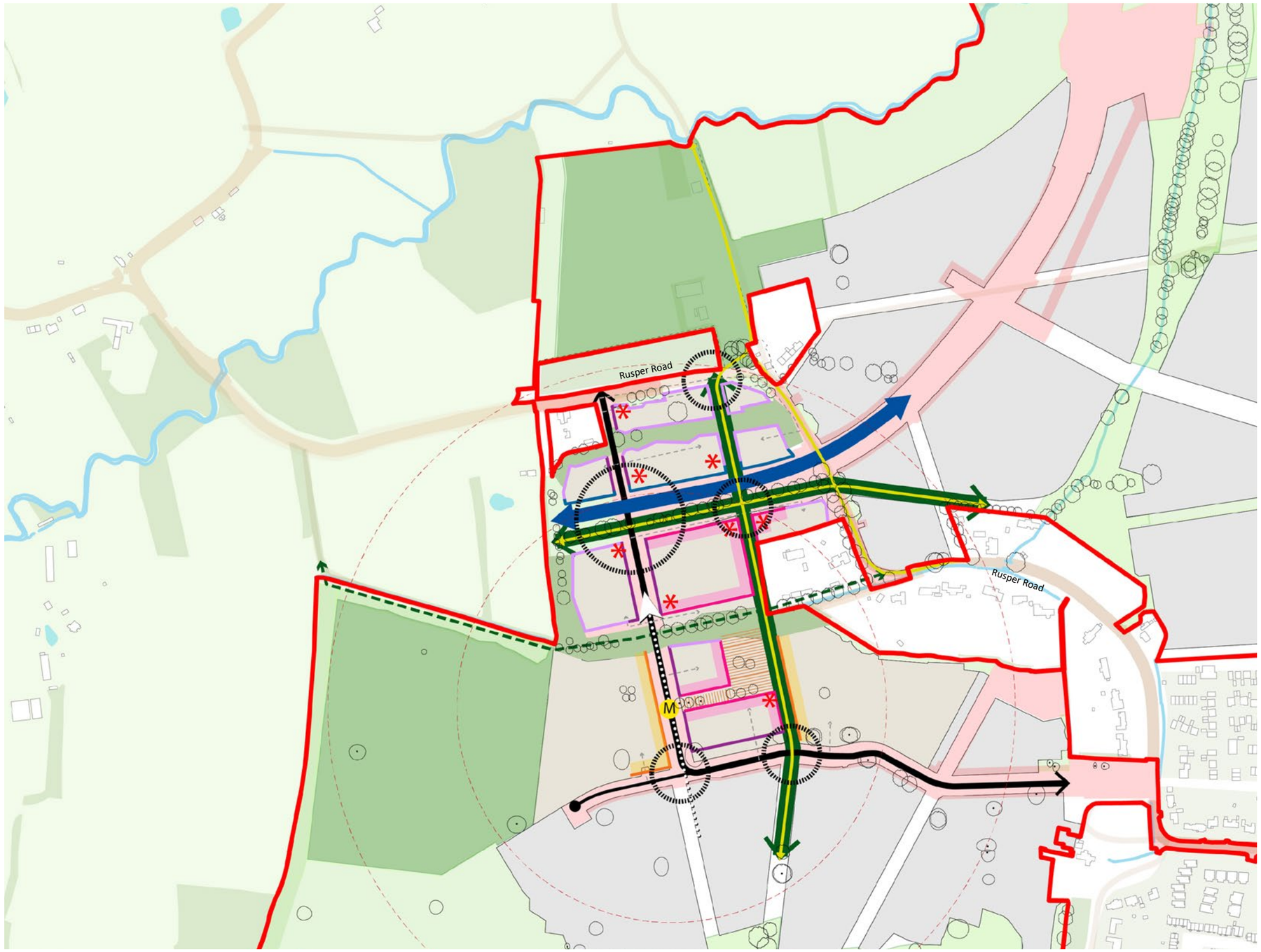


FIGURE 3 Neighbourhood Centre Urban Design Plan

4.2.3 ACCESS AND MOVEMENT

OPA Coding

Pedestrian and cycle movement

1. The Neighbourhood Centre must be **permeable** with strong north-south connections and civic spaces as defined within the parameter plans. These links and spaces must allow the landscape to filter through and inform the character of the area.

2. The **north-south green corridor** connecting to Ridgeway Park and **east-west green corridor** connecting to Meadows Park must be predominately pedestrian and cycle spaces.

3. **Proposed pedestrian and cycle** links must be well connected to the existing Public Rights of Way.

Vehicular movement

4. The movement of vehicles within **green corridors** will only be permitted for the purposes of servicing and emergency access. A traffic calming measure must be applied when a street dissects the green corridors.

5. Vehicular accesses for **servicing or car parking**, must not directly interfere with commercial frontages and must be strategically designed to maintain pedestrian and cycle priorities**.**

6. **Cycle parking** must be well-located while considering the character and setting of surrounding buildings and open spaces.

7. **Surface car parking** must be integrated well into the public realm design.

8. **Under-croft car parking** must be well-designed to avoid creating dead fronts and isolating the building from activities on the street.

9. **Short-stay parking** must be designated on the street, strategically located near commercial or amenity areas**.**

10. **Delivery zones** must be strategically located to minimise conflicts with pedestrian and cyclist movements.

Reserved for Future Design Stages

- Service and parking access should primarily be from the Primary Street. For plots not adjacent to the Primary Street, service and parking may potentially be accessed from a controlled route that does not compromise pedestrian and cycle priority through Green Corridors.

Notes

The vehicular access as shown opposite is indicative and based on the illustrative masterplan. Detailed design may therefore vary.

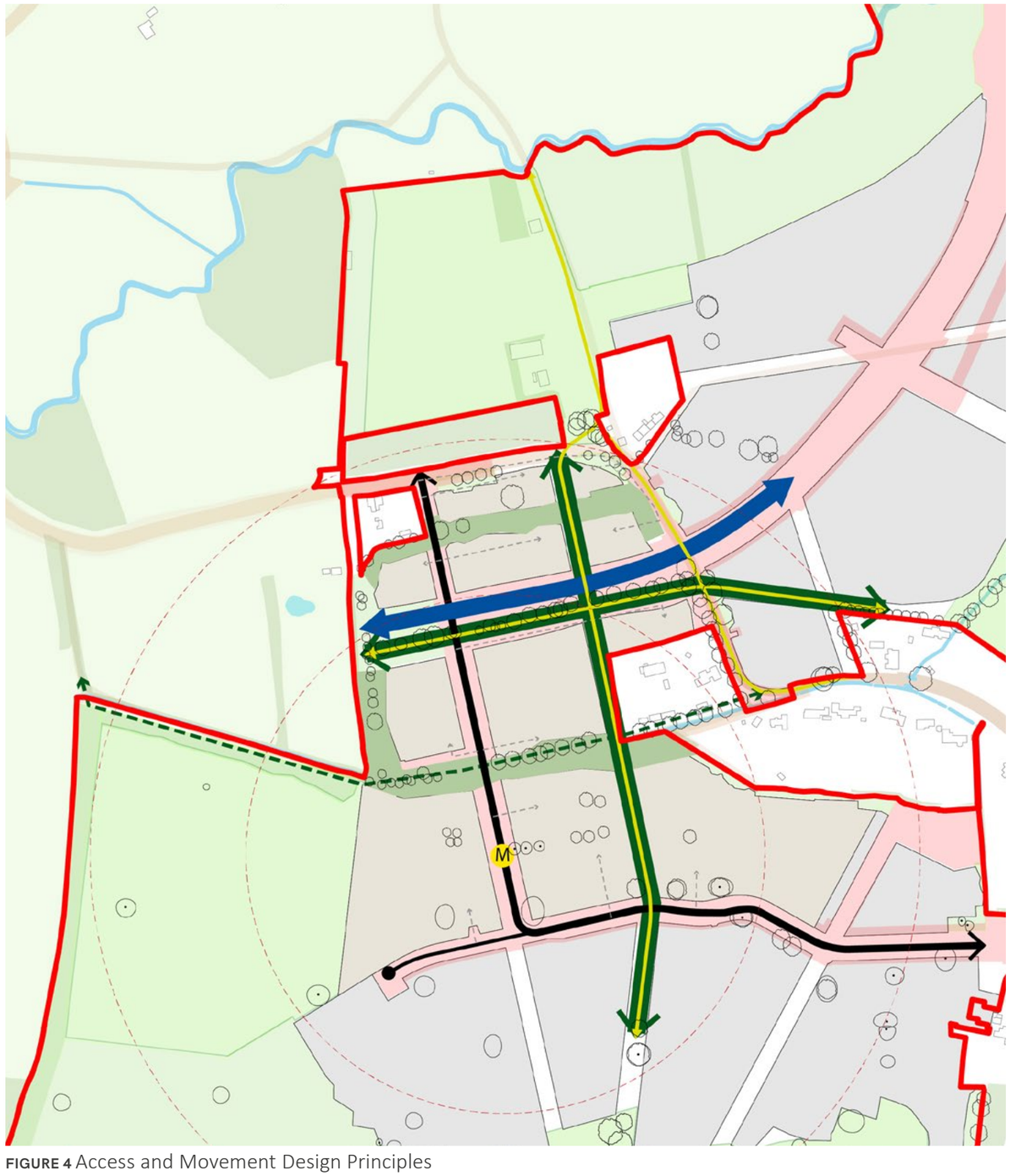


FIGURE 4 Access and Movement Design Principles

4.2.4 URBAN STRUCTURE

OPA Coding

Views

1. The alignment of the plots must ensure that long views are preserved, and a sense of openness is maintained throughout the neighbourhood.

