Urban Village character area:

Classic characteristics: compact · diverse · lively · enclosed

The Urban Village is characterised by enclosed streets lined with a mixture of building types and styles. Richness is found in this varied townscape as well as in the range of uses beyond housing found here, or nearby.

This area is the most vibrant because of its accessibility, the cross-section of people drawn in by the community, commercial and educational uses and its position at the centre of routes through Kingsmere. The Urban Village will be legible as the centre of the development, where the intensity of development peaks and the social centre is created.

This area is designed as a subtle blend of styles with no one approach dominating. It is laid out in an informal manner but with streets composed according to key principles which together convey urbanity. Here buildings are more likely to be taller, use vertical fenestration, be set close to the pavement and might have a hidden parapet gutter. Contemporary architectural styles and details may be more prevalent here.

Street greenery will largely be limited to trees and street furniture will be robust, simple and modern. A hard and distinctive public realm is key to this area which is focal to the whole scheme.

Urban Village character area.

Development layouts must accord with the general principles set out opposite:

Classic characteristics:

- Most compact with greatest street enclosure

- Housing, retail, commercial, educational, community uses

- Taller buildings (up to 4 storey) help define primary street

- Strong urban corners formed by buildings

- Opportunity for contemporary architecture, especially around central space

- Buildings and architecture employ either horizontal or vertical emphasis

- Central space to comprise robust urban public realm with prominent trees serving mixed-use buildings (commercial, residential & community centre)

- Central space designed to accommodate a range of functions (including community events) as well as parking and bus stops

- Eastern gateway to be fronted by landmark buildings

- Development along secondary and tertiary routes will be in less formal / irregular blocks.

- Primary School campus will present a clear frontage along the primary route, with open play spaces located to the rear (including a children's play area)

- Employment zone blocks will range between 2 and 4 storeys and will protect adjoining residential amenity

- Health village integrated with neighbouring residential areas

- The residential development will back onto the petrol station to help screen existing features from the public realm within this character area

Further information on the Primary School can be found on pages 122-125.

Character area: Urban Village

Figure 4.8a Extract from parameters plan (pages 66-67) for Urban Village character area. Further information on the Primary School can be found on pages 134–137.

	Application boundary		Primary public space / square		Landmark buildings
	Primary School		Gateway entrances		Landmark buildings
	Health Village		Rights of way		Marker buildings
	Employment		Primary Street (urban)		Views / vista
	Hotel		Primary Street (boulevard)	C	Community facilities
	Existing trees / copses / hedgerows		Secondary Street		
	Existing or diverted watercourses		Pedestrian – Cycle only through street		
	Proposed structural planting		Primary frontage		
	Proposed attenuation ponds / swales		Secondary frontage		
	Childrens play spaces (NEAP or LEAP)		Public open space / green corridors frontage		
	Informal open space		Private boundary secured behind development		
	Formal open space				

Character area: Urban Village

Figure 4.8b Building heights for the Urban Village character area (complete plan, figure 3.21)

Application boundary

2 storeys*

2 to 2.5 storeys**

2.5 to 3.5 storeys***

3 to 4 storeys****

Employment (max 14.5m)

Health Village (max 14.5m)

Hotel (max 14.5m)

Max 10m zone

Primary School (max 9m)

*   within this area 5% may be 1 storey (but only on third tier frontages) and 20% may be 2.5 storey. In addition 3 storey buildings may be permissible as landmark or marker buildings

