



GILSTON PARK

VILLAGE 5

“Where discovery meets nature - a community to be explored, rooted in green connections”

A PLACE TO BE DISCOVERED

KEY INGREDIENTS



VILLAGE 4

HOME WOOD

GILSTON PARK

MOATED SITES

VILLAGE 1

VILLAGE 6

EASTWICK

EASTWICK VALLEY

STRATEGIC CORRIDOR

VILLAGE CORRIDOR

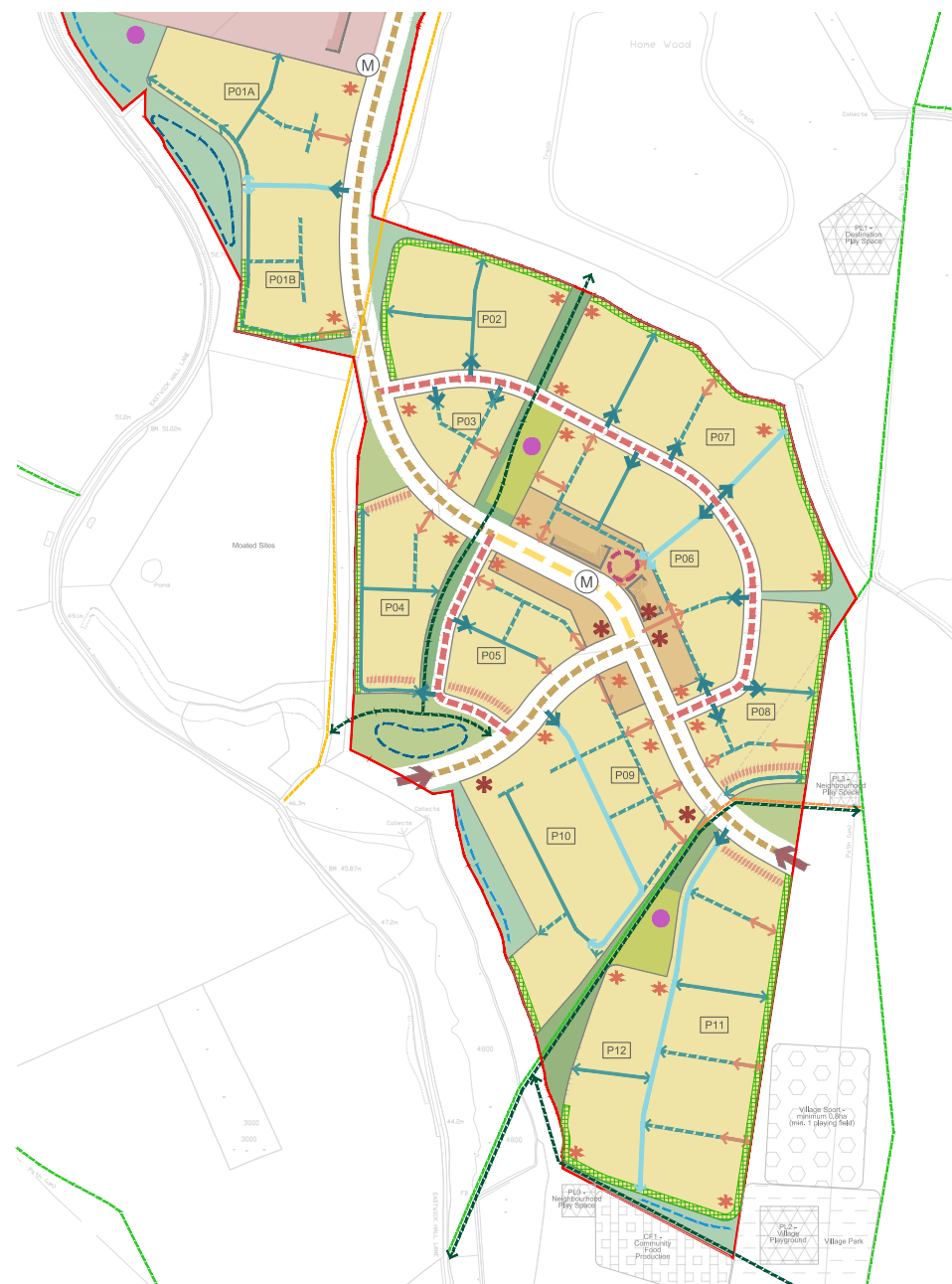
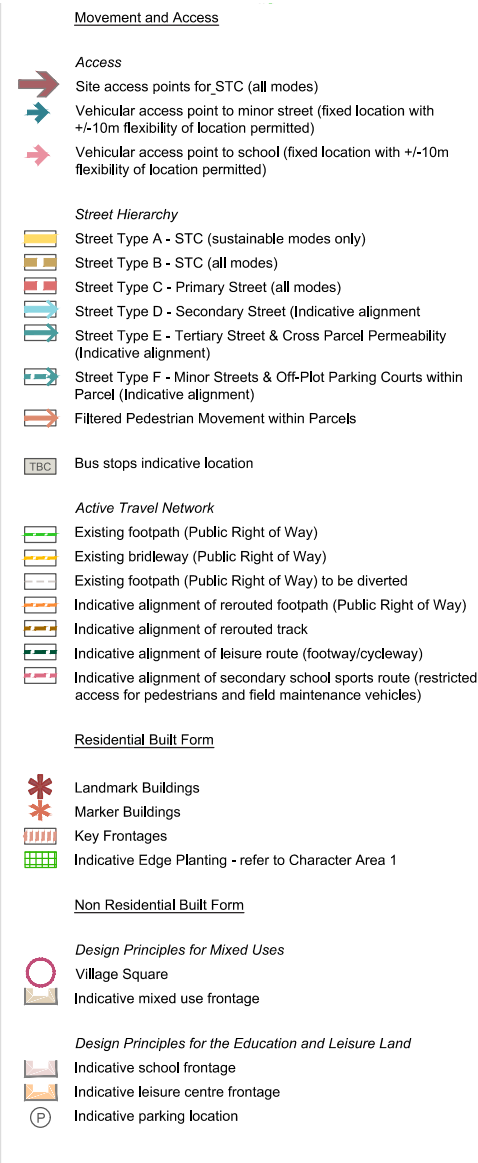
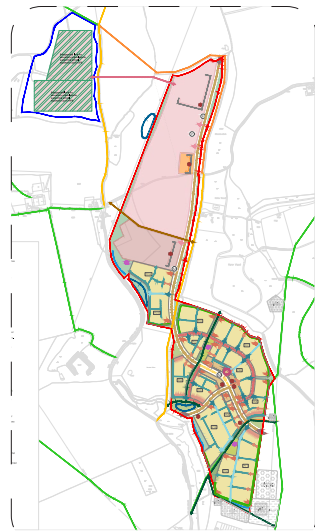
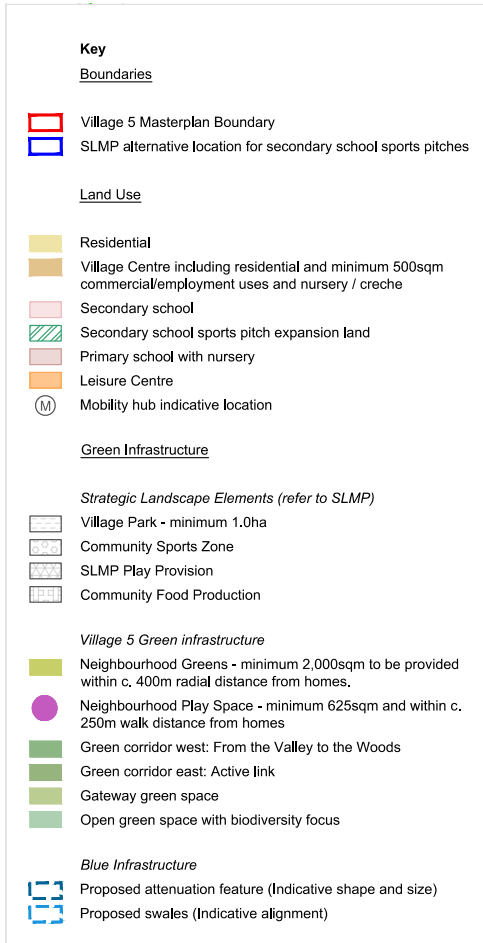
ALLOTMENTS



