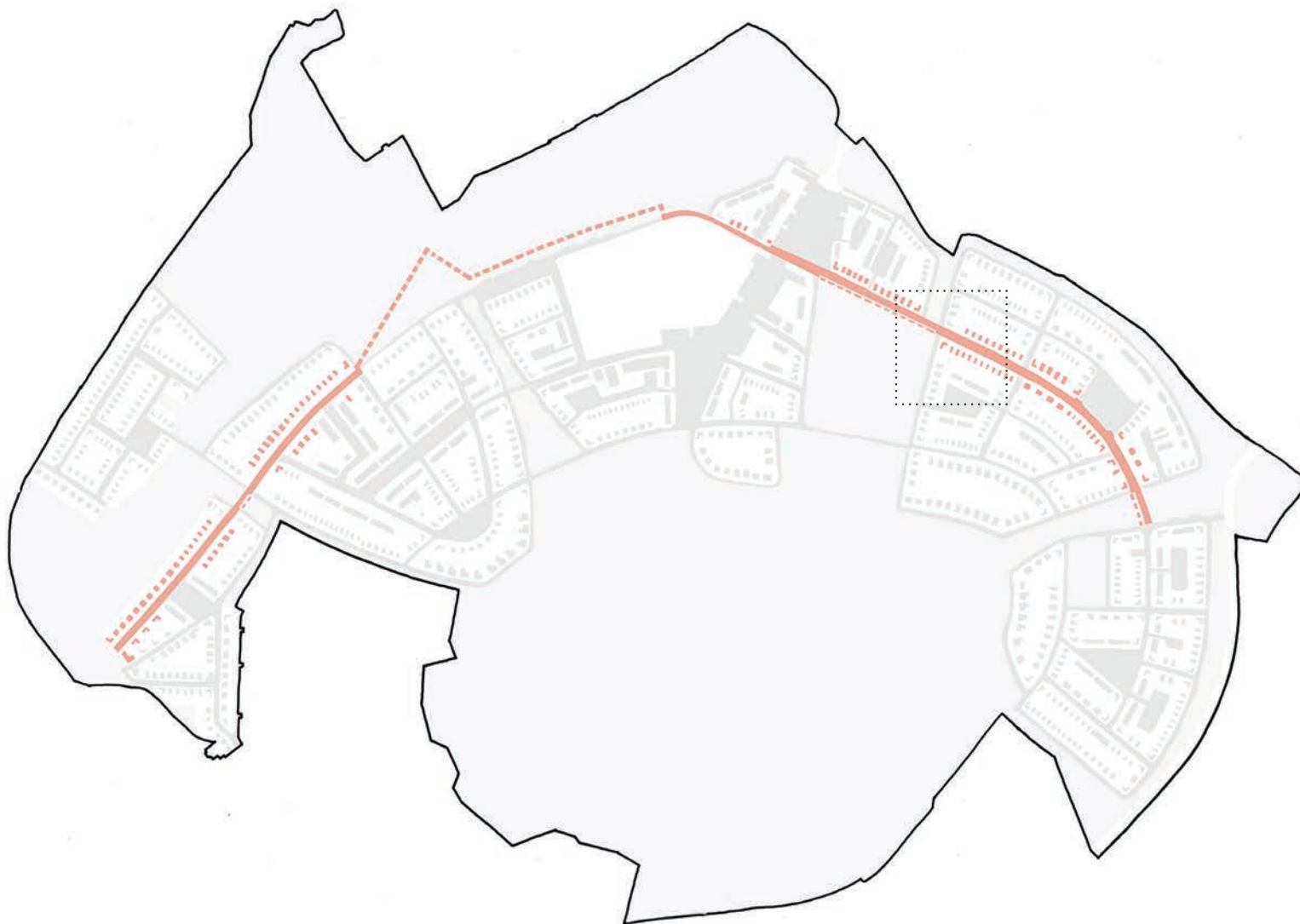


Circular Railway

*East-west heritage
route incorporating
existing site railway*

● URBAN ● SOME DESIGN FREEDOM





ABOVE
 Location of the
 Circular Railway .
 Box shows
 extent of plan
 on page 31

Overview

LOCATION

The Circular Railway is a secondary east-west movement corridor. It follows the line of the existing site railway & provides an important 'linking function' for the site as a whole.

