

BUILT FORM

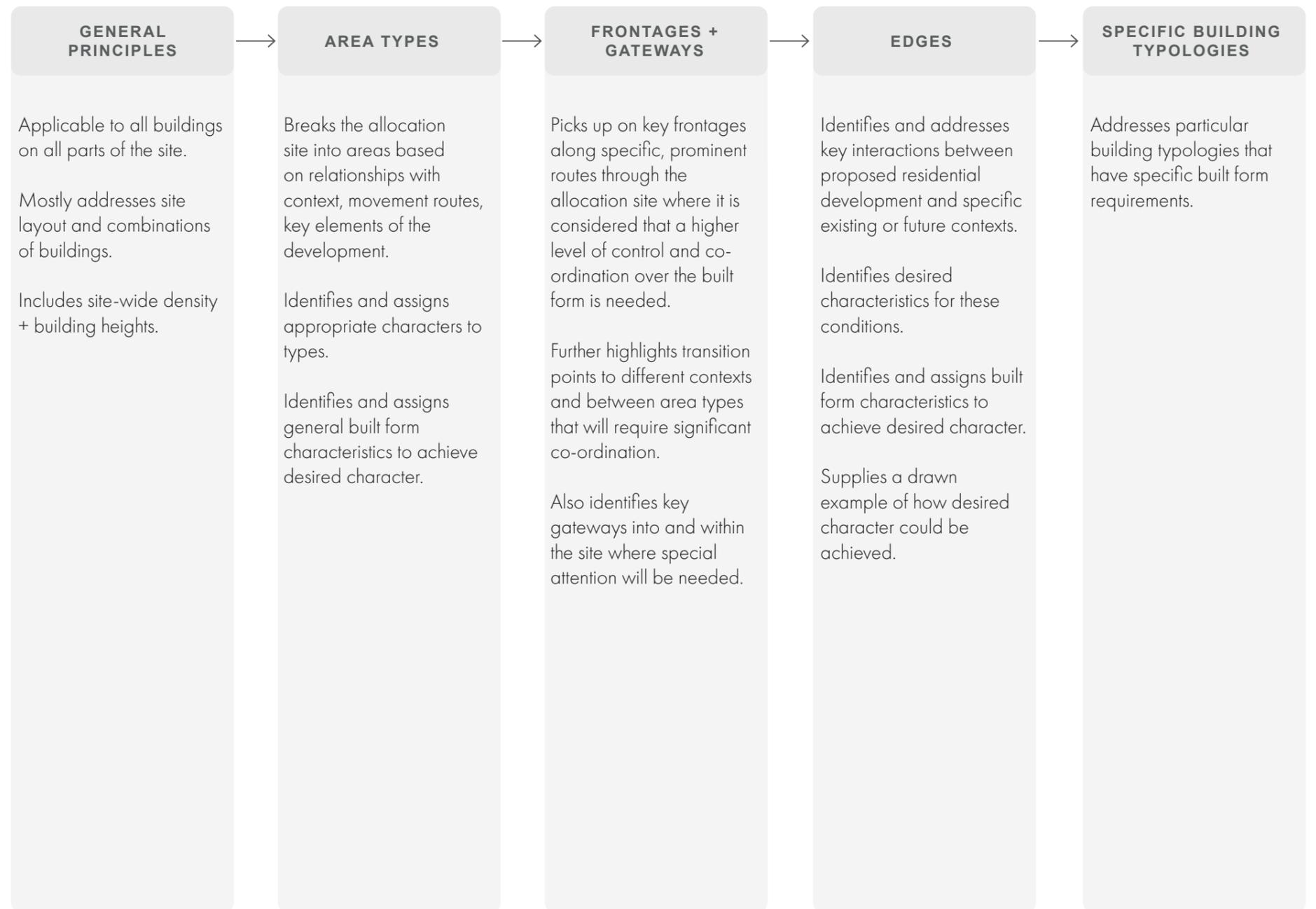
BUILT FORM

Introduction

This section covers aspects of built form at varying scales and in varying levels of detail.

The information is presented and is expected to be used in accordance with the diagram opposite and the points below:

- Each sub-section 'zooms in' to greater detail and requires a more specific response.
- Requirements within each sub-section aim to provide an additional layer of information and where appropriate supersede the previous. For example building heights information within 'Edges' provides a more specific response and overrides general building heights information.



INCREASE IN SPECIFICITY + DETAIL OF REQUIREMENTS
INCREASE IN CONTROL REQUIRED

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General principles

Permeability

BF.01 Blocks must be of a scale that facilitates a connected street network, as outlined in MO.32.

Topography

BF.02 Blocks **should** be orientated to minimise earthworks (with primary built form arranged along, rather than against, contour lines).

BF.03 Topographical characteristics such as level changes **should** become an inherent part of scheme character.

BF.04 Strategic views **should** be identified and built form demonstrated to respond to these.

Orientation

BF.05 Where possible blocks **should** be orientated so the majority of dwellings have a north-south aspect.

Existing buildings

BF.06 Existing buildings on site **should** be retained if possible and where they are considered to contribute to the character of a development.

Existing landscape

BF.07 Blocks **should** be arranged to respond to and where possible sit within existing land parcels defined by landscape feature such as hedgerows, forming a fundamental part of the character of development.

Definition of character, distinctiveness and variety

BF.08 Legibility, character and distinctiveness **must** be demonstrated through site layouts, including proposed block structure, ahead proposed materials and applied features.

BF.09 A strategy for development blocks **must** be implemented that addresses their scale, level of formality, relationship with movement + landscape considerations and resultant character.

BF.10 It is important for the allocation to offer a range of living situations along with a varied and interesting experience of place. This **must** be achieved through a holistic, coherent approach to built form, movement, nature and public space elements. It is not considered acceptable for this to be addressed through a 'pepper-potted' approach to variety or materials differences alone.

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General principles

Groupings

BF.11 Buildings **must** be arranged in coherent groupings that contribute to the character aims for the area or street, a particular frontage or open space.

Orientation + frontages

BF.12 Buildings **must** face and align with key routes and spaces, including open spaces, providing continuity and enclosure that aligns with the overall approach for the area or street.

BF.13 Routes and spaces **must** be overlooked by windows to habitable rooms or features such as balconies, blank elevations **must** be avoided.

BF.14 All primary building entrances **must** be visible and accessible from the street.

Street ends

BF.15 Views to the ends of streets **must** be terminated with built form (excluding garages and service buildings such as substations), landscape features or the clear continuation of a movement route.

Corners

BF.16 Buildings to corners must meaningfully activate both sides, through means including windows to habitable rooms, balconies or terraces and front doors.

Buildings that join

BF.17 Buildings that join **should** be designed so as not to appear as one large mass. Individual proportions and a sense of rhythm can be introduced through stepping of built envelope, 'special' window forms, roof forms.

Larger buildings

BF.18 Buildings that are taller than other in the immediate vicinity **must** be integrated thoughtfully into the street and their relationship with surroundings demonstrated.

BF.19 Taller buildings **should** be utilised in important locations to act as landmarks, aid wayfinding or create variation in sense of enclosure, such as at key corners, at gateways into and within the site, at key movement junctions and to define public spaces.



Beechwood Village
Pollard Thomas Edwards
Image credit to be added



Marleigh, Cambridge
Pollard Thomas Edwards
Image credit to be added

Framing of open spaces with coherent built form groupings at Beechwood Village, Basildon and Monksmoor, Daventry.

Overlooking of movement route and open space with consistent frontage.



Wilkinsons Brook, Dublin
Proctor + Matthews
Image credit to be added



Wilkinsons Brook, Dublin
Proctor + Matthews
Image credit to be added



Termination of streets + framing of spaces at Wilkinsons Brook, Dublin and Monksmoor, Daventry.



Goldsmith Street, Norwich,
Mikhail Riches
Image credit to be added



Active corners formed by front doors, windows to habitable rooms and balconies at Goldsmith Street, Norwich and Micklewell Farm, Daventry.



Knights Park, Eddington
Pollard Thomas Edwards
Image credit to be added

Taller buildings forming landmarks and relating carefully to smaller buildings around them and Eddington, Cambridge.

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Residential density

These densities are averages and are intended to describe where higher or lower density development is expected to be focused. The approach includes:

- higher density around the district centre and associated key transport routes
- mid density at the transition between the edge of Rugby and the district centre
- lower density adjoining Cawston Spinney
- lower density at site edges adjoining existing green landscapes such as Cawston Greenway
- lower density adjoining the edge of Dunchurch and the green landscape to the south.

BF.20 Proposals **must** demonstrate their approach to density.

BF.21 Density **should** be calculated from the outline of each residential parcel, including the internal roads but excluding large areas of open space or play.

BF.22 Proposals **should** align with the density averages shown on the diagram opposite.

BF.23 Technical or other reasons for not achieving desired densities **must** be demonstrated.

Also refer to:

Movement

Nature

Public spaces

RBC Local Plan Policy HS1, SDC 1

Key



50+ dph



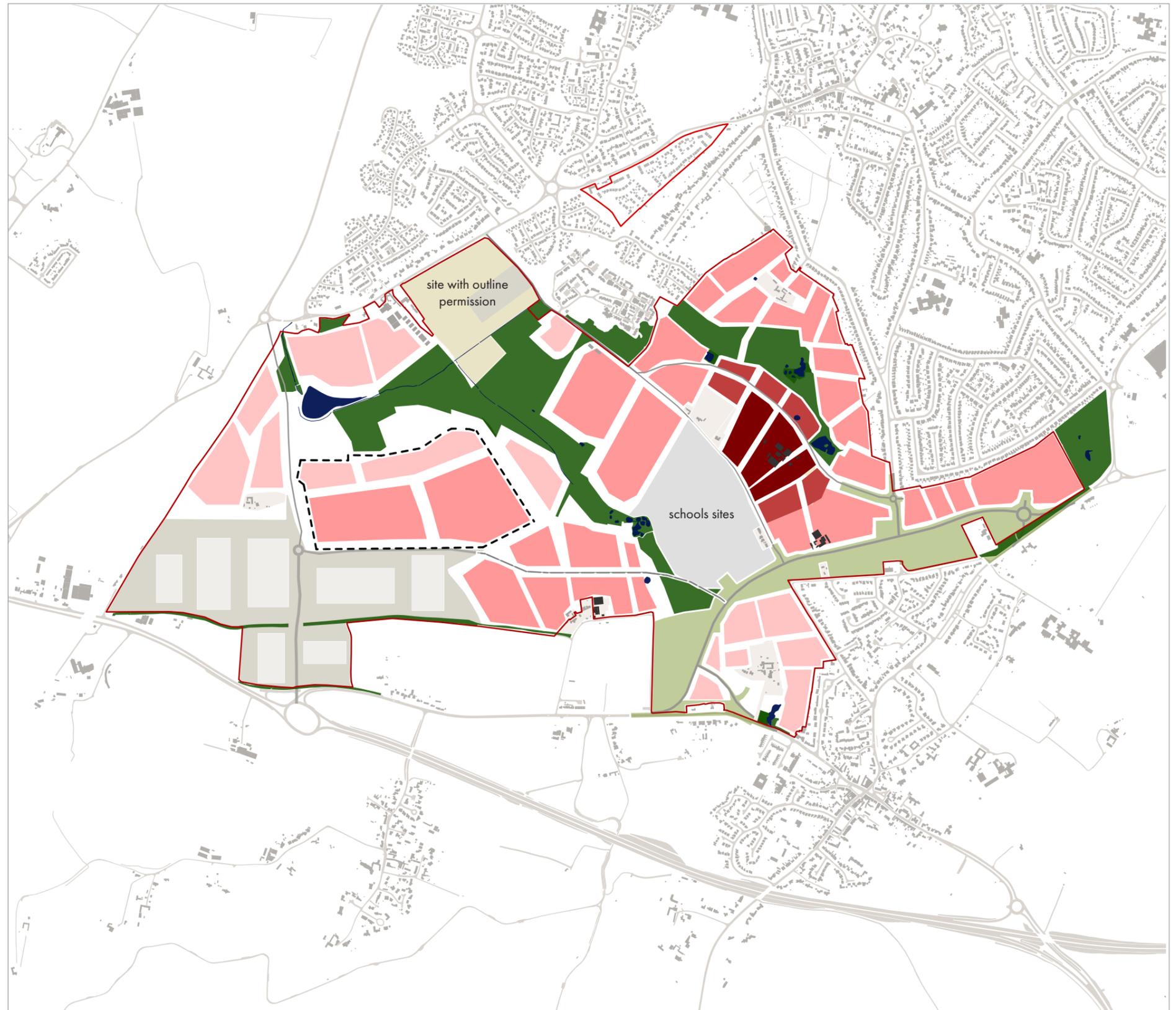
40 dph



30 dph



Safeguarded land



BUILT FORM

Building heights

The building heights shown here are maximums and it is not expected for all buildings within an area to be at the maximum height shown. The heights proposals are described as 'up to', which would allow for lower development forms such as bungalows where appropriate.

