

V1MP Design Code Extracts

Chapter 3: Green & Blue Infrastructure

This chapter sets out design principles for the multifunctional green and blue infrastructure network, including guidance on sustainable drainage systems (SuDS), play provision, and biodiversity. It also extends to design principles for the arrangement and use of key public spaces, with further detail on the principles for detailed aspects of the design including hard and soft landscape materials, street trees and street furniture.

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V1MP Design Code
3. Green & Blue Infrastructure
3.3 Green Infrastructure Components

Key

Strategic Landscape Masterplan Elements (refer to SLMP Design Code)

- Strategic Green Corridors
- Gilston Park

Existing Vegetation Features

- The Chase
- The Moated Mount (scheduled monument)
- Existing Trees
- The Park Pale
- Veteran Tree Buffer

Green Infrastructure Components

- Gateways
- Green Corridors & Buffers:
 - Lime Avenue
 - East-West Green Link
 - Southern Interface
- Neighbourhood Greens
- Edge Planting
- Village Playground
- Neighbourhood Play Space
- Community Orchards
- East-West Green Link Connection through Village Centre
- Primary Street with Rain Gardens & Trees

V1MP Design Code
Green & Blue Infrastructure
3.4 Gateways

Key Plan

- Integrated into a broader synergy of landscape and architecture, it provides a view of the built environment through a deliberately crafted foreground landscape supporting key groupings in the built form.
- Primarily an informal landscape, the gateway incorporates naturalistic elements such as basins, and tree groupings to enhance its character. This intentional design aims to establish a distinct identity for the Village and contribute to the overall aesthetics of the Gilston Villages area.
- The gateway contains significant usable open space, making it the largest of the gateways in Village 1.

Function

- Functioning as the access point for sustainable transport modes to Village 1 via the STC and foot/cycle bridge, this gateway links directly to the Village Centre. It has a pivotal role in the overall connectivity of the area, and links to Harlow and the Stort Valley.
- The strategic approach employed in its design not only positions the gateway as a focal point for access but also positions it as a significant contributor to the broader character and identity of the Gilston Villages area.

Materials

- Pedestrian footpaths **must** be a minimum 2m wide self-binding gravel.
- Shared footpath/ cycleways (off-road) **must** be a minimum 3m wide resin bound gravel.
- Shared footpath/ cycleway **must** be a bituminous surface.
- Planting **must** be proposed within SuDs or wetland areas.
- Tree and hedgerow planting **must** be included to define the edge of the Village.
- A simple and consistent palette of materials **should** be used in a uniform manner to aid legibility. Refer to the Hard Landscape Palette in Section 3.15 of this chapter for further details.
- A band of close mown grassland **should** be utilised along path edges, with longer grass preferred in the main body of the open spaces for pollinators and biodiversity benefits.

Character and Form

- The set-piece design of the STC Gateway serves multiple functions, acting as a defining element for the development's arrival point, instilling a sense of arrival, and standing as a marker for the quality of open spaces within the Village.

STC Gateway

As a key 'placemaking anchor' of Village 1, the 'STC Arrival' is included as a Key Grouping in Chapter 5 of this code. To ensure future proposals deliver the level of design quality that is expected here, enhanced guidance is set out; covering landscape, movement and built form. Refer to Key Grouping 3: STC Arrival in Section 5.3.1 of the code for more detail.

V1MP Design Code
Green & Blue Infrastructure
3.4 Gateways

STC Gateway Illustration

- Existing vegetation
- Proposed trees
- Proposed hedge
- Attenuation basin
- Amenity space
- Landscape bund
- Pedestrian crossing
- Segregated footway / cycleway
- Footway
- Leisure route
- STC
- Foot/cycle bridge
- Informal play
- Pond / drainage feature
- Wildlife enhancement
- Bike stand
- Active frontage

Character and Form

- The set-piece design of the STC Gateway serves multiple functions, acting as a defining element for the development's arrival point, instilling a sense of arrival, and standing as a marker for the quality of open spaces within the Village.

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V1MP Design Code
3. Green & Blue Infrastructure
3.8 Play and Sports Provision

Key Plan

- The quantum of formal provision that **must** be delivered is covered in 3.5 and the Development Specification.
- Formal equipped play areas **must** include:
 - a safety information board indicating the intended use and age suitability of equipment as well as stating dogs are prohibited from the area.
 - planting to provide sensory interest through colour, scent, texture and taste.
 - seating which should be located in both shaded and unshaded positions.
 - waste bins.
- Formal play areas **must** provide diverse and stimulating play experiences as described Fields in Trust.
- Play elements are defined in this code as equipment or structures delivering a primary play experience. Each play element **must** deliver one primary play experience.
- At least 75% of play elements in a formal play area **must** provide distinct experiences. Duplication of popular experiences, such as swings, **should** be included for larger areas.
- Functional groupings (e.g., balance trails) **must** be treated as one play element if they cannot be used individually.
- Play provision **should** facilitate gender equality, and should actively encourage play for young and teenage girls. The 'Make Space for Girls' campaign should guide play space design to better accommodate girls.
- Multi-element structures **should** be counted as individual play elements based on distinct experiences offered.

Play Provision

- Play is an important development need and contributes significantly to well-being.
- Opportunities for enabling play **should** be explored in all public spaces.
- Play provision **must** be inclusive with opportunities for play available for all ages, including adults and the elderly, as well as those with additional physical, sensory or processing needs.
- Play provision **must** be delivered through a combination of formal equipped spaces as well as informal play opportunities.

Careful use of colour to relate play areas to their surroundings

Play mounds create additional play value

Challenging play is important for development

Formal play areas can act as attractive focal points

V1MP Design Code
3. Green & Blue Infrastructure
3.12 Wayfinding

The landscape framework seeks to implement a clear and legible wayfinding system within the Village.

Legibility is important, not just for those visiting or passing through, but for the new community. There is a requirement to identify where you are and how you move through the newly developed masterplan, on both a practicable level, as well as aesthetic.

Natural wayfinding has been incorporated into the urban design of the masterplan, but can be enhanced with defined spaces for certain activities, planting and changes in materials through spaces and recognition of landmarks.

Key points to adhere to:

- The wayfinding strategy **must** identify decision making locations and **must** furnish those locations with appropriate signage to aid in the decision making
- Signage **must** be consistent and uniform, whilst also responding to the setting, being sensitive to existing elements and features.
- Signage **must** allow a user to identify different Villages. The signage will be detailed as part of the Reserved Matters Application.
- The wayfinding **must** integrate into other elements where appropriate, such as with public art or street furniture.
- Visibility is a key part of a wayfinding strategy, 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 fitness trails) to be implemented on public footpaths, that link to wider movement corridors suitable for walking and cycling.
- Information boards **should** be used to identify on-site wildlife and biodiversity initiatives, highlighted in relevant areas, to inform people of nature-sensitive corridors and habitats.
- Wayfinding **should** link to heritage trail and coordinate with the SLMP Design Code where appropriate.

The purpose of a wayfinding strategy, is to:

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

Signage integrated into architectural buildings

Clear, easy to understand directions

Focal landscape features

Information integrated into surfaces

History detailed within hard surfaces

The extracts on this board are intended to be read from left to right (top to bottom), following the sequence of the Design Code. Draft extracts of the Design Code are located on a nearby table.

