

**mk**

# **wea**

WESTERN EXPANSION AREA

**WHITEHOUSE TOWN CENTRE DESIGN CODE**

FEBRUARY 2023





# DOCUMENT STRUCTURE

SECTION A /  
INTRODUCTION

SECTION B /  
VISION AND  
PLACEMAKING

SECTION C /  
DESIGN CODE

SECTION D /  
COMPLIANCE  
CHECKLIST

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# 1. Introducing the Document

## 1.1. Status and Purpose of the Document

1.1.1. This Design Code sets out a specific form of detailed design guidance comprising a set of written and graphic rules to establish the precise two and three dimensional design elements of the Milton Keynes Western Expansion Area (MKWEA) Town Centre, which is within the Whitehouse area (Area 10). The extent of the Design Code area is identified at Figure 2.

1.1.2. The Design Code instructs the user upon the design of physical components within the Design Code area in order to deliver the placemaking vision identified for the MKWEA. This Design Code provides a series of instructions that are:-

- Essentially graphic, supported by written rules that are technical in nature
- Precise in their design considerations
- Based on the design vision in the Masterplan and development brief
- Three dimensional in scope, focused primarily on urban design considerations
- Focused on mandatory design characteristics

1.1.3. The preparation and approval of Design Codes for the MKWEA is a requirement of the adopted Development Framework (2005) and approved Section 106 Agreement attached to Outline Planning Permission 05/00291/MKPCO (and subsequently renewed by Outline Planning Permission 11/01685/MKPCO).

1.1.4. Aside from meeting the specific requirements of the Outline Planning Permission, the purpose of this document is to communicate the design process and development principles associated with the site masterplan, whilst demonstrating how this part of the site can be developed in accordance with the Outline Planning Permission.

1.1.5. The document explains how a high quality development can be achieved in terms of development use, amount, layout, scale, landscape, appearance, access to the site and the relationship with its surroundings.

1.1.6. This document forms one of a set of Design Codes that are either adopted or planned for Area 10. Of particular importance, the Area 10 Masterplan and Highway Design Code was adopted in September 2008 which approved movement and highways design details across the whole of Area 10. This included street typologies, acceptable parking arrangements and the network of redways through the development.

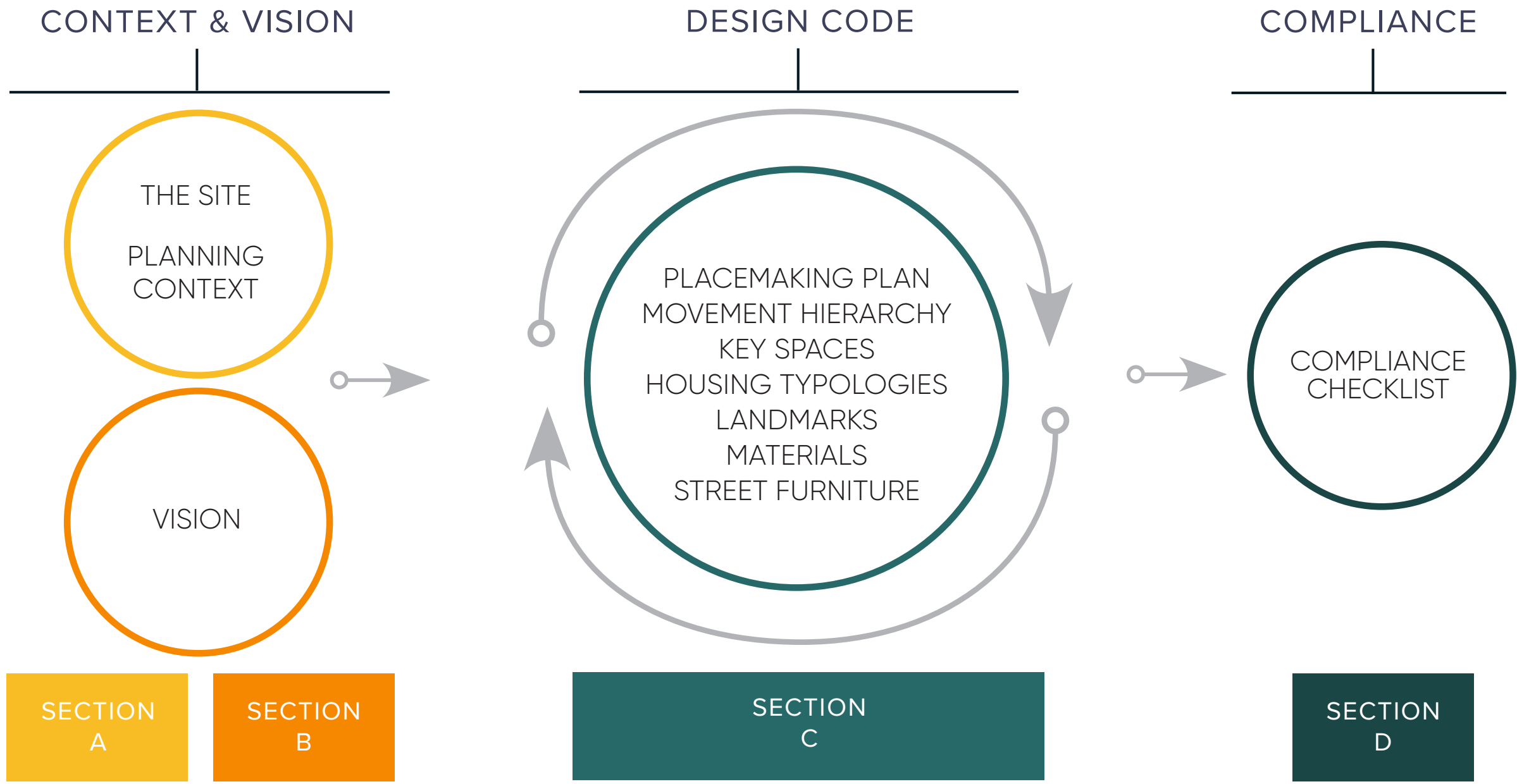
1.1.7. The approved Masterplan and Highway Design Code (2008) is therefore inextricably linked with this Design Code and the two documents need to therefore be read as one. Any variation from the approved Masterplan and Highway Design Code will need to be fully justified.

## 1.2. Sequence

1.1.8. The document comprises four logically sequenced sections that explain the formulation of the masterplan and the coded elements together with relevant standards that are required to be applied to final development; the Design Code occupying the main body of the document.

1.1.9. The key sections of the document (shown right) are as follows:

- Section A - Introduction
- Section B - Vision and Placemaking
- Section C - Design Code
- Section D - Compliance Checklist



## 2. The Permitted Proposals

### 1.1. Background

1.1.1. The Western Expansion Area Development Framework was adopted by Milton Keynes Council (MKC) as Supplementary Planning Guidance (SPG) in June 2005. The purpose of the SPG was to set out a comprehensive approach to the future development of the site in order to ensure an orderly sequence of infrastructure phasing and development.

### 1.2. Outline Planning Permission

1.2.1. The preparation and approval of Design Codes for the MKWEA is a requirement of the adopted Development Framework (2005) and approved Section 106 Agreement attached to Outline Planning Permission 05/00291/MKPCO (and subsequently renewed by Outline Planning Permission 11/01685/MKPCO), which granted permission for:

*“Demolition of all buildings, except Whitehouse Farm House, residential development up to 4,330 units, a range of employment uses including class B1, B2 and B8 uses, erection of a secondary school and 3 primary schools (Class D1), a mixed-use centre (including Class A1, A2, A3, A4 and A5 uses), community uses (Class D1), indoor sports and other leisure facilities (Class D2 uses), burial ground, associated structural landscaping, open space and play areas, associated highways and infrastructure improvements.”*

1.2.2. Specific conditions attached to the Outline Planning Permission (shown below) also contain a number of requirements to be addressed by the Design Code.

### 1.3. Area 10 Masterplan and Highway Design Code

1.3.1. This document forms one of a set of Design Codes that are either adopted or planned for Area 10. Of particular importance, the Area 10 Masterplan and Highway Design Code was adopted in September 2008 which approved movement and highways design details across the whole of Area 10. This included street typologies, acceptable parking arrangements and the network of Redways through the development.