It is expected for the upper ends of building heights to be utilised for placemaking benefit, for example to be concentrated on key corners, viewpoints, around key transport routes, entrance points to the site and to frame public/open spaces where appropriate.

BF.24 Proposals **must** demonstrate their approach to building heights.

BF.25 Proposals **should** align with the building height categories shown on the diagrams opposite and below.



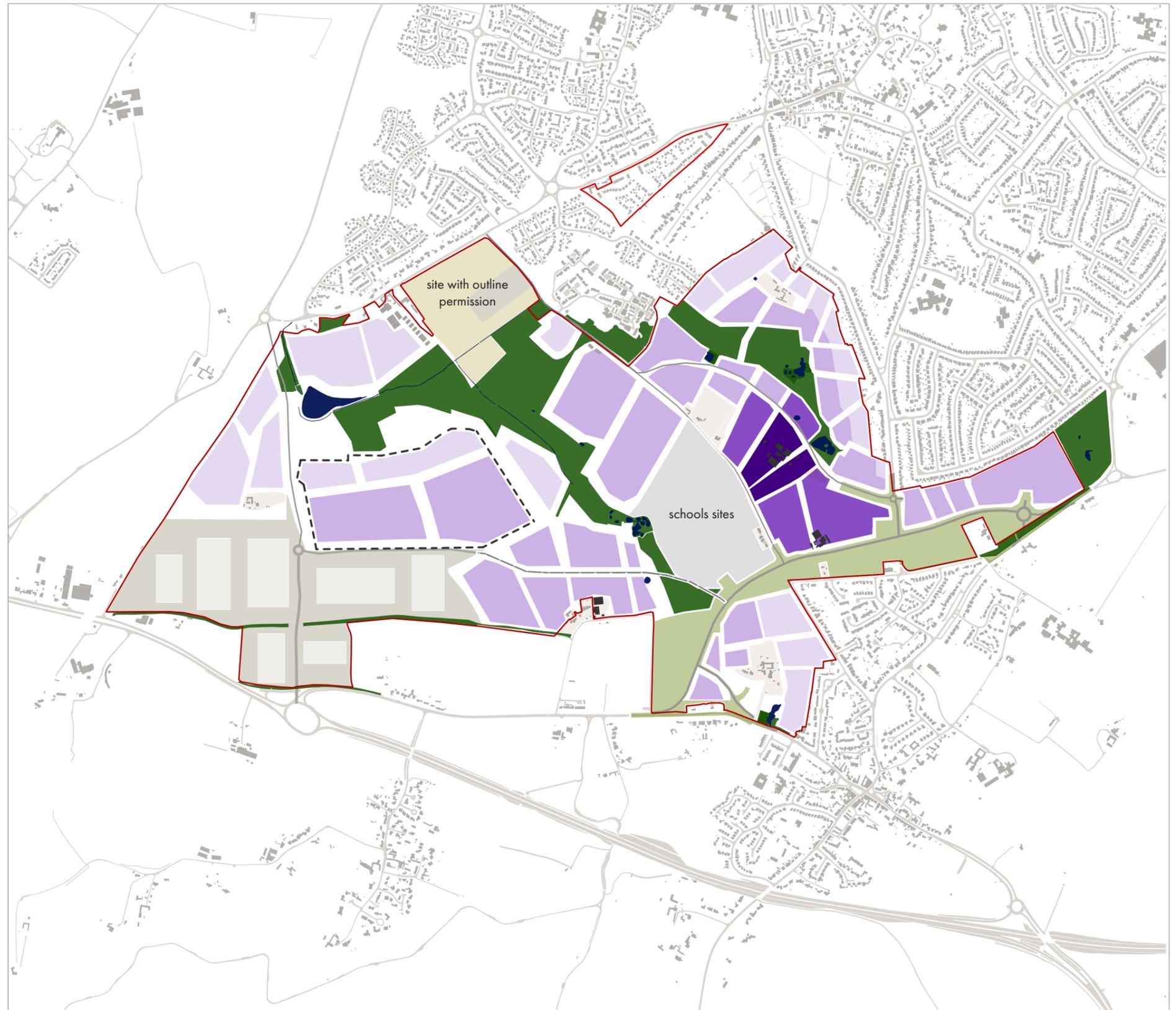
Safeguarded land scenario 2: employment uses



Also refer to:

- Movement
- Nature
- Public spaces
- Homes + buildings

Key



BUILT FORM

Residential area types

The principles on the following pages provide broad characterisations and general expectations for development in certain areas, based on their location within the site and relationships with context, movement routes, key elements of the development (such as the district centre). They have relationships with density, building heights and other built form characteristics within the subsection. They should offer variation in living experience.

These areas will have a fundamental relationship with street design and associated landscaping. It is therefore expected for proposals to demonstrate how these elements have been brought together to provide a coherent and positive whole.

The principles in this section are expected to apply most rigorously to key frontages within each area type. The applicant is expected to demonstrate where they consider these frontages to be, although they would typically be expected on main movement routes through area types, in locations visible from key public or open spaces and at edges between different land ownerships/applicant teams.

The interfaces between different area types is also expected to be given particular consideration. It is likely most appropriate for direct transitions to be gradual.

- BF.26** Proposals **must** present as coherent wholes, where street design, landscape and built form have been integrated to form a positive living environment.
- BF.27** Proposals **must** demonstrate how interfaces between areas types or within area types but between developer teams will be addressed.
- BF.28** Proposals **should** align with the area types opposite and the built form principles on the following pages.

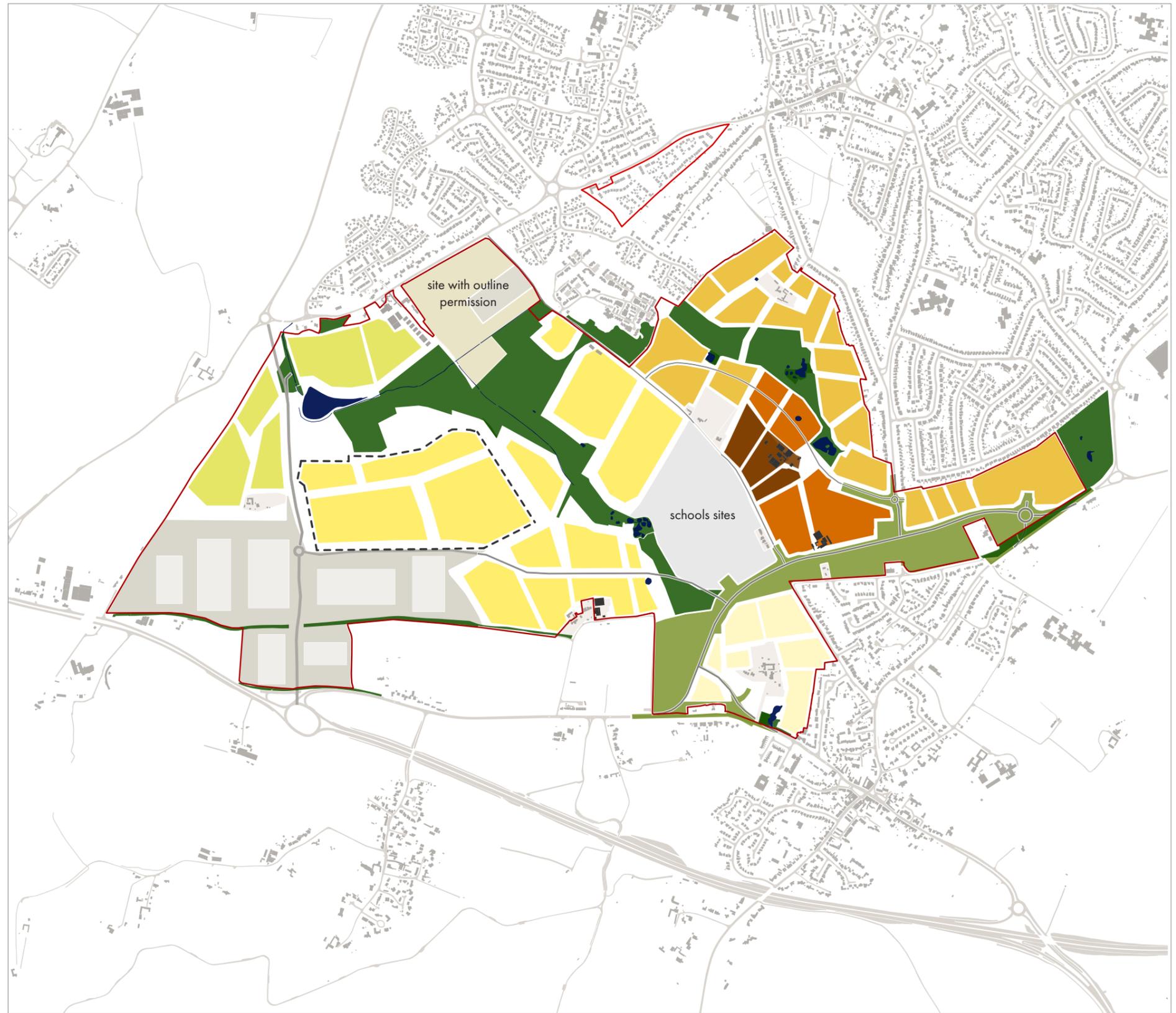
Also refer to:

Movement

Nature

Key

	District centre		Suburban residential
	Urban residential		Homestead south
	Bilton parkland		Green fringe
			Safeguarded land



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District centre

The district centre is the part of the site which contains the highest density of dwellings (including specialist housing) alongside other facilities and services essential for a well-rounded place. These include commercial and retail services, offices uses, healthcare and community services.

The district centre is also characterised by the nearby primary and secondary schools and its proximity to key public transport links on the site.

It is expected for this part of the site to achieve the most formal and dense built character, with close relationships between built form and street.

The quality of the public realm here is essential to achieving a successful place. It is considered appropriate for its character to be linked to landscape features, which should be integrated into the overall design.