V1MP Design Code Extracts

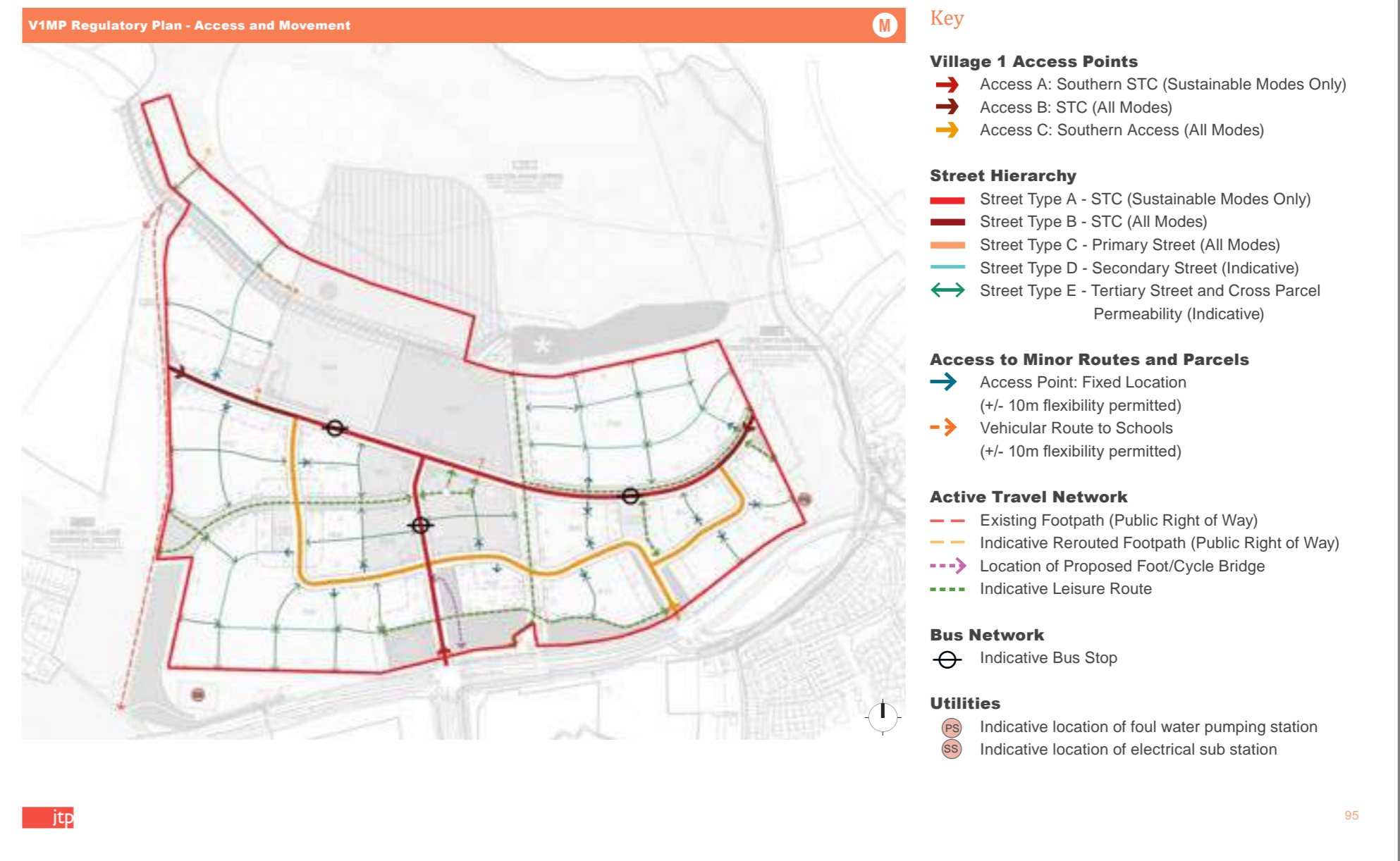
Chapter 4: Access & Movement

This chapter sets out the key principles of the access and movement network, including guidance on street design, active travel, and parking and servicing strategies.

The contents list below sets out the sections/topics covered in this chapter of the code. The arrows indicate which sample extracts are included on this board (please note the extracts shown don't represent the entire section).

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V1MP Design Code 4. Access & Movement 4.1.2 V1MP Regulatory Plan



V1MP Design Code 4. Access & Movement 4.3.3 Street Hierarchy

Primary Street

Key Design Principles

The Primary Street fulfils a function of distributing movements by all modes of transport within the proposed development. They are generally less direct than the STC but are configured in such a way their journey times are less favourable than comparable direct routes.

The 'make-up' of the Primary Street corridor will have cycle and footways adjacent to or close to carriageway and accommodate two-way vehicular movement. It will further provide verges of varying width along its length with 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 street. The illustrative axonometrics show potential scenarios for the design of the Primary Street depending on the character of the area it passes through.

The following sets out essential key design principles for the Primary Street and ensures that future Reserved Matters Application(s) will deliver the quality and characters that is intended.

- The detailed alignment of the Primary Street **must** be determined by the arrangement of buildings along its length and the desire to create varied and interesting places.
- The Primary Street **must** respond to its immediate built form and landscape spaces as it changes in character along the route.
- The Primary Street **must** be designed to naturally slow traffic to 20mph or below by visual cues such as built frontage, on-street parking, horizontal deflections in the carriageway, landscaping and surface materials.
- The Primary Street **must** be 'humanised' (through reduced junction radii and street widths, landscaping, traffic calming etc.) and allow pedestrians and cyclists to safely and conveniently cross.
- Street trees **must** be proposed along the Primary Street to provide rhythm and interest to the streetscene whilst forming a bridge in scale between the built form and the public realm spaces.
- 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, **should** be used to limit speeds.
- Where possible, the use of surface-water drainage features, i.e. swales or rain gardens alongside the route **should** be used.
- Verges **should** include, where appropriate, flowering lawn grass mixes and in key areas low-growing ornamental shrubs to contribute towards the Village habitat mosaic.



