INTRODUCTION
This section introduces the history of the site and its context. It sets the vision for the development and establishes the precedence of the parameter plans. These plans underlay the key principles and are the basis of the Design Code.

LOCAL CHARACTER APPRAISAL
This section is intended to inform the character of the proposed character areas.

SITEWIDE CODING
This sets out the coding applicable across the site. It covers matters to do with block structure, access hierarchy, adoptable street materials, car and cycle parking, landscaping, waste and recycling strategies and public art.

CHARACTER AREAS
It is explained in this section how the site is divided up into the four character areas. It sets out how parts of the site are differentiated by their individual characteristics and it describes some key frontages and important groups of buildings and adjacent areas. It explains the elements that are different from those in the Site Wide Coding section.

PUBLIC REALM
This outlines the proposed landscape strategy and structure for the key areas of public realm including the Greenway, Central Open Space and two squares.
Aerial photograph with pit yard site and relief road boundaries
INTRODUCTION

IN THIS SECTION

Contents
Overview
Code Objectives & Vision
Site and Context
Scheme & Outline Consent
Character Areas
Key Elements - Coordinating Masterplan
Overview

The former Prince of Wales Colliery Site has been granted outline planning permission for mixed use development. The approval is for the following elements:

- 917 residential units (use class C3)
- 21,583 sq metres of employment (B1)
- 10 live-work units (sui generis)
- 2,474 square metres of retail, restaurants cafés and drinking establishments
- A medical centre (D1)
- A community centre (D1)
- A new road, access roads, a linear park, footpaths, public squares and public open spaces, car parking, landscaping and associated works

The planning permission is subject to 58 planning conditions and a Section 106 Agreement. Condition 51 of the planning decision requires a Design Code to be prepared for the development. The condition states:

“51: A Design Code for the buildings within the whole development shall be submitted to and approved in writing by the Local Planning Authority prior to the submission of the Reserved Matters for these buildings. Unless otherwise agreed in writing by the Local Planning Authority, all Reserved Matters submissions for the buildings within

the site pursuant to condition 2 of this permission shall demonstrate compliance with this Code.
Reason: In the interests of amenity and to ensure the proper planning of the area in accordance with Policy CS10 of the Core Strategy Document and D9 of the Development Policies Document”

Review and Revision

This Design Code document has been prepared to satisfy the obligation set out in Condition 51. Its ongoing review and amendment during the life of the development to take into account changes in market conditions and national legislation will be undertaken by the Design Panel that is to be set up in accordance with Schedule 7 of the Planning Obligation (Section 106 agreement) dated 9th December 2013.

The reviews will be undertaken at the same time as the project’s viability is reassessed, at the 251st and 501st dwelling occupation. Additional reviews and revisions to the Code may be undertaken at other times by mutual agreement of Harworth Estates and WMDC.
**Planning Practice Guidance 2014**

“Preparing a good code is about finding a balance between technical specificity and a succinct description of what is required. Some of the best and most effective codes are very short. Design codes seek to capture the specific requirements of a place and encourage interested parties to think together about each development in its entirety as a unique place. Local planning authorities and developers should consider using design codes where they could help deliver high quality outcomes where for example:

- they wish to coordinate design outcomes across large or complex sites to deliver a coherent locally agreed vision;
- wish to ensure consistency across large sites which may be in multiple ownership and/or where development is to be phased and more than one developer and design team is likely to be involved;

Codes can also be used by applicants when submitting a planning application, if there is a need to retain some flexibility on the final design of the development (e.g. if the development is a self/custom build housing scheme where the final design of homes depends on the preferences of future home owners).

To promote speed of implementation, avoid stifling responsible innovation and provide flexibility, design codes should wherever possible avoid overly prescriptive detail and encourage sense of place and variety (unless local circumstances can clearly justify a different approach).

Codes should be succinct and carefully distinguish mandatory from discretionary components, avoiding ambiguous aspirational statements, unnecessary jargon and they should define any use of key technical terms.”

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**Code Objectives**

This Design Code has a number of objectives that have been set following the cancellation of “Preparing Design Codes: A Practice Manual (2006)” in March 2014 by DCLG. These objectives have been framed to capture the intention set out in the government’s Planning Practice Guidance. The adjacent extract is taken from the appropriate planning guidance section of the government’s planning portal. The objectives for this particular Design Code are as follows:

- To ensure that, when completed, the development is coherent and all phases make a positive contribution to the wider scheme
- To ensure there is a consistency of quality throughout the scheme
- To ensure that no early phase of development has a negative impact on the attractiveness, quality or value of any future phase
- To ensure that designers of any single phase are aware of the specific design parameters they need to incorporate into their proposals
- To ensure there is a consistent application of design standards throughout the site
- To provide developers of specific land parcels within the development with easy access to all the relevant design standards at the earliest stages of the design process

And therefore: as a direct consequence:

- To ensure the quick and efficient evaluation and determination of reserved matters planning applications

**Vision**

The planning permission has the following vision for the Prince of Wales site:

“to promote early delivery of the Prince of Wales as a premier landmark, urban extension site with high quality, sustainable mixed-use development set within an attractive, legible and accessible, landscaped environment.”

The former Prince of Wales Colliery site is the most significant vacant brownfield site within the Five Towns. The site adjoins the historic market town of Pontefract, is within walking distance of four rail stations (Tanshelf, Monkhill, Glasshoughton and Baghill), is served by frequent bus services on Park Road (the approach to the town from Junction 32 of the M62 Motorway) and Skinner Lane. The site is significant in the planned renaissance of Pontefract – as acknowledged in the Five Towns Urban Renaissance document.

Almost seven years of ongoing community engagement with local residents, landowners and other key stakeholders has informed development of the masterplan for the site. A collaborative design process was also an integral part of the partnership between the City of Wakefield Metropolitan District Council and Harworth Estates, which was established to help realise this important strategic regeneration project.
Site and Context

Pontefract and the neighbouring towns of Castleford, Knottingley, Featherstone and Normanton together make up the ‘Five Towns’ within the area administered by the City of Wakefield MDC. All of the Five Towns lie within 2km of the M62 Motorway, which links Liverpool with Hull. The Five Towns vision for Pontefract, Castleford, Normanton, Featherstone and Knottingley and the development of the Prince of Wales Colliery sought to reverse the decline of the area after the collapse of mining locally.

Prior to development, the application site is largely composed of spoil heaps and abandoned yards. Any buildings associated with the colliery have been demolished. The linear eastern edge of Park Road, outwith the site, is partially developed with industrial and retail uses, and an hotel. To the immediate south of the site, north of the railway line, there is little urban grain.

Location

The Pit Yard site, 47 hectares (117 acres), is located to the north of Pontefract Town centre on the urban fringe within designated green corridor/green belt. Park Road (A639), a main avenue of approach into Pontefract Town Centre, runs north to south to the west of the site, acting as a main artery for accessing the town centre from the M62. The M62 provides wider links to Hull to the east and Leeds (via the M1), Wakefield, Huddersfield and Halifax to the West.

Public transport context

To the south of the site is a railway line which operates between Ferrybridge, Pontefract, Featherstone and beyond. The site is within walking distance of four rail stations (Tanshelf, Monkhill, Glasshoughton and Baghill) and is served by frequent bus services on Park Road (A639) and Skinner Lane. Tanshelf the nearest rail station adjoins the southern boundary of the site. It is currently served by regular Wakefield Kirkgate to Knottingley trains. Monkhill station is located some 600m to the southeast of the site, with a rail journey time of 3 minutes from Tanshelf. Whilst it is only 600m from the south eastern corner of the site it is 1 km to the centre. Glasshoughton station is within 2 kilometres walking distance of the site through Pontefract Park and under the M62 Motorway.

Ownership

The total planning application area includes land in the ownership of Harworth Estates, the Duchy of Lancaster, CISWO and the City of Wakefield MDC. Historic maps (1938) demonstrates the extent of past colliery related development on site. 1947 saw Nationalisation of the collieries and by 1958 2,000 workers were employed at the Colliery. In August 2002 geological difficulties led to closure of the Prince of Wales Colliery, the last working mine in Wakefield, with the loss of almost 500 jobs.

Grain

There is little urban grain within the application site. A loose plan form associated with suburban development exists around Pontefract and this contrasts with the
tight urban grain within Pontefract town centre. These two distinct characters have helped inform development of the proposed mixed-use, urban extension.

**Movement**
The site is relatively flat and therefore pedestrian and cycle movement and connectivity within the area are encouraged particularly through development of attractive and well-lit active frontages along routes. Pedestrian links between the site and Pontefract town centre is via Colonel’s Walk and the brick arched, foot tunnel under the railway line, although the route is unattractive due to the absence of development and associated surveillance that this would offer.