1.3.2. The approved Masterplan and Highway Design Code (2008) is therefore inextricably linked with this Design Code and the two documents need to therefore be read as one. Any variation from the approved Masterplan and Highway Design Code will need to be fully justified.

Extracts from the Outline Planning Approval - Reference No. 05/00921/MKPCO

Condition	Description
Condition 1	Approval of the details of the siting, design and external appearance of the buildings, the means of access and the landscaping (hereinafter called “the reserved matters”) for each Development Parcel shall be obtained from the Local Planning Authority prior to the commencement of that Development Parcel.
Condition 2	Submissions pursuant to this permission shall be in accordance with the Fairfield Development Brief, reference G.0100-119-1 (May 2006), and Masterplan, reference G.0100-116-3, save for any deviations there from otherwise agreed in writing by the Local Planning Authority.
Condition 5	Prior to the submission of the first reserved matters application on each Phase, the programme for development of that Phase, setting out the anticipated timing for development within that Phase shall be submitted to the Local Planning Authority. Any change in programme for a Phase shall be submitted to the Local Planning Authority within ten days of such change.
Condition 10	No part of the development shall exceed the Maximum Size (for buildings within the specified use class of the Town and Country Planning (Use Classes) Order <sup>1987</sup> ) as set out in Table 1.
Condition 17	Each reserved matters application (submitted pursuant to condition 1) shall include full details of finished floor levels for each building and finished site levels (for all hard surfaced and landscaped areas) in relation to existing site levels. The development shall thereafter be carried out in accordance with the approved level details.
Condition 20	No development shall take place until an Open Space Specification which includes: the details and specification for all areas of open space to be provided within the development this includes Public Space and Open Space; the timing for laying out the Open Space and if the developer wishes to lay out the Public Open Space, the timing for laying out the Public Open Space; and the long term maintenance arrangements for Open Space and Public Open Space if applicable (including anticipated costs) has been submitted to and approved by the Local Planning Authority. The schemes shall be implemented in accordance with the approved details unless otherwise agreed by the Local Planning Authority.
Condition 21	The landscaping scheme required by Condition 1 above shall be submitted to and approved by the Local Planning Authority for a Development Parcel before any part of the work on that Development Parcel is commenced. The scheme shall take into account the Landscape Masterplan approved as part of this outline permission and shall show the numbers, types and sizes of trees and shrubs to be planted and their location in relation to proposed buildings, roads, footpaths and drains. The planting is to be carried out in accordance with the scheme shall be carried out in phases to be agreed in writing with the Local Planning Authority. Any trees or shrubs removed, dying, severely damaged or diseased on Open Space within five years of planting shall be replaced in the next planting season with trees or shrubs of such size and species as may be agreed by the by Local Planning Authority.
Condition 22	Prior to development commencing on a Development Parcel a Landscape Protection Action Plan for that development parcel shall be submitted to and approved by the Local Planning Authority. The Plan shall highlight all existing landscape and wildlife conservation features to be protected and shall address measures to be carried out to ensure their physical protection and include detailed drawings showing which trees are to be retained and which trees are proposed to be felled or lopped. None of the trees shown to be retained shall be felled or lopped without prior consent in writing from the Local Planning Authority.
Condition 25	Prior to the commencement of development on a Development Parcel a scheme showing the proposed boundary treatment of that Development Parcel shall be submitted to and approved by the Local Planning Authority. The scheme shall show all the type and height of fences, hedges, walls and other means of enclosure, and these shall be provided in accordance with the approved scheme before residential units are first occupied. The approved fence, hedge or wall shall subsequently be retained.
Condition 29	The reserved matters shall take account of the “Secured by Design” principles and be accompanied by a report which demonstrates the principles of “Secured by Design” which the reserved matters incorporate.

## 3. Introducing the Design Code Area

### 3.1. Related Documentation

3.1.1. In addition to the approved Masterplan and Highway Design Code (2008), this Design Code should be read alongside the Western Expansion Area (WEA) Development Framework (2005) and Development Brief (approved as part of the Outline Planning Permission in 2005) which have been adopted by Milton Keynes Council for the wider site and provide guidance for the preparation of future Design Codes. This document should also be used in conjunction with the Milton Keynes Council's Residential Design Guide (2012) .

### 3.2. The Role of Master Developer

3.2.1. L&Q Estates has taken on the role of 'Master Developer' for this project. They are providing a high level of direction and control of the development process, to ensure that this new development delivers the 'vision' as set out in the Development Brief.

3.2.2. The Master Developer retains responsibility for the construction of the framework of the site which includes: off site works to highways, on site infrastructure, primary utilities, drainage and servicing land for schools and the public open spaces. They also facilitate the long-term maintenance areas of the site in complying with the adoption criteria of Milton Keynes Council and the MK Parks Trust.

3.2.3. As part of its infrastructure works programme, the Master Developer will prepare serviced mixed-use land parcels that will be sold to developers. The Design Codes will be used throughout the disposal of parcels in order to maintain quality of development throughout the life of the scheme.



View north across Design Code area towards the existing Whitehouse Health Centre

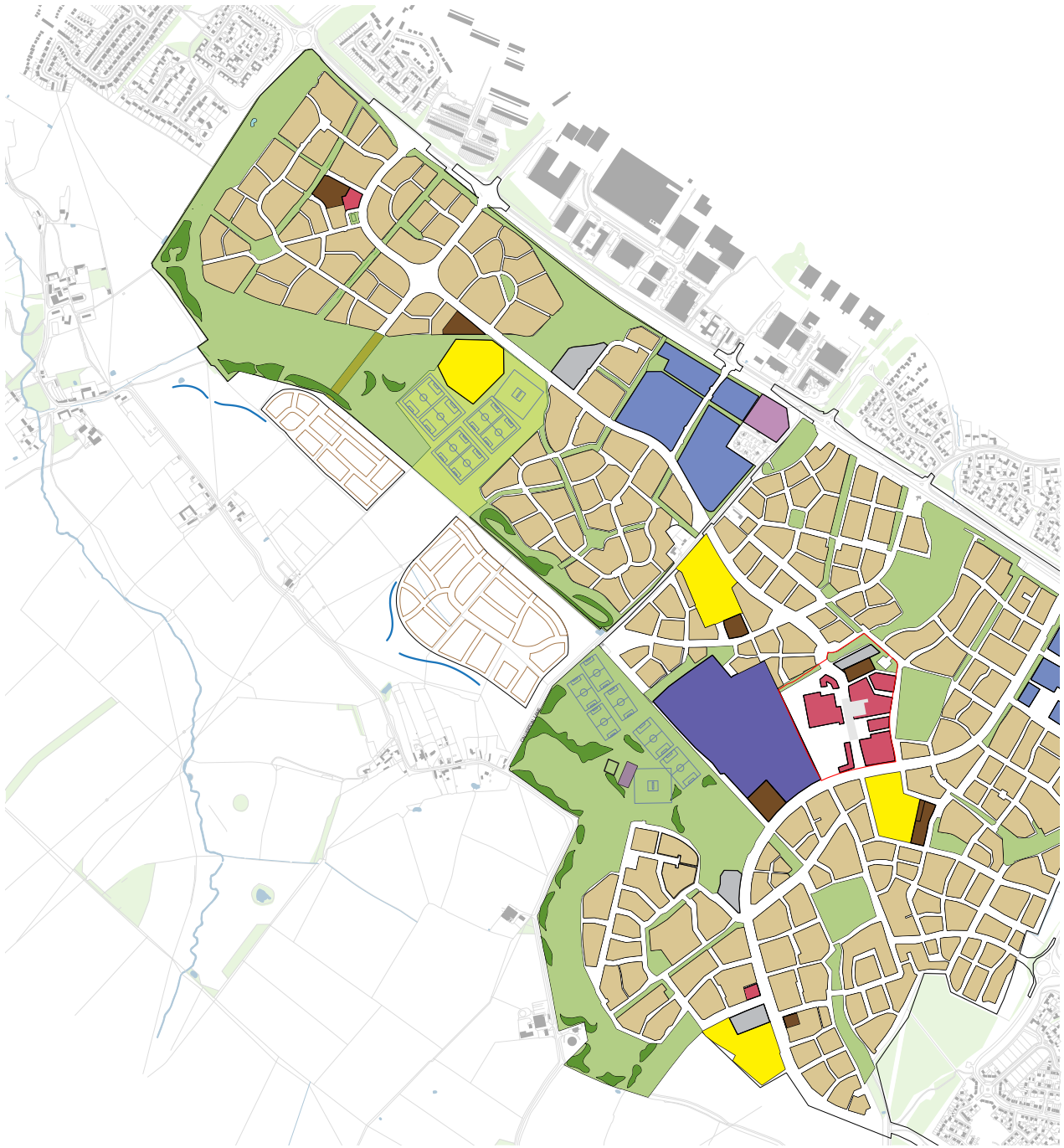


FIGURE 1: MKWEA COMPOSITE MASTERPLAN



View south west across Design Code area towards existing residential apartment blocks on Barossa Way