CHARACTER

The Circular Railway is to incorporate the existing rail tracks within all pedestrian zones, offering users a unique character that is entirely rooted to the rich military heritage of Graven Hill. Two differing rail treatments are proposed to create defining 'rural' & 'urban' experiences along various sections of the overall route (e.g. embedding into the footway as an integral part of the urban streetscene as opposed to forming elevated walkways that 'shoot off' into the landscape).

Whilst some formality is retained to convey the route's status as a key movement corridor (e.g. higher densities, repetitive plot widths, presence of designated cycleways, narrow frontages & largely consistent roofscapes), a comparatively less-controlled feel than that of the Village Centre is proposed.

CONTROL

The removal of material palette & specific boundary treatment offers a greater level of design freedom than that found within other, areas. Enhanced restrictions on building heights are, however, maintained to provide a sufficient level of order & clarity as desired along this well-used route.

Case Studies

BELOW The use of corten steel, concrete & former rail lines set into paved footways at the High Line in New York offers a robust & industrial quality as desired along all urban sections of the Circular Railway at Graven Hill.



ABOVE The elevated walkway at Südgelände Nature Park is made from an anti-slip metal grille deck that spans between 2 former site rail lines.

This angular path transect the surrounding wild landscape in a 'low intervention' manner. Both the physical & visual separation of the hard, industrial walkway from that of the soft, untouched landscape gives the appearance of it being seemingly 'placed' onto the landscape. This approach is considered desirable & is to be adopted along all rural sections of the Circular Railway at Graven Hill.

LEFT Newhall in Harlow demonstrates the intended character for all built form along the Circular Railway. Features include repetitive plot widths/parking layouts & strong street-lines that bring structure to principle movement corridors whilst unique architectural styles that offer an element of individualism & strong sense of place.

ABOVE
Südgelände Nature
Park, Berlin:
<http://goo.gl/ow4NQ4>

ABOVE LEFT
High Line, New York:
<http://goo.gl/Q61RFR>

LEFT
Newhall, Harlow:
<http://goo.gl/F7xNI>



Principles

Essential off plot & on plot principles for delivery of desired character

ABOVE

Indicative plan showing a typical area of the Circular Railway

N.B. variations will exist elsewhere

1 Hard Landscaping

- Carriageways
- Footways
- Cycleways
- Rail Tracks
- Table Junctions
- Verges

2 Soft Landscaping

3 Lighting

- ✓ Columns

4 Furniture

- ✓ Benches & Bins

5 Management

- ✓ Street-scape Strategy

6 Baseline

- ✓ Rogue Plots
- Building Zone
- XX Max. Building Height (m)
- ✓ Boundary Heights

- Position of Main Facades - Fixed

- ▶ Vehicular Access

- ⋯ Vehicular & Cycle Parking

- ✓ Bins

7 Enhanced

- ✗ Boundary Treatments

- ✗ Material Palettes

- ✓ Min. Building Height (m)

OFF PLOT (DEVELOPER)

6m macadam with rolled silver-grey granite chippings. Change in texture to demarcate bays..

1.9m of concrete ground flags to footway without rails. 2.6m of concrete ground flags/poured concrete to footway with integral rails (see below). Flush 225mm conservation kerbs to plots.

1.75m macadam with rolled silver-grey granite chippings. 75mm splayed kerb upstand to footways

Where adjacent to plots, rails to be set into footways. Where crossing strategic landscapes (e.g. Woods) to form elevated walkway at min. 150mm above ground .

Table surface of be textured concrete/paving to sit flush with footways. Ramps to be silver-grey setts.

To be edged with 225mm conservation kerbs with 15mm upstand. Informal planting design with wildflowers. Mown struip edge to carriageways. Trees to be min. 15m high after 25yrs.

Standard columns with LED lantern units.

Robust & functional design. Industrial finish.

Bi-annual cutting of selected grass areas with regular cutting elsewhere. Watering, weed control & general management of trees, woody & herbaceous planting. Reporting & repairing incidents of vandalism or incidental damage.

ON PLOT (CUSTOMER)

Only 'baseline; principles apply. Location TBA..

Portion of plot that may be developed.

Total building height (including roof) must not exceed values shown on plan.