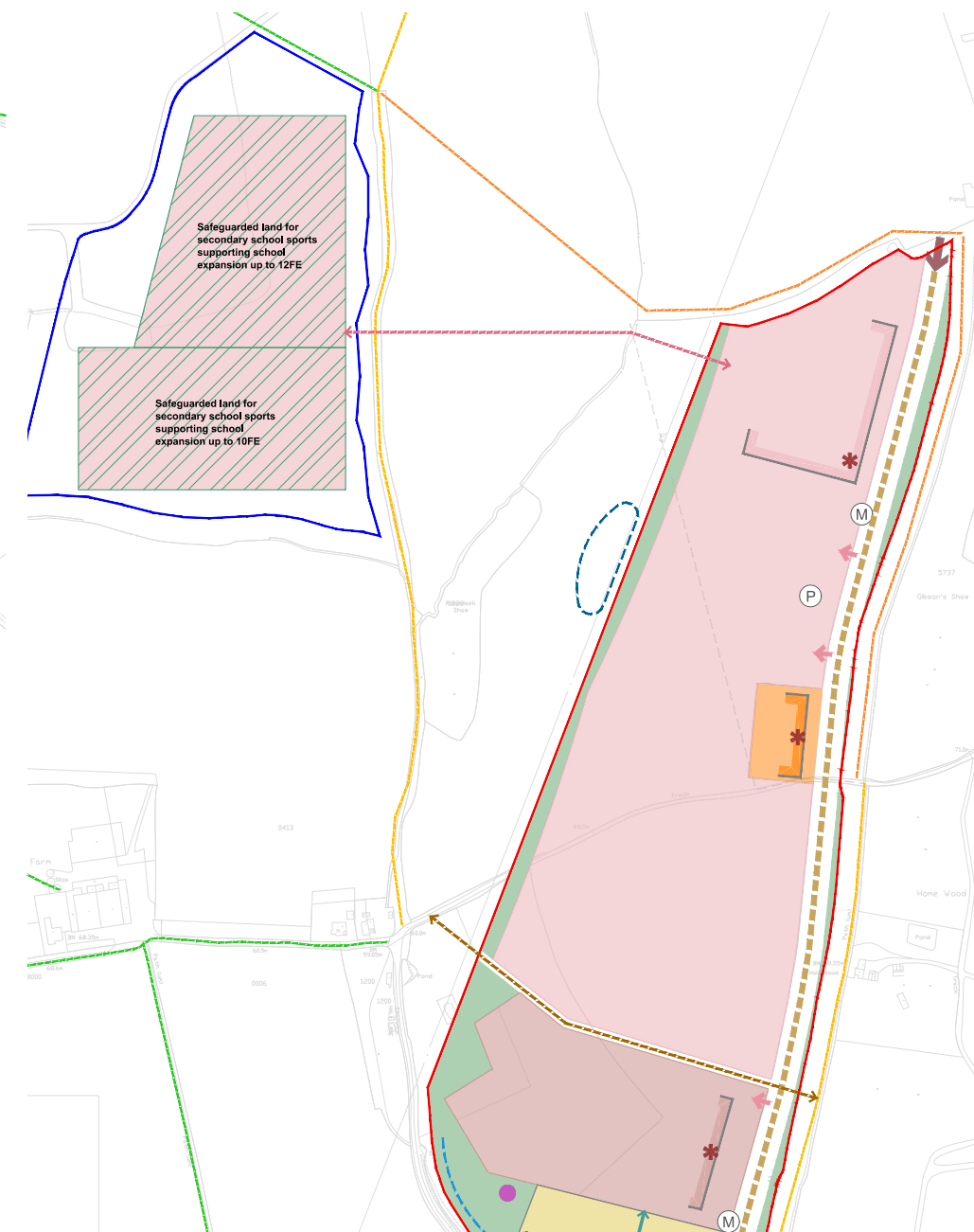
THE UPDATED FRAMEWORK - ILLUSTRATIVE MASTERPLAN