- Design Code Area
- Residential Blocks
- Primary Schools
- Secondary School
- Employment
- Local Centre / High Street
- Reserved Sites for Planned / Future Community Uses
- Reserved Sites Proposed for Transfer to MK Community Foundation
- Pavillion
- Public Open Space
- Proposed Structural Planting
- Burial Ground
- Playing Fields



## Introduction

### 3.3. The Site

3.3.1. Whitehouse Town Centre forms part of the wider Whitehouse (Area 10) which essentially provides the eastern extent to the wider MKWEA.

3.3.2. Within the MKWEA, Whitehouse Town Centre is situated centrally to the Whitehouse area. The existing Brook Corridor runs along the north western boundary of the design code area from the north east to the west. To the immediate west is the new Watling Academy Secondary School which adjoins the western boundary of the design code area. To the south, the design code area fronts onto Barossa Way - the main City Street running through Whitehouse. To the east the town centre design code area fronts onto Lady Margery's Gorse play area and park on the other side of Brahaman Way.

3.3.3. The Whitehouse Town Centre design code area comprises a gently-sloping plateau facing northwards which historically has been used primarily for pastoral farmland. It contains a number of existing mature trees and an established hedgerow on its north boundary.

3.3.4. Key elements of the town centre have already been constructed including Whitehouse Health Centre which is well-established as the primary local health facility for MKWEA and the local area. The health centre building includes a car park and curtilage for an electricity sub-station that serves the wider area.

3.3.5. Running broadly north-south through the centre of the design code area, the City Street has been laid out with a series of key junctions along its route.

### 3.4. Context

3.4.1. The built-up area of Milton Keynes lies to the north east and south east of the site. The districts which comprise the adjacent built up areas include Two Mile Ash, Crownhill and Grange Farm. These districts comprise a mixture of uses including residential, light industrial, amenity and education facilities. Further to the north lies the town of Stony Stratford and the districts of Kiln Farm and Fullers Slade. Central Milton Keynes, including the mainline railway station which provides direct train services to London Euston and Birmingham and regional shopping centre, is located within 3kms of the site to the east.

3.4.2. Milton Keynes does not have a uniform or common existing vernacular or palette of materials to which new development can respond. It can therefore for the most part create its own character. Milton Keynes Council sees the city as a 'forward thinking 21st century "New City", and feel that this image should be reflected in its Architecture, which should be of its time, and of Milton Keynes.

3.4.3. By contrast to the inherent modernity of Milton Keynes, to the west and south west of the site, along Calverton Lane, lie the traditional villages of Lower, Middle and Upper Weald, known collectively as Calverton as well as the nearby village of Whaddon.



Location of MKWEA Town Centre

FIGURE 2: DESIGN CODE AREA

LEGEND

Design Code Area



### 3.5. Site Elements and Existing Constraints

3.5.1. The following key technical considerations have been addressed by the approved masterplan:

#### *Topography*

3.5.2. The design code area gently slopes down from south west (103 metres Above Ordnance Datum (AOD)) to north (95 metres AOD). The approved masterplan responds generally to this by ensuring streets run largely parallel or at right angles to the contours.

#### *Important Vegetation*

3.5.3. There are a number of important trees within the design code area and a reasonably well-established hedgerow along its north boundary along the brook corridor. These have acted as crucial structuring elements to the masterplan and have assisted in informing the location of streets and open spaces. The overriding principle has been to retain as much good quality vegetation as possible and to locate it within the public realm. They will therefore be integral features across the masterplan helping to establish a unique character for the town centre and adjoining neighbourhoods.

#### *Ecological Features*

3.5.4. There are a number of trees within the site which are confirmed or potential bat roosts. A watercourse forms part of the northern boundary of the design code area.

#### *Archaeological Features*

3.5.5. Watling Street, which runs to the north of the site, is a Roman road and is therefore of important archaeological interest. The southern corner of the site shows evidence of ridge and furrow. There have also been a number of archaeological finds within the site.

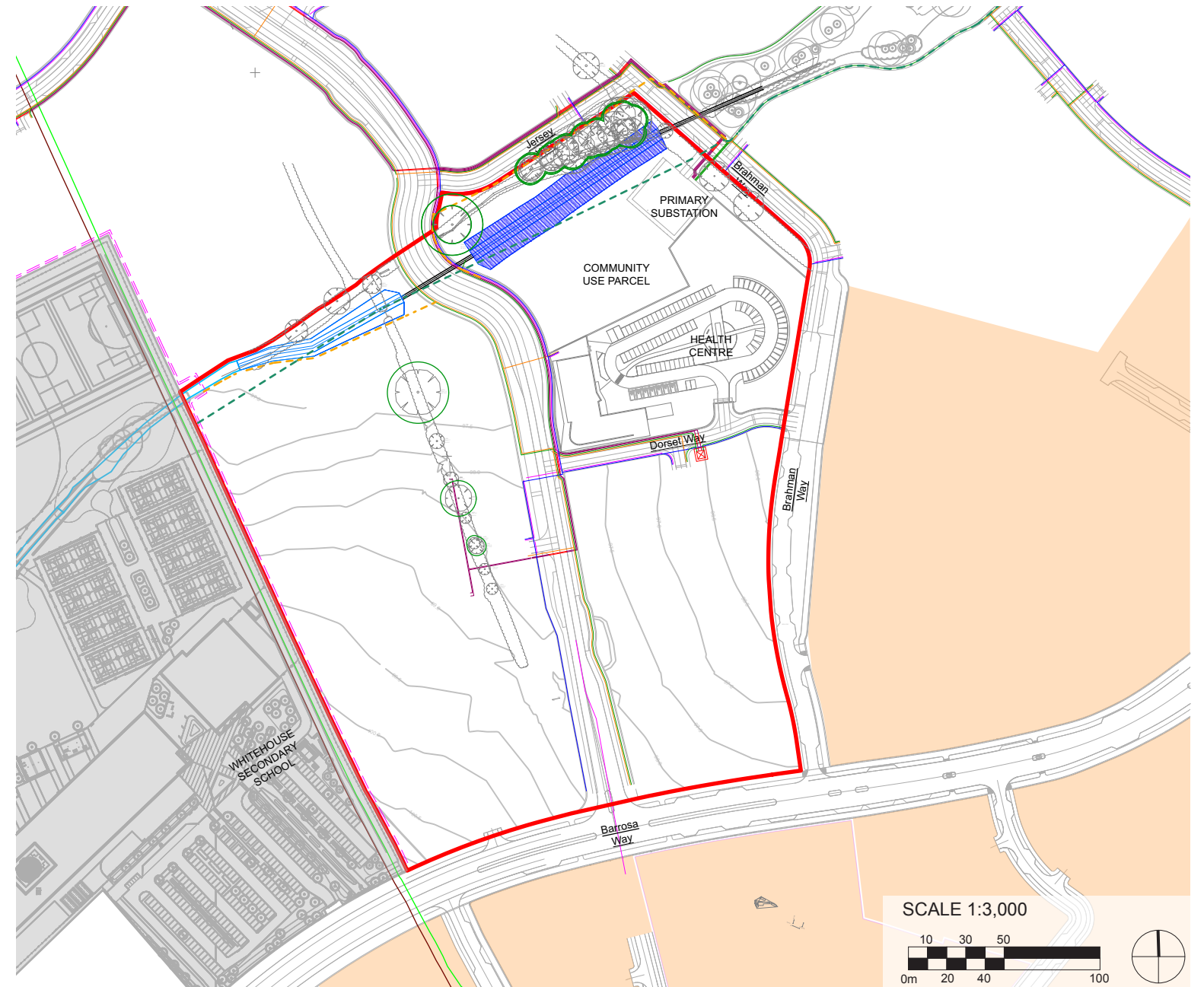
#### *Public Rights of Way*

3.5.6. Existing public footpaths run along the western boundary of the town centre design code area adjacent to the Watling Academy and also along the brook corridor on the north boundary of the design code area.