2. The long view from Ridgeway Park must be terminated by marker buildings or landscape features located along the Primary Road.

Marker Buildings and Gateways

3. On entering the local centre, **gateways** must be provided to create a sense of arrival. Gateways must be designed to be visually appealing, easily identifiable, and integrated with the local character and identity.

4. **Taller buildings** must be considered around the Market Square, along the Primary Street and along the CWMMC frontage.

5. **Key corners and heights** must be located to define gateways and key entrance points within the neighbourhood.

Frontage types

6. **CWMMC Frontage** must be continuous with minimum breaks, creating an urban hard edge condition.

7. **Primary Street Frontage** must have strong formal and continuous building line.

8. **Engaged Frontage** must be along the north-south green corridor and around the market square to create a vibrant environment and enhance the street scene. This is particularly important for the link between the two schools across Market Square, where frontages should incorporate encouraging architectural elements to establish a visual connection between the two schools.

9. **School Frontage** must be inviting and active. Blank wall and non-active frontage must be minimised.

10. **Green Space Frontage** must provide defensible spaces for residential and other uses blocks especially those fronting pedestrian and cycle routes. The defensible spaces must be with soft treatment to respond adjacent green spaces.

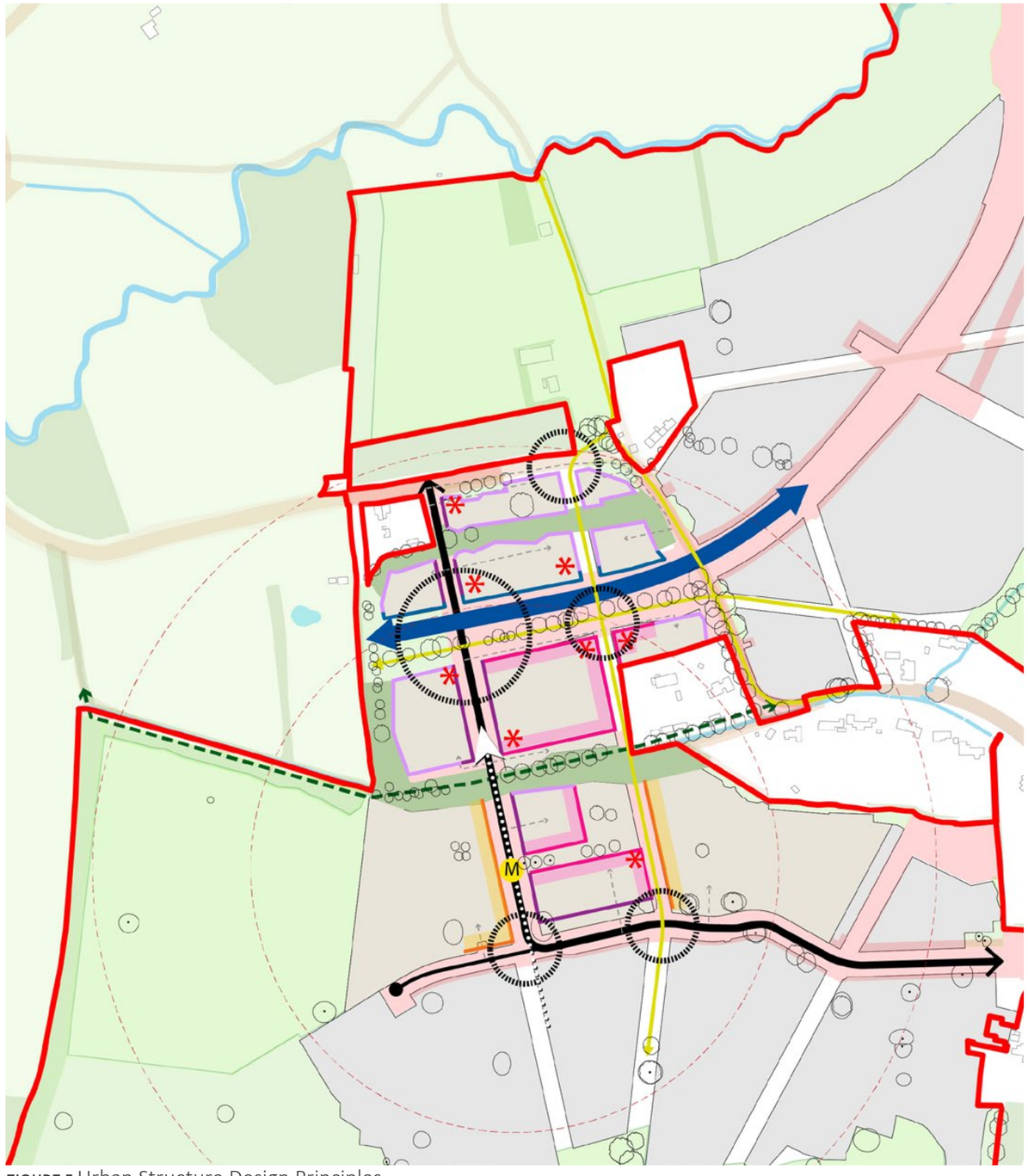


FIGURE 5 Urban Structure Design Principles

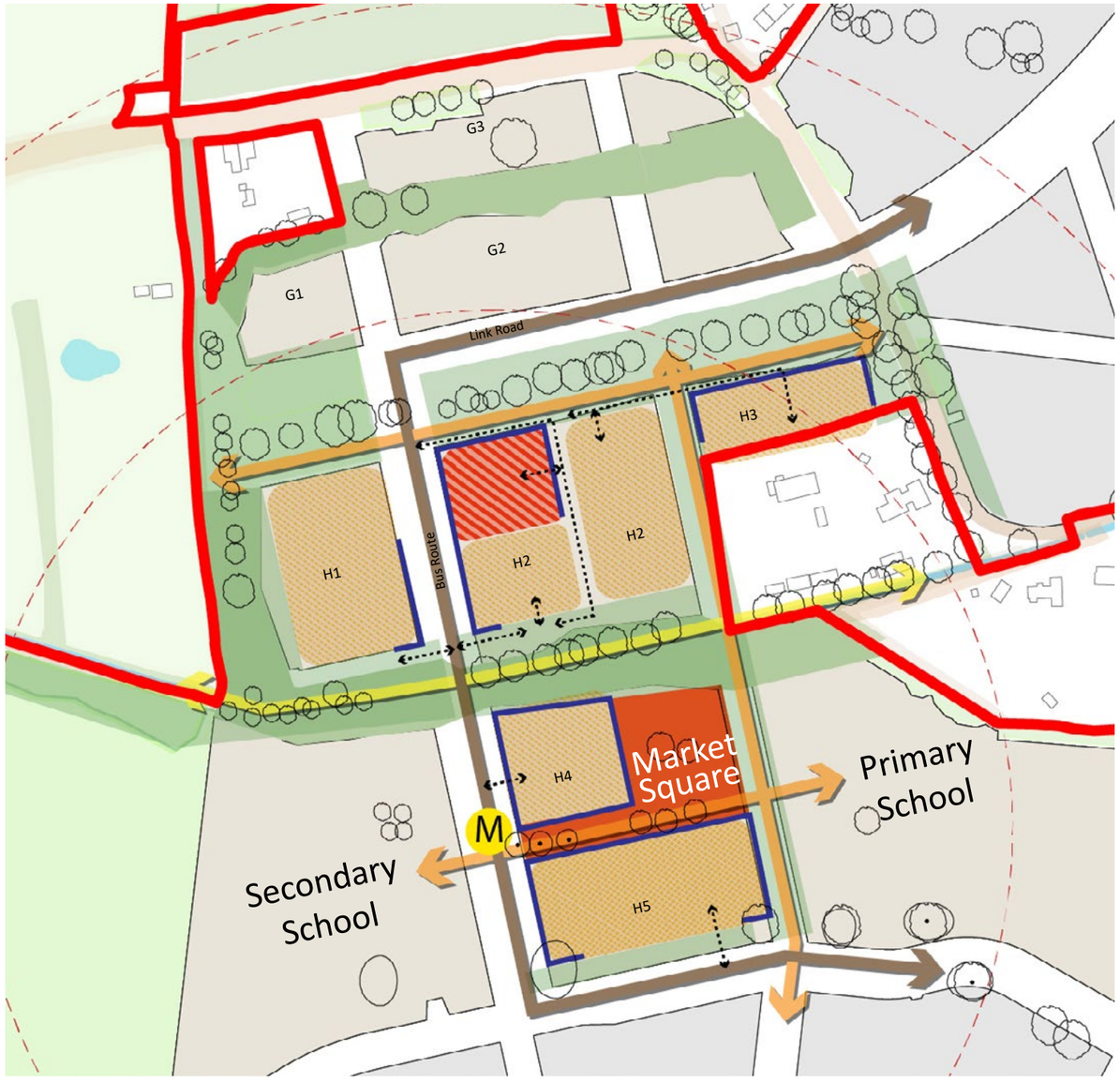
4.2.5 SUB CHARACTER AREA 1 - LOCAL CENTRE

OPA Coding

1. The Local Centre must create a diverse mix of uses and concentration of activity to serve the neighbourhood.
2. A range of flexible spaces must be provided which can be used for multiple purposes and are able to adapt to future community needs. Taller ground floors must be provided to add to the flexibility.
3. The centre must be accessible to all and include priority and supporting facilities for walking, cycling and public transport.
4. The centre must be designed to provide safe and easy access to Primary and Secondary School.
5. Food store must be designed to provide direct relationship with the CWMMC, Primary Street and public transport.
6. The centre must be designed with an inviting public realm with landscaping, street furniture and other distinctive features that help to create a sense of place and minimise the opportunities for crime and anti-social behaviour by ensuring good natural surveillance.