Key drawing



BF.29 District centre

Dwelling typologies	<p>Predominantly apartments within mixed use buildings (commercial or community uses at ground floor).</p> <p>Terraced houses and apartments to parts without different uses at ground floor.</p> <p>Secondary dwelling typologies: terraces to mews areas.</p>
Building height	<p>As per building heights plan.</p> <p>Extra height (in the form of a 5th storey, prominent roof forms or overall taller built form) to be limited to locations where it will contribute to placemaking aims, ie form key gateways, frame important corners or carefully enclose public spaces.</p>
Building line	<p>Formal and consistent, orientated directly with the street.</p> <p>High density of building line - gaps only for non-vehicular and vehicular movement routes and access.</p> <p>Minimal to no set back 0-0.5m This setback sits outside extended areas of public realm that will be appropriate for and should be included in several parts of the district centre, as indicated in PS.05.</p>
Boundary treatments	<p>Usually no boundary treatment, especially on main routes through local centre.</p> <p>If present, boundary treatments are to be used consistently or in clear groupings, with careful consideration given to interaction of boundary with the street.</p>
Roof form	<p>Consistent and repeated. Possible for this to be broken where it will contribute to placemaking aims ie form key gateways, frame important corners or carefully enclose open spaces.</p>



Wapping Wharf, Bristol
Alec French Architects
Image credit to be added

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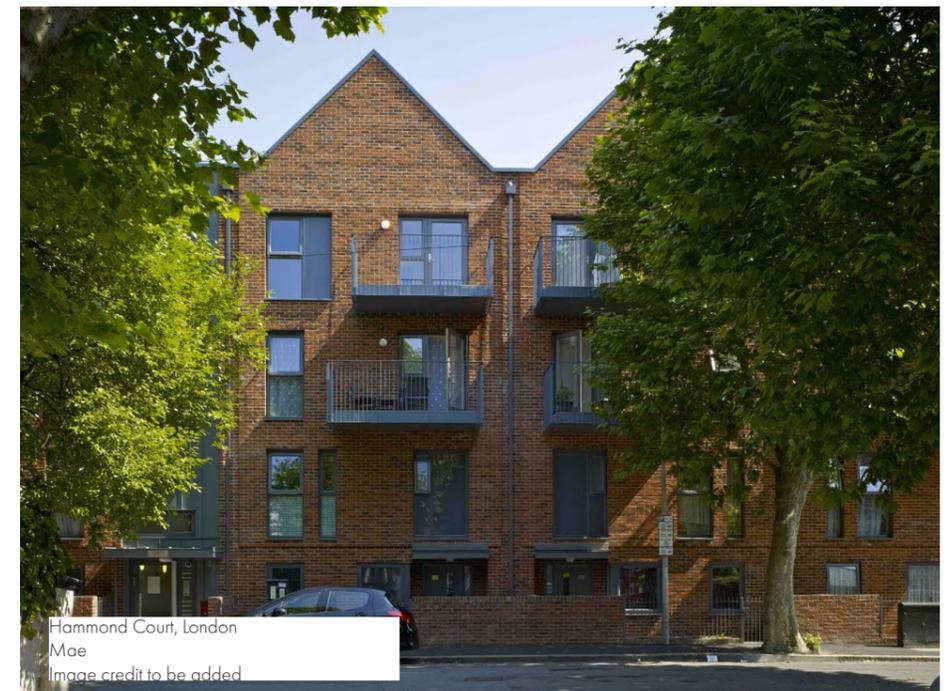
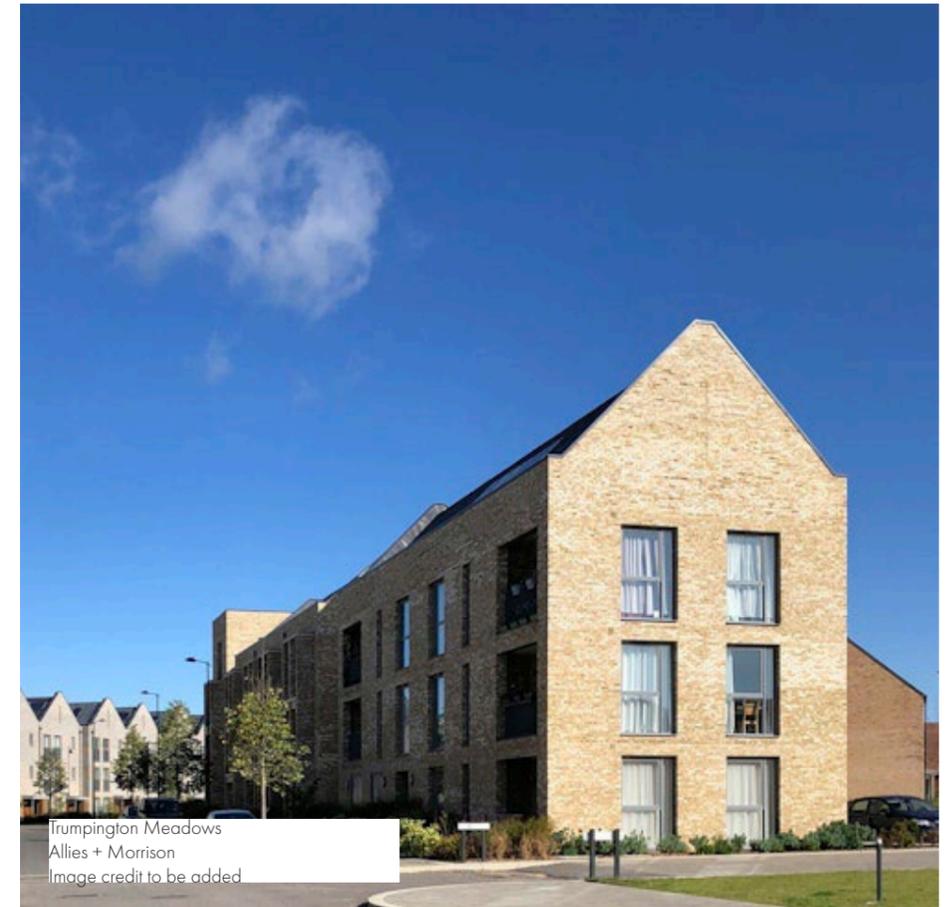
Urban residential

This is the area immediately surrounding the district centre, meaning it is closely linked with the mixed use facilities, public transport links and access to schools facilities.

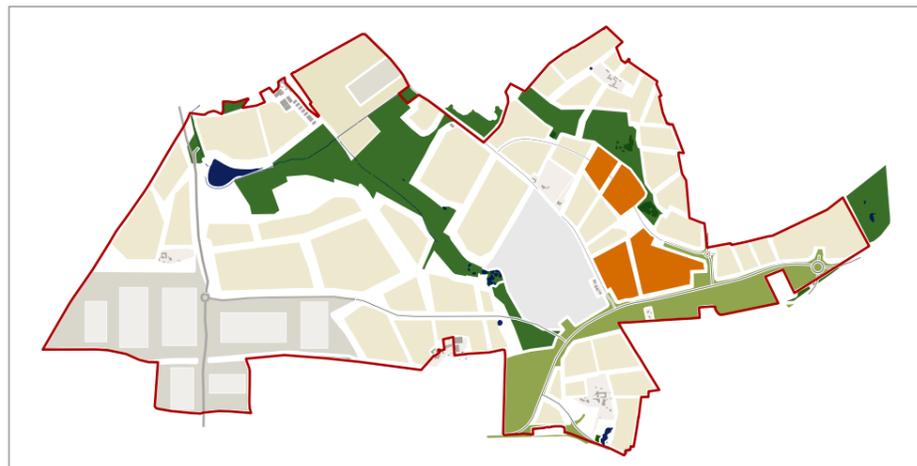
Whilst mostly residential in nature it is expected to maintain a higher density than the other parts of the site. Along with this it is expected to retain much of the formal, continuous built character of the district centre.

BF.30 Urban residential

Dwelling typologies	Predominantly apartments and terraced dwellings. Secondary dwelling typologies: terraces to mews areas.
Building height	As per building heights plan. 4-storey buildings to be concentrated toward local centre and to highlight key corners or entrances.
Building line	Formal and consistent, orientated directly with the street. High density of building line - minimal gaps, mostly where required for non-vehicular and vehicular movement routes. Small or no set back 0-1m.
Boundary treatments	No boundary treatments, low walls or railings. To be used consistently or in clear groupings, careful consideration given to interaction of boundary with the street.
Roof form	Mostly consistent, some variation between recognisable groupings.



Key drawing



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Bilton Parkland + Suburban residential

These two parts cover the largest area in the site and therefore will be a key part in the overall experience of the development. They will both be residential in nature, although both are in close proximity to the local centre, schools and public transport links.

It is important for these areas to offer a variety of living situations, however for the built form, streets and landscape to have a recognisable and coherent identity.

Bilton parkland

This area adjoins the southern side of the Rugby urban edge, meeting Bilton. It is therefore proposed to be of a higher density and more formal built character than the suburban residential area further to the south west.

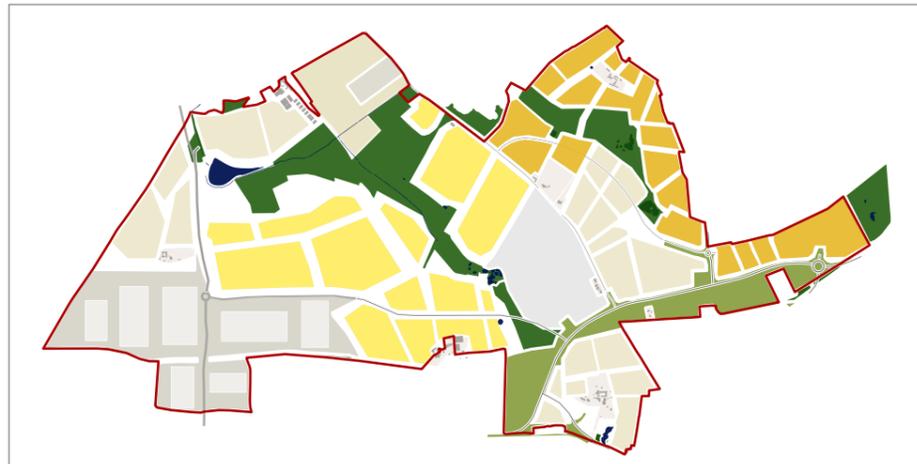
It has key relationships with the large proposed open space, the Homestead Link Road with associated landscaping and Cock Robin Wood.

Suburban residential

This area covers a large proportion of the residential area on the site, with both parts maintaining good access to public transport via Cawston Lane and the Sustainable Transport Corridor. It sits either side of Cawston Spinney, which should form a defining part of its character.

Development here is expected to become less formal and offer more variety in built form.

Key drawing



BF.31 Bilton parkland	
Dwelling typologies	Predominantly short terraces, semi-detached houses, link-detached houses and small apartment blocks. Used repeatedly in groupings to achieve consistency. Secondary dwelling typologies: terraces to mews areas
Building height	As per building heights plan. 3-storey buildings to be focused on key corners, key frontages or in specific groupings.
Building line	Mostly formal and consistent, with variation between recognisable groupings. Medium density of building line, with consistency and coherence in gaps. Small-medium set backs, some variation between groupings or frontages. 0.8-2m.
Boundary treatments	Low walls, railings or soft landscaping. Must be used consistently or in clear groupings.
Roof form	Mostly consistent, some variation between recognisable groupings.

BF.32 Suburban residential	
Dwelling typologies	Variety in typologies - short terraces, semi-detached houses, link detached houses and small apartment blocks. Used repeatedly in groupings to achieve consistency. Secondary dwelling typologies: terraces to mews areas
Building height	As per building heights plan. 3-storey buildings to be focused on key corners, key frontages or in specific groupings.
Building line	Some variation, but a level of consistency within groupings or frontages. Medium density of building line, with consistency and coherence in gaps. Medium set backs, with some variation. 1-3m.
Boundary treatments	Low walls, soft landscaping. Variation overall but with recognisable relationships with streets, open spaces etc.
Roof form	Varied with recognisable groupings.



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Homestead south + Green fringe

Both of these areas are distinct from the major, central part of the site, separated by the Homestead Link Road + associated buffer and Potsford Dam Link + Cawston Spinney respectively. They are the lowest density areas of the site, which are both expected to have a 'gentle', human scale feel.

Homestead South

This part of the site is characterised by its close relationship with the HLR parkland and the north-west corner of Dunchurch, particularly the facing dwellings at the southern end of Cawston Lane.

Its built form is expected to respond to the grain of adjoining areas while respecting the existing dwelling on site.

Green edge

This part of the site is also split into two parts by the Potsford Dam Link road. The southern of the two parcels has a key interface with the existing employment development.

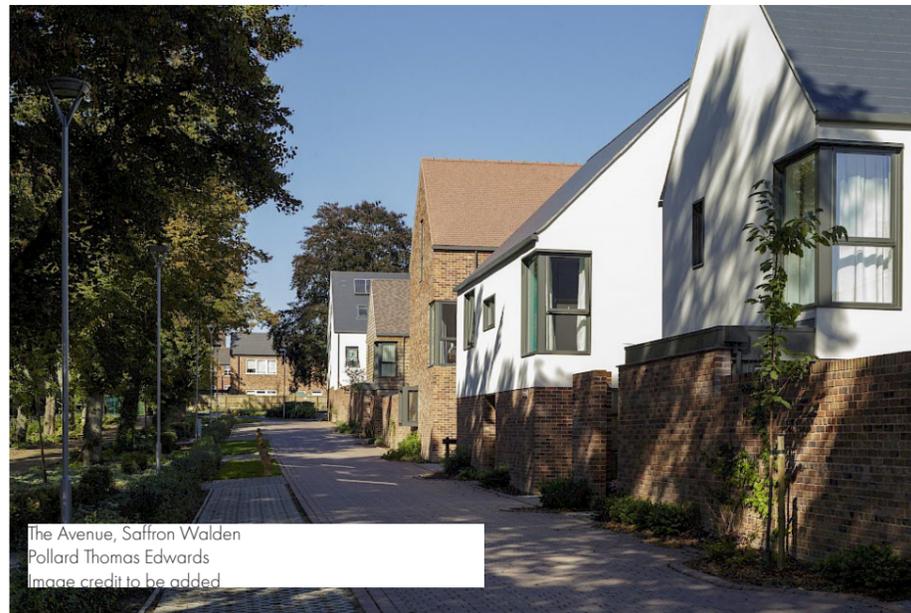
Its character should be the most informal on the site and each part should be characterised by their respective edges with Cawston Spinney (and associated water body) and Cawston Greenway.