FIGURE 3: SITE CONSTRAINTS

- LEGEND**
- ▭ Site Boundary
  - Existing Vegetation
  - Category A Trees / Vegetation
  - 10" & 12" Oil Pipelines
  - HV Electricity Cable
  - LV Electricity Cable
  - LBT Openreach Cabling
  - Secondary Sub-Station
  - Gas Main
  - Water Main
  - Gas Main
  - Proposed Culvert
  - Existing Ditch
  - Ditch Improvement /Realignment
  - Footpath 056 Diversion Route
  - Footpath 055 Diversion Calverton Route
  - Footpath 055 Existing Calverton Route
  - Built Development







## 4. Vision

### 4.1. Vision Context

4.1.1. The vision for the MKWEA has been articulated in several places including the adopted Development Framework (2005) and the Development Brief (2005) approved with the Outline Planning Permission.

4.1.2. The ambition is for a comprehensive extension to the City that creates a sustainable community that, at its heart, is a walkable neighbourhood. The Vision in the Development Brief states that the MKWEA will be “a place where living, working, learning, and leisure are all in close proximity. Amenities, schools, open spaces, cycle networks, and bus stops are all within 5-10 minutes walk” and that “for destinations further afield, there are quality cycle routes and quality bus corridors with good access to the other amenities within Milton Keynes.”

4.1.3. The vision emphasises the need for ‘future proofing’ including flexible buildings (particularly in the local centres) that can change their use over time and reserved sites that can be used in a dynamic way and respond to neighbourhood needs as they emerge. These initiatives acknowledge that the Masterplan is not fixed in time and space.

4.1.4. Future proposals for the Town Centre should provide as many new trees as possible. The National Planning Policy Framework (2021) paragraph 131 states that “trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change.” Future Reserved Matters applicants should therefore work with MKC officers to ensure that street trees can be provided in accordance with the approved Movement and Highway Design Code (2008).







Sketch visualisation of Community Square

#### **4.2. A Vision for Whitehouse Town Centre**

4.2.1. Figure 1 shows the location of Whitehouse Town Centre in the context of the approved MKWEA masterplan.

4.2.2. Aside from simply responding to physical constraints and the planning context associated with the site and the Outline Planning Permission, development will be founded on a strong vision of creating a special and distinctive heart to the community; a popular and communal place to meet and access essential local facilities.

4.2.3. The vision for Whitehouse Town Centre is focused on creating an inspiring and convivial 21st Century heart to the development that addresses both the current and future needs of a growing community. Reflecting on the disposition, arrangement and structure of the wider MKWEA, which is largely characterised by suburban residential development, Whitehouse Town Centre will provide taller, more imposing forms, designed as a composition, to create a distinctive and identifiable centre to the development that the community can easily access.

4.2.4. Whitehouse Town Centre will be characterised by a collection of complementary uses (including the existing Whitehouse Health Centre) within easy access of the surrounding residential areas and set within a network of well-connected, attractive and safe streets and public spaces that encourage walking and cycling and enhance the well-being of MKWEA residents.

4.2.5. A modern contemporary approach to design throughout the Town Centre is sought.

## 5. The 'Town Centre Neighbourhood'

### 5.1. MKWEA Area 10 Masterplan and Highway Design Code (September 2008)

5.1.1. The adopted Area 10 Masterplan (September 2008) identifies the 'Town Centre Neighbourhood' as being a Special Place within the overall MKWEA development; it outlines that there are many other elements besides the design of buildings which will make the public places created within the new community special and memorable that include routes, crossing points, edges and centres.

5.1.2. The document outlines that the Town Centre Neighbourhood is a most important area of distinct character for the new community and will form the heart of the surrounding new residential neighbourhoods, whilst providing a place to shop, meet people and socialise.

5.1.3. The Area 10 Masterplan (September 2008) states that designers are encouraged to carefully consider the legibility of the Town Centre layout in order to civilise the car and increase the quality of the street environment and that a mix of different uses will be encouraged in the Town Centre by providing residential accommodation above the commercial uses.

5.1.4. Page 12 of the adopted Area 10 Masterplan (September 2008) includes an indicative masterplan (shown right) illustrating how buildings, streets and spaces in the Town Centre could be configured to achieve key Design Priorities that are identified for the space.

5.1.5. The key Design Priorities for the Town Centre Neighbourhood are as follows:

- Civilise the Car
- Increase the Quality of the Street
- Define Pedestrian Flows for the Convenience of Shoppers
- Enhance the Solar Potential
- Create a Mixed Use Neighbourhood of Quality
- Create a Balance of Tranquil and Bustling Spaces

5.1.6. A series of spatial and layout suggestions are also made (labelled A-H) for inclusion in any scheme that is bought forward in response to the Design Priorities.

5.1.7. The content included in this Design Code uses the requirements set out above to formulate a series of coding principles that can achieve a form of development that accords with the adopted MKWEA Area 10 Masterplan and Highway Design Code (September 2008).





FIGURE 4: INDICATIVE MASTERPLAN FOR TOWN CENTRE NEIGHBOURHOOD FROM MKWEA AREA 10 MASTERPLAN AND HIGHWAY DESIGN CODE (SEPTEMBER 2008) (P12)





SECTION C /  
DESIGN CODE

## 6. Design Code Requirements

### 6.1. National Requirements

6.1.1. Section 12 of the National Planning Policy Framework (NPPF) contain national planning policy requirements for good design in new developments. Paragraph 124 states that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities” and that “being clear about design expectations, and how these will be tested, is essential for achieving this”.

6.1.2. Paragraph 126 of the NPPF outlines that Design Codes should be used in order “to provide maximum clarity about design expectations” and “a framework for creating distinctive places, with a consistent and high quality standard of design”. The NPPF confirms that the “level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified”.

6.1.3. The Design Code sets out mandatory design requirements for future detailed proposals for the site in order that the Masterplan can be achieved and the site vision is realised. A balance between prescription and flexibility is provided using design precedents to facilitate individual interpretation and creativity at a more detailed level.

### 6.2. Outline Planning Permission Requirements

6.2.1. In addition to national planning requirements, Conditions and the Section 106 Agreement attached to Outline Planning Permission 05/00291/MKPCO (and subsequently renewed by Outline Planning Permission 11/01685/MKPCO) requires that certain matters are addressed by the Design Code including:

- Density;
- Details of building types;
- Parking provision;
- Building materials;
- Key elevational and architectural principles;
- Location of landmark buildings and gateways;
- Building heights;
- Street types and block principles;
- Roofs and boundaries;
- Public realm materials including carriageways;
- Footways;
- Landscaping;
- Street furniture; and
- Detailing the extent to which or providing guidelines (if appropriate) as to how residential units and/or commercial units can be altered once constructed.

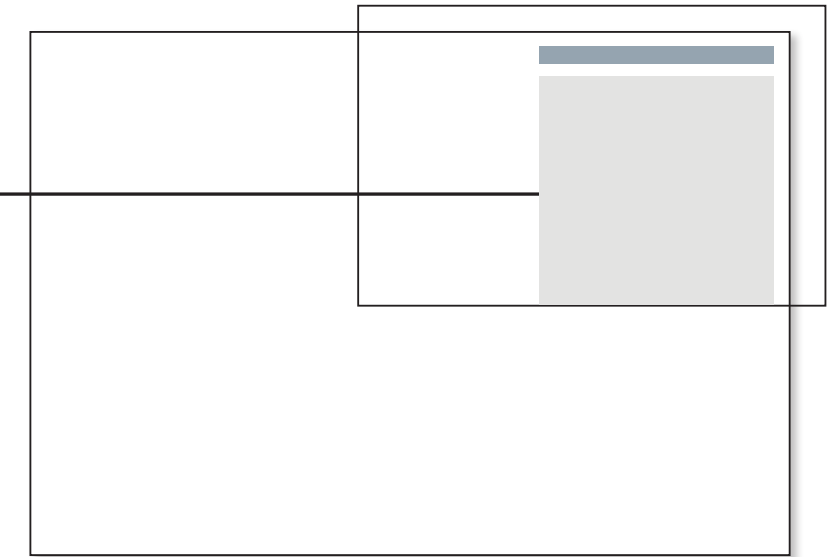
6.2.2. Some of the required elements therefore relate to specific matters of detail whilst others require a site-wide response. The approach of this code is to address a number of these matters strategically, through site-wide plans and others specifically, using Mandatory Principles as part of the overall approach to addressing placemaking. Ultimately, the Design Code sets the general direction of placemaking and architecture to be provided within the coding area which will be modern in its appearance.