Reserved for Future Design Stages

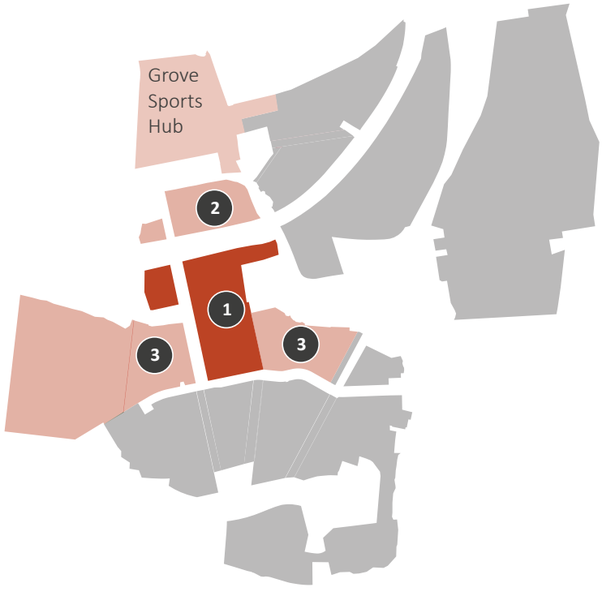
- Deliveries to non-residential uses should be considered from the outset. The layout design should include bays for front loading for small units at designated times of the day and larger bays at the rear or well sheltered from the public realm for larger units such as food store. Concealed storage for trays and boxes resulting from deliveries should be provided near servicing areas, so no clutter is left on the public realm.
- Detailed Character Area Codes should promote the use of artwork to reinforce identity of the local centre.



Key Diagram Showing potential arrangement

- Potential for Mixed Uses Blocks with Residential above
- Potential Active Frontages
- Potential Location for Food Store
- Indicative Market Square
- Pedestrian/Cycle Links
- Bus Link
- Green Link
- Service Access Road
- M Mobility Hub (inc. bus stop)

FIGURE 6 Local Centre Plan



Illustrative 3D view showing the Vision for the Local Centre

Key Characteristics

1. Market Square
2. North-south Green Corridor
3. Primary School
4. Secondary School
5. Urban forest
6. Pedestrian, Cycle and Bus link
7. Food store
8. Leisure Centre

Note: Plan and 3D layouts are indicative of a suitable arrangement that fits within the constraints and parameters of the site; but is not a proposed design. Only the Parameter Plan level of detail is mandatory. Design development of each area is to be undertaken at RMA stage.

4.2.6 KEY IDENTITY FEATURES - ARCHITECTURE

OPA Coding

1. The Neighbourhood Centre must be formed by residential perimeter blocks of apartments and maisonettes, which integrate podium car parking with courtyard amenities above the deck and community uses on the ground floor.

2. The blocks must clearly define the edge of public spaces and streets in the neighbourhood centre by establishing continuous building lines and a consistent datum between three and five storeys, with a subtle articulation of heights.

3. Communal residential outdoor amenities must be provided in courtyards, which can be easily accessed through the vertical circulation by all residents irrespective of tenure and include landscaping, green, play and seating.

4. The ground floor layout must develop active frontages that animate and overlook the public realm. Uses must be distributed to respond to the space that they front, with commercial and community uses preferably oriented toward key links and public spaces.

5. Ground floor residential uses must contribute to animating and overlooking the street, with frequent generous openings from active living spaces. Yet, privacy must be ensured to homes by introducing a privacy zone as a consistent landscaped buffer.

6. A servicing solution which safeguards quality, character and access for residents and users of the local centre should be developed by avoiding conflict with deliveries and waste servicing.

7. The entrances of parking garages must avoid facing directly key spaces and pedestrian links and other retail, community and residential entrances. They should be, where possible, located in less prominent locations on secondary streets. Car parking entrances should also be fully integrated with the elevation composition and materiality.

Sample mixed use block illustrating how to integrate retail, residential and parking uses with amenity space

1. Communal entrance
2. Active Frontage
3. Communal Courtyard
4. Residential
5. Landscape Buffer
6. Car Parking
7. Bike Store
8. Private amenity

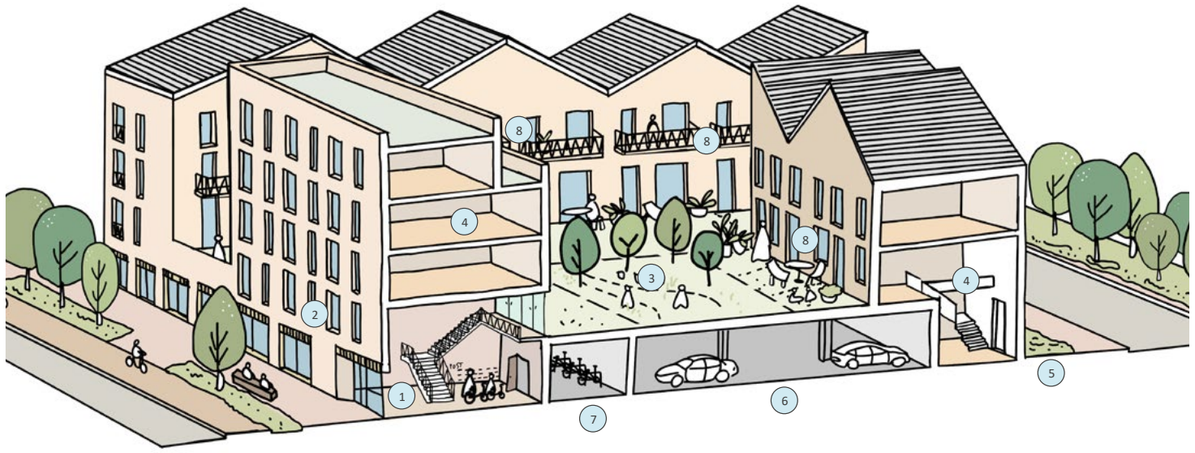


FIGURE 9 Neighbourhood Centre typologies key features.

FIGURE 7 Retail & community uses under residential.

FIGURE 8 Neighbourhood Square

4.2.7 KEY AREAS - MARKET SQUARE

OPA Coding

1. **Character:** The character must be urban, reflecting its strategic location within an appropriate sense of enclosure achieved through the orientation of frontages and tree planting around the square.
2. **Existing Features:** The layout of the square must respond positively to the existing mature tree belt located to the north and existing trees within the square, complimenting the setting. Tree root protection areas must be protected with soft landscaping located under existing trees where possible.
3. **Uses:** The layout must respond to the uses within the plots around the market square.
4. **Pedestrian Priority:** Flexible shared surface must be used along the stretch that provides vehicular and service access to Plot H4, in order to slow traffic and emphasise pedestrian priority.
5. **Bike Parking:** The design of the square must comprise a mobility hub, including generous bike parking with parking for trailer bikes.
6. **Legibility:** Use of planting and paving materials must be used to promote movement legibility and way-finding, and further demarcate the square.
7. **Programming:** Soft and hard elements must be designed to accommodate events and seasonal festivities including seasonal lighting. The square must include infrastructure for events including power and water supplies.
8. **Spill-out Spaces:** Ground floor non-residential uses must be arranged to spill-out to activate the market square.
9. **Seating & Aspect:** Seating must be situated to make the most of the south facing aspect. This will allow people to enjoy watching activities within the square. Seating must include a mix of options including seats with backs and arm rests that are warm to sit on (timber or similar).
10. **Planted Buffers:** Tree planting and soft landscaping must be used to buffer the square from passing traffic along the primary road.
11. **Play:** Informal play on the way opportunities must be incorporated on the route linking the square to the Secondary School which could include a youth element such as table tennis tables.
12. **Lighting:** Lighting columns within the square must be designed to be able to accommodate other civic items to reduce visual clutter including; banners for events, hanging baskets, high level power for Christmas decorations and low level power plug in for events, as well as CCTV if required.