**   within this area10% may be 3 storey (for landmark or marker buildings)

***   within this area 10% may be 2 storey and 10% may be 3.5 storey

**** within this area 10% may be 2.5 storeys (or equivalent in the case of community facility buildings)

Application boundary

Residential density 30-35 dph

Residential density 35-40 dph

Residential density 40-45 dph
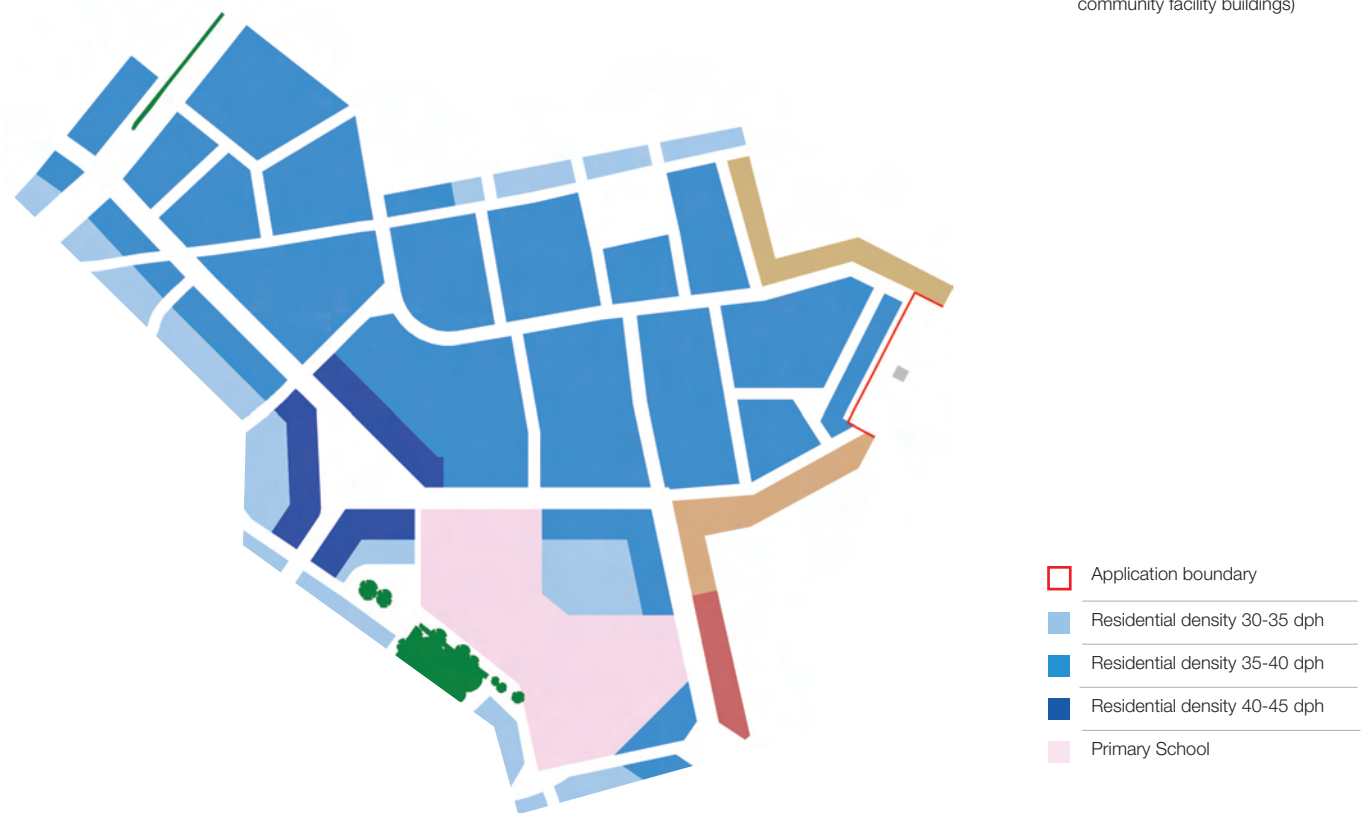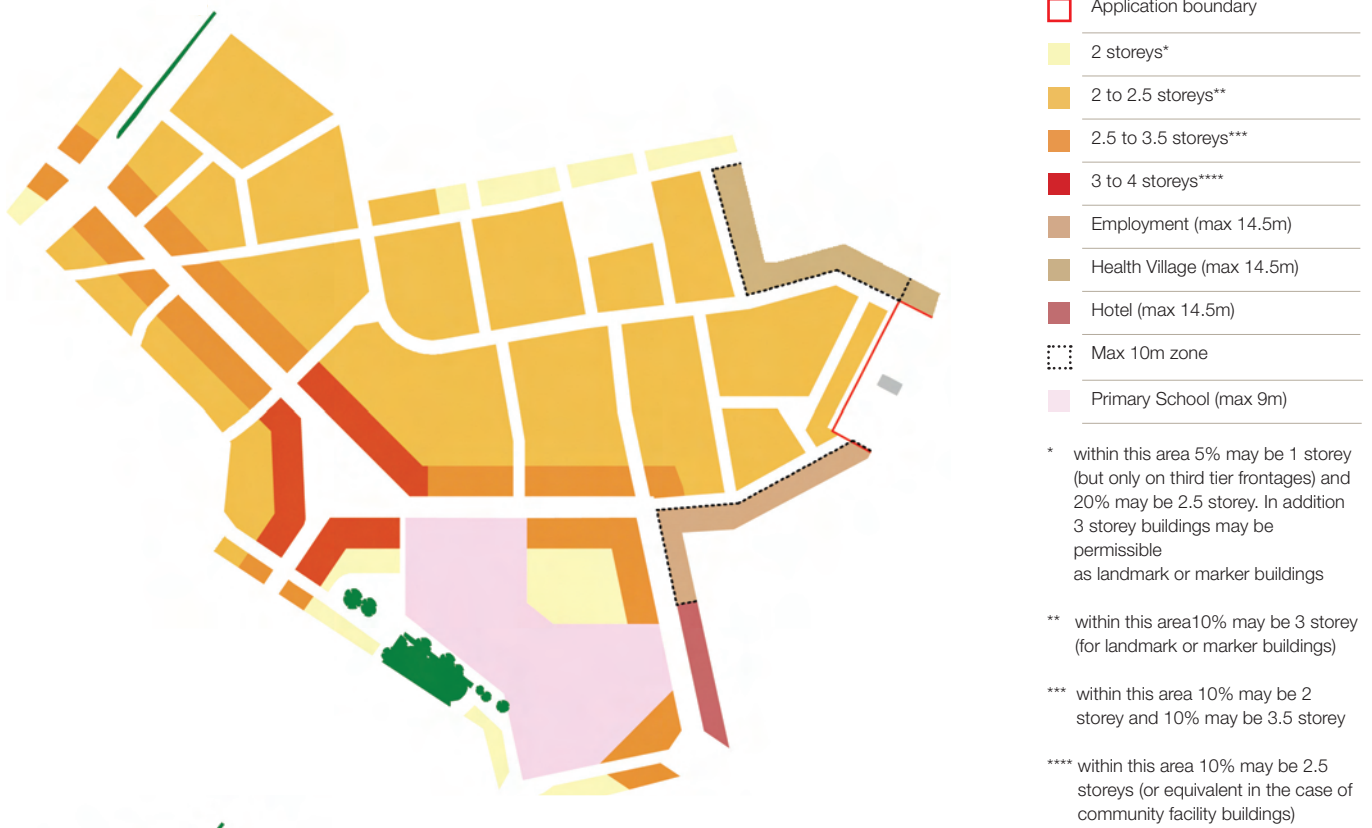
Primary School