Key drawing



BF.33 Homestead south	
Dwelling typologies	Predominantly houses - semi-detached, link detached and detached. Some short terraces or small apartment blocks to interior of site, along main routes or towards Homestead Link Road. Secondary dwelling typologies: terraces to mews areas.
Building height	As per building heights plan.
Building line	Some variation, but a level of consistency within groupings or frontages. A higher level of consistency and formality to main route(s) through and to Homestead Link Road. Medium density of building line, variation in gaps across parcels but consistency within groupings. Larger set backs, with some variation. 2m+.
Boundary treatments	Low walls, soft landscaping or no boundary treatment (ie front garden).
Roof form	Varied with recognisable groupings or patterns.

BF.34 Green fringe	
Dwelling typologies	Predominantly houses - semi-detached, link detached and detached. Some short terraces or small apartment blocks to interiors of sites or along main routes. Secondary dwelling typologies: terraces to mews areas.
Building height	As per building heights plan.
Building line	Some variation, but a level of consistency within groupings or frontages. A higher level of consistency and formality to main route(s). Medium density of building line, variation in gaps across parcels but consistency within groupings. Larger set backs, with some variation. 2m+.
Boundary treatments	Mostly soft landscaping or no boundary treatment (ie front garden). Low walls where necessary.
Roof form	Varied with recognisable groupings.



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Frontages to key routes + site gateways

This page identifies key areas where the built form is considered to require particularly careful consideration, beyond the information in the area types, and provides a framework for this, including:

- Gateways - into the site, between different parts of the site and at meeting points between movement routes
- Frontages to key movement routes

BF.35 Proposals **must** demonstrate their approach to gateways and key frontages, those on the diagram opposite and any others identified. This may include, but is not limited to:

- Building heights at the upper end of that permitted
- Increased density of built form to encourage activation and overlooking
- 'Special' built form (inc roof forms)
- Elevational treatment including arrangement of windows and doors to encourage activation and overlooking
- Use of special material treatments to groupings

BF.36 Proposals **should** align with the diagrammatic approaches on the following pages.

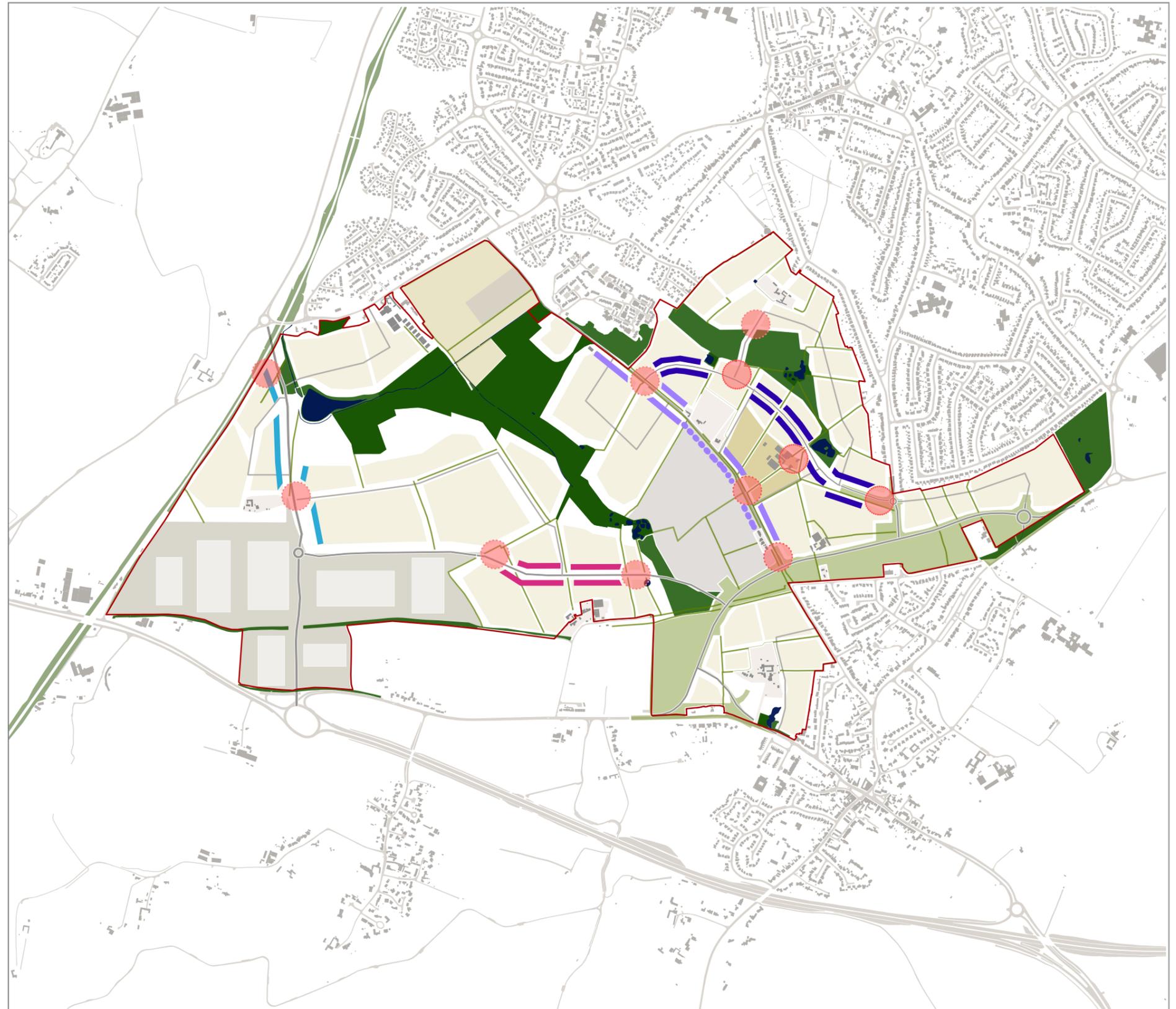
BF.37 The design of gateways and key frontages **must** be relative to the built form context they already sit within.

Also refer to:

- Movement
- Nature
- Public spaces

Key

- | | |
|--|---|
|  Community Spine road frontage |  Cawston Lane frontage |
|  Potsford Dam link frontage |  Sustainable transport corridor frontage |
|  Key gateways |  Sustainable transport corridor frontage |



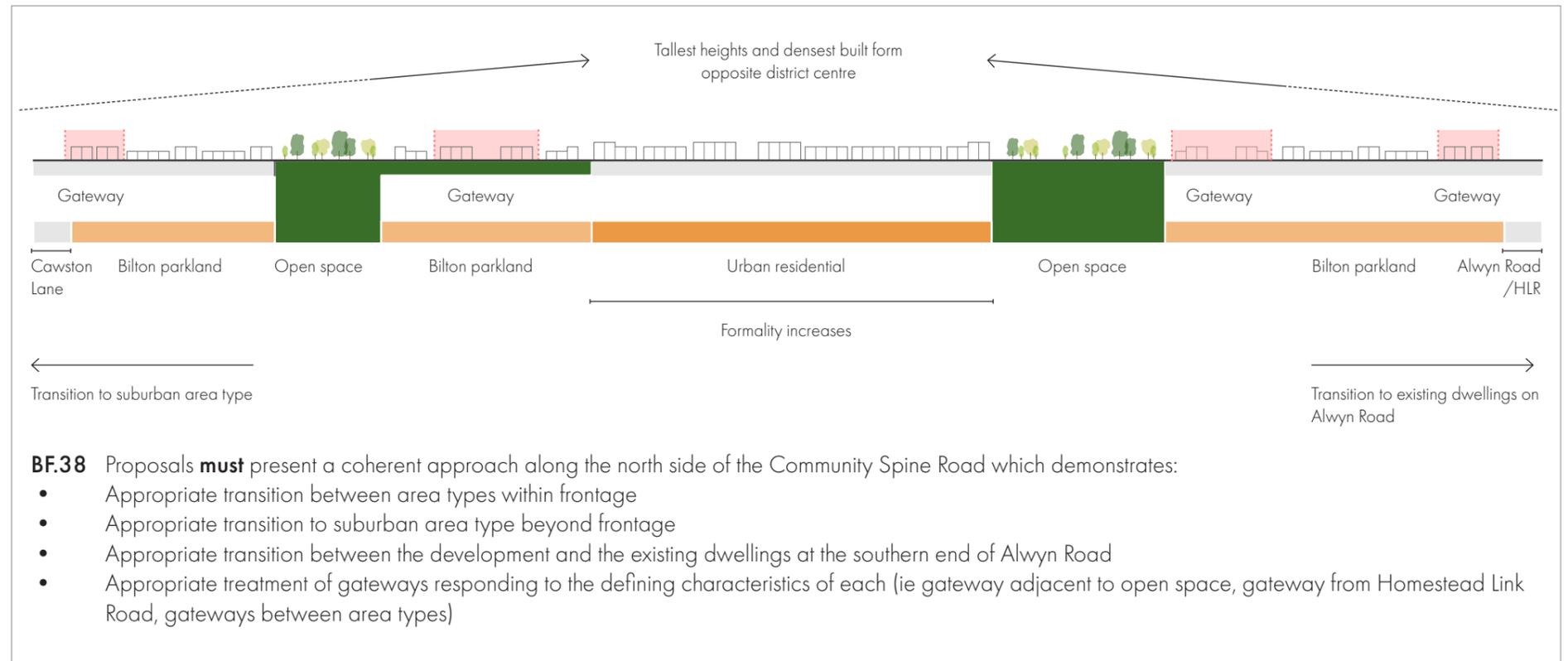
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Community spine road