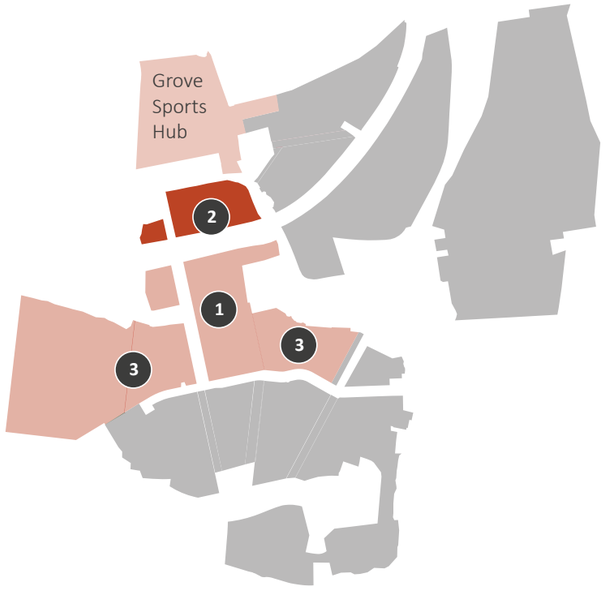
Reserved for Future Design Stages

- **Materiality:** Materials, street furniture and lighting are to be developed at detailed design stage.
- **Management:** Management and adoption arrangements including arrangements for events.

FIGURE 10 Illustrative Market Square Plan

Note: Plan layout is indicative of a suitable arrangement that fits within the constraints and parameters of the site; but is not a proposed design. Only the parameter plan level of detail is mandatory. Design development of each open space is to be undertaken at RMA stage.

4.2.8 SUB CHARACTER AREA 2 - URBAN LIVING



OPA Coding

1. The plots must primarily consist of a mix of apartment buildings, town-houses, and semi-detached houses.
2. Apartment blocks must be designed to hold the corner and address both streets.
3. Houses must be front onto the primary routes. Car parking must avoid dominating the frontage of the houses. (Figure 12)

FIGURE 11 Continuous frontage facing the primary road

FIGURE 12 Houses facing pedestrian and cycle route

Sample residential block showing integrating apartments and town-houses with shared and private amenity space

1. Communal entrance
2. Active Frontage
3. Communal Courtyard
4. Landscape Buffer
5. Parking Court
6. Shared Bike Parking
7. Private amenity
8. Continuous Front on Link Road
9. Well-defined Corners
10. Apartment Block
11. Houses

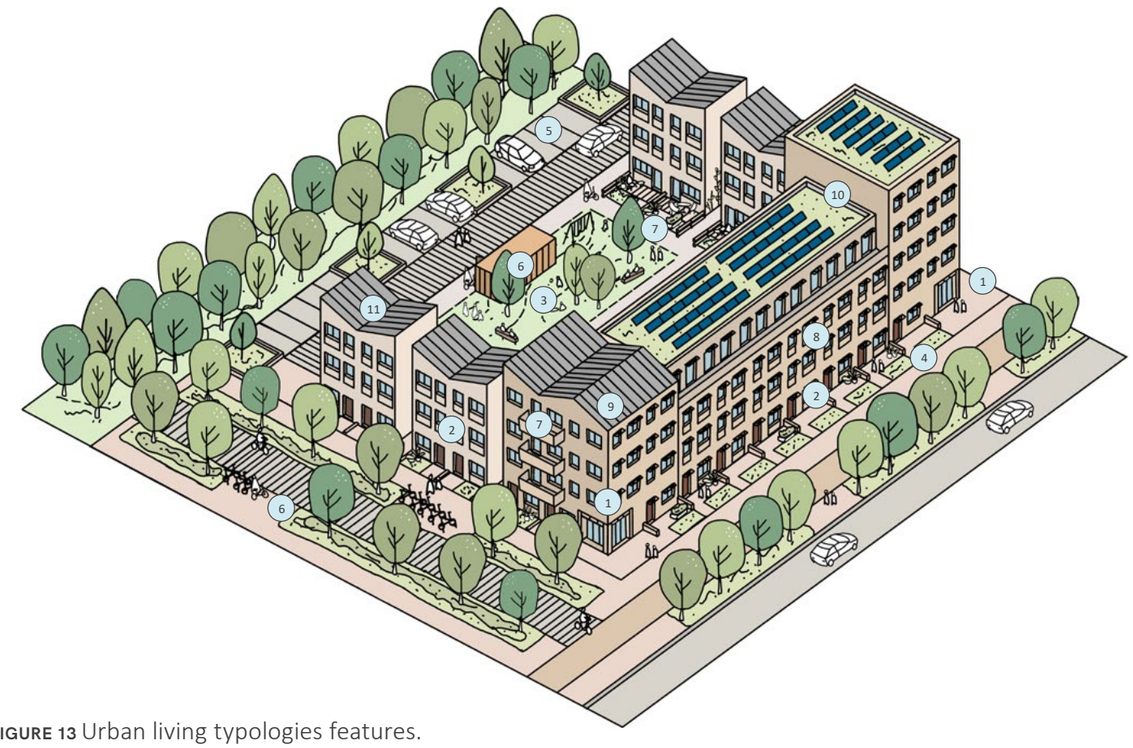


FIGURE 13 Urban living typologies features.

4.2.9 SUB CHARACTER AREA 3 - PRIMARY SCHOOL

OPA Coding

1. The Primary School must prioritise access by cycling and walking. Vehicle access to school sites should be limited to staff and delivery vehicles only, with the extent of roadways within the school site minimised (e.g. delivery bay accessed off the car park).

2. The Primary School must be fronted by a school square of sufficient size to allow parents and carers to gather without impacting adjacent rights of way.

3. The school square must be excluded from calculations of school play areas and be integrated with the wider public realm through shared surface treatments, planting and street furniture.

4. Generous seating and playable landscape elements should be used to define the school square and break up direct paths of travel, providing hostile vehicle mitigation. Security fencing and crush barriers must not be used.

5. Cycle parking for visitors must be provided within the school square. This should be in addition to pupil and staff cycle parking, which should be located behind the school secure line.

6. The main school entrance and entry reception must have a direct relationship with the school square. Staff offices should be located to provide passive surveillance of the school square.

7. School buildings and boundary treatments directly facing the square must be built from robust, durable materials that define a civic quality - the use of renders, lightweight cladding and security fencing will not be acceptable.

8. A dedicated entrance to the school nursery must be provided with direct access from the street via an external airlock arrangement.

Nursery entrances should be off the school square where possible.

9. School squares must not be used for vehicle drop-off /pick-up by parents and carers. Controlled vehicle access for SEND pupils may be acceptable subject to suitable calming measures and vehicle segregation. SEND pupil drop off must not overlap with or share service access for waste collection/kitchen deliveries.

10. Service areas and bin stores must be provided with screening (walls, louvres, closed fencing or dense planting) to both playground and public realm.

Reserved for Future Design Stages

- School halls should be accessible from the school square for community events. Facade treatments should avoid low level glazing that allows views into the hall from street level.
- Key communal spaces of the school (such as the hall) should be marked by taller building elements.
- A flexible space for controlled access by parents/ carers and visiting professionals during the school day should be considered with direct access from the school reception and a relationship with the school square.

Illustrative feature View of the School Square

1. Cycleway
2. School square
3. Consistent paving
4. Seating and planting
5. Cycle parking
6. Visitor's entrance
7. High quality boundary
8. Nursery entrance
9. School signage
10. Service area
11. School hall
12. Double height space

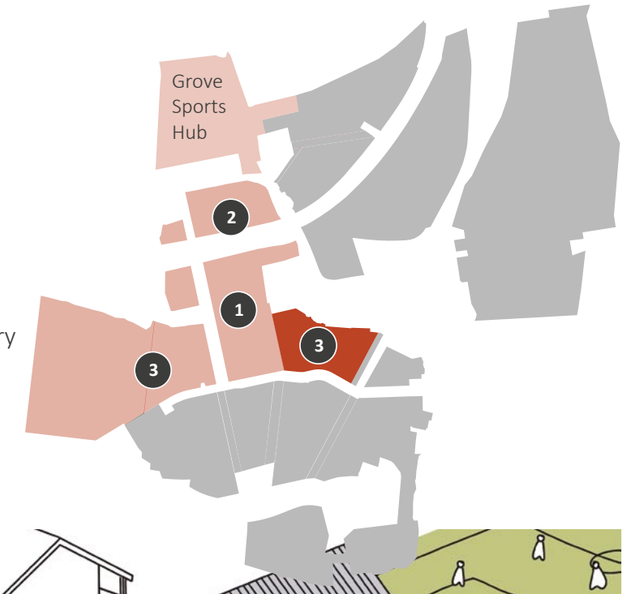


FIGURE 14 Illustrative proposal: High quality primary schools accessible by safe walking and cycling routes support active, healthy travel choices.

FIGURE 15 Using buildings as boundary maximises play space and raises public realm quality.

FIGURE 16 Generous public realm and traffic-free walking routes at the front of schools.

FIGURE 17 School halls identified as legible communal elements and directly accessible.

4.2.10 SUB CHARACTER AREA 3 - SECONDARY SCHOOL

OPA Coding

1. The Secondary School must prioritise access by cycling, walking and public transport. Vehicle access to the site and on-site access roads must be kept to a minimum.
2. Covered, secure cycle storage easily supervised from within the school must form a natural part of the entry sequence to the Site.
3. The Secondary School must create a positive relationship with the neighbourhood centre with principal entrances for pedestrians oriented to the east of the site.
4. A school square for pupils to gather and enter the school site must be provided and aligned with pedestrian crossings.
5. A bus drop-off bay suitable for two coaches to stand must be provided. The bus bay must be separated from pedestrian crossing points and vehicle entry points to the school site.
6. Vehicle parking must not be located between the school buildings and the neighbourhood centre.
7. Parking should utilise existing green infrastructure as a visual screen to mitigate its impact.
8. Sports facilities must be accessible directly from the public realm without the need to access the main school building outside of school hours.