V1MP Design Code 4. Access & Movement 4.3.3 Street Hierarchy

Street Type C - Primary Street

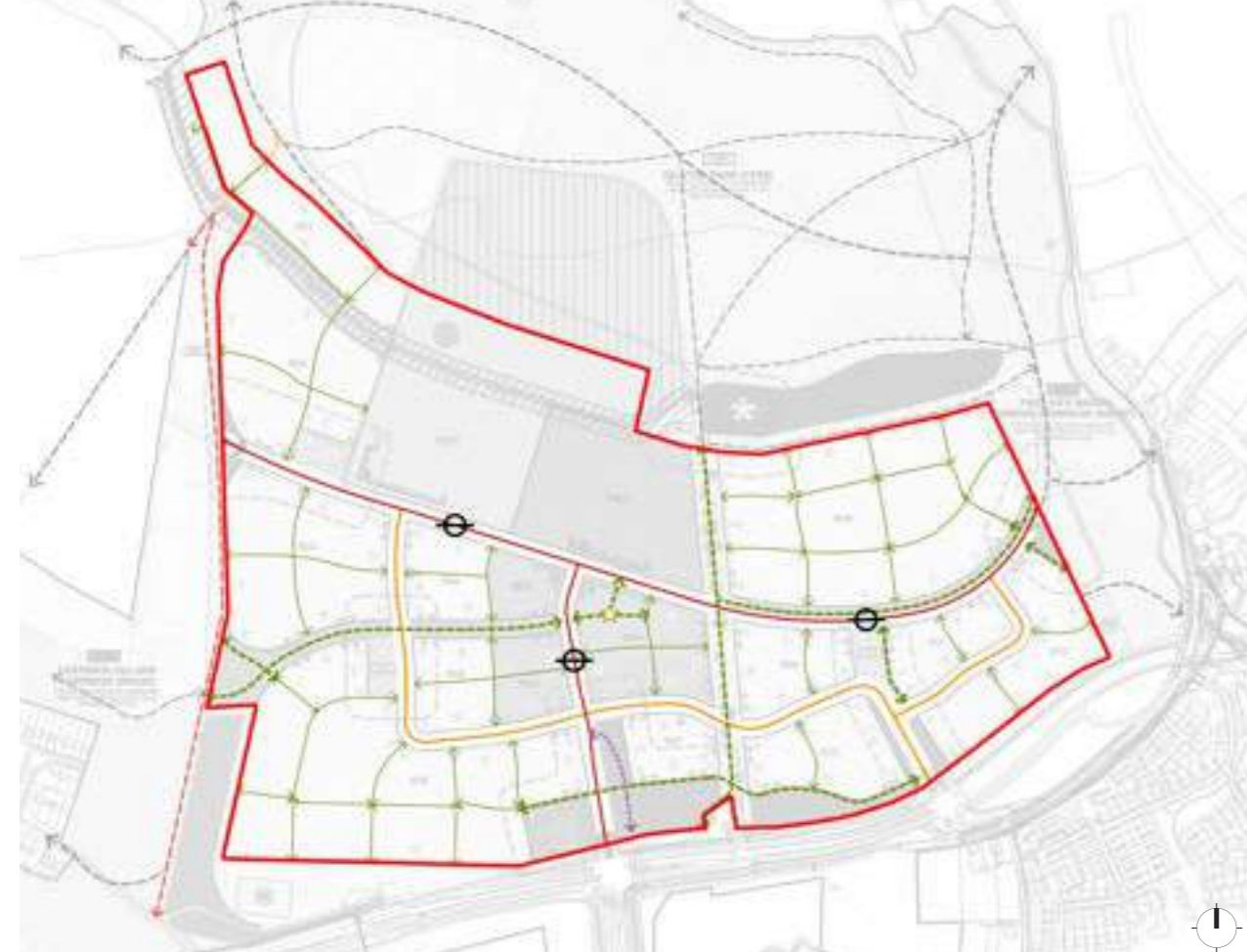
GENERAL INFORMATION	
Street Type	Primary Street.
Location	As indicated on the V1MP Regulatory Plan.
Character	All modes street with movement and place function.
STREET DESIGN	
Total Corridor Width	Max. 20m.
Footways/Cycleways	2m footway on one side of carriageway and 3m shared use footway/cycleway on the other to accommodate vulnerable cyclists (cyclists accommodated predominantly on carriageway).
Carriageway	Varying width with minimum of 6.5m for two-way movement, with the exception of traffic calmed sections.
Public Transport Route	No.
Traffic Calming	Yes, in specified locations.
Utilities corridor	Utilities to be accommodated in footway/cycleway or soft verge, where possible.

TECHNICAL DETAILS	
Surface Finishes	Varying materials to suit locations. Predominantly HRA/SMA with black paving or stone sets used to define character features and traffic calming. Refer to Hard Landscape Palette.
Kerbs	Concrete with bus boarder kerbs at bus stops. Refer to Hard Landscape Palette.
Street Furniture	Street furniture to adoptable standards.
Street Lighting	Yes to adoptable standards.
On street parking	Yes, generally parallel visitor parking bays in selected locations.
Target Speed	20mph.
Road markings	Yes.
Junction Spacing (centreline-centreline)	25m.
Junction radii	No specific standards as junctions will be generally designed to accommodate pedestrian and cycle priority.
Forward visibility	25m (Manual for Streets 20mph).
Visibility Splays	2.4m x 25m.
Centreline radii	Generally 41m minimum, however this can be lower where speed control is required through traffic calming or irregular form.
STREET LANDSCAPING	
Verge width	Variable.
Street Trees	Yes, within verges.
Planting Palette	Refer to Soft Landscape Palette.
INTERACTION WITH HOMES	
Direct Access to homes	Limited frontage access to be considered at RMA stage.



V1MP Design Code 4. Access & Movement 4.7 Active Travel Network

Active Travel Plan



V1MP Design Code 4. Access & Movement 4.7 Active Travel Network

Active Travel

As shown on the V1MP Regulatory Plan, the diagram on the previous page highlights the key routes proposed for pedestrians and cyclists through Village 1.

An integrated network of active travel routes is fundamental to the vision for Gilston Park and 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 and should connect to existing networks and routes further afield.

Proposals **should** prioritise walking and cycling as an attractive means of travel and provide these routes to ensure connectivity in Village 1.

RMA's **should** clearly demonstrate how this has been achieved in accordance with the V1MP Regulatory Plan.



Pedestrian Network

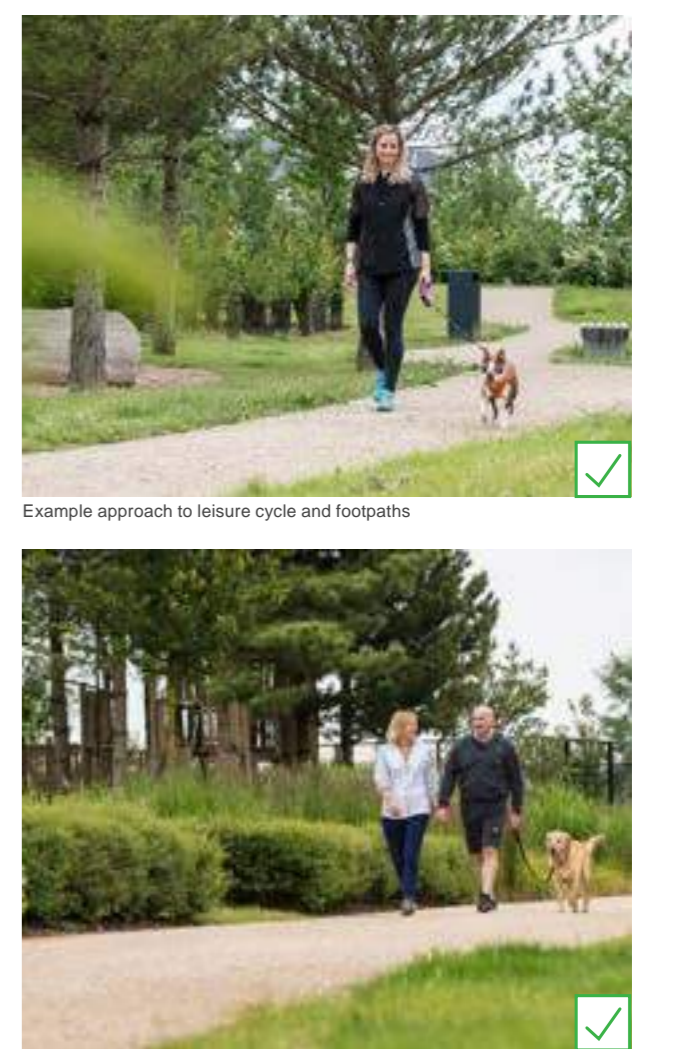
Walking is expected to be a key mode of transport within the wider development, with all facilities within the Villages being easily accessible by pedestrian routes. This will be achieved by the delivery of pedestrian routes set out on the V1MP Regulatory Plan. These routes follow key movement corridors and reflect desire lines through landscape and amenity green space.