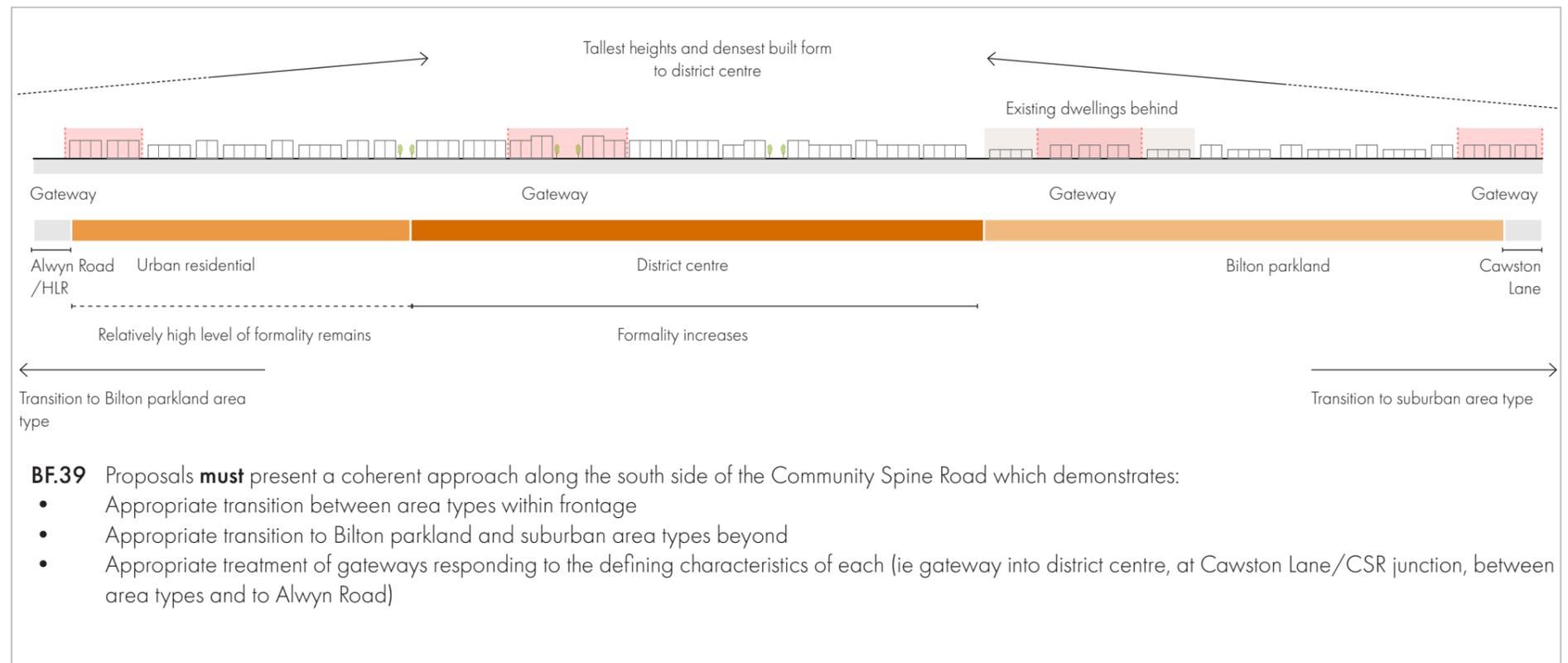
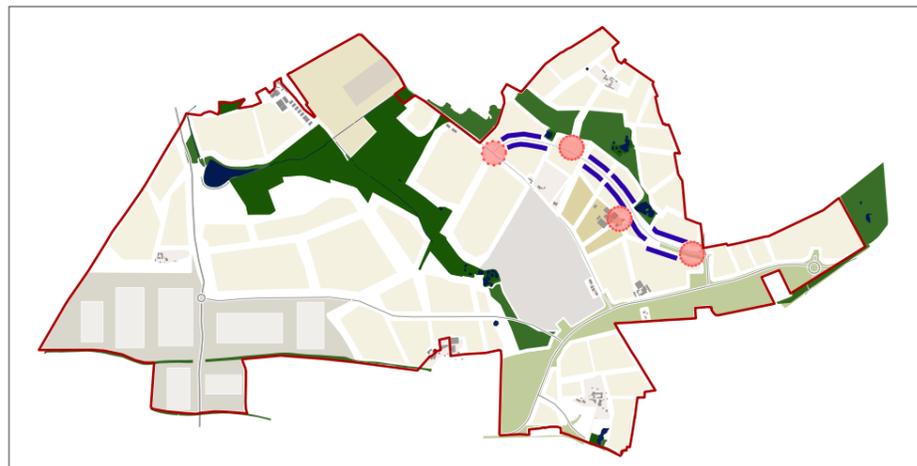
The Community Spine Road is due to form the main route through the north-east part of the site. The built form here should reflect the street's status and contribute to its use as the more prominent route.

It passes through the urban residential and Bilton parkland area types and covers a large distance, so is expected to reflect the area types along its length and offer variation in experience.

The south side of the route which includes the district centre will have a much more built character, while the other has some substantial punctuations by open space.



Key drawing



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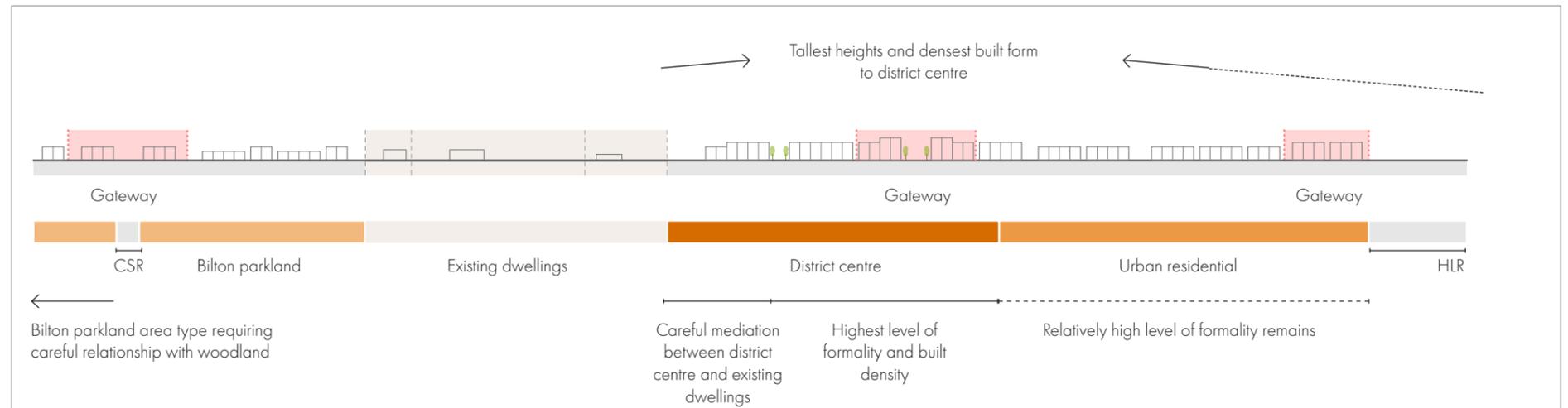
Cawston Lane

The southern half of Cawston Lane is due to form a subservient route when compared with the Community Spine Road. The built form here should reflect this, being less consistently formal and containing overall less built density.

It passes through the district centre, urban residential, Bilton parkland and suburban area types and should reflect these along its length, offering variation in experience while transitioning carefully.

The eastern side of this route features a key frontage to the district centre and... The western side will have a very different frontage, with the potential for a large portion of it to be without built form and characterised by school playing fields instead, depending on the exact arrangement of the school site(s).

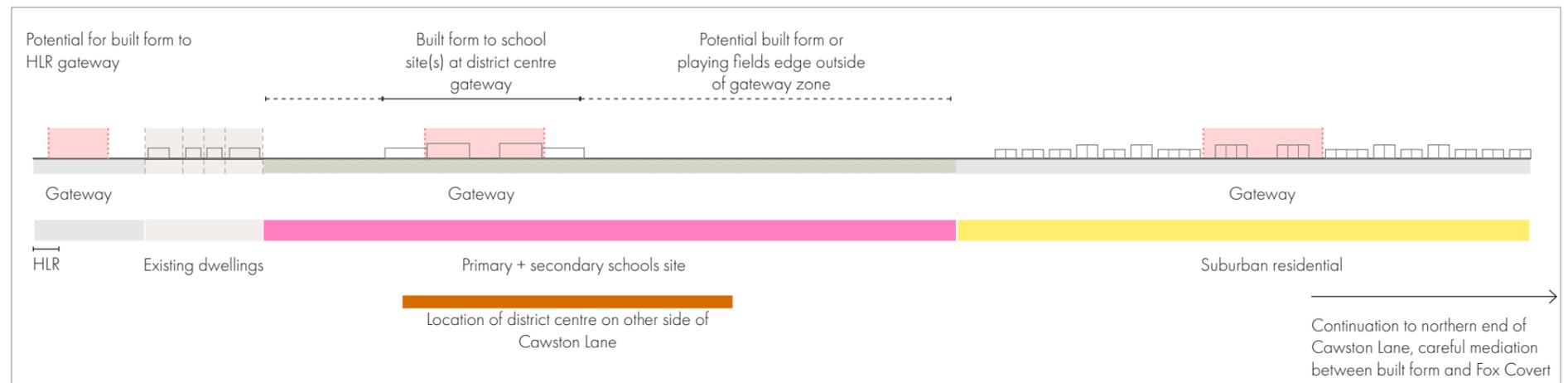
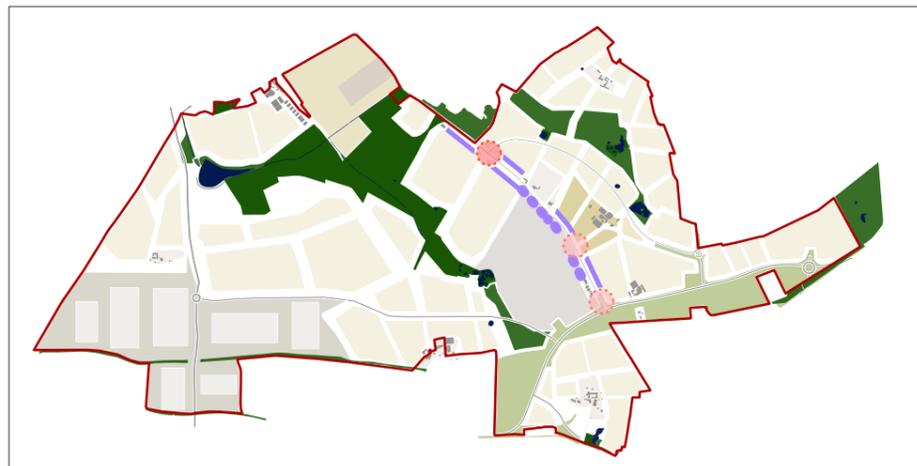
On both sides of this route there are existing dwellings, careful mediation between proposed built form and these will be required.



BF.40 Proposals **must** present a coherent approach along the north side of Cawston Lane which demonstrates:

- Appropriate transition between district centre and urban residential area types
- Appropriate transition between the development, both Bilton parkland and district centre area types, and the existing dwellings along Cawston Lane
- Appropriate treatment of gateways responding to the defining characteristics of each (ie gateway into district centre, gateway from Homestead Link Road, gateways between area types)

Key drawing



BF.41 Proposals **must** present a coherent approach along the south side of Cawston Lane which conveys how development will demonstrate:

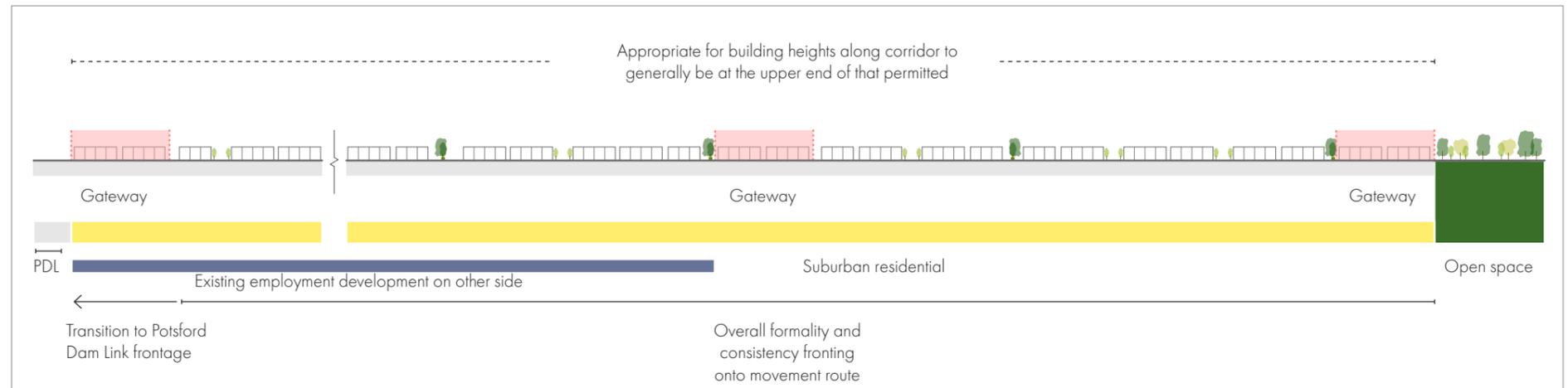
- Appropriate built response within schools site(s) to district centre gateway
- Appropriate transition between the development and the existing dwellings along Cawston Lane
- An appropriate proposal for the HLR gateway, where it is likely suitable for there to be some built form that forms a grouping with built form on the other side of Cawston Lane
- Appropriate treatment of gateways responding to the defining characteristics of each (ie gateway opposite district centre, at CSR junction)

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Sustainable Transport Corridor

The Sustainable Transport Corridor is due to form the main connection from the Homestead Link Road to the west of the site.