**Constraints**
- Three existing mineshafts on the site have implied exclusion zones taken into consideration on the proposed masterplan.
- The existing sub-station and associated compound area, which is incorporated into the masterplan.
- The balancing ponds, which are also incorporated into the masterplan.
- Ponds in the southern area of the site

**Legibility**
- Pontefract town centre
- Tanshelf rail station
- Xscape
- Pontefract Park
- Pontefract New College

To promote legibility, recognisable routes intersections and landmarks (within and beyond the site) have been incorporated into the masterplan to help people find their way around. Visible routes and destinations, and a visible choice of routes will contribute to making the development feel safe and unthreatening.
The Planning Permission
Development Schedule
as set out in Section 73 decision notice, 9 December 2013

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<td>Employment</td>
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<td>B1</td>
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<td>Live Work Units</td>
<td>10 Sui</td>
<td>Sui Generis</td>
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<tr>
<td>Retail, restaurants, cafes</td>
<td>2,474 m²</td>
<td>A1,A3,A4</td>
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<tr>
<td>and drinking establishments</td>
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<tr>
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<td>-</td>
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<tr>
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The planning permission boundaries
**Scheme and Outline Consent**

**Introduction**

Planning Permission was originally granted 11th June 2009. A number of minor but material changes were made to the original permission in 2013 through a Section 73 application, and these involved changes to the approved masterplan, character areas and phasing plan. The scale and scope of the permission is set out in the table on the previous page and there are a total of 58 planning conditions attached to the decision. This Design Code has been designed to accord with both the requirement of the original 2009 permission and the subsequent decision notice issued in 2013.

The most relevant, design related planning conditions are set out in the adjacent text for ease of reference, however designers and purchasers using this Design Code are advised to also refer to the full text of the planning decision notice to ensure that they are aware of the full extent of their obligations and the interrelationship between the various issues.

**Design Related Conditions**

2. Apart from those matters approved under this permission (access – the proposed access Spine Road through the Pit Yard site and its junctions with Park Road and Skinner Lane; and the proposed Northern relief road and its junctions with Park Road and Skinner Lane as shown on plans ref: Preliminary Proposed Spine Road Alignment NTE/2007/203 Rev P1; and General Layout Pontefract Relief Road NEA3075/PGL01/Rev E/JMP and those areas of Public Open Space and Public Landscaped areas, development shall not commence on any phase until details of the following Reserved Matters for that phase have been submitted to and approved in writing by the Local Planning Authority: Layout, Scale, Appearance and Landscaping.

6. Unless otherwise approved in writing with the Local Planning Authority, apart from those matters approved under this permission (access as shown on plan ref: P12 4603 -10) and as part of the phasing of the development as set out in the decision plans P12 4603 -1 Pit Yard Site, and 200-025 Rev H) in condition 5 above, a scheme for the provision of public open space and public landscaped areas shall be submitted to and approved in writing by the Local Planning Authority before any work on any phase commences. The scheme shall include details of provision and the timing of the provision of public open space and public landscaped areas within each phase and details of arrangements to secure the management and maintenance of the public open space and public landscaped areas within the site. The provision of public open space and public landscaped areas shall be implemented in accordance with the scheme approved under this condition unless otherwise approved in writing with the Local Planning Authority.

18. No more development than 540 dwellings and all of the proposed B1 office development up to a maximum floorspace of 21,853m²; and up to a maximum floorspace of 2,474m² retail, restaurants, cafes and drinking establishments (A1, A3, and A4) shall be accessed from Park Road access unless otherwise approved in writing with the Local Planning Authority.

19. No more development than 797 dwellings, a Medical Centre (maximum 929 m²), Community Centre (maximum 500m²), Nursery (maximum 601 m2) but in any event not exceeding 2,030m² of D1 uses shall be accessed from Skinner Lane access unless otherwise approved in writing with the Local Planning Authority.

20. No vehicular ingress or egress shall be taken from/to Beechnut Lane from any parts of the development within Phase 1 to Phase 6 (inclusive) unless otherwise approved in writing by the Local Planning Authority.

51. A Design Code for the buildings within the whole development site shall be submitted to and approved in writing by the Local Planning Authority prior to the submission of the Reserved Matters for these buildings. Unless otherwise approved in writing by the Local Planning Authority, all Reserved Matters submissions for the buildings within the site pursuant to condition 2 of this permission shall demonstrate compliance with this Code.

52. Unless otherwise approved in writing by the Local Planning Authority and prior to submission of any Reserved Matters applications a scheme confirming principles to be adopted to encourage energy efficiency and use of renewable energy for proposed buildings designed to achieve at least 10% of their energy from decentralized and renewable or low carbon resources or from alternative technologies that are available at the time shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Design Code for the whole of the development site. The scheme shall include details of measures to reduce greenhouse gas emissions, improve energy efficiency and maximize passive solar heating; and maximize renewable energy capacity insofar as the measures are feasible and viable having regard to the type of development proposed and its design. Unless otherwise approved in writing by the Local Planning Authority all Reserved Matters applications for the development of buildings within the site pursuant to condition 2 shall demonstrate compliance with the scheme so approved. Thereafter the scheme shall be implemented in accordance with the details approved unless otherwise approved in writing by the Local Planning Authority.

53. Development in any phase or sub-phase shall not commence until a scheme(s) for Secured by Design has been submitted to and approved in writing by the Local Planning Authority. The approved scheme(s) in any phase or sub-phase shall be implemented wherever the works are wholly contained within that phase or sub-phase before the development within that phase or sub-phase is first occupied and shall be retained, maintained and operated throughout the lifetime of the development.

54. No construction of buildings within any phase or sub-phase shall commence until the following details for that phase or sub-phase have been submitted to and approved in writing by the Local Planning Authority:

i) The colour, type and texture of building, materials

ii) Details of screening, retaining and boundary walls

iii) The external appearance, colour, type, texture and/or materials used in constructing the access; insofar as the above are relevant to the phase or sub-phase of the development which is being carried out. The works shall be carried out in accordance with the approved details unless otherwise approved in writing with the Local Planning Authority.

55. The development within any phase or sub-phase shall not be brought into use until a scheme detailing the boundary treatment of the site for that phase or sub-phase has been submitted to and approved in writing by the Local Planning Authority.
INTRODUCTION

CHARACTER AREAS

Character areas

KEY

GREEN EDGE  GARDEN SUBURB  URBAN EDGE

Page amended
The plan opposite indicates the Key Elements of the Coordinating Masterplan, set in relation to the surrounding urban environment.
LOCAL CHARACTER APPRAISAL

IN THIS SECTION

Overview of Local Character
Town Centre Analysis Informing the Wider Scheme
Analysis that Informed the Garden Suburb
Analysis that Informed the Urban Edge
Analysis that Informed the Green Edge
Analysis that Informed the Commercial Areas
An analysis of existing built form in the locality has provided inspiration for the development and helped shape the layout design. Pontefract Town Centre and suburbs have been analysed, indicating a range of characteristics, varying in layout, density and architectural approach.

**Pontefract Centre Urban Form**

Pontefract has the clear form of a medieval market town, centred on a long street-like marketplace, the yards or ginnels signs of a ‘toft and croft’ planned 12th century town. The distinctive eighteenth century Georgian buildings, concentrated into the core, sit on this medieval imprint. Renowned for its gardens and nurseries including its liquorice production, Pontefract is also home to the remains of a post-invasion Norman Castle.

The highly permeable town centre core, with its network of narrow streets, squares and yards, and key landmark buildings, some visible from surrounding areas, has been recently renovated. There are key landmark buildings, some visible from surrounding areas.

A number of street patterns are discernible in and around the town centre, ranging from the irregular, tight and fine-grain street pattern to major vehicle routes which form abrupt boundaries to pedestrian movement in and out of the centre.
TOWN CENTRE ANALYSIS INFORMING THE WIDER SCHEME

LOCAL CHARACTER APPRAISAL

Town centre features, which are not particularly unique to Pontefract but which give visual character include tall corner buildings, chamfered corners with entrances, building and façade treatment to terminate vistas and free standing and landmark buildings on public spaces.

Roofscape around the town centre is varied as a result of incremental changes over time and fragmented land ownership patterns. This results in a high level of visual interest, particularly for pedestrians moving slowly through the town.

Thresholds, Edges and Boundaries

Town centre thresholds are typified by the following:
• Pedestrian/service-delivery only areas - buildings up to pavement edge
• Narrower vehicle-accessible streets in the town centre – buildings up to back of narrow pedestrian footpath. Public realm treatment varies.
• Town centre parking courts – accessed via yards – buildings up to back of narrow footpath or where basement is accessible from street, iron or steel railings up to footpath edge

Larger developments e.g. Horsefair Flats in the centre of Pontefract, have higher boundary features and tend to lack a street frontage presence.

Public Squares and Open Spaces

Key spaces include the following:
• Public squares are formed where larger streets in the centre widen out and may be irregular in shape. Free-standing focal buildings, monuments, and landmark buildings feature.
• Local Greens
• Large Town Park with golf and racecourse located at edge of urban area. Defined by strong tree structure along park edges and avenues. Lake and open areas.
• Smaller local parks within residential areas
• Large playing fields associated with schools widely spaced within residential development.
• Long, narrow allotment plots bordering onto railway lines.

Hard Landscape Materials - Precedents

The recent Pontefract Town Centre refurbishment scheme incorporates traditional York Stone paving in a variety of detailing styles to traffic and pedestrian routes on Beastfair, Gillygate and Salter Row.