DRAFT REGULATORY PLAN



Residential land to the south



Educational land to the north



PREFERRED APPROACH - EDUCATIONAL AND LEISURE LAND

SPORTS PROVISION

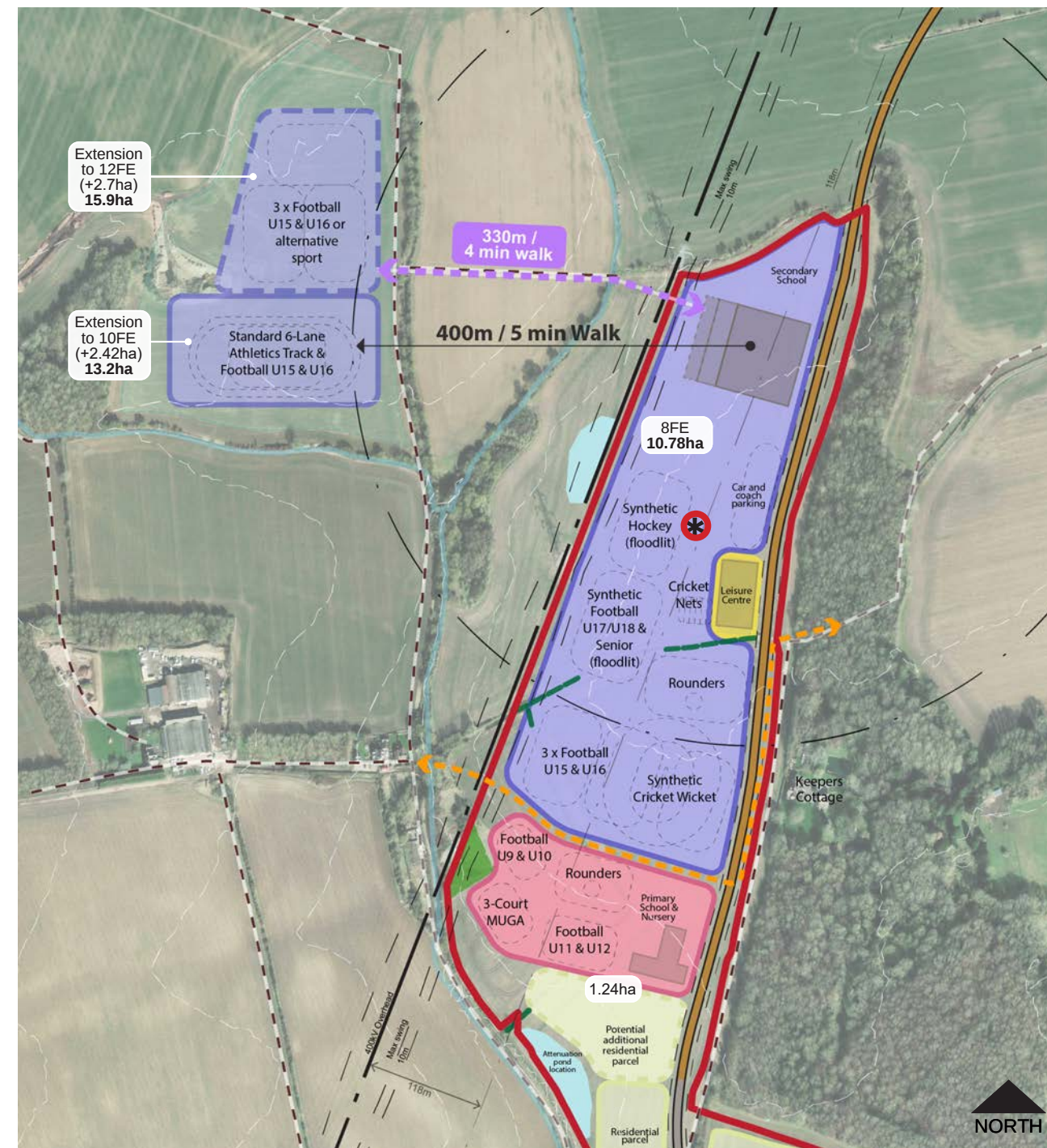
- The layout of the sports pitches is illustrative only and safeguards the maximum land take required to expand up to 12FE.
- The 8FE school requires a grass athletics track. With land around the school building safeguarded for expansion, a non-standard design approach is required to provide an athletics track at 8FE. This could be around a sports pitch or as a short track  and running trail.
(Please refer to the preferred option plan) --->