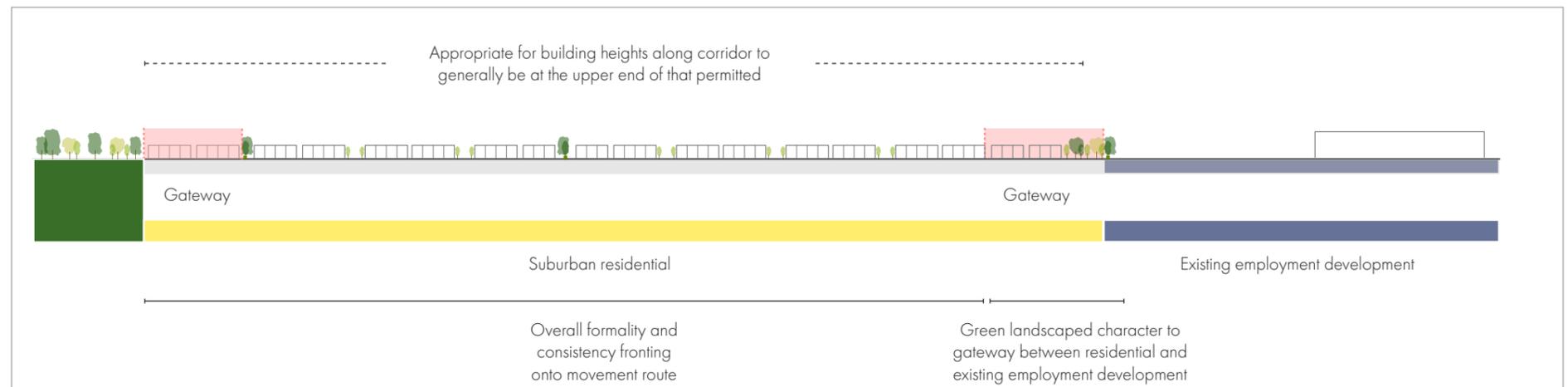
It passes through the suburban residential area type, where it is expected to provide a fairly formal, consistent built character. Its western end also passes alongside the existing employment development on one side, where it will have a significantly different character.



BF.42 Proposals **must** present a coherent approach along the north side of the Sustainable Transport Corridor which demonstrates:

- Sufficient overlooking and activation of active travel routes adjacent to the road (dwellings facing the movement route)
- A consistent, ordered frontage aligned with and facing the movement route
- Appropriate treatment of gateways responding to the defining characteristics of each (ie gateway onto open green space at the east, gateway at the modal filter when the route moves between the safeguarded land and existing employment development, gateway to the Potsford Dam Link). Where building heights are mostly consistent and at the upper end of that permitted the definition of gateways will need to be achieved through other means.

Key drawing



BF.43 Proposals **must** present a coherent approach along the south side of the Sustainable Transport Corridor which demonstrates:

- Sufficient overlooking and activation of active travel routes adjacent to the road (dwellings facing the movement route)
- A consistent, ordered frontage aligned with and facing the movement route
- Appropriate treatment of gateways responding to the defining characteristics of each (ie gateway onto open green space at the east and gateway at the modal filter when the route moves between the safeguarded land and existing employment development. Where building heights are mostly consistent and at the upper end of that permitted the definition of gateways will need to be achieved through other means.

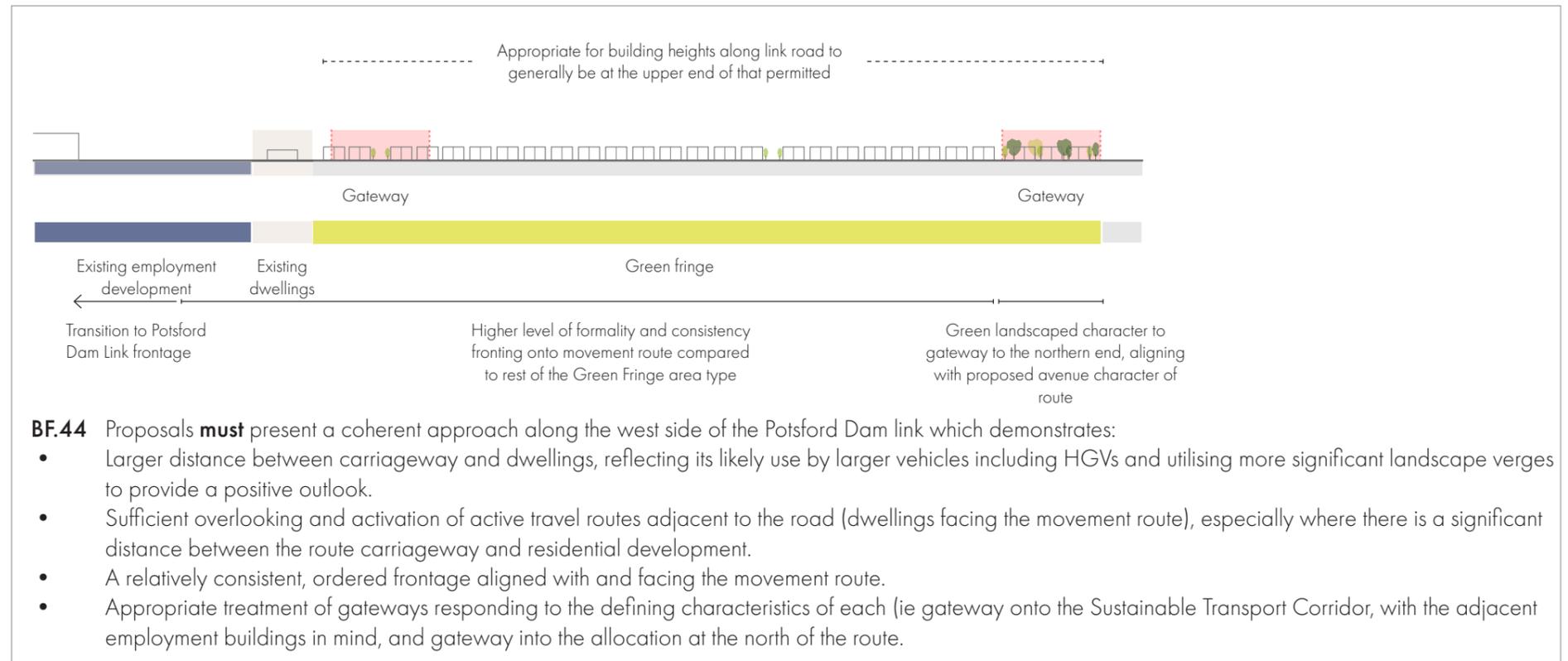
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Potsford Dam Link

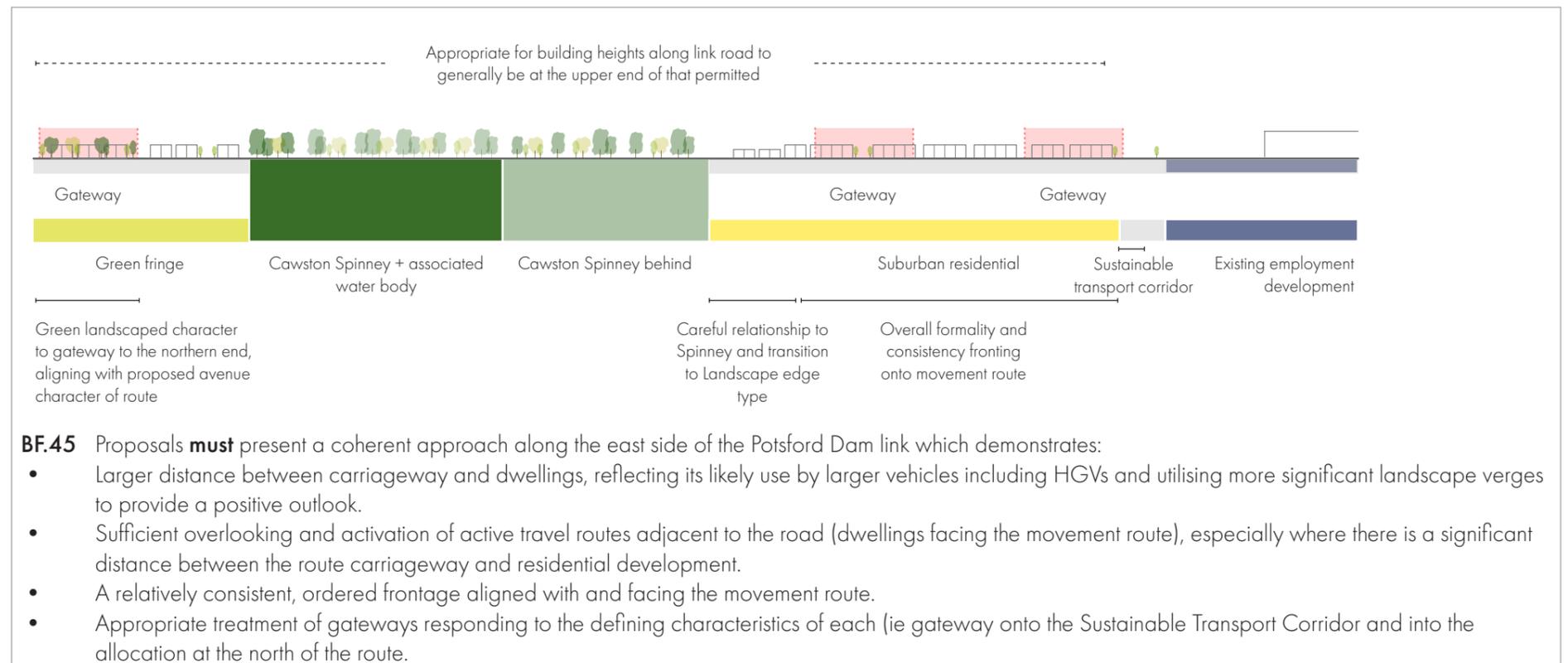
The Potsford Dam link is due to form the main connection north-south at the west of the site. A proportion of its traffic will be HGVs serving the employment development.

It passes between the suburban residential and green fringe area types. Due to the nature of its movement requirements, it is expected for built form to be significantly set back, although it is still expected to present an ordered and thoughtful built frontage that will be visible from non-vehicular routes running adjacent to the road.

The character of the frontage here is also expected to be more significantly characterised by green landscaping, in the context of the Potsford Dam Link as an avenue (avenue planting not shown on these drawings for clarity of built form principles) and the relationships of the development parcels to existing landscape features.



Key drawing



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Edges

This page picks up on the key interactions of development with specific contexts. The examples shown represent one way in which the edge may be addressed, alternative proposals are expected to demonstrate how they comply with information contained in the tables and achieve the desired character.

Given the length of each edge it is also expected for there to be some variety in how design principles are achieved.

BF.46 Proposals **must** demonstrate their approach to the edges shown on the diagram opposite.

BF.47 Proposals **should** align with the approaches on the following pages.

BF.48 Proposals **must** demonstrate variety along long lengths of edged and how the desired character is achieved within different area types.

BF.49 Proposals **must** demonstrate technical or other reasons where edge character cannot be achieved and an appropriate alternative.



Safeguarded land scenario 2: employment uses

— Landscape edge (employment interface) — Employment uses edge (future employment)

Also refer to:

Movement
Nature
Public spaces

Key

— Landscape edge (residential interface) — Employment uses edge (existing employment)
— Parkland edge — Residential facing edge
— Homestead Link Road edge — Residential rear edge



Key edges where built form will need to interact carefully. This drawing shows safeguarded land scenario 1: residential uses.

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Edge - Homestead Link Road edge

Due to the position of this edge as one of the major frontages of the site it is proposed to have an ordered and formal character - 'villas in parkland'. Development here will need to present a high level of activation and overlooking to the landscaped buffer and associated active travel routes.

This edge is hundreds of metres long and passes through the following area types:

- Homestead south
- Urban residential
- Bilton parkland

The example shown on this page is within the urban residential area type. It is appropriate for there to be varying responses in the other area types.

Homestead south area type

BF.51 Development **should** retain the order and formality of the building line, set backs, boundary treatments and groupings of dwelling typologies.

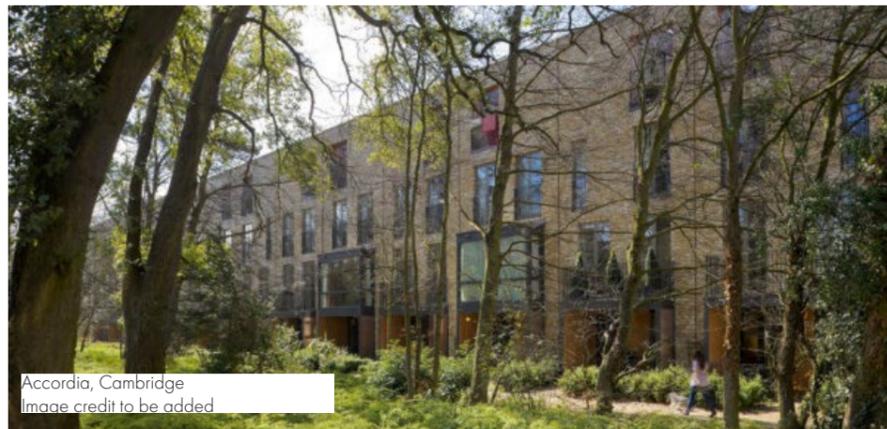
BF.52 Development **should** be lower in height, 2-3 storey with 3-storey buildings focused on key corners and viewpoints.