Any material/colour permitted. Front boundaries to be max. 1.1m high. Side/rear to public areas to be max. 1.5m high with 0.3m trellis over. Side/rear to private areas to be max. 1.8m high.

Main facades of building must be constructed on line shown. Bay windows/porches /balconies must not protrude more than 0.5m beyond this line.

Driveways must be located as shown on plan

No. of vehicle bays shown must be provided. Each plot must provide a min. of 2 secure cycle spaces..

Bins should not be visible from the street & are to be kept in bin stores or within rear gardens.

Not applicable.

Not applicable.

Building heights must not be less than values shown

Swale Parks

Linear wetland habitats forming 'green corridors' between housing.

● RURAL ● LOW DESIGN FREEDOM





ABOVE
Location of
Swale Parks.
Box shows
extent of plan
on page 35

Overview

LOCATION

The Swale Parks are, in essence, long wetland corridors that radiate around the central wooded hill, assist in drainage of the development, act as habitat corridors & providing traffic-free buffers between discrete areas of developments

CHARACTER

The network of swales and attenuation ponds provide a defining characteristic of many public spaces and thoroughfares within the Graven Hill development.

Within these spaces the landscape design consciously reflects natural processes that occur within water movement and vegetation types. This not only assists in the delivery of a valuable habitat resource, but also contrasts with the more structured vernacular and planning of the adjacent built development.

The management approach to these spaces will be similarly flexible. This will include ensuring the swales & attenuation ponds function as drainage features, but also that public amenity & habitats are protected.

DESIGN FREEDOM

As strategic amenity, the Swale Parks do not currently offer opportunities for community design. The potential for later involvement with the on-going management, use & evolution of these spaces is to be explored

Case Studies



LEFT

The Edge, Harlow:
<http://goo.gl/o6Ezxa>

RIGHT

Location unknown:
<http://goo.gl/Z2dEuk>



ABOVE The Swale Parks are a key component of the proposed play space provision for the site. Alongside more enclosed areas containing natural play equipment, these wetland landscapes offer numerous opportunity for informal & creative play e.g. fishing adventures, stepping stones etc.

LEFT The linear wetland parks at Newhall, Harlow demonstrate a variety of desired features including marginal planting, swales & a wild, informal character. Single-aspect, unlit streets face into these central landscaped zones offering natural surveillance for recreational activities.



Principles

Essential off plot principles for delivery of desired character

ABOVE

Indicative plan showing a typical area of the Swale Parks
N.B. variations will exist elsewhere

1 Hard Landscaping

- Footpaths
- Shared Cycle/ Pedestrian Paths
- ✓ Bridge Crossings

OFF PLOT (DEVELOPER)

To be as discrete as possible

To be as discrete as possible

Simple design of a natural finish. Elevated to minimise impact to habitats below. To be as discrete as possible with handrails only where necessary..

2 Soft Landscaping

- Marginal
- Longer Grass
- Shrubs
- Trees
- Water Bodies
- Play Area

Informal design of predominantly native species

To contain wildflower species

Informal arrangement of native species

Fluid arrangement of native species to support wildlife flight paths, pollard management.

Swale as part of sustainable urban drainage (SUDS) strategy.

Naturalistic design incorporating proposed swale, elements of water & sand, stepping stones, bridges & other playful elements to interact with the water, encouraging creative play.

3 Lighting

- ✗ Any

Not applicable. Rural Lanes are to remain unlit.

4 Furniture

- ✓ Benches, Bins

Modest design. To be a weathered timber finish.

5 Management

- ✓ Habitat Corridor & Play Space Strategy

Selective use of natural regeneration from existing seedbank to assist with habitat creation

Watering, weed control & general management of new tree, shrub & herbaceous planting during establishment period & beyond

Maintaining and repairing path surfaces, edges, & boundary fencing/gates

General pruning to ensure highway safety & encourage natural surveillance.

General presumption in favour of dead wood retention (subject to safety inspections)

Reporting and repairing incidents of vandalism or incidental damage & immediately restricting access to defective play equipment

Regular safety check of all play equipment & associated features.

Rural Lanes

Single aspect streets that face onto the landscape

● RURAL ● LOW DESIGN FREEDOM





ABOVE
Location of Rural Lanes. Box shows extent of plan on page 39

Overview

LOCATION

The Rural Lanes are situated along the outermost edges of the developed areas.