ILLUSTRATIVE MASTERPLAN

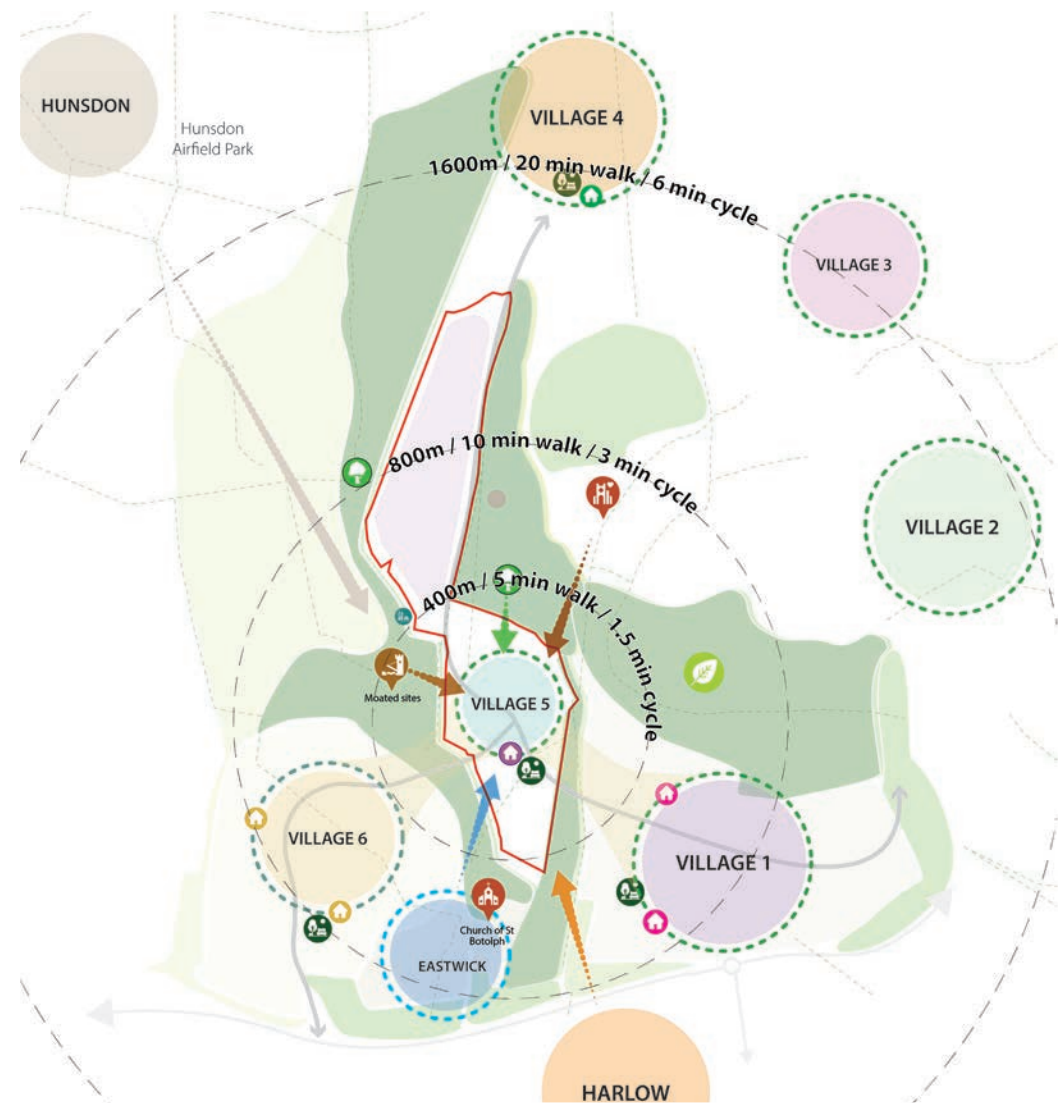


Secondary School Size	Sixth form pupils	Total school capacity	Required built area - GIA	HCC site area
8FE	336	1536	12,858m ²	10.78 ha
10FE	480	1980	16,118m ²	13.2 ha
12FE	504	2304	18,436m ²	15.9 ha