RMA's **should** demonstrate how elements of the pedestrian route network that fall within their scope will be delivered, ensuring integration with the wider route network (both existing and proposed). Proposals **should** specify how these routes will be accessible, attractive, high quality, suitably surfaced, safe, convenient, and integrated within existing and proposed landscape. Pedestrian routes **should** be bordered by planting/landscape, whilst maintaining a sense of safety.

Footpath widths **must** be a minimum of 2m and **should** follow 'desire lines' through alignments which achieve a maximum longitudinal grade of 1 in 20.

The preference for path material in adopted areas will be for a tarmac or other bound stone surface course (proprietary or other) to the approval of the adopting authority.

Refer to Section 4.12 for detail on the lighting strategy for Village 1.



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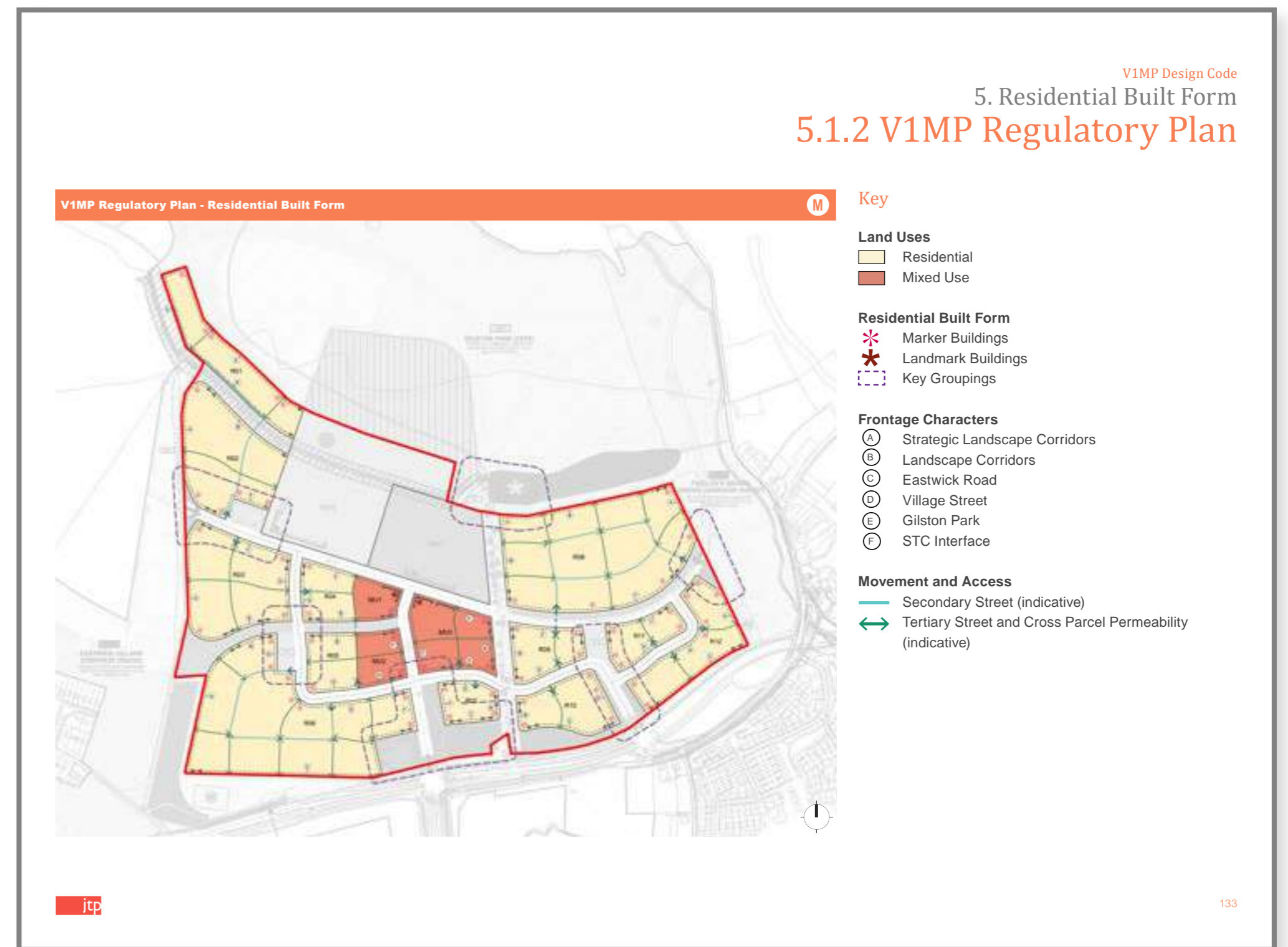
V1MP Design Code Extracts

Chapter 5: Residential Built Form

This chapter of the Design Code identifies controls on building height and density and sets out general urban design principles for residential layouts. It provides guidance on how to deliver a real sense of place through the creation of local distinctiveness, including the identification of Key Groupings, Frontage Characters, and use of materials and building detailing.

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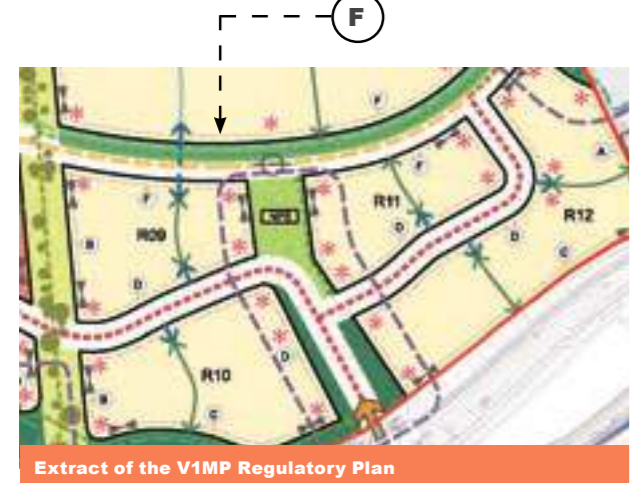


V1MP Design Code Residential Built Form 5.3.2 Frontage Characters

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 Village. They play a critical role in defining the character of the place and the quality of routes and spaces. They are 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 ensure the new neighbourhood displays a varied but harmonious character.

Six Frontage Characters have been identified across the Village. These frontages have been grouped into three categories in terms of their formality from most informal to most formal.