Town centre areas beyond this central zone have a simple and less costly palette of asphalt to roads, and asphalt or PCC flags to pavements and other footways.

Similarly there is a simple palette of asphalt paths and PCC and stone kerbs and edgings to Pontefract Park, with boundary elements to this and other Pontefract parks including timber trip rails, stone posts and walls.
Built Form

Common

- Semi detached housing with regular buildings setback
- Normally 2 storey in height
- Some variation in projections (bay windows, eaves and entrance canopies) as well as the detailing of facades are used to articulate the building frontages and provide visual interest.
- Variable roofline
- Variable arrangement of eaves and gables to the front and end
- Semi-detached and detached houses display a greater degree of variety in roof line and detail, although often arranged in small groups, introducing an element of rhythm and regularity to the building frontage.
- All houses have front gardens

Feature

- Arts and craft style properties

Boundaries

- Hedged front boundaries

Public Realm and Landscape

- Houses occasionally front onto semi circular greens in the manner of the original garden suburbs they are seeking to emulate
- Large feature trees
ANALYSIS THAT HAS INFORMED THE GARDEN SUBURB

LOCAL CHARACTER APPRAISAL

Building Detail and Decoration

Doors/windows
- Window proportions are fairly generous,
- Less prominence of sills and lintels than urban edge
- Bay windows are typically chamfered, although some are square. Some project only on the ground floor, while others carry on through to the first storey.

Materials and Colours

Buildings
- Predominantly red brick to house walls
- Slate and clay roof tiles
- Render is less common, used as a feature on upper storey of house

Public realm
- Houses sometimes overlook small greens
- Larger open spaces towards edge of town with simple design pallette

Public realm
- Houses sometimes overlook small greens
- Larger open spaces towards edge of town with simple design pallette
LOCAL CHARACTER APPRAISAL
ANALYSIS THAT HAS INFORMED THE URBAN EDGE

Street Scene

Built Form

Common
- Continuous frontage formed by consistent building heights, plot sizes and roofscape
- Terrace housing with regular buildings setback
- 2 or 2.5 storeys in height (dormer frontage), rarely 3-storey except for apartments.
- Variations in projections (bay windows, eaves and entrance canopies) as well as the detailing of facades are used to articulate the building frontages and provide visual interest.
- Generally there is a regularity to the roofline of terraces, and terraces are divided into relatively short runs, often owing to changes in level.
- The roofs of terraced houses are usually arranged with eaves to the front and gables to either end.
- Semi-detached and detached houses display a greater degree of variety in roof line and detail, although often arranged in small groups, introducing an element of rhythm and regularity to the building frontage.
- Most houses have front gardens, although some front onto the footpath.

Feature
- End of terrace properties sometimes have special roof or bay features. Some have ornate ridge and eave details.
- On steeper streets, terraced properties are stepped and slightly staggered for visual interest.

Less Common
- Special architectural details such as arched doorways, date panels and other symbols
- Predominantly red brick to house walls

Boundaries
- Boundaries include low brick walls to residential properties, sometimes with ornate piers, rarely stone walls and, less often, hedges with or without low walls
- Low walls sometimes combined with wall top railing
- Timber boundary fences to rear gardens
- Limited palette of threshold treatments, which includes properties onto the footpath

Public realm and landscape
- Smaller local parks and large town park.
- Small public parks with simple palette of materials, and allotments
Building Detail and Decoration

Walls
- Decorative corbels and string courses
- Stone copings to low red brick front walls and posts

Doors and Windows
- Window proportions are fairly generous, with sills and lintels prominent through form and colour.
- Bay windows are typically chamfered, although some are square. Some project only on the ground floor, while others carry on through to the first storey.
- Windows tend to be white, although some combine darker frames with white mullions and lintels.
- Doors variable in colour
- Chimneys to many properties
- Bay windows are typically chamfered, although some are square. Some project only on the ground floor, while others carry on through to the first storey.

Less Common
- Window proportions are fairly generous, with sills and lintels prominent through form and colour.
- The roofs of terraced houses are usually arranged with eaves to the front and gables to either end
- End of terrace properties sometimes have special roof or bay features.

Materials and Colour

Buildings and Gardens
- Some stone faced buildings, but very few contemporary materials such as glass, timber, aluminium etc.
- Slate and clay roof tiles
- Render is less common

Public realm and landscape
- Reduced palette of materials to relatively formal public open spaces
- Public space entrances sometimes marked by ornate stone posts and brick walls
LOCAL CHARACTER APPRAISAL

ANALYSIS THAT HAS INFORMED THE GREEN EDGE

Built Form

Common
- Larger individual detached and semi detached properties, often overlooking green spaces
- Variety of building details with eaves and gables to the front and to either end.
- Semi-detached and detached houses display a greater degree of variety in roof line and detail, although often arranged in small groups, introducing an element of rhythm and regularity to the building frontage.

Less Common
- Some examples of Georgian styling
- Special architectural details related to Georgian styling

Pontefract Villas
There are various examples of villas in Pontefract, often along key vehicle routes. Architectural style varies, including Victorian and Georgian. These are either detached or semi-detached, and are generally 2 or 2.5 storeys high. Villas often sit further back from the road than terraced or town houses, and usually within their own grounds. Façades tend to be formal, with well proportioned openings symmetrically composed.

The low density and resultant unsustainability of many residential layouts beyond the town centre often preclude their being a positive influence on the site design. Beyond the centre, predominant form is mid to late 20th century residential estates where dwellings feed off culs-de-sac which in turn feed local or major distributor roads. South-east and north-east of the centre there is a predominance of post-war and later 20th century residential estates, including some later 20th century development. Key vehicle access routes to east, south and west are fronted by residential buildings, whilst the main route into Pontefract from the M62 (Park Road and Jubilee Way) is fronted by Pontefract Park and retail/employment uses.
Other Building Form

There are few quality office buildings in evidence within Pontefract, the best being in larger converted residential properties.

There are a variety of mixed use buildings, including traditionally styled 2 and 3 storey mixed height terraces of varying plot widths, with ground floor uses including retail, cafés and pubs, easily adaptable to a change of use with offices or apartments above. These are mixed in with single-use buildings e.g. pub/hotel, office. There is a level of consistency of building detailing e.g. height of shop signs, storey heights, cornice heights, entries and fenestration, and variations in consistency of frontage.

Free-standing hotels are distinctively ornate and landmarks, whilst those integrated into mixed use areas are traditional, with eye-catching façade colours and detailing.

Mews Courts are accessed via yards from the main central shopping areas and have consistent rhythmic façade, open directly onto the pavement and are brick-faced. Facade types tend to be repetitive/serial in mews courts.
BLOCK REFERENCE NUMBERS HAVE BEEN ADDED TO ASSIST NAVIGATION AND IDENTIFICATION.
RESIDENTIAL BLOCKS HAVE AN “R” PREFIX
RESIDENTIAL URBAN GREEN SQUARE HAS AN “RU” PREFIX
The site wide coding section provides conceptual design guidance for elements across the whole site. Individual character areas will have further requirements and these are described and illustrated in the Character Areas section of this Code. In addition to the measures outlined within this document, any developer should also refer to the other conditions relating to the outline planning permission, as set out on the planning permission decision notice.

IN THIS SECTION

Block Structure
Movement and Streets
Road and Street Materials
Parking Standards
Junctions
Key Block Principles
Block Typology
Wayfinding
Gateways
Space Standards
Boundaries
Street Furniture
Waste Management
Utilities
Sustainability

The block structure is shown in the plan on the opposite page. The precise alignment, shape and size of blocks may be subject to change if future commercial and site constraints.

The block structure has been determined by a number of key elements through the site:

- Spine road running east west through the site
- Limited access points into the site from surrounding areas
- Public open spaces and cross site green links

This section of the design code contains images of houses (typically shown as white with grey roofs) to illustrate the scale and cross sectional proportions of streets. These house types are not intended to indicate a particular architectural style.
The masterplan layout has been designed to ensure maximum pedestrian and cycle penetration through the site. However the site is heavily constrained by limited opportunities for connections to the wider community on its north east and southern boundaries due to railway lines, the western boundary due to the existing retail park and Chep, and the northern boundary due to the former Parkside Hotel which is in third party ownership.