CHARACTER

Unlike the more centrally located zones, these 'off-the-beaten path' areas are to adopt a more rural tone that seemingly 'blend' into the landscapes beyond.

This will be achieved through the use of planted boundaries (as opposed to walls/fences), vernacular material palettes, undulating building frontages & a simplified highway design that consists of a single, shared macadam surface bordered by wildflower grass verges.

DESIGN FREEDOM

Due to the application of material palettes & specific boundary treatments, the Rural Lanes are more controlled than other site components.

This higher level of control ensures that the 'fringes' of the development sit comfortably in their setting & do not impact negatively on surrounding views.

Despite the need for more control, design freedom is still afforded to several aspects, most notably the style & shape of buildings which are left entirely to the discretion of plot purchasers.

Case Studies



ABOVE
<http://goo.gl/0R4uta>

RIGHT MIDDLE
<http://goo.gl/9589TY>

RIGHT BOTTOM
<http://goo.gl/CokPbQ>



ABOVE Existing ‘rural lane’ at Graven Hill showing the proposed, simplistic highway design of a single, shared macadam surface with grass verges either side.

Also notable is the weathered timber fence that sits discretely in the landscape & the meadows beyond which are to be retained.

LEFT Example of a single aspect ‘rural lane’ at Wardington, Oxfordshire. This image shows a variety of proposed features including ‘hotch potch’ building forms held together through the use of a vernacular material palette & undefined boundaries that ‘bleed’ into the surroundings.



RIGHT TOP Beech hedgerows with intermittent timber access gates as proposed for plot boundaries to soften the transition between public and private space.



RIGHT BOTTOM Dogwood hedgerows as alternative plot boundary treatment.



Principles

Essential off plot & on plot principles for delivery of desired character

ABOVE

Indicative plan showing a typical area of the Rural Lanes

N.B. variations will exist elsewhere

1 Hard Landscaping

Shared Surfaces

2 Soft Landscaping

Verges

Meadows & Woods

3 Lighting

Any

4 Furniture

Benches, Bins

5 Management

Streetscape Strategy

6 Baseline

Rogue Plots

Build Zone

Max. Building Height (m)

Boundary Heights

Position of Main Facade(s) - Flexible

Vehicular Access

Vehicular & Cycle Parking

Bins

7 Enhanced

Specific Boundary Treatments

Material Palettes

Min. Building Height (m)

OFF PLOT (DEVELOPER)

4.8m med/light grey macadam with rolled aggregate. Flush kerbs to all plot boundaries to demarcate edge of highway. 'Hidden' kerbs to verges.

To be 1.2m with intermittent driveway crossings. To be naturalistic & overgrown with wildflowers.

N.B. Not part of Rural Lanes component but shown here for indicative purposes.

Not applicable. Rural Lanes are to remain unlit.

Modest design. To be a natural timber finish.

Bi-annual cutting of selected grass areas with regular cutting elsewhere. Watering, weed control & general management of trees, woody & herbaceous planting. Reporting & repairing incidents of vandalism or incidental damage.

ON PLOT (CUSTOMER)

Only 'baseline' principles apply. Location TBA.

Portion of plot that may be developed.

Total building height (including roof) must not exceed values shown on plan.

Any material/colour permitted. Front boundaries to be max. 1.1m high. Side/rear boundaries to public areas to be max. 1.5m high with 0.3m trellis over. Side/rear boundaries to private areas to be max. 1.8m high.

Main facade(s) of building must be constructed within zone between dotted lines. Bay windows/porches/balconies must not protrude more than 0.5m beyond this zone.

Driveways must be located as shown on plan.

Number of vehicle bays shown on plan must be provided. Layout of bays to discretion of plot purchaser. Each plot must provide a min. of 2 secure cycle spaces..

Bins should not be visible from the street & are to be kept in bin stores or within rear gardens.

Front boundaries to be max. 1.1m high Dogwood hedgerows. Any variety permissible.

Facades to be brick or limestone or render or timber. Roofs to be grey slates or grey profile metal roofing or grey corrugated roofing or red plain clay tiles. See p.60 for details..

Not applicable. A 'hotch potch' variety of building forms is here desirable.