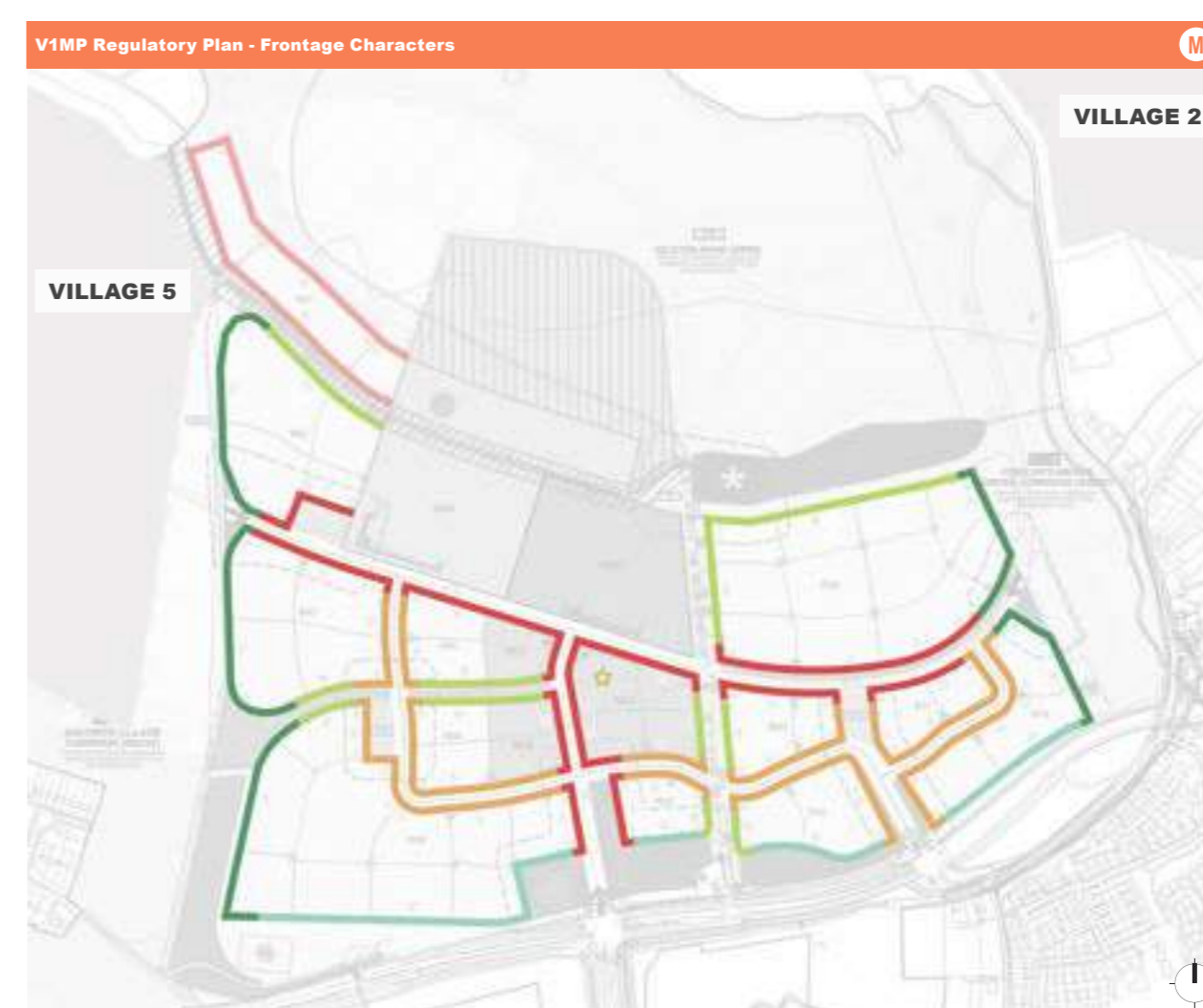
INFORMAL	'Informal' Frontage Character refers to a loose arrangement of a variety of dwelling types. Buildings are positioned irregularly, with occasional, staggered building alignments relative to the street and will be accessed primarily by shared private drives. It is suitable in lower density areas fronting open spaces.	A Strategic Landscape Corridors
SEMI-FORMAL	'Semi-formal' Frontage Character refers to a linear arrangement of dwellings characterised by consistency, repetition and rhythm. This may include stepped, symmetrical groupings when access is via a shared driveway. It serves as a transition between informal and formal Frontage Characters.	B Landscape Corridors C Eastwick Road D Village Street
FORMAL	'Formal' Frontage Character refers to dwelling arrangements which combine a consistent building line, order, and a high degree of enclosure. This may include a 'set-piece' symmetrical arrangements. It is suitable for higher density edges.	E Gilston Park F STC Interface

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V1MP Design Code Residential Built Form 5.3.2 Frontage Characters

Each Frontage Character is defined on a double spread comprising mandatory guidelines as well as illustrations showing how the compliant Frontage Character can be achieved. Please refer to the 'Using the Frontage Character Pages' for guidance on how to navigate through the spread.



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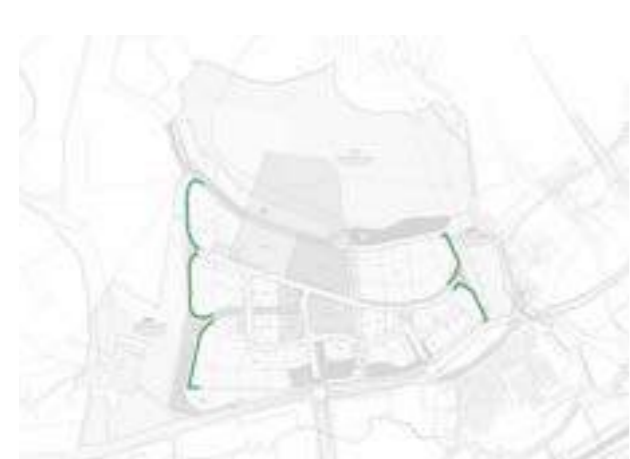
V1MP Design Code Residential Built Form 5.3.2 Frontage Characters

Type A - Strategic Landscape Corridors

Strategic Landscape Corridors frontage is defined by the eastern and western extents of Village 1. These edges will be afforded with extensive frontage over two strategic green corridors. A large proportion of the edge condition fronts open space.

This edge will follow informal alignments with a loose arrangement of predominantly 2 storey larger detached dwellings located within generous plots; establishing a low-density character appropriate to the interface with the neighbouring settlements of Gilston and Eastwick.

Landscaping will reinforce the informal arrangement by varying in height and depth, with clusters of planting of varying size and spacing.



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Key Principles

- Dwellings **must** create an informal building line using subtle angle deviations in orientation.
- Dwellings **must** consist of predominantly detached homes. Both wide and narrow dwellings are permitted but the arrangement of dwellings **must** form identifiable groupings to establish rhythm along the street.
- Corner-turning house types / pairs of house types **must** be utilised on all corners where roads connect to the parcel edges.
- Windows or bays at ground and/or first floor **must** be included on flank walls addressing the public realm.
- Access roads **must** be designed to minimise their visual impact along the Strategic Landscape Corridor edges, with private driveways used where appropriate.
- Pedestrian access to the wider green network **must** be provided from the end of turning heads.
- Clusters of planting / trees **must** be positioned at intervals along the parcel edge - with perimeter roads and driveways following a sinuous alignment to accommodate these clusters.
- Parking **must** be set back and not protrude beyond the building line.