Consequently, where connections are possible or likely to be available in the medium term, these have been clearly identified and the block structure has been based around these links. The proposed block structure therefore aims to deliver attractive and direct desire lines as follows:

- From the Colonel’s Walk underpass to the Central Green Space
- From the Central Green Space to the Greenway with direct lines of sight and/or pedestrian links from one to the other
- From Skinner Lane to the edge of the Parkside Hotel site (to enable the longer term delivery of a strategic link down to Park Road by the adjoining landowners)
- From all development phases to the Greenway that runs along the north eastern boundary to provide access to a linear network of children’s play spaces, safe links back to Skinner Lane and, in the longer term, to the Parkside Hotel site and consequently onto Park Road
- From Skinner Lane to Beechnut Lane via the historic pedestrian link (Tanshelf Walk) between the pit yard site and football club

**Pedestrians and Cyclists**

The intention is to encourage sustainable modes of transport and minimise the use of motorised private transport. The Cycle and Pedestrian Routes Plan opposite shows the key cycle and pedestrian routes. Key destinations include:

- Pontefract Town Centre
- Prince of Wales local centre
- Prince of Wales Central Green Space
- Skinner Lane
- Park Road
- Pontefract Town Park
- Ponfret Racecourse retail park
- Xscape (future link)

The layout should make walking and cycling to local facilities the natural option. In particular designing safe routes to the local centre and local schools. Routes should be overlooked, direct, free of obstacles and should take priority over vehicles. Where pedestrian/cycle only routes are proposed pathways must be well designed, overlooked, ideally level and maintained. Cycle routes and their intersections with street junctions will need to be carefully designed and resolved at the detailed design stage.
PHASE 1 AREA

KEY

- Road network
- Temporary path surface to be replaced with permanent surface as development phases as completed
- Improvements to existing PROW by
The map indicates connections to the wider area, including Xscape entertainment and retail centre and Junction 32 Outlet Shopping Village to the north, Pontefract Town Centre and Castle to the south, and Pontefract Racecourse and Town Park to the West.
HIGHWAY TYPOLOGY PLAN

KEY
- TYPE 1 / PRIMARY STREET
- TYPE 2 / SECONDARY STREETS
- TYPE 3 / SHARED SURFACE STREETS
- BESPOKE STREET DESIGN DUE TO TECHNICAL GROUND CONSTRAINTS. COMBINATION OF TYPE 2B AND 3

Page amended
This section looks at the following street types:

- **Type 1** Primary Street
- **Type 2A Streets**
- **Type 2B Streets** Secondary Streets
- **Type 2C Streets**
- **Type 3A Streets** Shared Streets
- **Type 3C Streets**

The spine road provides direct access through the site, with a maximum speed of 30 mph. The design principles of the routes are mandatory however the exact alignment of the routes will be determined through Reserved Matters applications.

All streets must be designed to meet the requirements set out in the Wakefield Street Style Design Guide and must be in general accordance with The Manual for Streets 1 and 2 (Department of Transport). The designer should also make reference to Cycle Infrastructure Design (LTN 2/08) Oct 2008 (Department of Transport) and Shared Use Routes for Pedestrians and Cyclists (LTN 1/12) Sept 2012 (Department of Transport).
A Type 1A street is characterised by a 6.75m carriageway with two, 2m wide footpaths and the addition of two, 3m wide, tree lined verges to either side of the carriageway in recognition of its importance as the main spine road through the development. Its boundary treatments and cross section ratio varies as it passes through the character areas.

<table>
<thead>
<tr>
<th>Item</th>
<th>Highway Design Parameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Connector Street</td>
</tr>
<tr>
<td>Number of Dwellings Served</td>
<td>917 plus employment area plus local centre</td>
</tr>
<tr>
<td>Carriageway Width</td>
<td>6.75m</td>
</tr>
<tr>
<td>Pavements</td>
<td>2.00m to both sides and adopted</td>
</tr>
<tr>
<td>Highway Verges</td>
<td>3.00m to both sides and adopted</td>
</tr>
<tr>
<td>Forward Visibility</td>
<td>25.00m minimum</td>
</tr>
<tr>
<td>Centreline Radius</td>
<td>33.00m minimum</td>
</tr>
<tr>
<td>Direct Driveway Access</td>
<td>Yes</td>
</tr>
<tr>
<td>Design Speed</td>
<td>20mph</td>
</tr>
<tr>
<td>Speed Limit</td>
<td>20mph</td>
</tr>
<tr>
<td>Radius with Type 2 Road</td>
<td>6.00m minimum</td>
</tr>
<tr>
<td>Radius with Type 3 Road</td>
<td>4.00m or splays</td>
</tr>
<tr>
<td>Visibility Splays (x)</td>
<td>2.40m</td>
</tr>
<tr>
<td>Visibility Splays (y)</td>
<td>25.00m</td>
</tr>
<tr>
<td>Distance Between Speed Restraint Features</td>
<td>60.00m</td>
</tr>
</tbody>
</table>

Type 1A streets
A Type 1B street is characterised by a 6.70m carriageway with two, 2m wide footpaths and the addition of two, 2m wide, tree lined verges to either side of the carriageway in order to increase the perceived importance of the route and in recognition of the streets dual role of serving both housing and employment uses. There is a 5.75m driveway zone to one side of the street.

<table>
<thead>
<tr>
<th>Item</th>
<th>Highway Design Parameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Mixed Use Connector Street</td>
</tr>
<tr>
<td>Maximum Number of Dwellings Served</td>
<td>-</td>
</tr>
<tr>
<td>Carriageway Width</td>
<td>6.70m</td>
</tr>
<tr>
<td>Pavements</td>
<td>2.00m to both sides and adopted</td>
</tr>
<tr>
<td>Highway Verges</td>
<td>2.00m to both sides and adopted</td>
</tr>
<tr>
<td>Forward Visibility</td>
<td>25.00m minimum</td>
</tr>
<tr>
<td>Centreline Radius</td>
<td>33.00m minimum</td>
</tr>
<tr>
<td>Direct Driveway Access</td>
<td>Yes</td>
</tr>
<tr>
<td>Design Speed</td>
<td>20mph</td>
</tr>
<tr>
<td>Speed Limit</td>
<td>20mph</td>
</tr>
<tr>
<td>Radius with Type 2 Road</td>
<td>6.00m minimum</td>
</tr>
<tr>
<td>Radius with Type 3 Road</td>
<td>4.00m or splays</td>
</tr>
<tr>
<td>Visibility Splays (x)</td>
<td>2.40m</td>
</tr>
<tr>
<td>Visibility Splays (y)</td>
<td>25.00m</td>
</tr>
<tr>
<td>Distance Between Speed Restriment Features</td>
<td>60.00m</td>
</tr>
</tbody>
</table>
A Type 2A street is characterised by a 5.5m carriageway and two, 2m wide footpaths. It is often referred to as a “traditional” estate road. A driveway zone of 5.75m either side of the carriageway within the dwelling curtilage allows for parking to the front of garages with “up and over” doors.

<table>
<thead>
<tr>
<th>Item</th>
<th>Highway Design Parameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Local Residential Street</td>
</tr>
<tr>
<td>Maximum Number of Dwellings Served</td>
<td>200</td>
</tr>
<tr>
<td>Carriageway Width</td>
<td>5.50m</td>
</tr>
<tr>
<td>Pavements</td>
<td>2.00m to both sides and adopted</td>
</tr>
<tr>
<td>Highway Verges</td>
<td>None</td>
</tr>
<tr>
<td>Forward Visibility</td>
<td>25.00m minimum</td>
</tr>
<tr>
<td>Centreline Radius</td>
<td>20.00m minimum</td>
</tr>
<tr>
<td>Direct Driveway Access</td>
<td>Yes</td>
</tr>
<tr>
<td>Design Speed</td>
<td>20mph</td>
</tr>
<tr>
<td>Speed Limit</td>
<td>20mph</td>
</tr>
<tr>
<td>Radius with Type 2 Road</td>
<td>6.00m minimum</td>
</tr>
<tr>
<td>Radius with Type 3 Road</td>
<td>4.00m or splaysp</td>
</tr>
<tr>
<td>Visibility Splay (x)</td>
<td>2.40m</td>
</tr>
<tr>
<td>Visibility Splay (y)</td>
<td>25.00m</td>
</tr>
<tr>
<td>Distance Between Speed Restraint Features</td>
<td>60.00m</td>
</tr>
</tbody>
</table>
A Type 2B street is characterised by a 5.5m carriageway with two, 2m wide footpaths and the addition of two, 2m wide, tree lined verges to either side of the carriageway in order to increase the perceived importance of the route. A driveway zone of 5.75m either side of the carriageway within the dwelling curtilage allows for parking to the front of garages with “up and over” doors.

<table>
<thead>
<tr>
<th>Item</th>
<th>Highway Design Parameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Local Residential Street</td>
</tr>
<tr>
<td>Maximum Number of Dwellings Served</td>
<td>200</td>
</tr>
<tr>
<td>Carriageway Width</td>
<td>5.50m</td>
</tr>
<tr>
<td>Pavements</td>
<td>2.00m to both sides and adopted</td>
</tr>
<tr>
<td>Highway Verves</td>
<td>2.00m to both sides and adopted</td>
</tr>
<tr>
<td>Forward Visibility</td>
<td>25.00m minimum</td>
</tr>
<tr>
<td>Centreline Radius</td>
<td>20.00m minimum</td>
</tr>
<tr>
<td>Direct Driveway Access</td>
<td>Yes</td>
</tr>
<tr>
<td>Design Speed</td>
<td>20mph</td>
</tr>
<tr>
<td>Speed Limit</td>
<td>20mph</td>
</tr>
<tr>
<td>Radius with Type 2 Road</td>
<td>6.00m minimum</td>
</tr>
<tr>
<td>Radius with Type 3 Road</td>
<td>4.00m or splays</td>
</tr>
<tr>
<td>Visibility Splays (x)</td>
<td>2.40m</td>
</tr>
<tr>
<td>Visibility Splays (y)</td>
<td>25.00m</td>
</tr>
</tbody>
</table>
A Type 3A street is characterised by a 5.5m carriageway (although this may be reduced to 4.8m in certain areas if tracking and car reversing permits) which is also shared with pedestrians. A driveway zone of 5.75m either side of the carriageway within the dwelling curtilage allows for parking to the front of garages with “up and over” doors.