Reserved for Future Design Stages

- Care should be taken to ensure an active frontage to the school square with careful arrangement of kitchen, service and ancillary spaces.
- Generous seating and landscape elements should be used to define the school square and break up direct paths of travel, providing hostile vehicle mitigation. Security fencing and crush barriers must not be used.
- Opportunities should be sought for multi-use landscape elements to the school square such as stepped seating, raised stages and lighting to support a wide variety of community and education uses.

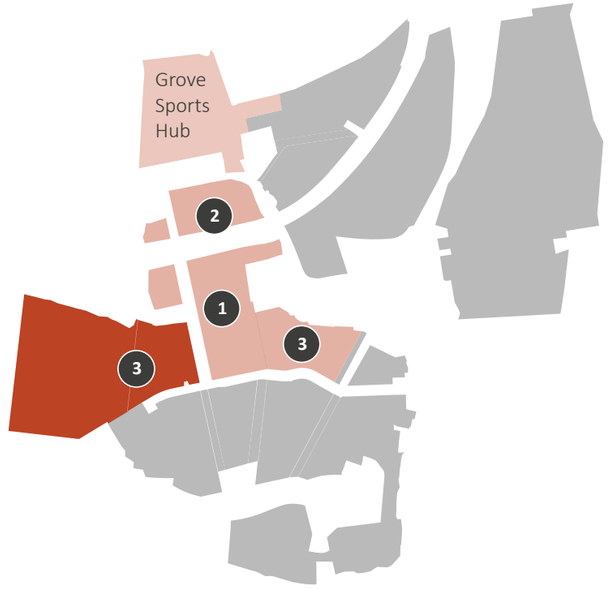


FIGURE 19 Clear entrance areas and school square in front of Northstowe Secondary College

Illustrative view of the Secondary School

1. Link to greenway
2. School square
3. Pupil Entrance
4. Pedestrian Crossing
5. Bus drop-off
6. Car park
7. Retained hedgerows
8. Sports entrance
9. School signage
10. Cycle parking
11. Teaching block
12. MUGA

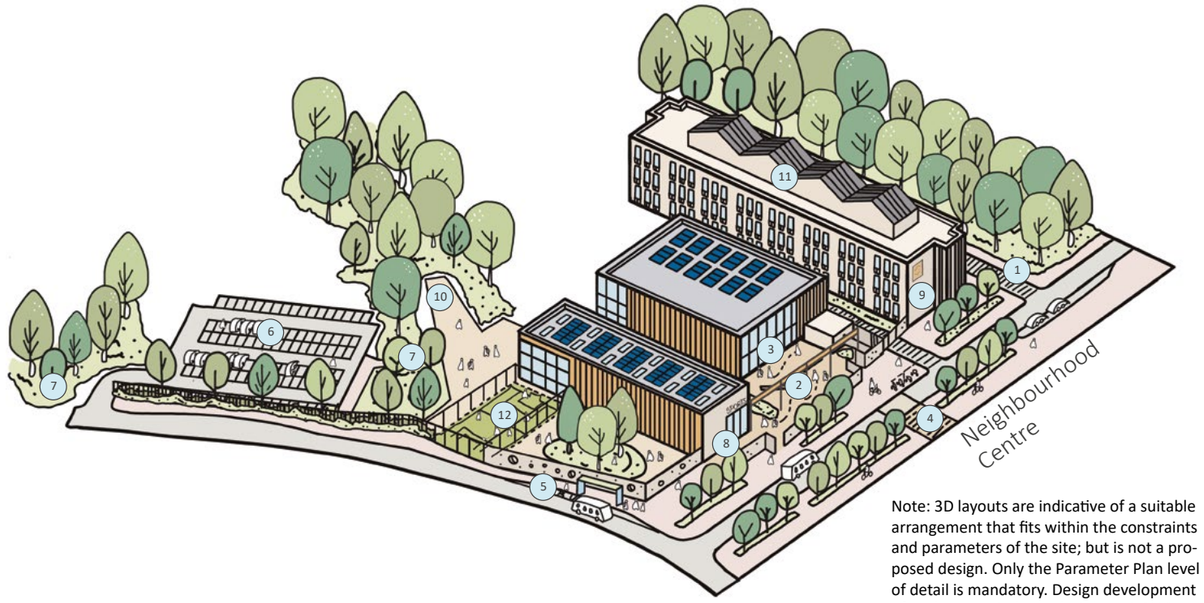


FIGURE 18 Illustrative proposal: High quality primary schools accessible by safe walking and cycling routes support active, healthy travel choices.

Note: 3D layouts are indicative of a suitable arrangement that fits within the constraints and parameters of the site; but is not a proposed design. Only the Parameter Plan level of detail is mandatory. Design development of each area is to be undertaken at RMA stage.

4.2.11 SUB CHARACTER AREA 3 - SCHOOL GROUNDS

The land-take of the school sites offer significant opportunities to achieve wider masterplan principles of tree retention, biodiversity gain and sustainable drainage strategies. The need to keep school sites secure will necessitate extensive defensive boundaries, the treatment of which require careful consideration in order to ensure they contribute positively to the quality of public realm and the perception of West of Ifield as a safe and positive place to live.

OPA Coding

1. High quality boundary treatments which contribute positively to the public realm must be prioritised.
2. Existing hedgerows forming the boundaries of school site must be retained. Any planted areas shall as a minimum conserve (and enhance) biodiversity.
3. Boundaries to residential properties must be solid - close boarded fencing or masonry - with a minimum height of 2.4m and supplemented with bio-diverse low-maintenance planting on the school side.
4. Double fencing should be avoided - hard surface ball courts should be incorporated into the boundary of the school to enable ball court fencing (3m minimum weld-mesh fencing) to form the school secure line.
5. Site layouts must minimise the extent of public-facing fenced boundary by prioritising building boundaries and garden boundaries. Stand-alone fencing will only be accepted where supplemented by planting (to both sides) or to ball court areas.
6. Where unavoidable, boundary fencing must be a minimum 2.4m high heavy-duty weld mesh anti-climb fencing polyester powder coated in either dark green or black such that it is recessive against supplementary planting. Primary colours or school branded colours will not be accepted.
7. Where vehicle parking is required, it must not dominate the arrival and entrance and must not restrict the pedestrian connectivity of schools to other community uses.
8. Car parking must be located close to the boundary to minimise loss of site to access roads and facilitate out of hours community use. Tree planting and visual screening must be used to mitigate the visual impact of car parks from within and outside of the school site.

Reserved for Detailed Design

Future Coding should consider:

- Landscape designs should prioritise a reduction in hard non-permeable surfaces including access ways and vehicle areas where permeable paving options should be prioritised.
- Consideration should be given to creative use of existing green infrastructure to facilitate tree retention on site (e.g. forest school zones, orienteering zones, woodland trim trails etc.) whilst meeting Building Bulletin areas.
- MUGAs (multi-use games areas) should be located to mitigate impact on existing green infrastructure and maximise accessibility for out-of-hours use. Floodlit MUGAs should not be located immediately adjacent to residential uses or ecological corridors.
- Where required, car parking should be co-located with sports facilities (sports halls, MUGAs and sports pitches) to facilitate wider community use.

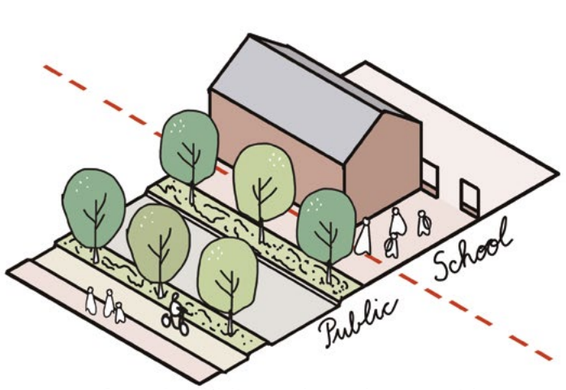


FIGURE 20 **Preferred:** Building as boundary provides a robust, secure site boundary that contributes positively to the public realm.

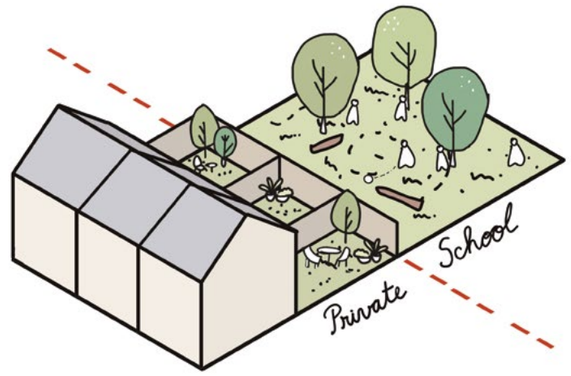


FIGURE 21 **Preferred:** Garden boundaries provide a secure edge to school sites and a green backdrop for adjacent houses.