: INFORMAL SCENIC PICTURESQUE CLUSTERED PLANTING :



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V1MP Design Code Residential Built Form 5.3.2 Frontage Characters

Street Component	Permitted Types	Notes
Building Line	Irregular	
Spacing between buildings	Varied	
Building alignment / orientation	Staggered	
Edge Planting	Perimeter Planting	

Component	Illustration	Notes
Building Typologies	D1, D2, D4, SD1, SD5	<ul style="list-style-type: none"> Predominantly detached homes with occasional semi-detached permitted. (For full library of building typologies refer to the back of this chapter).
Parking Arrangements	P2, P3	<ul style="list-style-type: none"> (For full library of parking typologies refer to the back of this chapter).
Boundary Treatments	B6	<ul style="list-style-type: none"> (For full library of boundary typologies refer to the back of this chapter).
Set-back	Minimum of 3m	
Materials	Walls - Primary Walls - Accent Roofs Windows Balconies Details	<ul style="list-style-type: none"> Palette must be limited to 1x primary wall and 1x accent along any given frontage. Marker Buildings can use contrasting accent material on entire façade. Where a building is part of a Key Grouping it will demonstrate a cohesive material application with the rest of the homes within the grouping.

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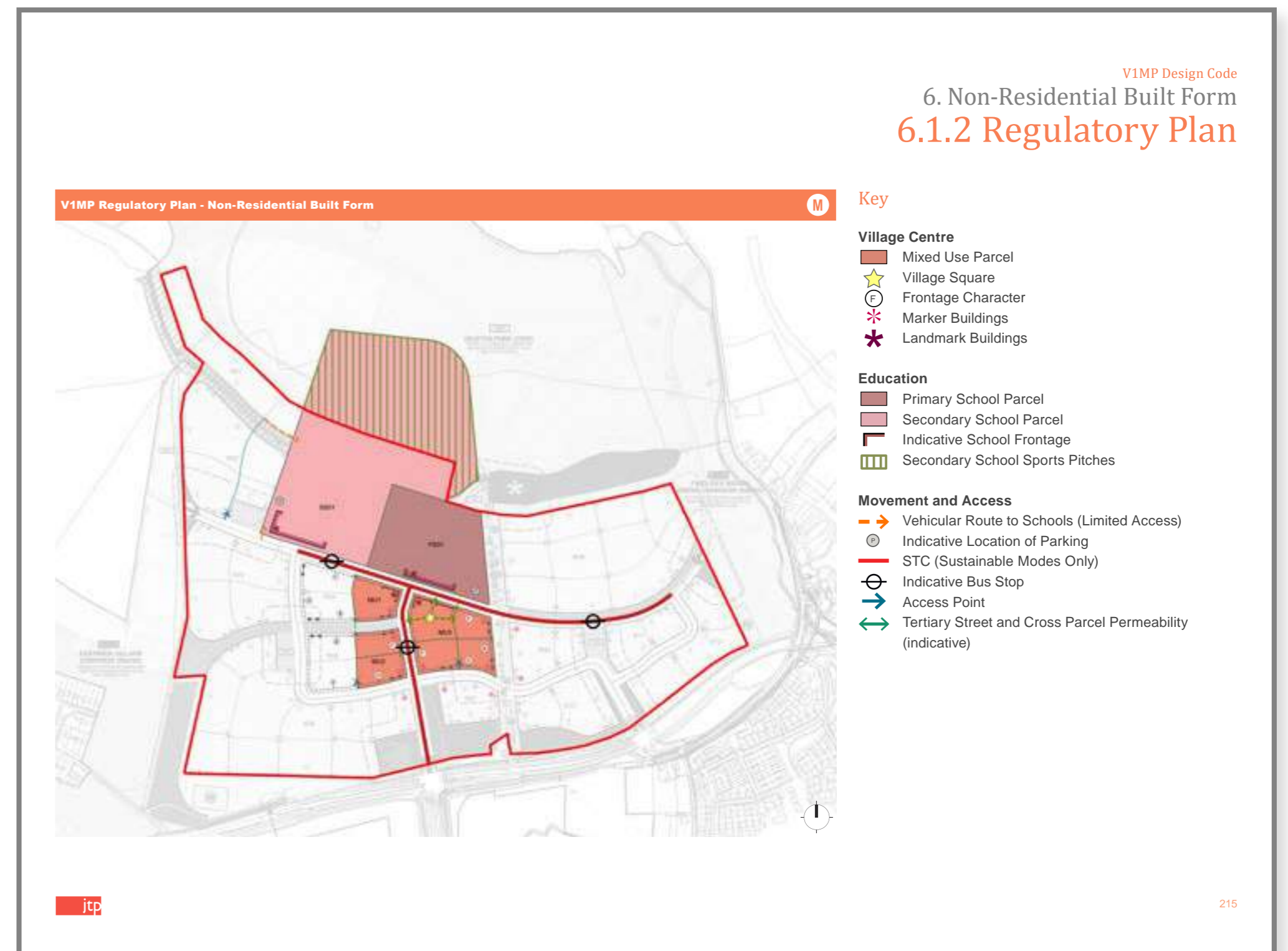
V1MP Design Code Extracts

Chapter 6: Non-Residential Built Form

This chapter of the Design Code identifies areas of non-residential built form including the mixed uses and education facilities. It sets out the key framework parameter and design principles for the Village Centre.

The contents list below sets out the sections/topics covered in this chapter of the code. The arrows indicate which sample extracts are included on this board (please note the extracts shown don't represent the entire section).