Figure 4.8c Density range for the Urban Village character area (complete plan, figure 3.20)

Character area: Urban Village

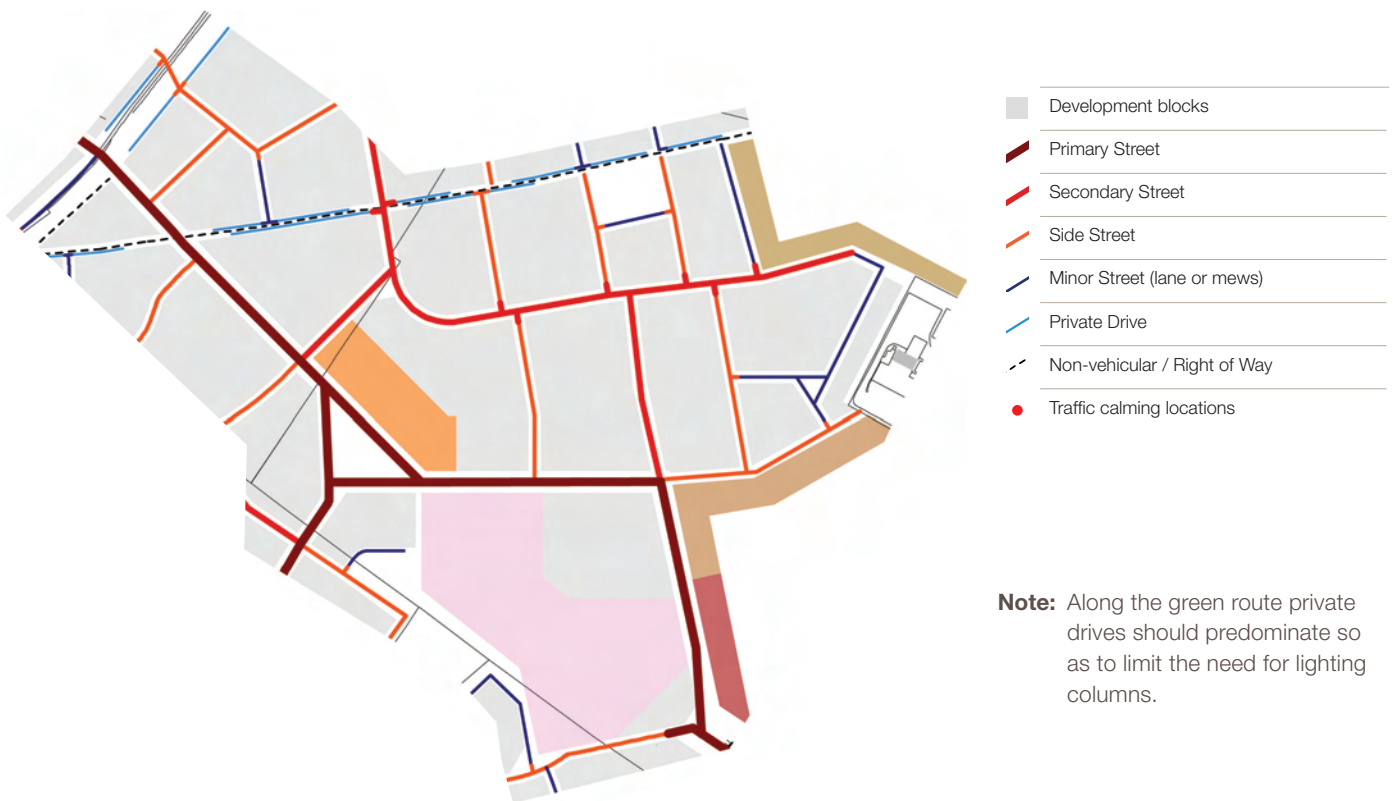**Figure 4.8d** Landscape framework for the Urban Village character area (complete plan, figure 3.3)

	Existing copse
	Existing trees
	Existing hedge
	Formal open space
	Informal open space
	Greenway
	Green route
	NEAPs / LEAPs
	Primary spine route on-street cycle and pedestrian provision
	Key pedestrian access points

	Development blocks
	Primary Street
	Secondary Street
	Side Street
	Minor Street (lane or mews)
	Private Drive
	Non-vehicular / Right of Way
	Traffic calming locations

Note: Along the green route private drives should predominate so as to limit the need for lighting columns.

Figure 4.8e Street network for the Urban Village character area (complete plan, figure 3.14)

URBAN FORM *m*

Below is a summary of the key urban form characteristics for the Urban Village character area.
Further details can be found in chapter 3.

	MANDATORY *m*	Comment
Density	*35-40 for the majority* *40-45 on local centre frontage* *30-35 adjoining whitelands character area*	Refer to fig. 4.8c
Building Heights	*Refer to fig. 4.8b*	Taller buildings generally on higher order streets and key spaces
Building Types	*Commercial / Community* *Primary School* *Housing*	Mostly ground floor with possible residential over. Single storey only. Houses (predominantly paired and terraced). Integrated and connected apartment buildings.
Spatial Arrangement	*Gridded streets with frequent crossroads.* *Occasional symmetry.* *Closed views occasionally with marker buildings.* *Clear hierarchy of streets and spaces.*	
Block Types	*Perimeter*	Range of sizes, for instance enabling rear servicing on Primary Street or occasional mews within higher density areas.
Parking Format	*On-plot front access* *– hardstanding* *– detached garage* *– attached garage* *– mews garage* *On-plot rear access* *– back garden* *– chauffeur unit* *Off-plot rear court* *Off-plot front court* *Limited visitors parking in centre of primary street*	
Frontage Setbacks	*0.6m minimum*	Between 0.6m and 1.2m Modest variety between streets or areas.