6.2.3. The Mandatory Principles relate directly to the specific elements that the Conditions and Section 106 Agreement requires the Design Code to address. The principles are clearly identified within status boxes on the right hand side of each page (see example provided right). Reserved Matters Applications are required to comply with Mandatory Principles in all cases unless a change can be justified (i.e. ‘comply or justify’).

### 6.3. Area 10 Masterplan and Highway Design Code

6.3.1. As noted above, the Area 10 Masterplan and Highway Design Code, adopted in September 2008, approved movement and highways design details across the whole of Area 10. This included street typologies, acceptable parking arrangements and the network of Redways through the development. The provisions of the approved Masterplan and Highway Design Code are reflected in the information in this section.

EXAMPLE OF MANDATORY PRINCIPLES BOX



**MANDATORY PRINCIPLES**

**1 Building Form**

Detached and semi-detached dwellings irregularly arranged (but with principal elevations facing the edge) to provide an informal response to the adjacent natural character of mature hedgerows.

Driveways and garages to side of properties. Parking to be positioned no further beyond the building line to ensure dwelling elevation is the most dominant.

A 'Mandatory Principles' box is located on the right hand side of every spread of the Design Code containing mandatory coding information.

## 7. Placemaking Plan

### 7.1. Placemaking Plan

7.1.1. The Placemaking Regulatory Plan (right) identifies the various placemaking components of the approved MKWEA Masterplan that are addressed in detail by the Design Code. The Placemaking Plan is mandatory. Thereafter, corresponding Mandatory Principles are provided, supported by written and graphic material, which can be cross-referred to the Placemaking Regulatory Plan to establish precise design requirements to be taken forward in the design of Reserved Matters proposals for the site.

7.1.2. All information contained within the Placemaking Regulatory Plan must be cross-referred to the mandatory Mandatory Principles and thereafter taken forward in the design of Reserved Matters proposals for the site.

7.1.3. The key components of the masterplanning approach which the Mandatory Principles relate to as shown in the Placemaking Regulatory Plan are as follows:

#### **Movement Hierarchy (as approved by the Masterplan and Highway Design Code 2008):**

- City Street
- Residential Street
- Edge Street
- Community Street

#### **Key Spaces & Frontages:**

- Community Square
- Green Corridor
- Park Key Frontage
- City Street Key Frontage

#### **Key Frontages & Landmarks:**

- Community Building
- Health Centre (Existing)
- Key Gateway Building
- Vista Termination
- Key Corner