Use of 3A or 3B street types is at the discretion of the developer.

<table>
<thead>
<tr>
<th>Item</th>
<th>Highway Design Parameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Shared Surface Street</td>
</tr>
<tr>
<td>Number of Dwellings Served</td>
<td>125</td>
</tr>
<tr>
<td>Carriageway Width</td>
<td>5.5m generally with 4.8m minimum on loops</td>
</tr>
<tr>
<td>Pavements</td>
<td>None</td>
</tr>
<tr>
<td>Highway Verges</td>
<td>None</td>
</tr>
<tr>
<td>Forward Visibility</td>
<td>23.00m minimum</td>
</tr>
<tr>
<td>Centreline Radius</td>
<td>Based on service vehicle tracking</td>
</tr>
<tr>
<td>Direct Driveway Access</td>
<td>Yes</td>
</tr>
<tr>
<td>Design Speed</td>
<td>15mph</td>
</tr>
<tr>
<td>Speed Limit</td>
<td>20mph</td>
</tr>
<tr>
<td>Radius with Type 2 Road</td>
<td>6.00m minimum</td>
</tr>
<tr>
<td>Radius with Type 3 Road</td>
<td>4.00m or splays</td>
</tr>
<tr>
<td>Visibility Splays (x)</td>
<td>2.40m</td>
</tr>
<tr>
<td>Visibility Splays (y)</td>
<td>25.00m</td>
</tr>
</tbody>
</table>

GARAGES ARE ILLUSTRATIVE ONLY AND MAY BE LINKED, DETACHED OR INTEGRAL DEPENDING ON HOUSE TYPES

HOUSE TYPES ARE ILLUSTRATING DESIGN PRINCIPLES AND SCALE AND SHOULD NOT BE REGARDED AS INDICATING STYLE OR SPECIFIC DETAILS SUCH AS WINDOW DRESSINGS, DOOR DETAILS OR CHIMNEYS WHICH WILL VARY BETWEEN CHARACTER ZONES

BOUNDARY TREATMENT VARIES BY CHARACTER AREA AND THEREFORE IS NOT SHOWN ON THESE CROSS SECTIONS. FOR DETAILS OF TREATMENTS REFER TO BOUNDARY SECTION LATER IN THIS CODE
TYPE 3B STREET: SHARED SURFACE WITH NO GARAGES

A Type 3B street is characterised by a 5.5m carriageway (although this may be reduced to 4.8m in certain areas if tracking and car reversing permits) which is also shared with pedestrians. A driveway zone of 5m either side of the carriageway within the dwelling curtilage allows for parking but this reduced length can only be used if there are no garages or the doors are roller type controlled by planning condition. This allows for more urban street cross sections.

Use of 3A or 3B street types is at the discretion of the developer.

<table>
<thead>
<tr>
<th>Item</th>
<th>Highway Design Parameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Shared Surface Street</td>
</tr>
<tr>
<td>Number of Dwellings Served</td>
<td>125</td>
</tr>
<tr>
<td>Carriageway Width</td>
<td>5.5m generally with 4.8m minimum on loops</td>
</tr>
<tr>
<td>Pavements</td>
<td>None</td>
</tr>
<tr>
<td>Highway Verges</td>
<td>None</td>
</tr>
<tr>
<td>Forward Visibility</td>
<td>23.00m minimum</td>
</tr>
<tr>
<td>Centreline Radius</td>
<td>Based on service vehicle tracking</td>
</tr>
<tr>
<td>Direct Driveway Access</td>
<td>Yes</td>
</tr>
<tr>
<td>Design Speed</td>
<td>15mph</td>
</tr>
<tr>
<td>Speed Limit</td>
<td>20mph</td>
</tr>
<tr>
<td>Radius with Type 2 Road</td>
<td>6.00m minimum</td>
</tr>
<tr>
<td>Radius with Type 3 Road</td>
<td>4.00m or splays</td>
</tr>
<tr>
<td>Visibility Splays (x)</td>
<td>2.40m</td>
</tr>
<tr>
<td>Visibility Splays (y)</td>
<td>25.00m</td>
</tr>
</tbody>
</table>
The types of materials shown in the table on this page are considered appropriate for use to roads and streets within this site. The choice of materials used need to meet the requirements for visually impaired users and satisfy guidance within Manual for Streets and the Wakefield Street Design Guide.

Hard landscape materials and street furniture are described in the Public Realm section of this Code.

<table>
<thead>
<tr>
<th>Material</th>
<th>Type 1 Street (primary)</th>
<th>Type 2A Street (secondary)</th>
<th>Type 2B Street (secondary)</th>
<th>Type 2C Street (secondary)</th>
<th>Type 3A Street (shared surface)</th>
<th>Type 3B Street (shared surface)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carriageway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Footway surfacing</td>
<td>Hot rolled asphalt</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking Zone</td>
<td>Hot rolled asphalt</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kerbing (between footway and carriageway/parking)</td>
<td>100mm raised pcc kerb</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>n/a</td>
</tr>
<tr>
<td>Channel/demarcation between parking and carriageway</td>
<td>145mm conservation kerb laid flush</td>
<td>145mm conservation kerb laid flush</td>
<td></td>
<td></td>
<td></td>
<td>n/a</td>
</tr>
<tr>
<td>Demarcation within footway at crossings</td>
<td>precast concrete blister pattern slabs in panel at crossing point. Colour to be natural grey</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>n/a</td>
</tr>
<tr>
<td>Pedestrian crossings</td>
<td>block paving or similar</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>n/a</td>
</tr>
<tr>
<td>Kerb at pedestrian crossing/pavement cross-over</td>
<td>63x150x915mm silver grey conservation kerb</td>
<td>Dropped kerb</td>
<td></td>
<td></td>
<td></td>
<td>n/a</td>
</tr>
<tr>
<td>Shared surface circulation</td>
<td>none</td>
<td></td>
<td></td>
<td></td>
<td>block paving or similar</td>
<td>Red tones within the garden suburb and grey tones within the urban edge area</td>
</tr>
<tr>
<td>Shared surface parking</td>
<td>none</td>
<td></td>
<td></td>
<td></td>
<td>block paving or similar</td>
<td></td>
</tr>
<tr>
<td>Privacy margin (within property)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Private front garden</td>
<td></td>
</tr>
<tr>
<td>Demarcation extent of adoption</td>
<td>Flush metal studs/sets or footway edge</td>
<td></td>
<td></td>
<td></td>
<td>Plot boundary sets or footway edge</td>
<td></td>
</tr>
</tbody>
</table>

Street Coding Matrix
SITE WIDE CODING
ROADS & STREETS MATERIALS
Parking

The adjacent table sets out the relevant parking standards for each of the parking zones shown on the general arrangement plan on the facing page. These standards have been taken from the WMDC Street Style Guide 2012 and should be regarded as minimum standards for the development.

Visitor Parking

Visitor Parking
Where houses are located on shared surface streets, visitor parking should be provided with 1 visitor space for every 4 dwellings.

<table>
<thead>
<tr>
<th>Residential</th>
<th>Minimum Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flats with 1 Bedroom</td>
<td>1 Space</td>
</tr>
<tr>
<td>Flats with 2 or More Bedrooms</td>
<td>2 Spaces</td>
</tr>
<tr>
<td>Bedsits</td>
<td>0.5 Spaces</td>
</tr>
<tr>
<td>Dwellings with 1 Bedroom</td>
<td>1 Space</td>
</tr>
<tr>
<td>Dwellings with 2 or 3 Bedrooms</td>
<td>2 Spaces</td>
</tr>
<tr>
<td>Dwellings with 4 or More Bedrooms</td>
<td>3 Spaces</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Employment</th>
<th>Minimum Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offices</td>
<td>1 per 25 square metres</td>
</tr>
<tr>
<td>Light Industry</td>
<td>1 per 50 square metres</td>
</tr>
<tr>
<td>Service Vehicle Parking</td>
<td>1 per 300 square metres</td>
</tr>
<tr>
<td>Disabled motorists</td>
<td>5%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Retail</th>
<th>Minimum Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customer Parking (units up to 150 sq m)</td>
<td>1 per 30 square metres</td>
</tr>
<tr>
<td>Staff Parking</td>
<td>1 per 100 square metres</td>
</tr>
<tr>
<td>Disabled Motorists</td>
<td>5%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Restaurants and Cafes</th>
<th>Minimum Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customer Parking</td>
<td>1 per 10 square metres</td>
</tr>
<tr>
<td>Staff Parking</td>
<td>1 for every 3 staff</td>
</tr>
<tr>
<td>Disabled Motorists</td>
<td>5%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pubs and Bars</th>
<th>Minimum Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customer Parking</td>
<td>1 per 20 square metres</td>
</tr>
<tr>
<td>Staff Parking</td>
<td>1 per 30 square metres</td>
</tr>
<tr>
<td>Disabled Motorists</td>
<td>5%</td>
</tr>
</tbody>
</table>
Garages
In order for a garage to be regarded as a parking space to meet the minimum standards set out in the previous table, their internal dimensions should be no less than 6m x 3m. Where an integral garage is smaller than these minimum standards, separate secure cycle storage should be provided in an accessible location.