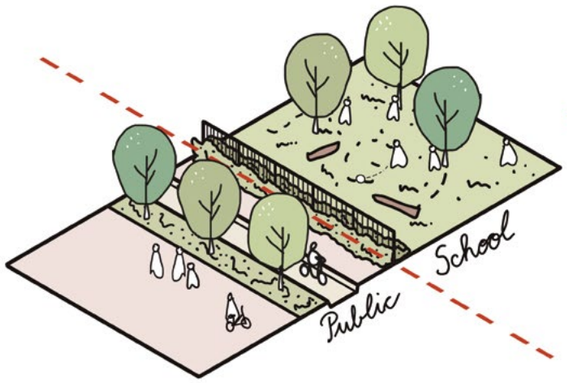


FIGURE 22 **Acceptable:** Security fencing will only be acceptable when incorporated with planting to provide ecological corridors.

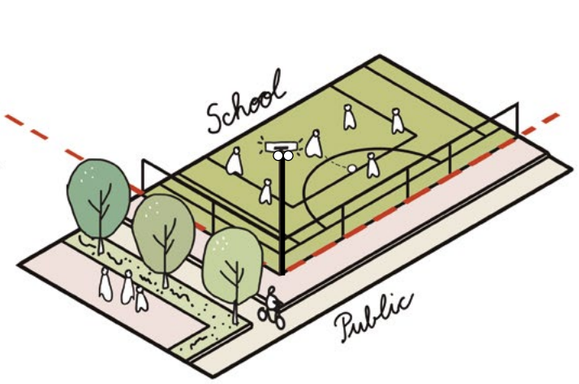


FIGURE 23 **Acceptable:** Multi Use Games Areas located at the boundary enable easier community use and avoid double fencing.

FIGURE 24 Northstowe Secondary College - clear boundaries between the school frontage and the rest of the campus

4.2.13 KEY AREAS - THE GROVE SPORTS HUB

OPA Coding

1. **Pitch Provision:** The Grove (along with other suitable sports pitch locations across the masterplan) must provide a mixture of grass, artificial/all-weather pitches to meet the provision requirements set out in the parameters document.
2. **Tennis & MUGAs:** The site must also provide a range of tennis and Multi Use Games Areas (MUGAs) to meet the provision requirements set out in the parameters document.
3. **Design Requirements:** Sports pitches must be designed to meet all Sports England guidance on layout, dimensions, and construction.
4. **Clubhouse:** The Grove must include a clubhouse and changing facilities to support club matches and community use.
5. **Flood Zone:** No pitches are to be located within the River Mole flood zone.
6. **Ancient Woodland:** No pitches or associated facilities are to be located within the 30m Ancient Woodland buffer to the west of the area.
7. **Lighting:** Pitches closest to the Ancient Woodland buffer must be unlit grass pitches, with any artificial and lit pitches located to the east.
8. **Parking:** Car, minibus and cycle parking facilities must be provided to meet the expected need of the pitches provided.
9. **Sustainable Transport Network:** Connections to the existing PRoW network and new foot and cycle paths must be provided to encourage active travel.
10. **Play Area:** A NEAP must be provided alongside the clubhouse to help emphasise The Grove as a community space.
11. **Planting:** New trees and biodiverse planting must be provided outside of pitch areas to ensure the facilities are located within an attractive landscape setting. Trees must be kept clear of pitches and fences.
12. **SUDs:** SUDs must be integrated and can be included in the form of vegetated swales within the landscape buffer along the western side of the area clear of any tree root protection areas.

Reserved for Future Design Stages

- **Clubhouse Design:** A detailed layout must be provided for the clubhouse, including accessible changing rooms, showers and toilets, and changing facilities for male and female officials.
- **Pitch Arrangement:** Details of the pitches and MUGAs including priority sports, pitch/ court construction, line markings, equipment, lighting, fencing, soils, and pitch/ court drainage must be worked up.
- **Car Park Arrangement:** Details of the car park layout including provision for minivan parking spaces for teams, a coach drop off, parking bays, blue badge spaces and arrangements for additional overflow parking for tournaments etc must be detailed.
- **Management:** Management arrangements for the facility are to be developed at detailed Design Stage.

FIGURE 33 The Grove Sports Hub - Sample Plan

Note: Plan layout is indicative of a suitable arrangement that fits within the constraints and parameters of the site; but is not a proposed design. Only the parameter plan level of detail is mandatory. Design development of each open space is to be undertaken at RMA stage.

4.3 HILLSIDE AND WOODLANDS

In addition to the Site Wide Design Principles set out in Chapter 3, this chapter provides specific coding for the Hillside and Woodlands Character Area.

The Hillside and Woodlands area is the residential cluster immediately south of Local Centre, representing a transition of urban frontage- parkland edge- woodland edge, as shown in Figure 34176.

The area is structured around three key sub areas which in addition to the general character area codes are each summarised with sub area specific coding.

- **Sub character area 5 - Hillside**

This area is centred around the development of green corridors that connect to the local centre and Ridgeway Park. These green corridors will serve as the primary focal points, creating a vibrant and sustainable urban environment. The houses situated along these corridors will play a crucial role in enhancing the overall urban structure while providing seamless movement and connectivity for residents.

- **Sub character area 6 - Woodlands**

This sub-character area is set between Ridgeway Park and ancient woodland and will respond to the lower scale of the site edge. It will create a harmonious transition between the built environment and the natural landscape.

- **Key area C – Ridgeway Park**

The Ridgeway Park is located at the top of the former Ifield Golf Course, providing ridge line walking and cycling routes and offering panoramic views towards the River Mole Valley and beyond. The park will primarily cater for residents of the surrounding plots, as well as the existing residents of Ifield; who will be connected to the site via enhanced pedestrian and cycle links.

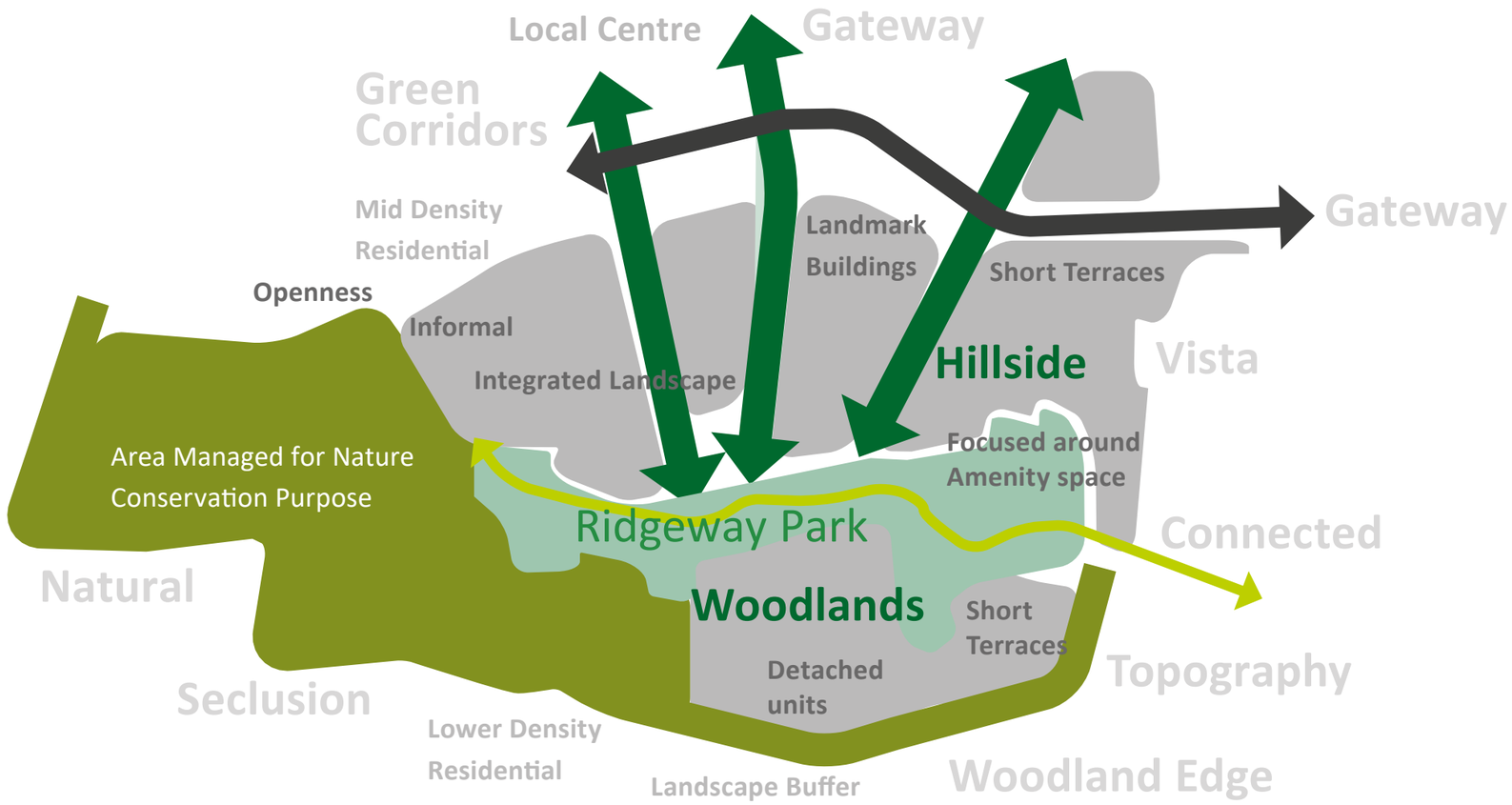


FIGURE 34 Character of Hillside and Woodlands Character Area

4.3.1 DESIGN PRINCIPLES

The diagram emphasises the key urban design and place-making influences that must be considered and integrated into future layout designs.