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6.2 Mixed Uses

Key Design Principles

Built Form

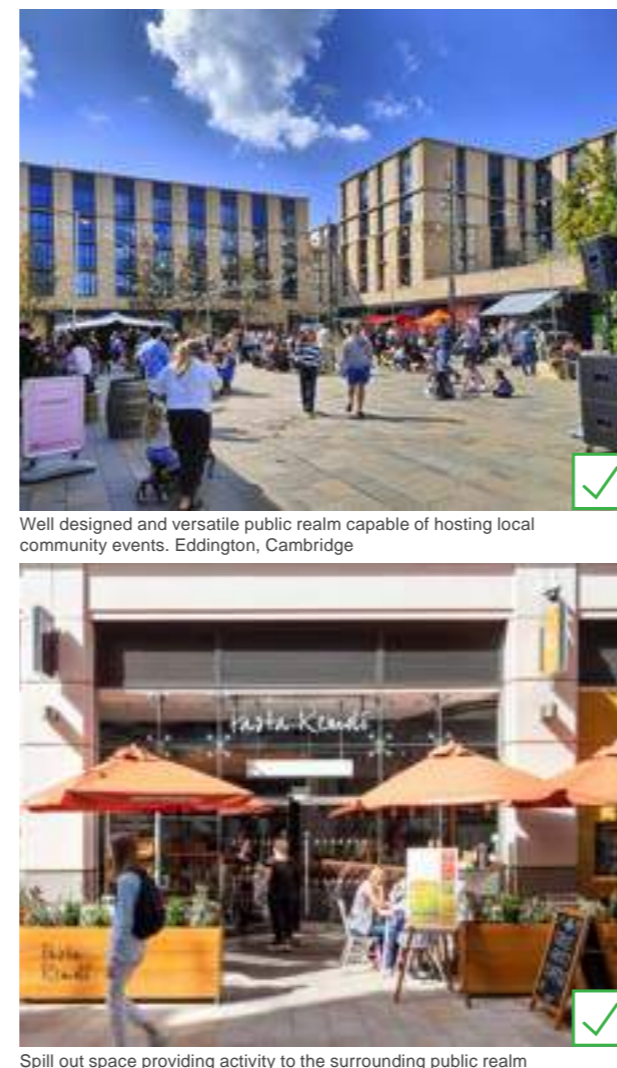
- Future proposals **must** deliver a Village Centre that exhibits architectural and urban design solutions of exemplary quality.
- A minimum of 3 storey residential dwellings and mixed-use blocks **must** be used to define the Village Centre.
- Landmark and Marker Buildings should have increased height (up to 5 storeys).
- Landmark and Marker Buildings **must** terminate long range views, with well-articulated elevations and architectural detailing. Proposals **should** explore elements such as distinct architectural form, roofscapes, glazing, materiality and the use of additional external structures and/or features.
- Built form **must** have a formal, consistent building line, with the main elevation and entrance orientated to face and frame the main street and/or square.
- Within the Village Square, mixed-use blocks with ground floor retail and upper floor residential **must** be dual aspect to overlook both the STC and square.
- Refer to the V1MP Regulatory Plan and Frontage Characters for details on acceptable residential frontages.
- For details on Buildings Heights refer to the Building Heights Parameter Plan.

Movement

- A network of active travel routes will permeate through the Village Centre. Their alignment **must** respond to the geometry established by STC and the east-west landscape corridor desire lines.
- The main entrance to the Primary School **must** be accessed from a shared surface space that prioritises pedestrians and cyclists.
- Parking **must** be provided to the rear of buildings, confined within perimeter building blocks with well-landscaped parking courtyards, or located within basements and/or under podiums.
- Servicing for the mixed uses **must** be located away from prominent views or elevations. Where servicing is provided to the front of buildings, marked service areas **must** be discrete and well-integrated into the public realm. Where servicing is provided to the back of buildings they **must** be screened with robust landscaping.

Village Square

- The Village Square, located at the heart of the Village Centre, will serve as a key mixed-use destination. It **must** be designed as a versatile space capable of hosting local community events, such as pop-ups and gatherings, reinforcing its role as the vibrant hub of the community.



Layout

- The landscape design **must** encourage social and community engagement by providing flexible spaces for a variety of community uses.
- The landscape design **must** provide high quality hard surfaced spill out spaces associated with the retail and other mixed use built forms.
- The design **must** include elements to restrict vehicular access for deliveries to the surrounding buildings while retaining access for emergency and maintenance vehicles.
- The square and its setting **should** comprise a mix of soft and hard surfaced areas (featuring raised planters, planting beds and/or areas of amenity green space). Water features and areas of soft amenity planting **should** also be considered in the design of the space.

Mobility Hub

- The Mobility Hub **must** be provided near the Village Square to act as an interchange for sustainable and active modes of transport.
- The Mobility Hub **must** provide an opportunity for accessing additional mobility services, community facilities and social interaction.
- The Mobility Hub **must** serve both the immediate adjacent community as well as a wider catchment area in recognition that residents, visitors and commuters are likely to pass through the hub as part of linked journeys to/from the Garden Town.
- The Mobility Hub **should** be designed a single storey pavilion building. Careful consideration should be given to its location, size, scale, mass and architecture to ensure it complements the square and the surrounding built form. Refer to Section 4.9 for further guidance on the Mobility Hub.

Materials

- The square **must** feature a high quality surface material that contributes to the creation of a distinct landscape character through a carefully selected material palette.
- Preference **should** be given to materials with a low embodied energy and, wherever possible, materials that are locally sourced.
- The hard landscaping design of the public realm **should** complement the design and character of the square that reinforces legibility and wayfinding.
- If there are changes in the surface material, these **should** be carefully designed to ensure that a coordinated and complementary finish is achieved, taking due consideration of any stark changes in geometry, colour, material and/or texture.
- Where there is a change in surface material between adopted and unadopted areas, a suitable type of edging **should** be used to define the extent of adoptable land.

Landscape

- The Village Square **must** be coordinated with the layout of the STC to ensure that visual and thematic connectivity is maintained along its alignment.
- The Village Square **must** be arranged to reflect the adjoining uses – notably the Primary School and the mixed use development with opportunities for spill-out areas.
- Landscape markers **must** be incorporated into the layout to provide a vertical element. Such features may be art/sculpture, wayfinding, planting etc.
- A forecourt **must** be provided to the front of the school, adjacent to the street, to provide space for safe spill-out and gathering at the entrance.
- Rear parking courts **must** be integrated with landscaping.

6.2 Mixed Uses

6.2 Mixed Uses

- A high quality landscaping material palette **must** be used in the public realm.