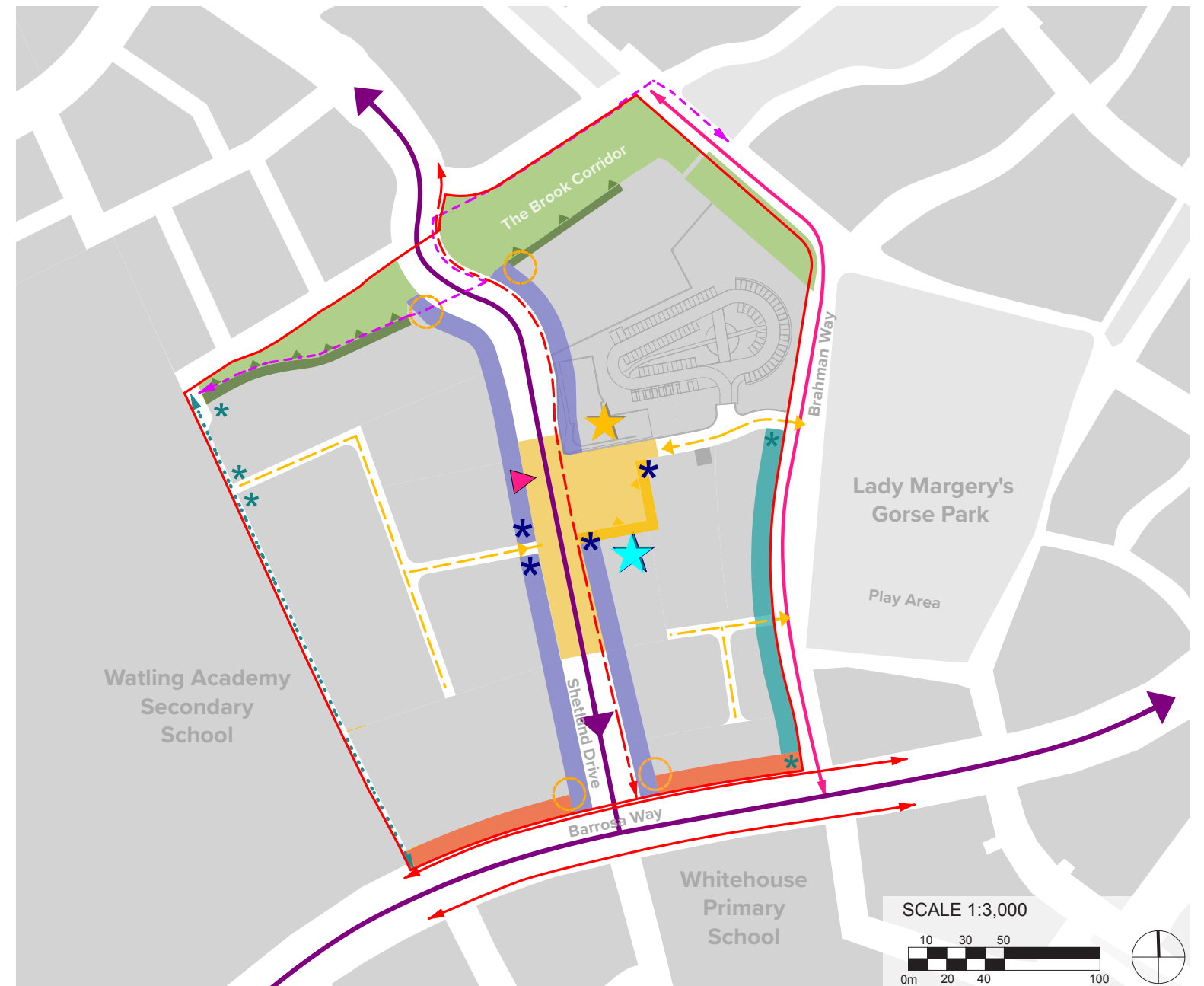


Precedent visualisation of similar Community Square



FIGURE 5: PLACEMAKING PLAN

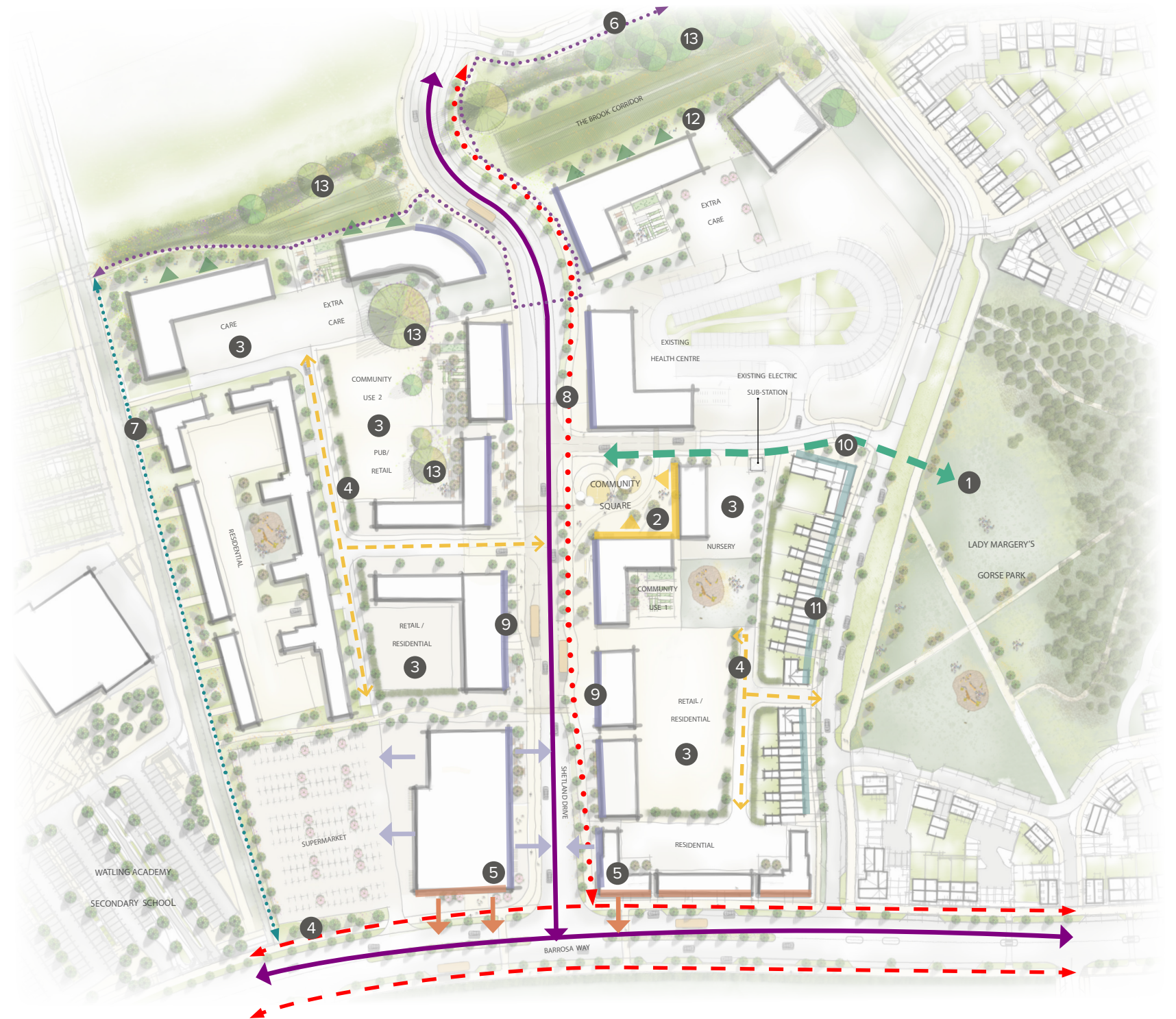
- ▭ Site Boundary
- Existing Sub-station
- Movement Hierarchy**
- ▭ City Street
- ▭ Residential Street
- ▭ Community Street
- ▭ Footpath 056 Diversion Route
- ▭ Footpath 055 Diversion Calverton Route
- ▭ Redway
- ▭ Shared Cycleway / Footpath
- Key Spaces & Frontages**
- ▭ Community Square
- ▭ City Street - Town Centre Key Frontage
- ▭ City Street - Barrosa Way Key Frontage
- ▭ Park Key Frontage
- ▭ Built Frontage - Brook Corridor
- ▭ Built Frontage - Community Square
- ▭ Green Corridor
- Landmarks**
- ★ Community Building
- ★ Existing Health Centre
- Key Gateway Building
- ▲ Key Vista Termination
- ★ Key Community Square Corner
- ★ Key Corner



## 8. Illustrative Masterplan

### 8.1.1. Illustrative Masterplan

8.1.2. An Illustrative Masterplan is provided to show how the placemaking components identified in the Placemaking Plan and corresponding Mandatory Principles can be implemented to realise the vision for the Town Centre.





## Design Principles

- 1 Link to Lady Margery's Gorse Park
- 2 Active frontage with neighbouring buildings facing directly onto the Community Square.
- 3 Centralised parking and buildings servicing.
- 4 Tree lines and planting to screen and soften any rear parking court.
- 5 Buildings to positively address Shetland Drive and Barrosa Way. No clear rear to these buildings.
- 6 Footpath 055 proposed Calverton route diversion.
- 7 Footpath 056 route diversion.
- 8 Redway Route.
- 9 Buildings will be arranged to face onto and have a positive relationship with the City Street.
- 10 Surveillance of car park from block south of the Community Street should be encouraged.
- 11 Consistent building line with front elevations only facing onto Lady Margery's Gorse Play Area.
- 12 Well-defined linear route with buildings following a regular line to front onto the space. All vehicle movement to be located behind buildings within the block and away from the Green Corridor.
- 13 Retention of existing "category A" trees and hedgerows.



Precedent visualisation of similar new Town Centre

## 9. Key Spaces & Frontages

### 9.1. Overview


9.1.1. Within the Design Code area, key spaces and frontages exist that provide a focus for activity and fulfil a variety of functions and requirements. The approved Masterplan and Highway Design Code (2008) identifies Whitehouse Town Centre as a 'Special and Memorable Place'. The requirements of the Masterplan and Highway Design Code are reflected in the information below.


9.1.2. The key spaces seek to create special places that are a focus for public activity and interest within the development. The key frontages are mandatory and address particularly important street elevations where buildings should be designed as a composition to interact with the spaces that they front onto. Within specific locations there will inevitably be instances where Mandatory Principles for Key Spaces interface with Street Typologies. In such cases, Reserved Matters designers should strike a balance between the requirements of the respective Mandatory Principles of streets and spaces to reach the best outcome. For example, ensuring a coordinated and considered approach to surface materials.