Designers are responsible for offering a suitable interpretation of each urban principle illustrated in the left diagram, while carefully considering the specific context, setting, and character of the area.

For more detailed explanations of the design principles, please refer to the following pages.

KEY

Hybrid Application Boundary

Area Applied for in Detail

Access and Movement

The Primary Street (Detailed Proposal)

Indicative Secondary Streets

Indicative Vehicular Access

Primary Pedestrian and Cycle Links

Secondary Pedestrian and Cycle Links

Bus Gate (Detailed Proposal)

Mobility Hub, including Bus Stop (Detailed Proposal)

Urban Structure

Primary Street Frontage

Green Corridor Frontage

Parkland Frontage

Woodland Frontage

Marker Buildings

Primary Gateways

Key views

Landscape

Green Corridors

Parkland

Area Managed for Natural Conservation Purposes

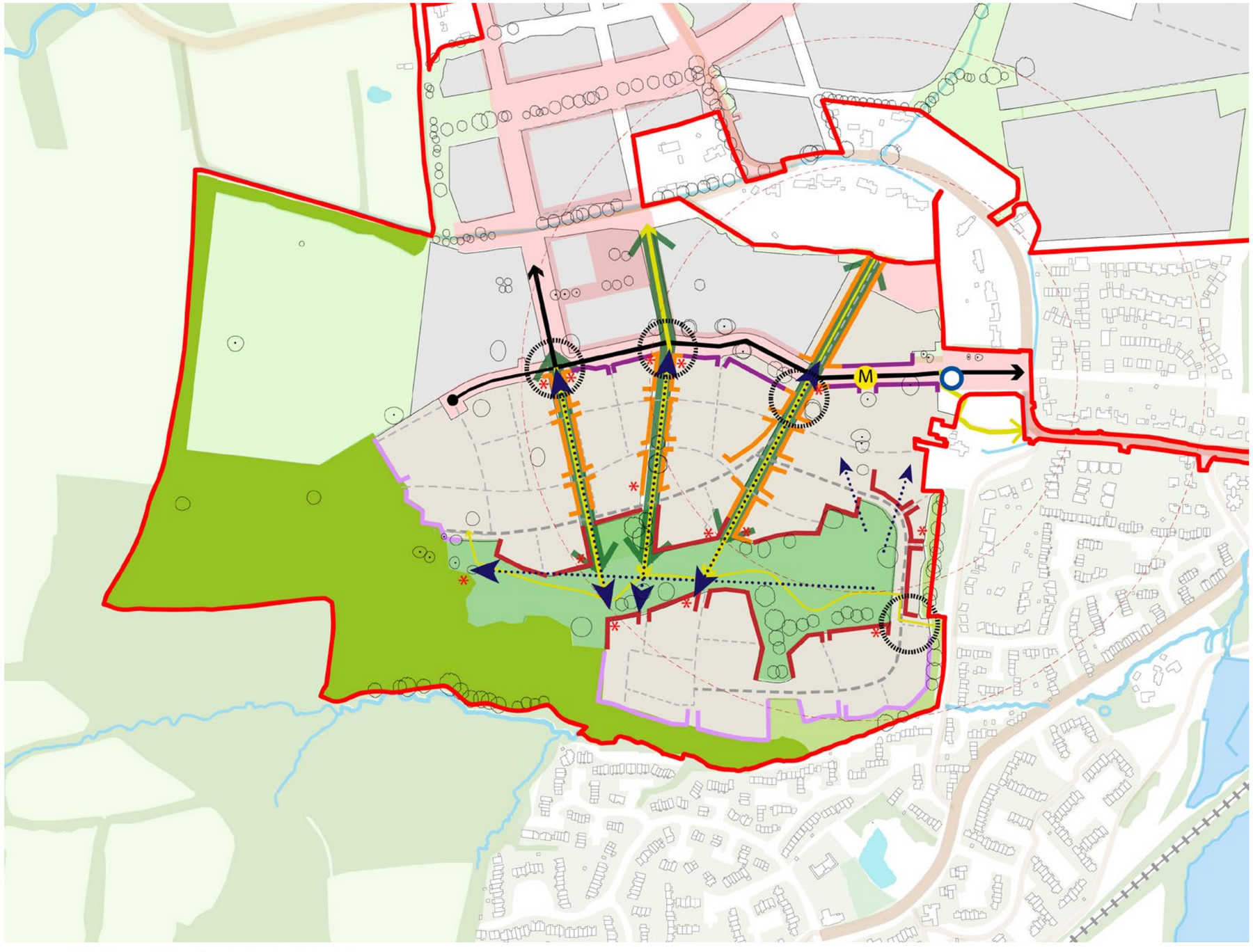


FIGURE 35 Hillside and Woodlands Design Principles

4.3.2 ACCESS AND MOVEMENT

OPA Coding

Pedestrian and cycle movement

1. The three **green corridors** must be predominately pedestrian and cycle spaces.
2. A continuous east-west pedestrian and cycle route must be provided through Ridgeway Park.
3. Pedestrian and cycle connections must link with existing PRoW.

Vehicular movement

4. The movement of vehicles within **green corridors connecting to the local centre** will only be permitted for the purposes of servicing and emergency access. A traffic calming measure must be applied when a street dissects the green corridors.
5. Streets through **the eastern corridor** must be designed to prioritise pedestrian and cycle movement.
6. There must be no movement of vehicles across or through the east-west pedestrian and cycle link within **Ridgeway Park** other than emergency vehicles.

Parking

7. The selection of **parking locations** must prioritise minimal disruption to the green corridors and Ridgeway Park. Buffer zones, achieved through the use of landscaping, greenery, and pedestrian pathways, must be incorporated to visually separate parking areas from the green corridors and Ridgeway park fronts.
8. **On street parking** must be located only where safe to do so on the secondary streets due to the topography.

Notes

The secondary routes and vehicular access as shown in Figure 36 is indicative and based on the illustrative masterplan. Detailed design may therefore vary.

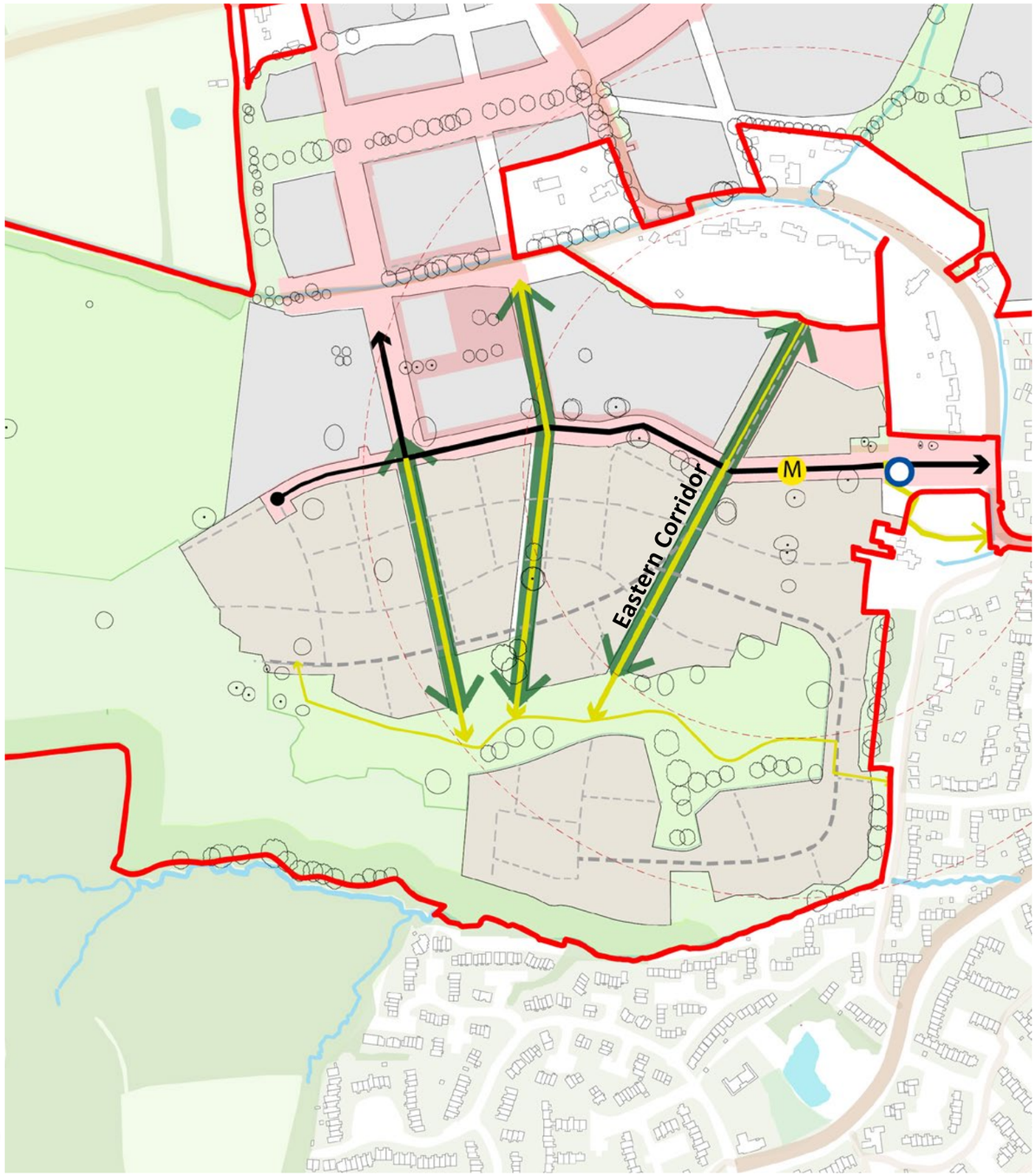


FIGURE 36 Access and Movement Design Principles

4.3.3 URBAN STRUCTURE

OPA Coding

Views

1. The alignment of the plots must ensure that **key views** are preserved, and a sense of openness is maintained throughout the neighbourhood.