Tree Planting

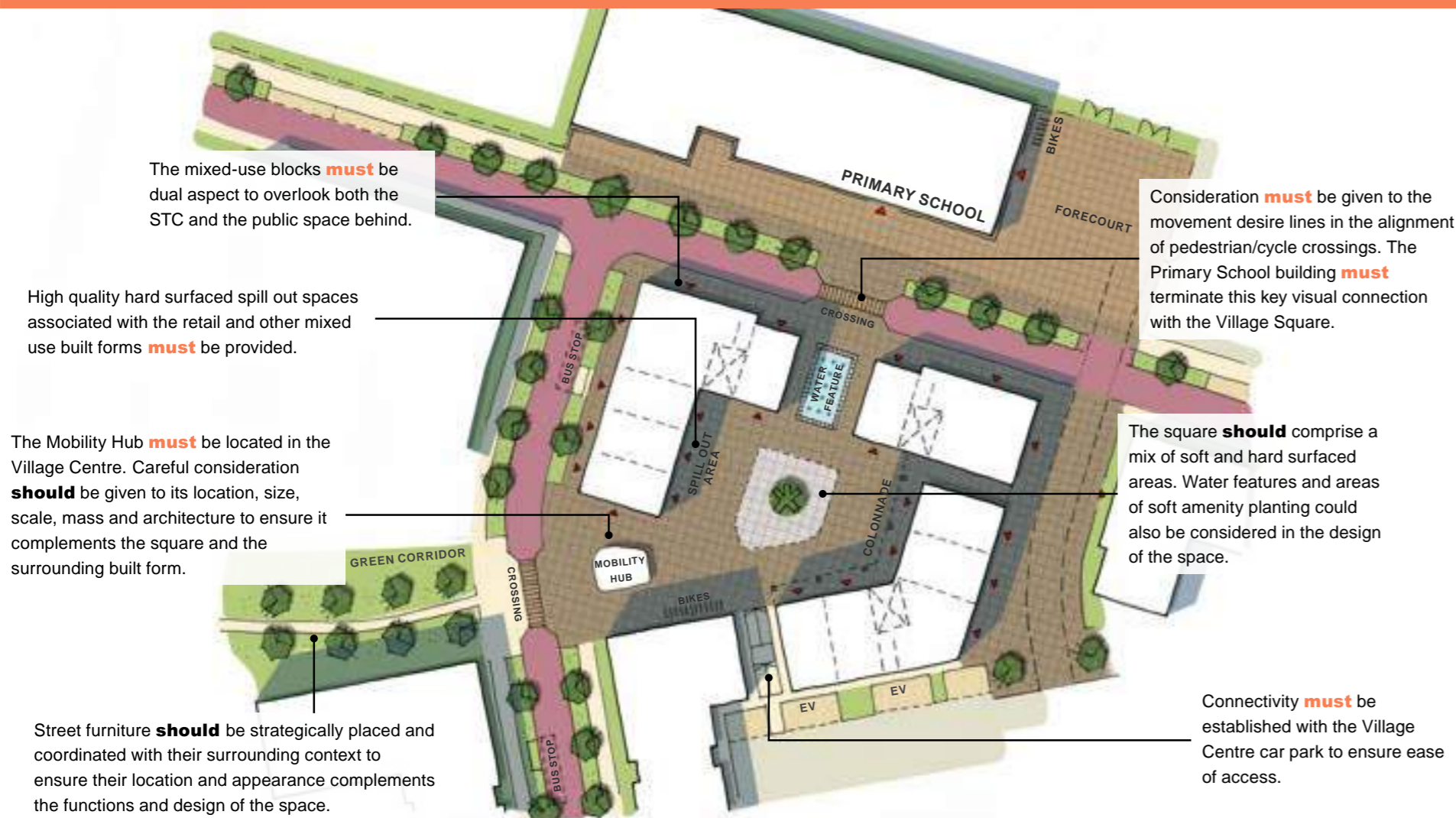
- Trees **must** be planted in appropriately sized pits which provide sufficient rooting volumes. Structural soils or cellular systems **should** be used, particularly in areas of hard surfacing and must be suitable for species size and situation.
- Means of drainage **must** be provided in pits for all street trees to prevent water logging and to aid establishment.
- Feature trees/public art/wayfinding **should** be used to frame and direct views to and through the square.
- Tree Planting selection **should** be carefully selected to take into account of its urban setting, ensuring they are appropriately selected and implemented so that they can effectively mature in urban conditions.
- Appropriate pit accessories such as aeration / irrigation pipes and drainage inspection pipes **should** be provided for all street trees to support successful establishment and to facilitate monitoring.

Street Furniture

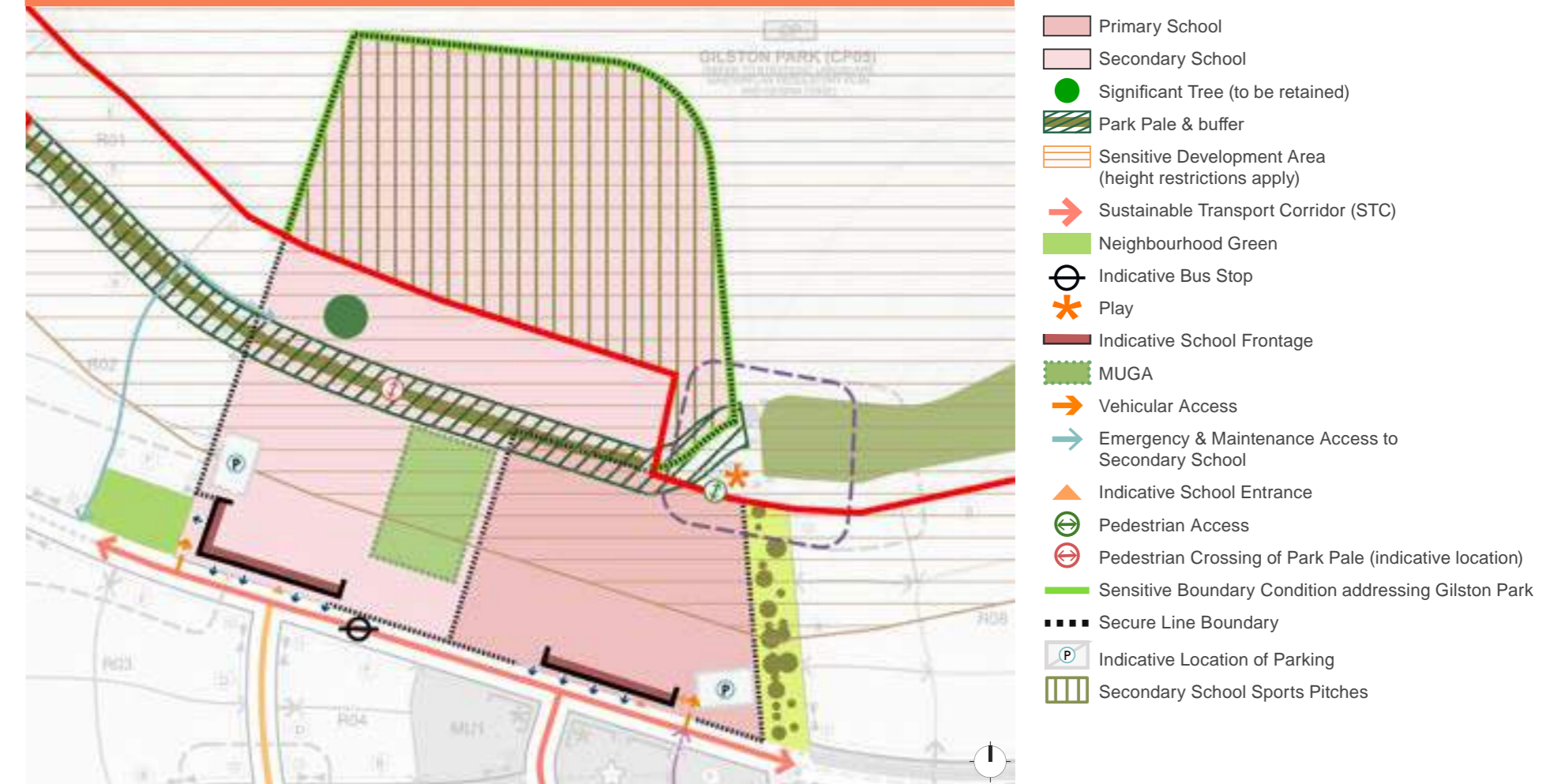
- High quality seating areas and other street furniture **should** be selected and designed to ensure there is a coherent design palette and language with an emphasis on simple, contemporary designs.
- Street furniture, such as seating area and bike stands, **should** be strategically placed and coordinated with their surrounding context to ensure their location and appearance complements the functions and design of the space.
- All timber used in street furniture **should** be FSC certified.

6.2 Mixed Uses

Village Square Design Principles Plan



School Layout Principles



The extracts on this board are intended to be read from left to right (top to bottom), following the sequence of the Design Code. Draft extracts of the Design Code are located on a nearby table.