#### LEGEND

 Site Boundary

#### Key Spaces & Frontages

 Community Square

 City Street - Town Centre Key Frontage

 City Street - Barrosa Way Key Frontage

 Park Key Frontage

 Built Frontage - Brook Corridor


 Built Frontage - Community Square

FIGURE 6: KEY SPACES & FRONTAGES







Precedent visualisation of similar new Town Centre





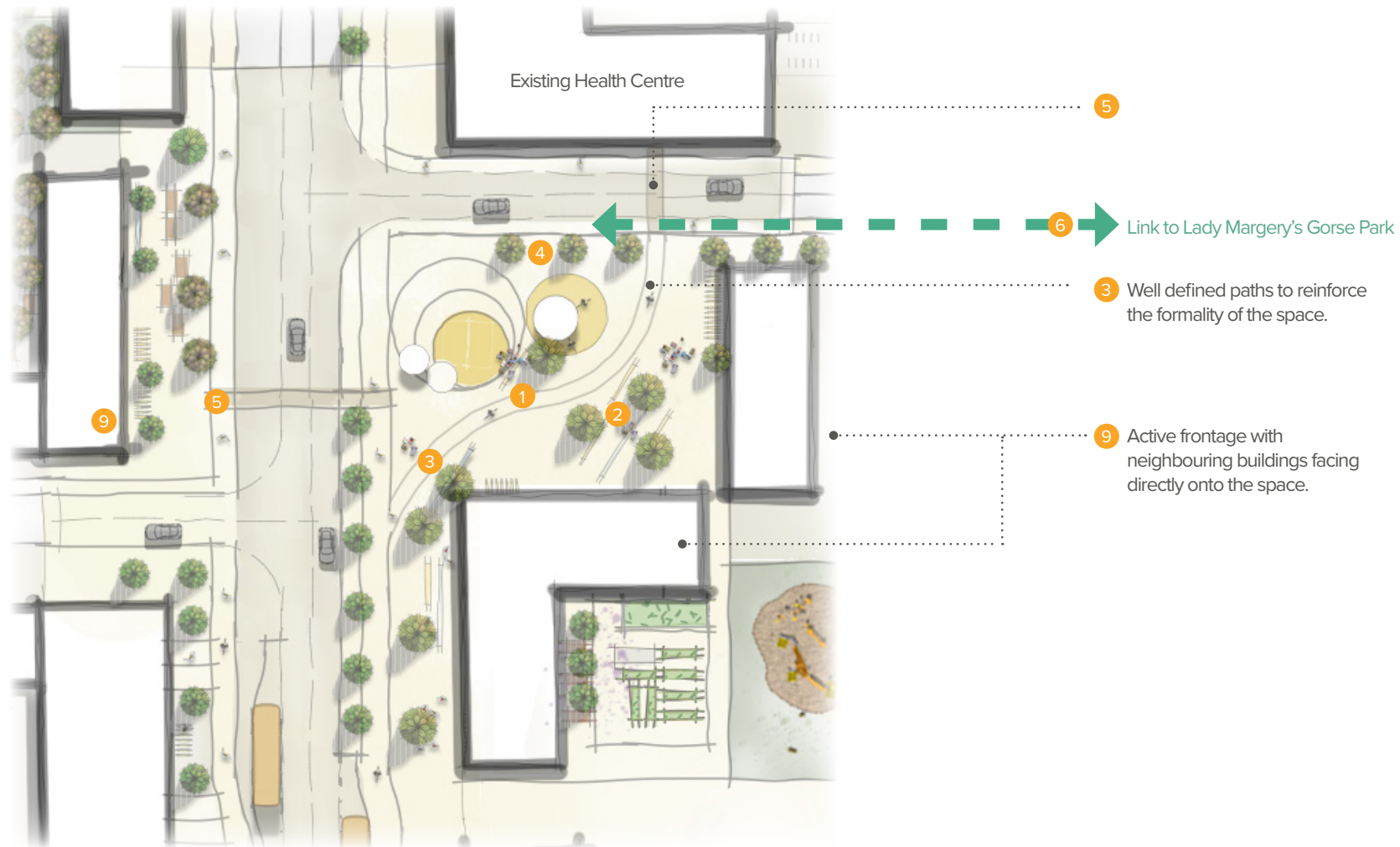
# Community Square



Precedent visualisations of similar Community Squares



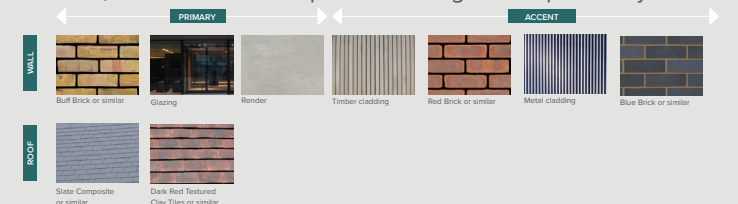
- As required by the approved Masterplan and Highway Design Code (2008), the Community Square will be a formal central space to serve the wider MKWEA. It will be characterised by high quality hard landscaping and incorporating formal tree planting, seating, lighting and street furniture.
- The space will cater for various activities and functions including circulation space for core civic functions including the existing Health Centre, a nursery and community building whilst also providing a space to dwell and relax.
- The Community Square will be directly connected to Lady Margery's Gorse Play Area.



COMMUNITY SQUARE - ILLUSTRATIVE SKETCH

## MANDATORY REQUIREMENTS

- 1 Formal space of a minimum of 0.25ha (not including road carriageway) with planted beds, ornamental trees and high quality surface materials. Surface materials to extend across the city street and community street to the north (i.e. within the total area designated as the Community Square).
- 2 Central seating area shaded by formally-arranged tree grouping.
- 3 Well defined paths to reinforce the formality of the space.
- 4 The boundary planting should reinforce enclosure of the space.
- 5 Dedicated pedestrian crossing points from the City Street and the existing Health Centre.
- 6 Creation of direct link between the Community Square and Lady Margery's Gorse Park.
- 7 Approach to lighting should provide a low key and uncluttered solution and should take account of key technical considerations such as ecology and crime prevention. Detailed lighting design will be subject to condition.
- 8 The square must not be dominated by cars. Parking should not be permitted within the square, except for disabled / short stay retail parking. Parking to be allowed within streets that border the square.
- 9 Community Square Built Frontage :
  - Active frontage with neighbouring buildings facing directly onto the space.
  - Buildings facing the Community Square should have a minimum height of 10.2m above AOD.
  - Green, brown and blue roofs on buildings should be considered in detail as an opportunity to enhance biodiversity and amenity.
  - Contemporary/Modern architectural style and building details. Notable upstep in architectural treatment from surrounding character area to emphasise hierarchical importance of the frontage.
  - Building materials predominantly consist of buff brick, render, and glass. They are complemented by a wide range of accent materials that should vary across the site. These materials should be used to highlight corners, changes in height, distinctive volumes, and landmarks to emphasise a strong and unique identity.







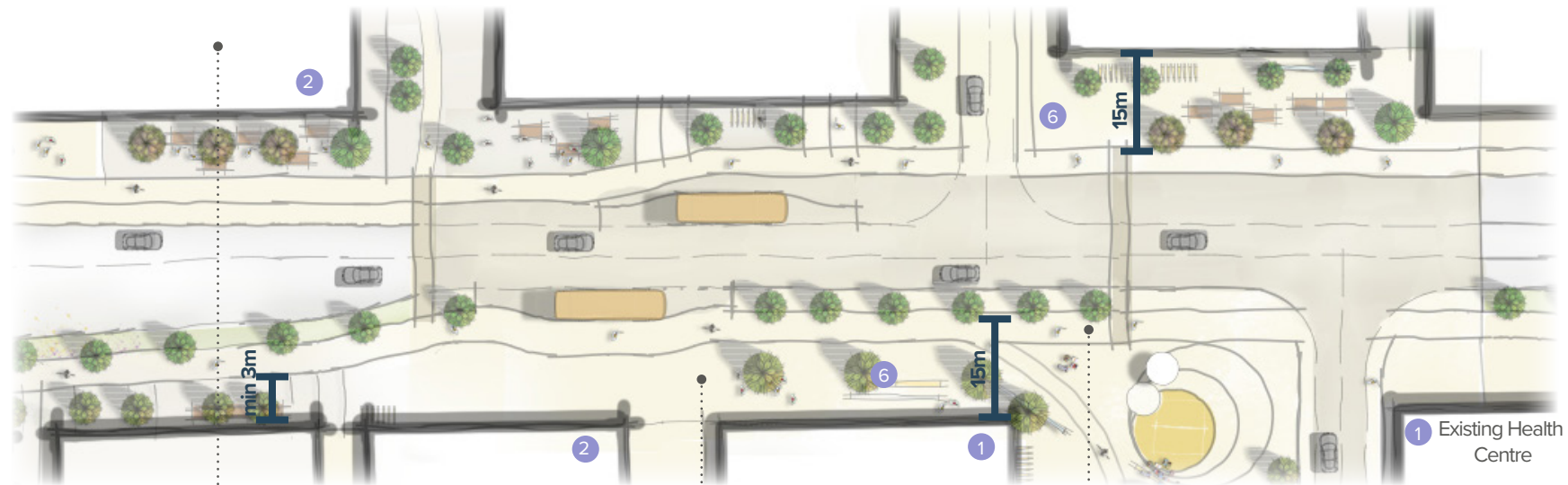
## City Street – Town Centre Key Frontage



Precedent visualisations of similar new Town Centres

- Buildings will be arranged to face onto and have a positive relationship with the City Street (front and articulated animated side elevations acceptable, rear and/or blank elevations unacceptable) in order to ensure the success of the space as an attractive, secure and welcoming part of the public realm within the development.
- A street scene designed as a composition with a high-quality and complementary palette of building materials with subtle variation in form and orientation of building features (e.g. facing gables).
- High quality public realm treatments are required to ensure a successful public space that allows for larger volumes of pedestrian, cycle and vehicular movement.