BF.53 There **should** be larger gaps between buildings to reflect a more dispersed built pattern, although gaps **should** retain consistency in size and frequency.

Bilton parkland area type

BF.54 Development **should** retain the order and formality of the building line, set backs, gaps between buildings, boundary treatments and groupings of dwelling typologies.

BF.55 Development **should** be lower in height, 2-3 storey with 3-storey buildings focused on key corners and viewpoints.



BF.50 Homestead Link Road edge within Urban Residential area type



Dwelling typologies	Predominantly short terraces, semi-detached and small apartment blocks. Used repeatedly in groupings to achieve consistency.
Parking	No parking to the front of dwellings, whether on-plot or on-street.
Building height	3-4 storey 4-storey buildings to be focused on key corners and key entrances to the interior of the site.
Building line	Formal and consistent, orientated directly with street
Gaps between buildings	Medium (2-4m) and consistent
Set back	Up to 3m
Boundary treatments	Low walls, railings or soft landscaping.
Roof form	Some variation, but consistency within clear groupings or typologies.

BUILT FORM

Edge - Parkland edge

This edge borders the proposed new open spaces to the north east of the site and adjacent to the schools site. Due to its proximity to the local centre, related facilities and public transport links it is appropriate for this edge to be denser and more formal than the rest of the two area types it site within. It is expected to achieve a high level of activation and overlooking to the new open spaces.

This edge site within the following area types:

- Bilton parkland
- Urban residential
- Suburban residential

The example shown on this page is within the 'Bilton parkland' area type. It is appropriate for there to some variation in the other area type.

Urban residential area type

BF.57 Development **should** retain most of the built form characteristics of this edge type, adjusted to allow for taller building heights within the area type.

Suburban residential area type

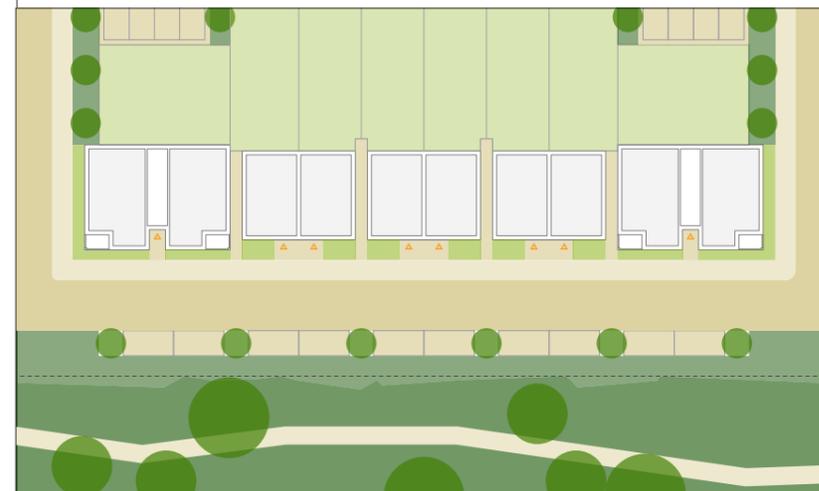
BF.58 Development **should** retain the order and formality of the building line, heights, set backs, boundary treatments and groupings of dwelling typologies closely on either side of the Sustainable Transport Corridor.

BF.59 Development **should** be more consistently at the lower height of 2 storeys toward both Cawston Spinney at the north (joining with the 'Landscape edge' condition) and the allocation boundary at the south.

BF.60 There **should** be larger gaps between buildings toward both Cawston Spinney at the north (joining with the 'Landscape edge' condition) and the allocation boundary at the south, although gaps **should** retain consistency in size and frequency.



BF.56 Parkland edge within Bilton Parkland area type



Dwelling typologies	Predominantly short terraces, semi-detached and small apartment blocks. Used repeatedly in groupings to achieve consistency.
Parking	No on-plot parking. On-street parking or small areas of parking with landscape verges, parking courts
Building height	2-3 storey 3-storey buildings to be focused on key corners
Building line	Formal and consistent, orientated directly with street
Gaps between buildings	Small (1.5m - 2m) and consistent
Set back	0.8-2m
Boundary treatments	Low walls, railings. Must be used consistently or in clear groupings.
Roof form	Consistent and repeated

BUILT FORM

Edge - Residential facing + rears

Residential facing

This edge faces the fronts of existing dwellings. It is expected for new development to take influence from the existing context including in proposed grain, footprint, scale, built form and landscape character.

There are several locations where proposed development is due to face existing dwellings and these sit within different area types:

- Cawston Lane (Homestead south area type)
- Alwyn Road (Bilton parkland area type)
- Coventry Road (suburban residential area type)

The example shown on this page is at the southern end of Cawston Lane, which is due to be separated from the rest of the route by the Homestead Link Road and associated landscape buffer.

In the case of Cawston Lane this edge is expected as a 'lane' character. This is likely to include replication of certain features of the existing built pattern while allowing for appropriate access and protection of existing features where necessary.

Due to the difference in existing built patterns and form it is appropriate for there to be varying responses in the other contexts.

BF.62 Development **must** draw on the existing context in their proposed grain, footprint, scale, built form and landscape character.

BF.63 Development **must** demonstrate transitions between contextual responses to proposals within area types with different requirements where relevant.

Residential rears

This edge meets the rear gardens of existing dwellings.

BF.64 Development **should** either meet rear gardens with rear gardens or where appropriate/necessary facilitate a green infrastructure corridor.

BF.65 Where there is a green infrastructure corridor to this edge it **must** be large enough and sufficiently overlooked to be a safe space.

BF.61 Residential facing edge to Cawston Lane



Dwelling typologies	Predominantly semi-detached and detached, bungalows would also be appropriate. Used repeatedly in groupings to achieve consistency.
Parking	Some on-plot parking, integrated parking, small areas of parking with landscape verges. Secondary parking spaces could be provided elsewhere.
Building height	1-2 storey
Building line	Varied between plots, although with a consistency when read together. At least 50% of plot frontage to be soft landscaping.
Gaps between buildings	Varied
Set back	3-6.5m
Boundary treatments	No boundary treatment, landscape boundary treatments (eg hedges), or low walls. Can be used in combination and must be variation across edge type.
Roof form	Varied.

BUILT FORM

Edge - Landscape edge

The majority of this edge borders Cawston Spinney, with smaller edges addressing Cock Robin Wood and Cawston Greenway with the green belt beyond. It is expected for development at this edge to reduce in density and formality, providing a 'gentle' relationship with the required buffers. It will further be expected for buffers to widen regularly to allow extra 'breathing space' for the natural assets, to introduce a level of informality to the built form and to bring green landscaped characteristics into the residential development frequently.

This edge sits within the following area types:

- Bilton parkland
- Suburban residential
- Green fringe

The example shown on this page is within the 'green fringe' area type. It is appropriate for there to be some variation in the other area types, there will also need to be some careful transition within area types (for example from parcel interiors to landscape edge).

Bilton parkland area type

BF.67 Development **must** demonstrate a careful transition from the Homestead Link Road edge to the Landscape edge, likely to be most appropriate for the Landscape edge to sit behind the Homestead Link Road edge.

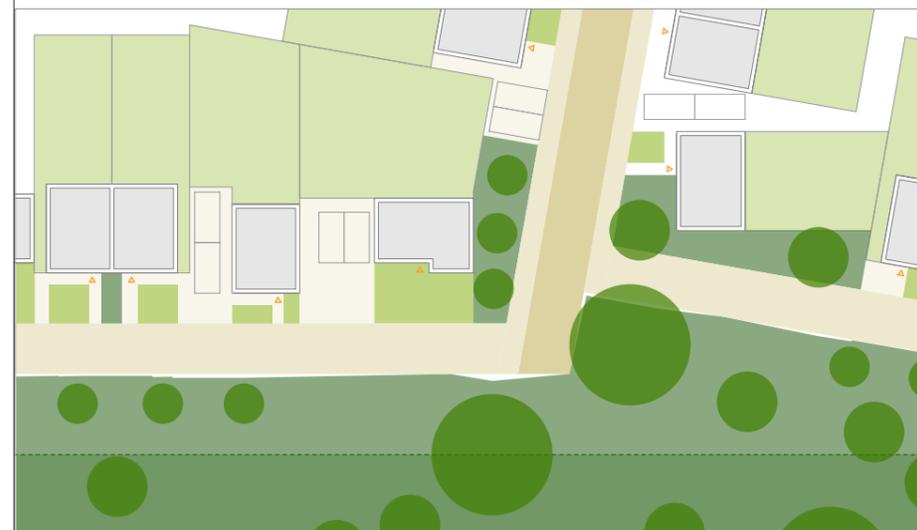
BF.68 Development **should** retain the overall characteristics on this page, although less variation in the buffer width and associated building line may be acceptable due to significantly shorter length of the edge condition in this location.

Suburban residential

BF.69 Development **must** demonstrate a careful transition from the Suburban residential area type to the Landscape edge. It is likely most appropriate for this to be a gradual transition in lower levels of formality and built form density.

BF.70 Development **should** retain the overall characteristics on this page.

BF.66 HLR edge within Urban Residential area type



Dwelling typologies	Predominantly semi-detached and detached. Used repeatedly in groupings to achieve consistency.
Parking	Mix of parking arrangements to ensure dwelling frontages and street scenes are not dominated by hard landscaping.
Building height	2-2.5 storey
Building line	Informal and varied.
Gaps between buildings	Varied
Set back	3m+
Boundary treatments	No boundary treatment, landscape boundary treatments (eg hedges), or low walls. Can be used in combination and must be variation across edge type.
Roof form	Varied.

BUILT FORM

Edge - Employment + residential edge

At the interface between proposed dwellings and existing employment buildings (safeguarded land scenario 1), residential schemes will be expected to provide the design response. At the interface between proposed dwellings and proposed employment buildings (safeguarded land scenario 2), proposed employment buildings will be expected to provide the design response.

Landscape

BF.71 A landscape buffer **must** be part of this edge condition and **must**:

- Be of minimum 80m depth between buildings.
- Contain a screening buffer that complies with NA.25.
- Contain some tree planting within 25m proximity of dwellings (can include street trees, likely to be provided by proposed residential development).

BF.72 Overlooking **must** be provided onto landscape buffer.

BF.73 The above landscape approach **must** be used in combination with the below.

Building orientation

BF.74 The orientation of employment warehouses and the only or main orientation of residential streets and dwellings **should** not be parallel with or directly orientated toward each other.

BF.75 Employment buildings **must** be orientated with short ends (rather than long sides) facing key movement routes and frontages onto residential areas.

BF.76 Where a change in orientation is utilised and a space is created, it **should** also achieve other placemaking objectives, ie relate to the creation of a public space, a green space, building entrances.