2. Unobstructed **views along the green corridors** must be reinforced to aid legibility. This may require thoughtful placement of buildings, structures, or other elements to preserve and optimise the visual quality of these green areas.

3. The **key views** along the green corridors must be terminated by marker buildings located south of the Ridgeway Park edge.

Marker Buildings and Gateways

4. On entering the site from the Primary Street, where the three green corridors start, these spaces must provide the **principal gateways** to the character area from the north. The principal gateways must stand out as a visually striking and aesthetically pleasing feature, often serving as a focal point. It can include architectural elements, landscaping, or public art to create a sense of arrival and enhance the overall visual appeal of the entrance.

5. **Marker buildings** must be located at gateway and other crucial locations to mark end of views, assist way-finding, and enhance the sense of place.

Frontage types

6. **Primary Street Frontage** must have strong formal and continuous building line.

7. **Green Corridors Frontage** must have strong continuity of frontage to enhance the urban structure. The interface between the buildings and the public space needs to be well designed to maintain privacy.

8. **Parkland Frontage** must respond to long distance views and integrate with the wider landscape with a more relaxed layout and predominantly soft landscaped borders.

9. **Woodland Frontage** must have a less formal building line with a woodland buffer between the buildings and the woodland edge. This buffer area will provide a green lane and secluded privacy strips for the edge development.

Urban Blocks

10. Large blocks must be divided into smaller lots. This allows for more **fine-grained development** and increases the number of street frontages, resulting in a more vibrant and engaging street-scape.

11. To enhance **accessibility within super-blocks**, it is crucial to introduce pedestrian and cyclist connections by integrating smaller streets or pathways that cut through the super-block, establishing links between neighbouring areas. Adequate lighting of these pathways is critical for safety. Additionally, promote natural surveillance by positioning pathways within sight of neighbouring properties, public spaces, or occupied buildings.

12. Super-blocks must incorporate **public spaces that serve as focal points for gathering**. Plazas, parks, pocket parks, or community gardens must be integrated into the super-block design, providing opportunities for social interaction and recreational activities.

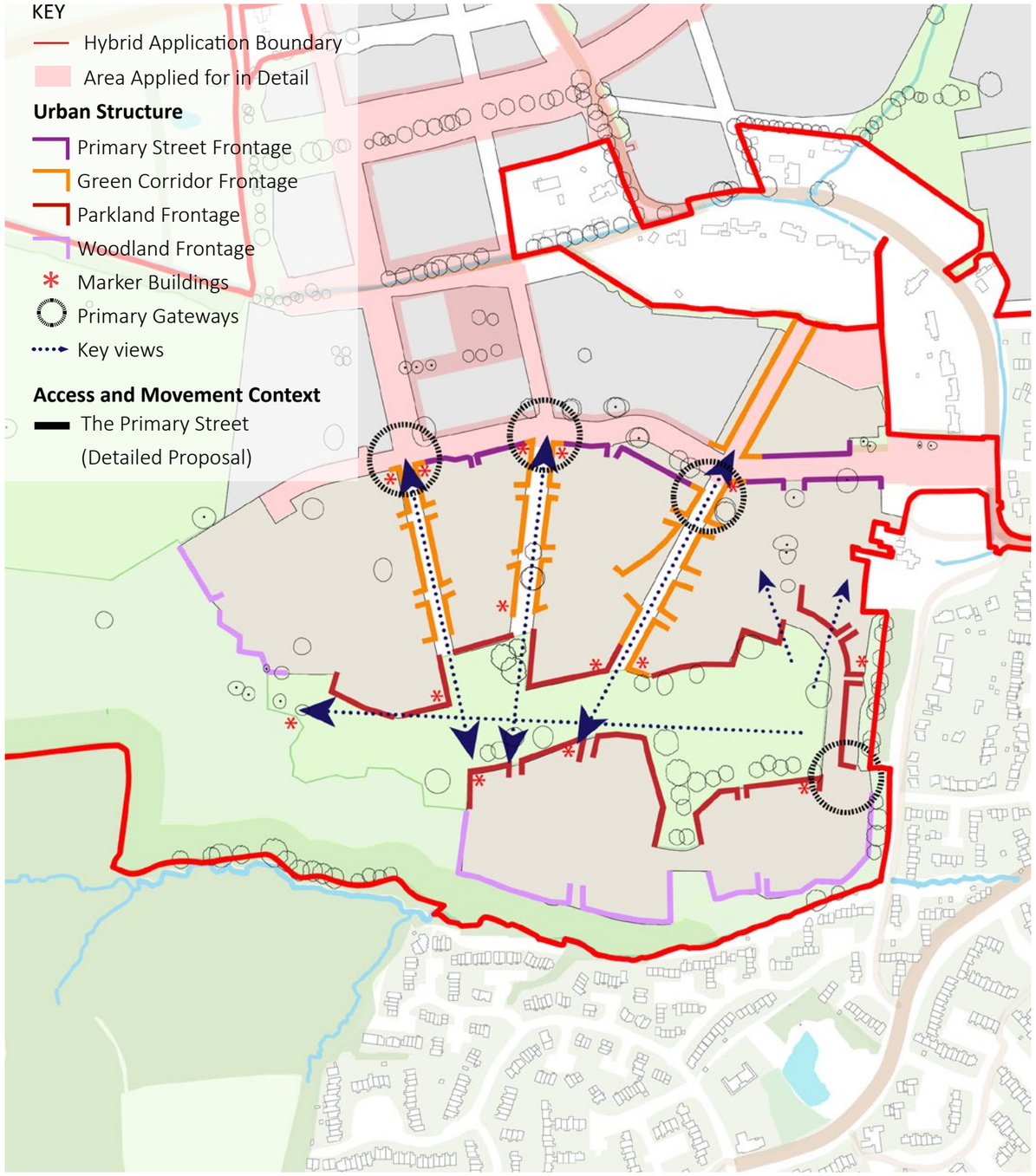


FIGURE 37 Urban Structure Design Principles

4.3.4 SUB CHARACTER AREA 4 - HILLSIDE

OPA Coding

1. Development density must be gradually decreased from north to south to respond the local centre interface to the parkland interface.
2. Development blocks and building typologies must respond to the **topography** of the site, with a focus on reducing the necessity for large retaining walls between gardens and streets.
3. Dwellings must be designed to overlook **public amenity spaces** and maximise views towards **green spaces**. (Figure 39)
4. Key groups of buildings and continuous built form must be provided around the **Formal Open Space** located within neighbourhoods, as shown in Figure 43.
5. **Marker Buildings** must be designed to turn corners and terminate views. Given their prominence, a high quality architectural treatment should be considered, as shown in Figure 38 & Figure 42.

FIGURE 39 Balconies and windows located to capture long views at Great Kneighton

FIGURE 40 Continuous and balanced frontage on both side

FIGURE 38 The marker building at the gateway assists movement and legibility through the site

FIGURE 42 Gable-front building creates a marker for terminating view

FIGURE 41 Building with distinct rhythmical roof line

FIGURE 43 Continuous frontage facing public space

4.3.5 SUB CHARACTER AREA 5 - WOODLANDS

OPA Coding

1. Character Area predominately clusters of detached, semi-detached, and short terrace homes in looser arrangements, feathering into the landscape.
2. Where buildings abut the **key green spaces** of the site they must provide the transition from the built area to the surrounding landscape.
3. **Development edges facing Ridgeway Park** must have varied and broken roof-lines, creating a sense of openness.
4. **Development facing woodlands and parkland** must have a high quality architectural treatment and employ natural materials.

FIGURE 45 Looser arrangements create a sense of quiet and informal

FIGURE 46 Fragmented frontage with broken roof-lines facing open space at Springfield Village, Cambridge

FIGURE 47 Natural materials are used where close to woodlands

Sample Woodlands Block showing communal parking courts as a way to mitigate against car dominated frontages

1. Semi-detached Houses
2. Short Terraces
3. Linked Houses
4. Permeable Edge to Park
5. Pathway
6. Front Door
7. Private Amenity
8. Parking Court
9. Car Port
10. Bike Parking

FIGURE 44 Woodland typologies key features.