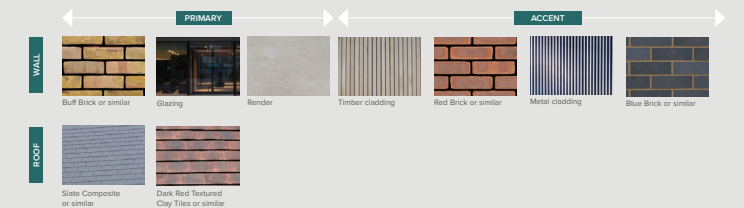
2 Buildings will be arranged to face onto and have a positive relationship with the City Street

1 Buildings to front positively onto the public realm

5 Pedestrian and cycle flows will be prioritised to allow active travel movement through, in and around the Town Centre.

## MANDATORY REQUIREMENTS

- 1 Buildings to front positively onto the public realm and should have a minimum height of 10.2m above AOD to ensure an appropriate relationship with the space, the existing Health Centre and transition sympathetically to lower forms of adjacent residential development.
- 2 Buildings will be arranged to face onto and have a positive relationship with the City Street (front and occasional animated side elevations acceptable, rear and/or blank elevations unacceptable) in order to ensure the success of the space as an attractive, secure and welcoming part of the public realm within the development.
- 3 Allocated parking will be located behind the building line, with access to parking to be made as legible as possible so that it is easy to reach whilst not visually dominating the streetscape. A limited number of short stay parking spaces for shops could be located to the front of the building line, but the street will not be dominated by parked vehicles. Boundary treatments with planting to screen and soften blank walls, boundaries and rear parking courts.
- 4 Street scene to be designed as a composition with a high-quality and complementary palette of building materials with subtle variation in form and orientation of building features (e.g. facing gables).
- 5 Pedestrian and cycle flows will be prioritised to allow active travel movement through, in and around the Town Centre. Pedestrian desire lines should be analysed and subsequently kept as straight as possible.
- 6 Pedestrian dispersal spaces should be formed where necessary outside key buildings that attract pedestrians. Where necessary, this may result in wider pavements/areas of public realm (3-15m) with street furniture to support as needed (e.g. benches and bins).
- 7 Approach to lighting should provide a low key and uncluttered solution and should take account of key technical considerations such as ecology and crime prevention. Detailed lighting design will be subject to condition.
- 8 Building materials predominantly consist of buff brick, render, and glass. They are complemented by a wide range of accent materials that should vary across the site. These materials should be used to highlight corners, changes in height, distinctive volumes, and landmarks to emphasise a strong and unique identity.



CITY STREET TOWN CENTRE KEY FRONTAGE - ILLUSTRATIVE SKETCH



## City Street – Barrosa Way Key Frontage

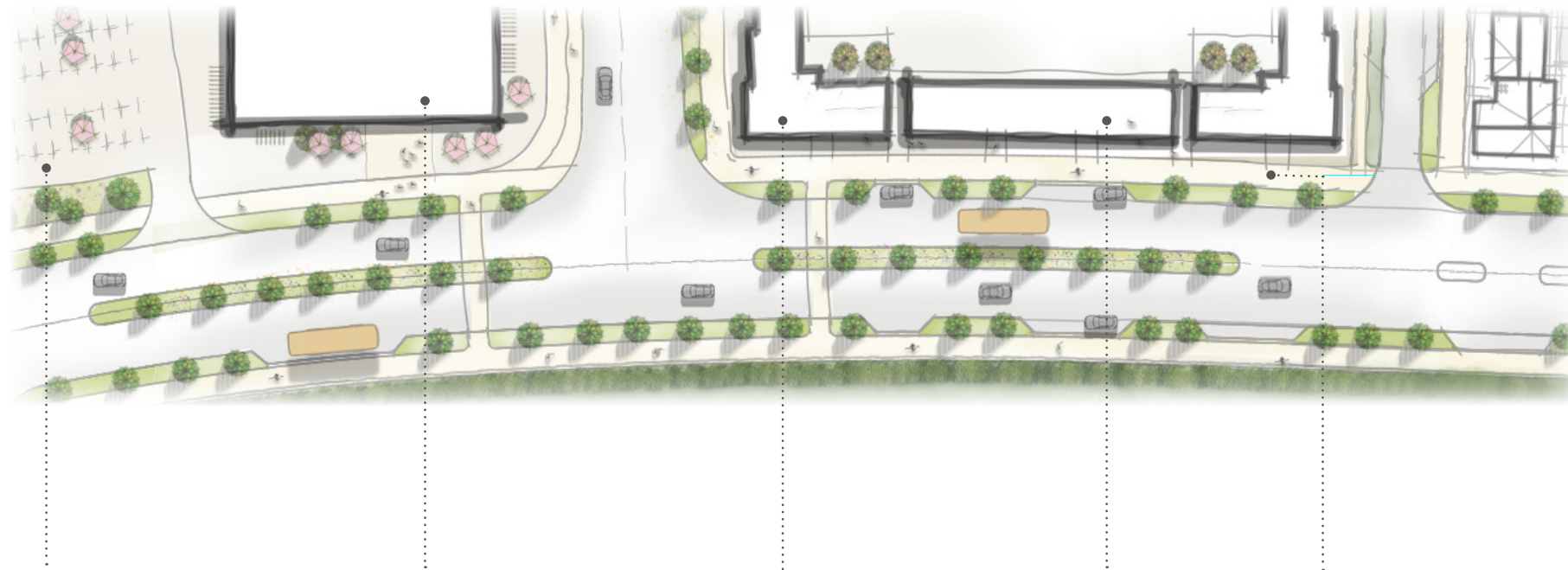


Precedent visualisations of similar new Town Centres



- Buildings will be arranged to face onto and have a positive relationship with the Barossa Way City Street in order to ensure the success of the space as an attractive and readable entrance to the Town Centre.
- The street scene should be designed as a composition with a high-quality and complementary palette of building materials with subtle variation in form and orientation of building features.
- High quality public realm treatments are required to ensure a successful public space that allows for larger volumes of pedestrian, cycle and vehicular movement.





6 Trees and landscaping will need to be used to help enclose the street and soften the appearance of any proposed car park.

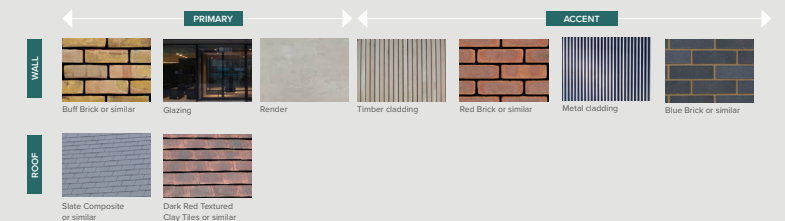
3 Buildings will be arranged to face onto and have a positive relationship with both of the City Street.

2 Buildings to front positively onto the public realm

5 Pedestrian and cycle flows will be prioritised to allow active travel movement through, in and around the Town Centre.

## MANDATORY REQUIREMENTS

- 1 Buildings facing Barrosa Way City Street should have a minimum height of 10.2m above AOD.
- 2 Buildings will be arranged to face onto and have a positive relationship with Barossa Way City Street (front and occasional animated side elevations acceptable, rear and/or blank elevations unacceptable) in order to ensure the success of the space as an attractive, secure and welcoming part of the public realm within the development.
- 3 Buildings proposed on the corners of Shetland Drive and Barrosa Way will need to address both city Streets positively. There will be no clear rear to these buildings.
- 4 Street scene to be designed as a composition with a high-quality and complementary palette of building materials with subtle variation in form and orientation of building features (e.g. facing gables).
- 5 Pedestrian and cycle flows will be prioritised to allow active travel movement through, in and around the Town Centre. Pedestrian desire lines should be analysed and subsequently kept as straight as possible.
- 6 Pedestrian dispersal spaces should be formed where necessary outside key buildings that attract pedestrians. Where necessary, this may result in wider pavements/areas of public realm (3-15m) with street furniture to support as needed (e.g. benches and bins).
- 7 Where parking may need to be located next to Barrosa Way, trees and landscaping will need to be used to help enclose the street and soften the appearance of the proposed car park.
- 8 Contemporary/Modern architectural style and building details. Notable upstep in architectural treatment from surrounding character area to emphasise hierarchical importance of the frontage.
- 9 Building materials predominantly consist of buff brick, render, and glass. They are complemented by a wide range of accent materials that should vary across the site. These materials should be used to highlight corners, changes in height, distinctive volumes, and landmarks to emphasise a strong and unique identity.



CITY STREET BARROSA WAY KEY FRONTAGE - ILLUSTRATIVE SKETCH



## Park Key Frontage



Precedent visualisations of similar frontages

- Dwellings will be arranged to face onto and have a positive relationship with the Lady Margery's Gorse Play Area (front and occasional side elevations acceptable, rear and/or blank elevations unacceptable) in order to ensure the success of the space as a key part of the public realm within Whitehouse.
- A limited palette of materials with subtle variation in form and orientation of building features (e.g. facing gables) complemented by planting and boundary treatments will provide a distinctive frontage and successful composition as a backdrop to the public realm.