Residential streets

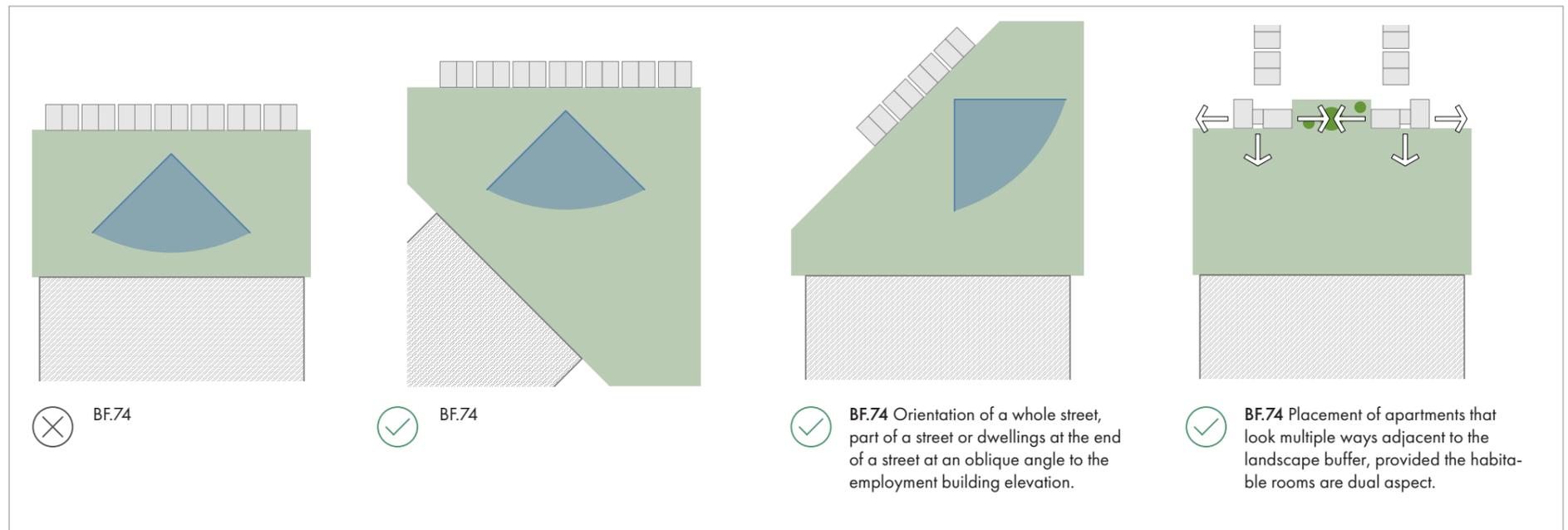
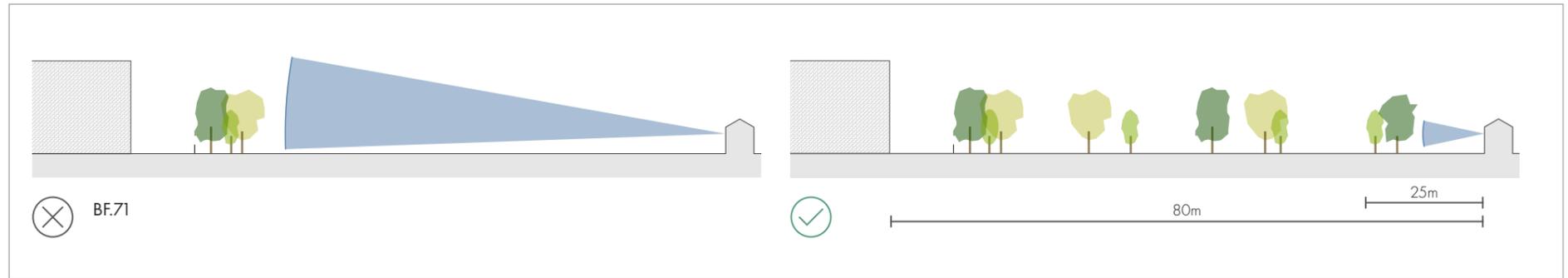
BF.77 Streets **must** not be designed so that the key views are of employment buildings.

Levels

BF.78 Where present, changes in site level **should** be utilised as part of this edge strategy to reduce visual impact of employment buildings. Understanding this should form an early part of site context analysis.

Residential building heights

BF.79 The height of residential buildings along this edge **could** be at the upper end of that permitted in order to aid transition between the different building uses and scales.



BUILT FORM

Edge - Employment + landscape edge

This page relates to safeguarded land scenario 2 - employment development to safeguarded land.

At the interface between employment buildings and Cawston Spinney, employment buildings are expected to provide a careful response.

Landscape

BF.80 A screening buffer that complies with NA.25 **must** be part of this edge condition.

BF.81 Overlooking **must** be provided into landscape buffer.

Building orientation

BF.82 Employment buildings **should** be orientated with short ends (rather than long sides) facing the landscape edge, especially where there are amenity uses within the buffer.

Building mass

BF.83 Proposals should demonstrate manipulation of building mass along the landscape edge to reduce visual impact, such as stepping down of roofs, stepping back of building envelope, demonstration of human scale spaces.

Levels

BF.84 Where present changes in site level **should** be utilised as part of this edge strategy to reduce visual impact of employment buildings. Understanding this should form an early part of site context analysis.

BUILT FORM

Employment buildings

The scale and design of modern employment buildings can mean they have a relentless and overbearing impact on their surroundings. They often feature large expanses of blank elevation which contribute little to the spaces around them.

It is important for a sufficient design approach to be taken that both mitigates the impact of these buildings on their surroundings and is not dishonest about their use.

- BF.85** Massing **should** be manipulated or broken up by at least two of the following:
- Breaking particularly large buildings into several smaller buildings.
 - Use of recesses where total breaking up of buildings is not possible. Sizes, ratios, positioning and the relationship of these with the base & roof will require careful design.
 - Stepping of roofs or use of roof forms which convey a sense of rhythm, order and building structure.
 - Use of a plinth to provide definition between base and upper.
 - Use of features to introduce articulation and depth including circulation cores, fenestration, service/building environment elements such as shading and use of materials.

- BF.86** A human scale **must** be achieved by:
- Positioning of smaller spaces (entrances, offices, amenity spaces) to be visible from most important frontage or most frequented movement route.
 - Making entrances clear, through their positioning, 'special' treatment, and emphasis on human scale of spaces.
 - Representation of smaller scale spaces (eg offices, walkways) on the exterior of the building, through organisation of building facade, representation of floor plates, utilisation of differing materials, arrangement of windows.

- BF.87** Employment buildings **must** contribute to activation and overlooking of spaces by:
- Clear (not significantly darkened or obscured) windows to entrances, office spaces, amenity areas.
 - Positioning of well-designed external staff amenity areas to public areas.

- BF.88** Opportunities **should** be taken to provide windows into other parts of the building, to contribute to a sense of activity and provide natural light.

- BF.89** Opportunities for environmental measures to be integrated into building form and facade **should** be utilised.

Also refer to:
RBC local plan policy: SDC4



Industria, London
Haworth Tompkins
Image credit to be added

The breaking up of massing according to the use of different parts, material differences and demonstration of human scale.

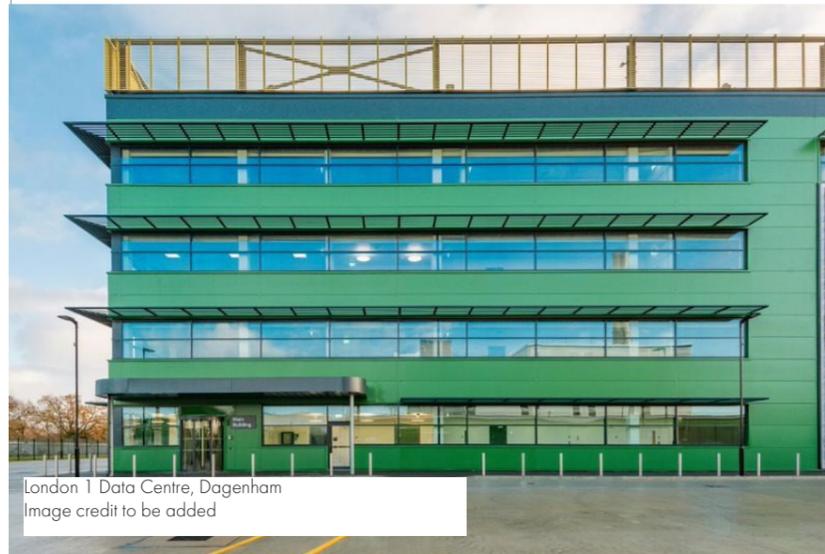


Here East, London
Hawkins Brown
Image credit to be added

Facade broken up by functional elements and introduction of colour.



Large scale windows communicate activity and overlooking.



London 1 Data Centre, Dagenham
Image credit to be added

Human scale + staff amenity - scale further addressed by reminder of human scale



Human scale addressed in entrance/office/amenity spaces through articulation of building facade.



BUILT FORM

Employment buildings

Parking

BF.90 Parking must be sufficiently broken up with soft landscaping.

Amenity spaces

BF.91 Staff amenity spaces **must**:

- Be visible from the public realm and connected to movement routes
- Not be positioned behind parking areas
- Integrate with the overall landscape approach to the site
- Conveniently co-locate well-designed facilities such as cycle parking.

Materials

BF.92 Large areas or whole walls of single colour (especially grey), large format cladding **should** be avoided, as this creates overly flat elevations.

BF.93 Gradient approaches to elevations which attempt to replicate or blend into a landscape background (land or sky) are generally not considered to be appropriate and **should** not be proposed as the primary or only approach, as they do not sufficiently deal with the mass or impact of the building on surrounding areas.

BF.94 Materials/colours **should** be used in combination and reflect the built form to provide visual interest.

BF.95 Proposals **could** include the following (non-exhaustive):

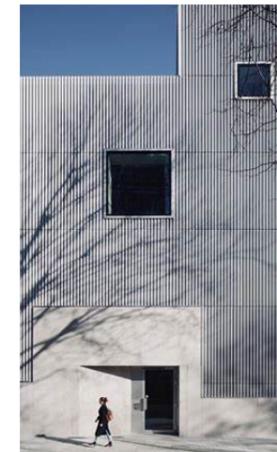
- Materials that reflect industrial or agricultural buildings, such as metals and corrugated materials
- Reflective materials that provide some dynamism to the facade
- Colours or materials referencing buildings in the immediate or wider context
- The introduction of different textures



Landscape approach to movement and amenity areas, with cycle parking integrated.



Use of multiple materials/colours to signify different built form parts, provide different textures and break up building mass.



Energy Hub, London
Morris + Company
Image credit to be added



Industria, London
Haworth Tompkins
Image credit to be added

BUILT FORM

Self-build + custom-build housing

It is anticipated that some serviced plots will be made available for self-build housing development within South West Rugby. A self or custom build home is designed and built by the owners to their bespoke specifications, in order that it can reflect their requirements, lifestyle and budget.

Notwithstanding the desirability for some personal expression within a self-build or custom build home, its design must also respond to the characteristics of its locality and respect its neighbours. For this reason, any planning application where multiple serviced plots are proposed to be located together should be accompanied by a self-build/custom build design code.

BF.96 This design code submitted **should** set out essential parameters for individual plots including:

- How the plots relate and respond to the wider masterplan and this design code
- Plot form
- Developable footprint
- Orientation
- Building type
- Building lines
- Building heights
- Parking and cycle storage
- External materials
- Boundary treatment
- Management of refuse

The Council will support the use of Plot Passports for self and custom build housing where these are supported by a design code.

BF.97 A Plot Passport **should** provide a purchaser with a simple, concise summary of design parameters for a specific plot showing:

- Plot location
- Building type
- Permissible building line
- Developable footprint
- Height
- Separation to adjacent plots
- Access
- Parking arrangements



Graven Hill - self-build home not responding to context



Graven Hill - dwellings forming clear groupings and identity, with clear relationship to streets and spaces

BUILT FORM

District centre + larger buildings

The district centre will contain the concentration of the allocation's non-residential buildings, as well as larger residential buildings and the largest school sites.

Buildings in the district centre

- BF.98** Buildings **should** feature taller ground floor ceiling heights to allow flexibility of use.
- BF.99** Entrances and windows to habitable rooms within dwellings and spaces with activity/inhabitation to non-dwellings **must** face the main movement routes and public spaces through the district centre.
- BF.100** Proposals **must** demonstrate the proportion of frontages to main public routes that will be 'active'.
- BF.101** Service doors and areas of blank facade **must** not face main movement routes or public spaces in the district centre.

Larger buildings

- BF.102** The form of larger buildings **must** be manipulated to avoid appearing as one large mass, to convey a human scale and to relate to smaller buildings in their vicinity. This can be achieved through:
 - Stepping back of upper floors
 - Stepping down of height toward smaller buildings
 - Stepping of facades
 - Introduction of variation and rhythm through roof forms and features such as bay windows.
- BF.103** Apartments and mixed use buildings can provide opportunity of multiple entrances on ground floor - this should be emphasised.

Schools

- BF.104** Schools **should** be designed as part of the area or street in which they sit, integrating into the built form strategy, providing activation + overlooking, reflecting materials choices.

Also refer to:

Homes and buildings

Identity

RBC local plan policy: HS1, HS3, SDC1



Stepping of facade and use of roof forms to distinguish individual building parts



Stepping back of upper floors