Garage Doors
The minimum width of garage doors is 2.4m

Drive Widths
Drive widths should be as follows:
• Drive widths should be a minimum of 3m
• Where the drive also provides the main access to the house, then it should have a minimum width of 3.2m
Parking Bays
Parking bays within residential plots should be no less than 5m x 3m. If the drive is also the main access to the house then it should be widened to a minimum width of 3.2m.

Drive Lengths
Drive lengths should be as follows:
- Drives not in front of garages 5m
- Drives in front of garages with roller shutter garage doors controlled by planning condition 5m
- Drives in front of garages with standard garage doors 5.6m
- Drives behind gates and in front of garage doors with roller shutter garage doors controlled by planning condition 6.1m
- Drives behind gates and in front of garage doors 7.1m
If parking bays are to be provided as part of the adopted highway for visitors and/or access to local shops and services, the minimum dimensions for each bay are 2.5m by 5m where the bays are perpendicular to the highway.

Where the bays are parallel to the highway then they should be 6m long by 2.4m deep. A footpath, or in the case of shared surfaces a paved margin, should be provided on the passenger side of the parallel parking bays.
Parking courts are generally discouraged however it is recognised that in certain circumstances in the Urban Character Area and for apartment schemes they may be necessary.

Courts should be for no more than 8 vehicles and the parking bays should be no less than 4.8m x 2.4m. A minimum reversing aisle width of 6m should be provided between rows of parking bays and a turning area at the head of the aisle no less than 1.5m deep and ideally 3m deep should be provided.

**Cycle Parking**

Cycle parking in the public realm should be well integrated, convenient and created with materials appropriate to its surroundings. Typically the Sheffield type stand should be used and laid out in a fashion that meets with the criteria recommended within the *Wakefield Street Style Design Guide*. The Guide notes 1 space per unit to be made for cycles within dwelling or garage or separate cycle store.
JUNCTION TYPOLGY PLAN

KEY

TYPE J1
Secondary Street meets Shared Surface in a smaller urban block

TYPE J2
Secondary Street meets Shared Surface in a larger urban block

TYPE J3
Primary Street meets Shared Surface

KEY JUNCTIONS
Crossroads

Page amended
The following pages focus on Junction Typologies and give graphic examples of key junctions within the proposed development.
These junctions are only used where the junction between the Type 2 and Type 3 street is very minor with only a relatively small number of house served by the lower order street.

Where, more typically, a Type 3 street bisects a larger urban block, junction Type J2 should be used in conjunction with a Minor Gateway building arrangement as illustrated in the Wayfinding Section of this Code.

Raised platforms are utilised at most junctions to provide traffic calming to the streets and reduce potential vehicle speeds. A change in surface materials on the junctions also assists in the overall wayfinding around the development provided the materials are used consistently throughout the development.
A number of key junctions within the development have been identified for special attention. While the junctions' stagger and geometry of these junctions will follow the examples shown here, the public realm treatment either side of the carriageway will require particular attention. The illustrations on the next pages give examples of the types of approach and design issues that will need to be considered when developing these key areas.
INDICATIVE VIEW 1 - SKINNER LANE GATEWAY

- Walls and fencing returned back to house elevations before the junction to create larger public space.
- Principal elevation of corner turning house types face onto main approach.
- Change in footpath paving materials and extended to edge of carriageway.
- Avenue of trees terminated prior to junction to define and enclose public space.
- Clear line of sight from junction along higher order roads.
- Attenuation pond south.
- Greenway character area.
- Urban character area.
INDICATIVE VIEW 2 - COLONELS WALK AND SPINE ROAD

URBAN CHARACTER AREA

DOUBLE ASPECT THREE STOREY HOUSES AT JUNCTION AND AT URBAN BLOCK CORNERS ALLOW LOGICAL TRANSITION TO TWO STOREY DWELLINGS

CROSSROADS USED AS AN OPPORTUNITY TO MAKE CLEAR TRANSITION BETWEEN DIFFERENT ROAD HIERARCHY

CHANGE IN BOUNDARY TREATMENTS TO PROPERTY FRONT GARDENS OCCURS AT JUNCTION

WIDENED PAVEMENT AREAS INCLUDE SEATING AREAS

CENTRAL OPEN SPACE

CARRIAGeway MATERIALS CHANGE AT RAISED JUNCTION PLATFORM AND CONTINUE ALONG EDGE OF CENTRAL OPEN SPACE

GARDEN SUBURB CHARACTER AREA

TO EMPLOYMENT AREA
Key Principles

The masterplan layout has been designed to ensure maximum pedestrian and cycle penetration through the site. However the site is heavily constrained by limited opportunities for connections to the wider community on its north east and southern boundaries due to railway lines, the western boundary due to the existing retail park and Chep, and the northern boundary due to the former Parkside Hotel which is in third party ownership. Consequently, where connections are possible or likely to be available in the medium term, these have been clearly identified and the block structure has been based around these links. The proposed block structure therefore aims to deliver attractive and direct desire lines as follows:

- From the Colonel’s Walk underpass to the Central Open Space
- From the Central Open Space to the Greenway with direct lines of sight and/or pedestrian links from one to the other
- From Skinner Lane to the edge of the Parkside Hotel site (to enable the longer term delivery of a strategic link down to Park Road by the adjoining landowners)
- From all development phases to the Greenway that runs along the north eastern boundary to provide access to a linear network of children’s play spaces, safe links back to Skinner Lane and, in the longer term, to the Parkside Hotel site and consequently onto Park Road
- From Skinner Lane to Beechnut Lane via the historic pedestrian link (Tanshelf Walk) between the pit yard site and football club

Development blocks away from the main spine road have been drawn with a setting out distance of 60m from centreline of highway to centreline of highway. This distance allows houses to be built with rear gardens backing onto the rear gardens of the adjacent properties and for local authority space about dwellings, garden space requirements and standard driveway depths to be achieved for the majority of plots ensuring efficient use of development land.

The 60m plotting distance ensures that, where the street character supports it, 21m frontage to frontage distances and 21m rear to rear distances can be achieved with drives of 5.75m to the front of properties. Where the urban character of lower order streets suggests narrower streets are appropriate, rear gardens can be extended to offset the loss of gardens to the fronts of the houses.

There are four principal types of development block that have been used within the masterplan:
**SITE WIDE CODING**

**BLOCK TYPOLOGY**

**Edge Blocks** are blocks which back onto third party land and where there is no public right of access to the rear of the proposed new houses. These blocks are typically 30m deep from centreline of the adjacent adopted highway and are approximately 20m deep from the building line to rear garden boundary.

**Perimeter Blocks** are blocks which have highways to all four sides. These blocks are typically 60m wide (centreline to centreline of roads) and 40m from front building line to front building line. They are of variable length. The majority of these blocks have been designed to accommodate a range of street types around the perimeter to include a combination of shared surface streets and streets with segregated footpaths. Where private drives are used along one or more sides of the block, additional pedestrian and cycle paths have been added to ensure the block perimeter is connected with the wider urban block structure.

**Split Perimeter Blocks** are blocks which have highways to all four sides. These blocks are large enough to accommodate houses within them as well as around their perimeter. Consequently a shared surface street has been included which bisects the larger block ensuring connectivity and facilitating easier access for service, delivery and emergency vehicles which no longer require turning heads.

**Residential Urban Green Space Block.** The block has been designed to overlook the green square, with vehicle/parking access to the rear.
The following pages focus on Wayfinding and Legibility Plans and on Building Typologies, Corners and Landmarks, and Gateways relating to legibility.
Corner turning house types are explained in the adjacent text and identified on the Wayfinding masterplan. The principal characteristics of corner turning house types are shown in the adjacent illustration and can be summarised as follows:

- The main entrance of the house type fronts onto the higher order street
- Garages are located to the side of the property on the lower order street
- Primary windows are located on both the elevations that front onto the public highways
- The house may either be set forward from the building line or the public realm is widened on the corner to increase the prominence of the house and to ensure it is “read” as marking a key
- The roof design reflects the role of the house as a “corner turner” and may use hips or other appropriate configurations to meet this requirement

Landmark and Focal Point Buildings

Landmark and focal point buildings are identified on the Wayfinding masterplan and represent those locations within the development where particular buildings create a focal point and/or terminate a key approach or vista. They typically front onto more important areas of public realm and may be 2 or 3 storey.

Corner Turning Buildings

Corner turning house types are explained in the adjacent text and identified on the Wayfinding masterplan. Corner turning houses may be 2 or 3 storey depending on the character area and scale of adjacent developments however they must never be lower than the adjacent properties.