PREFERRED OPTION

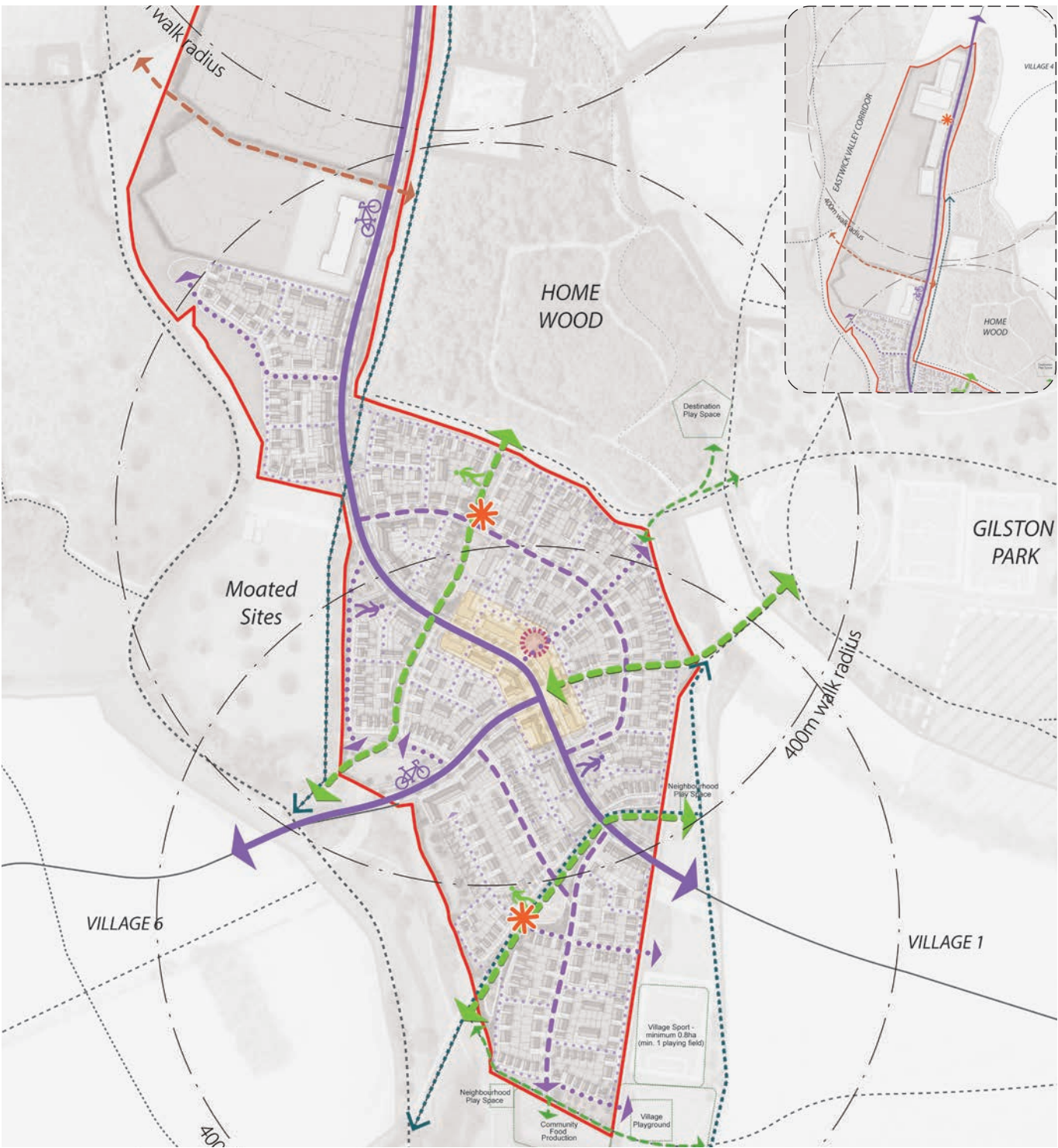


ACTIVE TRAVEL & LEISURE ROUTES



KEY

- Boundary Line - Village 5
- Sustainable Transport Corridor - Key active travel
- - - Key green link - Key leisure routes
- - - Secondary movement
- ... Tertiary movement
- ... Parcel permeability
- - - Diverted track
- ✱ Illustrative locations of local mobility hub
- - - Development within 400m walk distance



EMERGING LANDSCAPE PLAN

Village 5 Landscape Vision

- Distinctive framework that creates structure for the masterplan
- Provides opportunities for amenity and activity, facilitates connections and movement
- Enhances the natural environment through the integration of sustainable drainage, new habitats, and planted corridors.
- The character of Village 5 is heavily influenced by its landscape boundaries - Home Wood, the Eastwick Valley, established hedgerows, and the proposed landscape of the SLMP.
- Network of new landscape edges, corridors and spaces for development to orientate towards
- Naturalistic approach to planting rather than formal avenues and regular lines of trees.
- The landscape character will be influenced by the existing context, with the new green structure using a naturalistic approach to planting
- Corridors that will vary in width and function to create a continuous and dynamic framework
- The landscape through the Education Zone will provide an appropriate setting, community uses, new places for habitat and wildlife.



GREEN INFRASTRUCTURE

Green Infrastructure components

Existing Features

- Moated site 
- Existing Trees, hedges and woodland 
- Veteran Trees 
- Existing main watercourse 
- Existing minor watercourse 

SLMP Elements

- Play Areas 
- Allotments 

Village Corridors



- Corridor 1 - 'Eastwick Valley' to Home Wood
- Corridor 2 - Public Right of Way (PRoW)