HOUSE TYPES ARE ILLUSTRATING DESIGN PRINCIPLES AND SCALE AND SHOULD NOT BE REGARDED AS INDICATING STYLE OR SPECIFIC DETAILS SUCH AS WINDOW DRESSINGS, DOOR DETAILS OR CHIMNEYS WHICH WILL VARY BETWEEN CHARACTER ZONES
Minor gateways occur between Type 2 and Type 3 streets and signify the transition from the more public higher order streets to the narrower and more intimate shared surface streets.

Major Gateway: Type 2 Street

A Major Gateway can occur on either a Type 1 to Type 2 street junction or a Type 2 to Type 2 street junction. It is characterised by a pair of handed (mirrored) house types that frame the entrance to the lower order street. The house types have gable windows to the lower order streets and a formal landscape boundary as shown in the illustration.

Minor Gateway: Type 3 Street

Minor gateways occur between Type 2 and Type 3 streets and signify the transition from the more public higher order streets to the narrower and more intimate shared surface streets.
<table>
<thead>
<tr>
<th>Main Aspect</th>
<th>Secondary Aspect</th>
<th>Side Aspect</th>
</tr>
</thead>
<tbody>
<tr>
<td>Living Room</td>
<td>Bedrooms</td>
<td>Halls</td>
</tr>
<tr>
<td>Bedroom</td>
<td>Secondary windows to living and dining rooms</td>
<td>Bathrooms</td>
</tr>
<tr>
<td>Dining Room</td>
<td></td>
<td>Utility Rooms</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Blank Walls</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other non-habitable rooms</td>
</tr>
</tbody>
</table>
The following pages focus on space standards relating to housing, as follows:

General Principles
Garden Standards
Type 1 Streets Frontage Distances
Type 2 Streets Frontage Distances
Type 3 Streets Frontage Distances
Space standards for the development have been set by a number of key considerations. The most relevant standards were:

- WMDC Residential Design Standards 1996
- WMDC Street Style Guide 2012

These were considered in the context of the following constraints:

- Market expectations and house builder requirements
- The 2009/2013 Planning Permission
- Viability and land value issues including consideration of the cost of both site preparation, infrastructure and Section 106 obligations

**Space Between Dwellings**

Table 1 sets out the local authority’s expectations in relation to distances between dwellings and windows. The diagram on the previous page confirms how each of the distances is measured.

A regular criticism of modern housing developments is their rigid adherence to a fixed set of space standards with little variation in streetscape and character. To ensure long term robustness, the masterplan block structure has been laid out to allow the WMDC Space Standards to be adhered to if required, however this Code advocates the narrowing of streets as the hierarchy of roads diminishes, with a general increase in rear garden spaces to compensate for the reduction in the front garden depths. This approach results in frontage to frontage distances of around 29m on the Type 1 (spine) road down to around 16.7m on the narrowest Type 3 (shared surface) streets. Rear gardens increase in size from around 10m to approximately 12.5m accordingly. Table 2 sets out the space standards that the scheme is expected to deliver.

**Garden Sizes**

The WMDC standard for garden space is 75 square metres per dwelling (excluding apartments) with a zone of no less than 3m to the rear of the property which is not overlooked by adjacent garden users or dwellings. With a minimum garden depth of 10m, it is only units with a frontage width of less than 7.5m or those on smaller number of tapering plots and where the building line cannot be moved forward to increase the garden depth that would have a garden area less than this.

**Table 1: WMDC Standards (1996)**

<table>
<thead>
<tr>
<th>Condition</th>
<th>Minimum Distance (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Aspect to Main Aspect</td>
<td>21m</td>
</tr>
<tr>
<td>Main Aspect to Side Aspect</td>
<td>12m</td>
</tr>
<tr>
<td>Secondary Aspect to Side Aspect</td>
<td>9m</td>
</tr>
<tr>
<td>Side Aspect to Side Aspect</td>
<td>3m</td>
</tr>
<tr>
<td>Main Aspect to Secondary Aspect</td>
<td>18m</td>
</tr>
</tbody>
</table>

**Table 2: Design Code Main Aspect to Main Aspect Distances by Street Type**

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Median Distance (metres)</th>
<th>Minimum Distance (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type 1A</td>
<td>29m</td>
<td>26m</td>
</tr>
<tr>
<td>Type 1B</td>
<td>22.75m</td>
<td>22.75m</td>
</tr>
<tr>
<td>Type 2A</td>
<td>21m</td>
<td>18m</td>
</tr>
<tr>
<td>Type 2B</td>
<td>25m</td>
<td>22m</td>
</tr>
<tr>
<td>Type 3A</td>
<td>21m</td>
<td>18m</td>
</tr>
<tr>
<td>Type 3B</td>
<td>18.2m</td>
<td>16.7m</td>
</tr>
</tbody>
</table>
**SPACE STANDARDS - TYPE 1A AND 1B STREETS**

**Type 1A Streets** are the highest order and consequently widest streets in the development. Provision has been made for a 6.75m highway with 3m wide grass verges to each side and a 2m wide pavement adjacent to the plots. A general zone of 5.75m for on-plot drives has been allowed for (although the WMDC Street Style states a minimum of 5.6m in front of garage doors and 5m where the door is a roller type controlled by planning condition). This drive depth allows for integral garages to be included in some of the properties along the spine, which in turn reduces the gaps between houses and increases the sense of enclosure and reinforces the building line. This results in an overall frontage to frontage distance of 29m and a street cross section of approximately 5.5 to 1. The introduction of street trees in the verges and consistently applied hedge planting and estate fencing and walling along both sides of the street should help in reducing the perceived width.

The employment site to the western boundary of the site is served by a **Type 1B Street** (a version of the Type 1 Street.) Here the carriageway is 6.70m wide with a 2m verge and 2m wide footpaths to both sides of the street. The building line for the houses has been set at 5.75m from back edge of the footpath which once again allows for integral garages. This configuration allows for a minimum distance between residential primary windows and the edge of the employment land of 16.75m. A building line for the employment site of no less than 6m from back edge of footpath is advocated which results in a minimum distance between residential windows and employment windows of 22.75m.

**MAIN ASPECT TO MAIN ASPECT DISTANCE FOR TYPE 1A STREETS**

**STREET CROSS SECTION RATIO 5.5:1 (3.7:1 FOR 3 STOREY)**
(ASSUMING 2.6M OVERAGE STOREY HEIGHT)
The Type 2 Streets are in two forms.

The standard **Type 2A Street** has a 5.5m carriageway with 2m wide footpaths to both sides and drive zone of 5.75m. This results in a frontage to frontage distance of 21m and a street cross section ratio of 4:1.

The **Type 2B Street** is a variant of the Type 2 Street and is used on the link between Colonel’s Walk and the Central Open Space where 2m wide verges are added. This increases the overall frontage to frontage width to 25m creating a cross section ratio of 4.8 to 1 for two storey housing development. Since part of this street also occurs in the Urban Edge character area where three storey houses dominate, the street cross section ratio reduces to a more urban 3.2 to 1 closer to the southern boundary of the site.
Type 3B streets are shared surfaces and comprise a 5.5m carriageway (although some reduction in carriageway width in some locations is acceptable subject to vehicle tracking), a 2m service margin within the adopted paved road corridor, 0.6m paved clearance margins to the edge of the carriageway and 5.75m drives in front of garages. This results in a frontage to frontage width of 18.2m with cross section ratio of 3.5 to 1 for two storey development and 2.3 to 1 for three storey development.
The following pages focus on boundary treatments and garden standards as follows:

Front Garden Boundaries
Rear Garden Boundaries
Side Garden Boundaries
Public Space Boundaries
Just as the road network has been designed to create both a hierarchy and legible (easy to navigate) environment, so the boundary treatment along each type of highway has been designed to reflect this approach. The front gardens of the development fall into one of three categories:

**Type 1 Boundaries.** These are front gardens along the main spine road that set the overall character for the development. Within the Garden Suburb character area these will be defined by estate fences with hedge planting immediately behind them, maintained to a consistent height of around 1m. In the urban area the estate fences are replaced with either metal railings, brick walls or a combination walls with rails above. The height will once again be 1m overall and hedge planting to the rear will be maintained to this height.

**Type 2 Boundaries.** These are located along Type 2 streets and include hedges adjacent to the pedestrian footpaths but do not have walls or railings.

**Type 3 Boundaries.** These are more informal boundaries along the lower order (shared surface) streets with the house builder having greater discretion about the choice and use of planting and boundary treatments. There is an expectation however that the treatment will be consistent along any single side of an urban block and will be replicated on both sides of the street.
Where residential development is adjacent to either existing or proposed employment areas, a wider landscape boundary treatment is required. Where there is a need for significant visual screening this may be made up of a combination of bunding with close boarded timber fence and planting to the residential side of the fence. Other configurations offering equivalent screening will also be considered.

**BOUNDARY ONTO ADJACENT EMPLOYMENT AREA**

Where residential development is adjacent to either existing or proposed employment areas, a wider landscape boundary treatment is required. Where there is a need for significant visual screening this may be made up of a combination of bunding with close boarded timber fence and planting to the residential side of the fence. Other configurations offering equivalent screening will also be considered.