Neighborhood Greens



- Home Wood Neighbourhood Green
- Eastwick Valley Neighbourhood Green

Gateway Greens



- North Gateway - Woodland
- West Gateway - Wetland
- East Gateway - Edible

Tertiary Landscape Space



Sensitive Landscape Edges



- Home Wood
- Eastwick Valley

Edge to SLMP amenity



Green Streets



STC



Neighbourhood Play Area



Local Centre



Community growing space



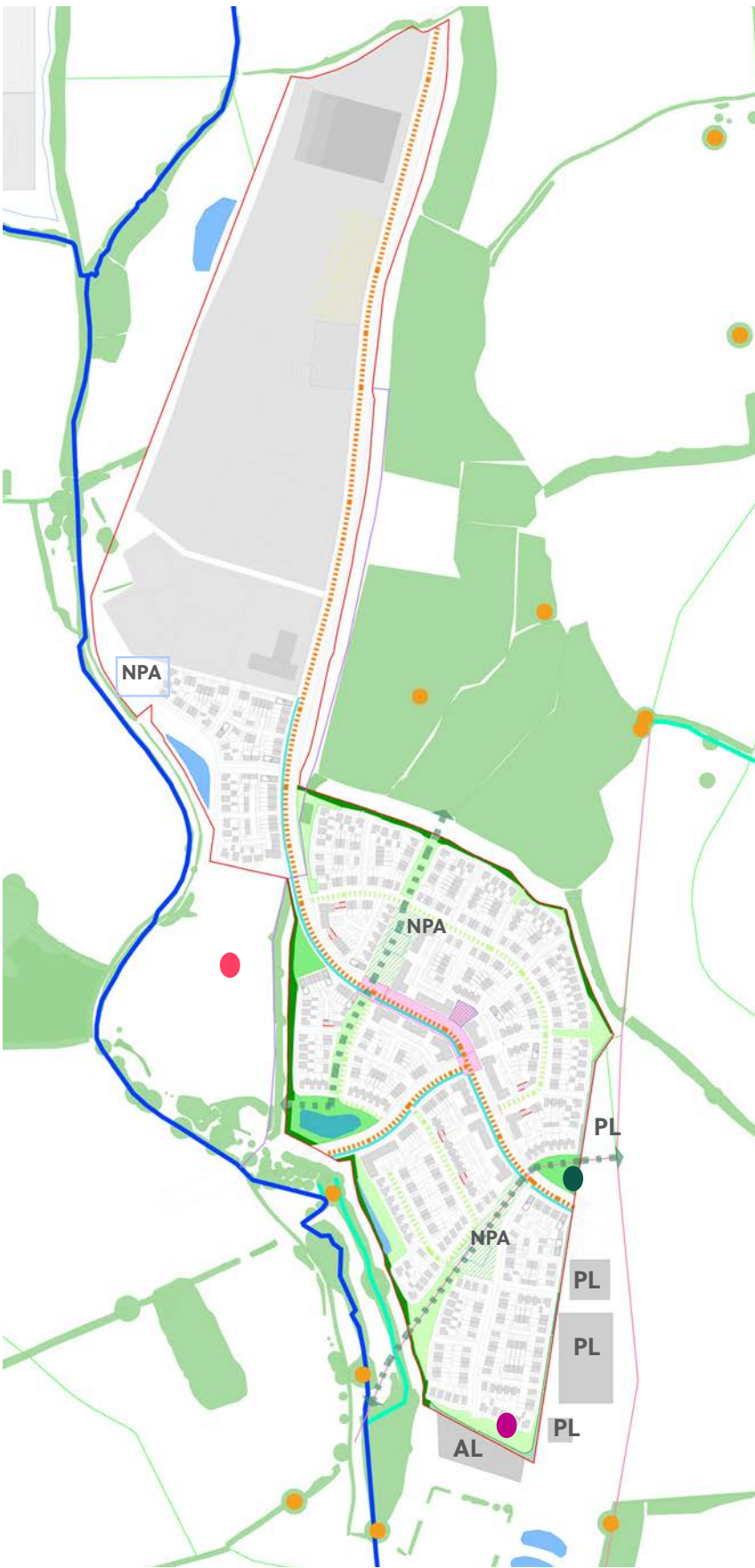
Community orchard



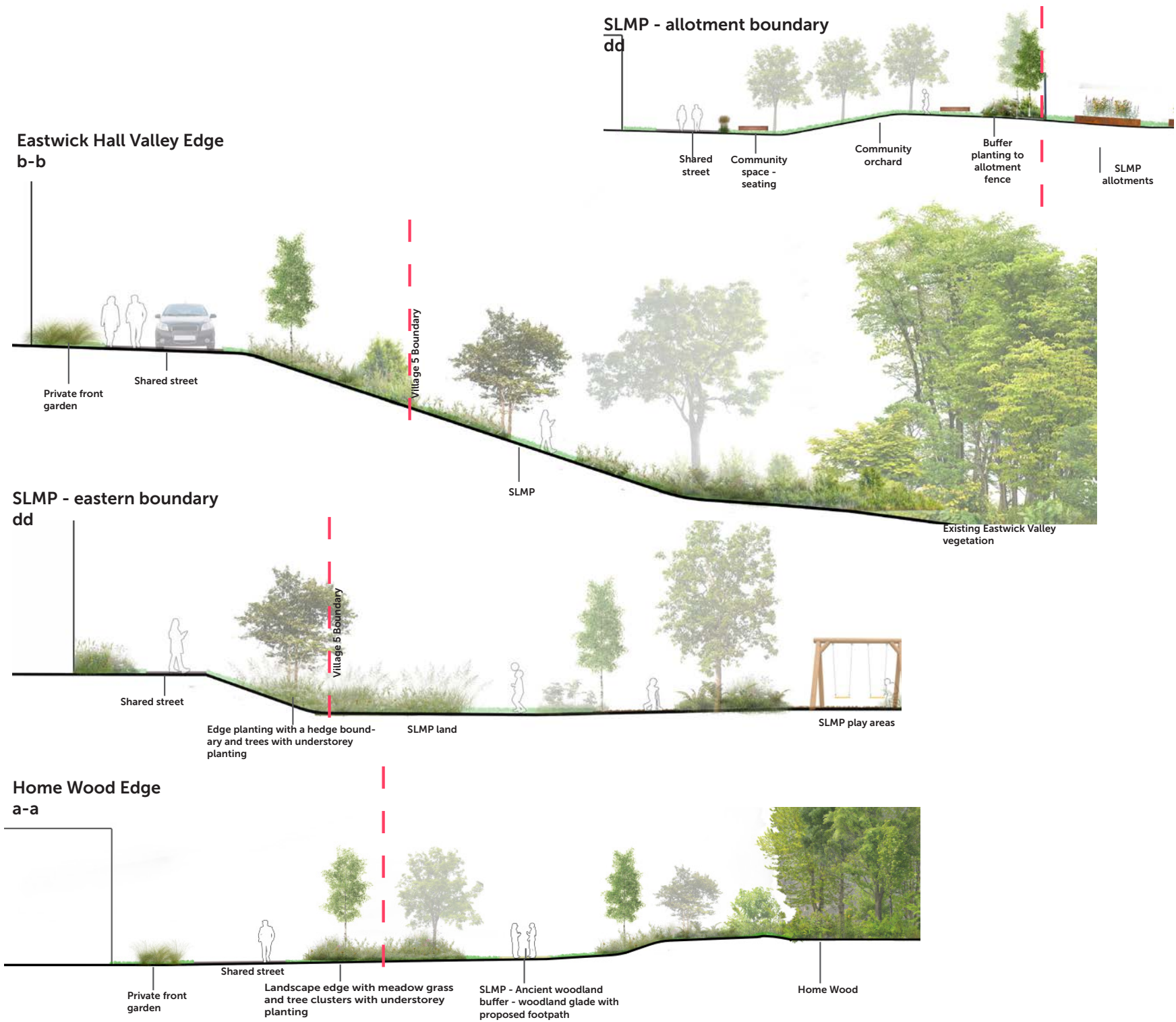
Existing Bridleway



Existing PROW



EDGES AND BUFFERS



HOME TYPOLOGIES

PRECEDENTS



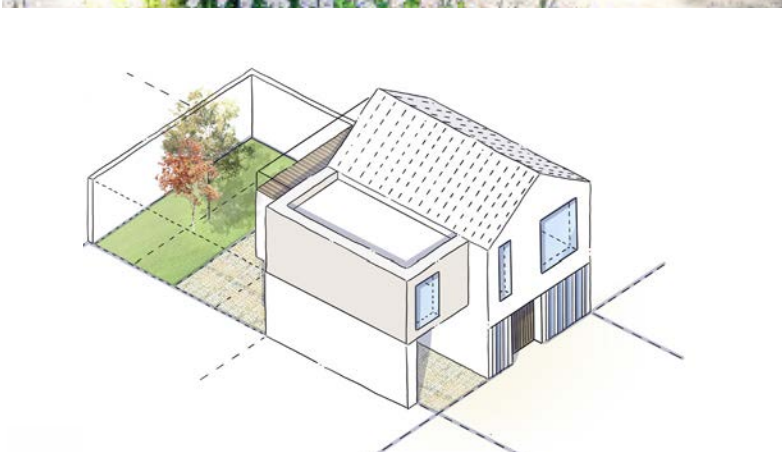
DETACHED (EXAMPLE ALONG EDGES)



SEMI-DETACHED OR TERRACES (EXAMPLE ALONG MEWS)



LINKED HOUSES/INTEGRATED GARAGE/PARKING



MOVEMENT & STREET TYPES

STREET TYPE - STC



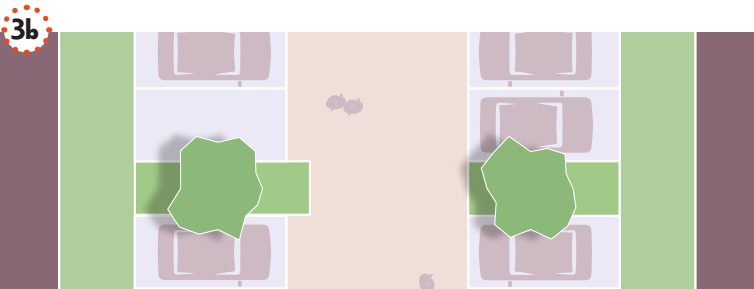
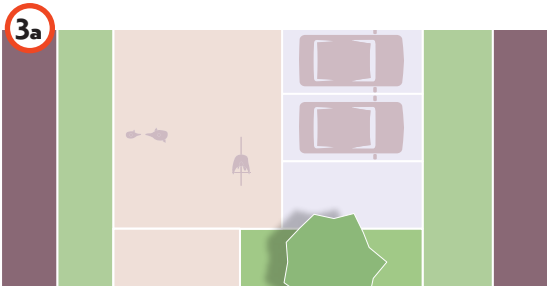
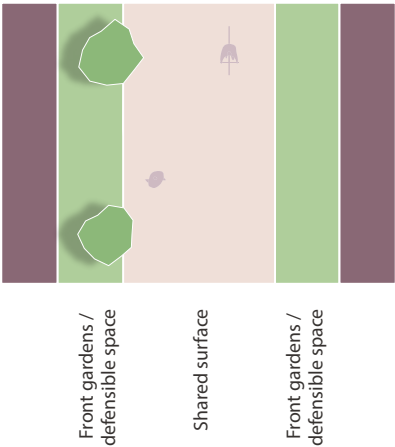
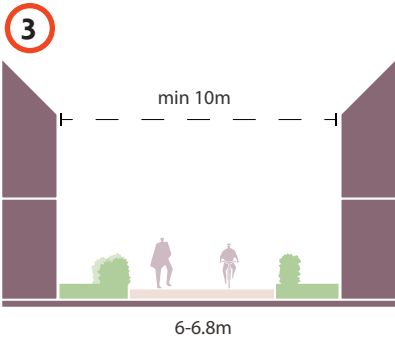
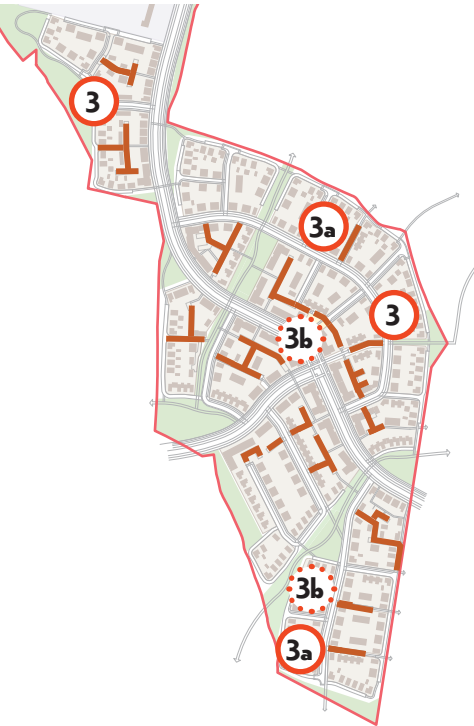
*	Mandatory
STREET TYPE B - STC (ALL MODES)	
Street Type	Sustainable Transport Corridor (STC).
Location	As indicated on the VSMP Regulatory Plan.
Character	All modes permitted on this section of the STC.
STREET DESIGN	
Total Corridor Width	Up to 21.5m
Footways/Cycleways	2m footway on both sides of carriageway and 3m dedicated cycleway on one side
Carriageway	Generally up to 6.5m width to accommodate two-way bus movement. Width may vary around drainage and traffic calming features.
Public Transport Route	Yes.
Traffic Calming	At intersections, with bus priority maintained at all times.
Utilities corridor	Utilities to be accommodated in footway/cycleway, where possible. If located in soft verge these must not conflict with any proposed street planting.
Surface Finishes	Varying materials to suit locations. HRA/ SMA with colour variations, block paving or stone setts. Refer to Hard Landscape Palette.
Kerbs	Concrete or stone as appropriate to character area. Bus boarder kerbs at bus stop locations. Kerbing within the Village Centre may be flush. Refer to Hard Landscape Palette.
Street Furniture	At key locations.
Street Lighting	Yes.
On street parking	Permitted only in selected locations to be determined at detailed design stage.