**EMPLOYMENT BOUNDARIES**

Boundaries with Employment Areas

When residential development is proposed adjacent to existing employment areas such as Chep a taller visual barrier is required. Where there are likely to be noise issues and these are substantiated by a noise report and assessment of the existing or proposed employment use, part of the boundary may need to include an acoustic barrier.

Any fence, acoustic or otherwise, will need to be faced in timber on the residential elevation and include appropriate planting and landscape treatment to minimise the visual impact of the screening.
Greenway/Shared Surfaces
Where the Greenway is adjacent to an adopted shared surface highway, greater pedestrian movement between the two areas is possible and the railings and rails used adjacent to private drives can be removed. Hedge and tree planting along the boundary is still to be employed however albeit with higher levels of physical and visual penetration.

Greenway/Private Drives
Within the Garden Suburb Character area the separation between the public footpath along the greenway and the private drives is made using a timber post and rail fence and hedge planting. This provides some measure of protection for the residents served by the private drive while still allowing natural surveillance of the public open space. Within the Urban Edge character area the timber post and rail fence is replaced with railings.

HOUSE TYPES ARE ILLUSTRATING DESIGN PRINCIPLES AND SCALE AND SHOULD NOT BE REGARDED AS INDICATING STYLE OR SPECIFIC DETAILS SUCH AS WINDOW DRESSINGS, DOOR DETAILS OR CHIMNEYS WHICH WILL VARY BETWEEN CHARACTER ZONES
SIDE BOUNDARIES
ONTO PUBLIC REALM

Side Boundaries
Where rear gardens are adjacent to the public highway or a public footpath, the boundary will be either 1.8m high brickwork or timber hit and miss boards set into a brick structure (see sketch).

Timber close boarded fencing will not be permitted.

The boundary treatment along any one side of an urban block should be consistent in its use of detailing and choice and colour of materials.

Rear Garden Boundaries
Where rear gardens are adjacent to each other and where their joint boundary is not adjacent to a public highway or footpath, 1.8m close boarded timber fences may be used.

Where there are streets where there is only development on one side such as adjacent to the Greenway or overlooking the Central Open Space, additional consideration needs to be given to the appropriate boundary treatment with the public area.
Refuse Vehicles and Waste Collection

The urban block structure of the development has been created to minimise the number of cul-de-sacs and consequently reduce the reversing movements required by refuse and other service vehicles. Inevitably, there are some urban blocks whose shape and form are dictated by a number of topographical, technical and utilities issues which give rise to deeper blocks and a small number of cul-de-sac arrangements arise. Where these occur, turning facilities for refuse vehicles have been provided and visitor parking has been situated so as to avoid potential conflict on bin collection days.

Bin Collection Locations

Bin collection locations should be no more 30m from their normal positions adjacent to the dwellings (this is the maximum distance a resident is expected to wheel their bins). Refuse vehicles must be able to get to within 25m of all bin collection locations. Larger, paved and dedicated bin collection locations should be provided in certain situations such as where multiple dwellings share a common, private drive.

Houses

A hard standing area to the rear of each property is to be provided within that part of the private garden area that is screened from the public highway by a fence or other visually impermeable boundary no lower than 1.8m. A hard paved, accessible and level route from this rear storage area is to be provided to the edge of the adopted highway for bin collection.

Flats

The current expectation is that the development will have a limited number of apartments or flats. However, given the scale and duration of the construction phase of the development proposals, there is the potential for the market to change during the life of the permission and a greater demand for apartments to arise. Consequently, any apartments scheme that may be developed will need to make adequate provision for communal bin storage. Bin storage in all apartment buildings is to be located within the main building envelope or, if this proves impractical, within dedicated buildings set behind the front building line. The communal bin storage buildings, if required, should be in the same materials as the principal building(s) that it serves and be roofed. The bin storage areas, in whichever form they take, should incorporate access control measures to prevent misuse, antisocial behaviour and crime.

The Local Centre

The local centre urban block has no “rear” elevation and is overlooked by housing or heavily trafficked public realm on all sides. Consequently the bin storage areas for the retail units, medical centre and community centre will need to be located within the fabric of the principal building(s) and incorporate access control measures.

Key Refuse Dimensions

<table>
<thead>
<tr>
<th>Item</th>
<th>Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum distance for residents to wheel bins to collection points</td>
<td>30m</td>
</tr>
<tr>
<td>Maximum distance from refuse vehicle to bin collection points</td>
<td>25m</td>
</tr>
<tr>
<td>Refuse vehicle tracking speed for Type 1 Streets</td>
<td>15mph</td>
</tr>
<tr>
<td>Refuse vehicle tracking speed for Type 3 and 4 Streets</td>
<td>10mph</td>
</tr>
<tr>
<td>Maximum reversing distance for refuse vehicles on Type 2 Shared Surface Streets</td>
<td>20m</td>
</tr>
</tbody>
</table>

Source: WMDC Street Design Guide January 2012
Existing utilities within the site have been diverted to avoid proposed development blocks.

The utility systems will be installed in service corridors located within the adoptable highway.

Where practicable, the service corridor for the gas, water, electrical and data systems will be located within a 2m zone beneath the footways, in accordance with the requirements set out in the National Joint Utilities Group (NJUG) Guidelines on the Positioning and Colour Coding of Underground Utilities’ Apparatus, Volume 1, Issue 2: November 2007

Utilities Infrastructure
Possible locations shall be adjacent to built forms, avoiding being located near tree planting or on isolated plots of land. Where possible the enclosure is to form part of adjacent built forms. Materials and detailing to match adjacent built forms. All to comply with the requirements of the electricity provider.

Utility boxes
All meter boxes and all other apparatus shall be located unobtrusively. If external, then they must be positioned away from the front or prominent locations. Position of meter cupboards should be concealed against adjoining surfaces. The use of smart meter boxes should be encouraged. Where more than one box is required in close proximity they should align to each other and be spaced evenly. Colours of materials to be sympathetic to host materials.

Street Lighting
External lighting should be kept to a minimum with light fittings that minimise intrusive light spillage beyond the intended area of public realm to be lit. Open spaces should be lit only if necessary, to provide safe identifiable routes or to provide feature lighting. Lighting levels along the Green Edge should be kept to a minimum with lighting columns located on the edges next to pathways.

Lighting levels should be to adoptable standard or as agreed with the Planning Authority.

An integrated approach should be adopted to the design and positioning of trees, lighting columns and other street furniture in order to coordinate these items with the installed utility services and to minimise street clutter. For example, signage should be fixed to existing poles/posts such as lighting columns where possible. Litter bins can be similarly attached.

Pipes and flues/vents
To be located in a sympathetic manner, to align with immediate features. Materials and detailing to be architecturally integrated.

Letter boxes
To be located so that they are visible from public access locations. In apartments, individual boxes to be provided and accessible from public areas.

Photovoltaic Cells, Thermal collectors
To be sited such that their location does not impede or interrupt key views and streetscapes. They shall be incorporated into the structure and design of host properties in a manner that either enhances the built form or is hidden from direct view.

Wires and cables
To be hidden from view at all times unless required for safety or maintenance purposes.

External domestic lighting
Developers are to ensure that lights are not pointed directly at windows of other houses. Security lights fitted with passive infra-red detectors and/or timing devices shall be adjusted so that they prevent annoyance to neighbours and are set so that they are not triggered by traffic or pedestrians passing outside properties.
Drainage
A comprehensive surface water drainage system has been designed as part of the planning permission which precedes this Code.

Sustainable Development
All homes, affordable and private for sale, will be designed to meet the Code For Sustainable Homes at the level relevant to the time of Reserved Matters Application submission, Lifetime Homes, Secured by Design and for non-residential buildings a BREEAM level as agreed with the City Council.

Designers must refer to and take account of their Affordable Housing partner’s Employers Requirements.

Road Traffic Noise
Noise sensitive areas within the site are covered by conditions within the Outline Planning permission.

Noise mitigation measures should be integrated into the design from the outset in order to achieve acceptable internal noise levels and sufficient ventilation and summer cooling with the minimal sustainability impact. This may involve shielding with a neighbouring structure, positioning of noise sensitive rooms away from the noise source or providing rooms with additional windows to provide adequate ventilation on façades not affected by noise. All external amenity areas such as gardens or balconies shall be protected from excessive noise. Further advice can be found in BS 8233: 1999, Sound Insulation and Noise Reduction for Buildings – Code of Practice.

Safety
All designs must follow the Secured by Design principles to ensure that Prince of Wales is a softly policed neighbourhood where people have a stake in their future and a pride in their surroundings.

Energy and water conservation
All homes will be designed to the appropriate Code for Sustainable Homes level at the time of their design.

Contaminated Land
As a major development works will be undertaken in seven phases. The site has been fully remediated and decontaminated, and all below ground structures removed and voids filled.

Design for disabilities
The public realm design and the design of all buildings will Meet the current Building Regulations (part M deals with design for impaired movement) and all homes will meet Lifetime Homes standards and follow the principles of Building for Life criteria.

Ecology and Biodiversity
A full ecological report with recommendations for mitigation is included within the Outline Planning Permission.