TECHNICAL DETAILS	
Target Speed	Up to 30mph.
Road markings	At transitions and crossovers only.
Junction Spacing (centreline)	No specific standards.
Junction radii	Specific to location depending on likely vehicle swept path.
Forward visibility	43m (Manual for Streets 30mph).
Visibility Splays	2.4m x 40m minimum.
Centreline radii	Generally 41m minimum with potential reduction to 16m minimum where lower speeds are anticipated (in accordance with HCC Place & Movement Planning and Design Guide).
STREET LANDSCAPING	
Verge width	Varying width along corridor dependent on utility and drainage requirements. Varying width along corridor dependent on utility and drainage requirements. Verges must not be less than 1.2m wide if accommodating trees. For avenue trees, pits are likely to be larger and anchoring systems must be provided.
Street Trees	Yes, generally located in soft verge.
Planting Palette	Refer to Soft Landscape Palette.
INTERACTION WITH HOMES	
Direct Access to Homes	No direct vehicular plot access permitted.

* Design Coding example table (text and coding will be developed further)

MOVEMENT & STREET TYPES

STREET TYPE - TERTIARY SHARED SURFACE



* Mandatory	
STREET TYPE F - TERTIARY STREET AS SPACES	
Street Type	Tertiary Street.
Location	Within residential parcels, as indicated on the V5MP Regulatory Plan. Exact alignment to be confirmed at reserved matters.
Character	Minor level surface streets providing access within residential parcels.
STREET DESIGN	
Total Corridor Width	Max. 6.8m
Footways/Cycleways	Within shared surface.
Carriageway	4.1m - 6.8m shared surface inclusive of paved maintenance strips.
Public Transport Route	No.
Traffic Calming	Yes.
Utilities corridor	Utilities to be accommodated within service strips.
Surface Finishes	Refer to Hard Landscape Palette.
Kerbs	Refer to Hard Landscape Palette.
Street Furniture	Street furniture to adoptable standards.
Street Lighting	Yes.
On street parking	Uncontrolled visitor parking permitted within the carriageway or integrated within on-street parallel bays within localised widening where appropriate.

TECHNICAL DETAILS	
Target Speed	10-20mph.
Road markings	Minimal and where necessary.
Junction Spacing (centreline)	None.
Junction radii	No specific standards as junctions will be generally designed to accommodate pedestrian and cycle priority.
Forward visibility	25m (Manual for Streets 20mph).
Visibility Splays	2.4m x 22m.
Centreline radii	N/A.
STREET LANDSCAPING	
Verge width	N/A
Street Trees	Yes subject to detailed design.
Planting Palette	Refer to Soft Landscape Palette.
INTERACTION WITH HOMES	
Direct Access to Homes	Yes.

* Design Coding example table (text and coding will be developed further)



VILLAGE CENTRE & STC

"A GREEN & ACTIVE NEIGHBOURHOOD"

CHARACTER AREAS OVERVIEW

VILLAGE CENTRE & STC



Location plan

CHARACTER INFLUENCES / PRECEDENTS



Illustrative sketch of village centre, plaza and STC



Kilnwood Vale local centre illustrative sketches



Keymer Tile Works (King's Weald)

- 1** Key marker buildings and focal points along key routes – aid for wayfinding and to define centre.
- Opportunity for **spill out zone and extended public realm** around non-residential uses.
- 3** Majority of the **STC within local centre for sustainable modes only**.
- 4** Opportunity for **leisure route and pedestrian connectivity** to centre.
- 5** Rear parking courts to all buildings on STC – enclosed by built form and with landscape features. Potential limited visitors parking to local centre.



CHARACTER AREAS

VILLAGE CENTRE & STC

CHARACTER AREA 2



VILLAGE
CENTRE & STC

"A GREEN & ACTIVE
NEIGHBOURHOOD"



CHARACTER AREAS OVERVIEW

GREEN CORRIDORS

CHARACTER AREA 5



“CONNECTING
PEOPLE THROUGH
NATURE”



Location plan

CHARACTER INFLUENCES / PRECEDENTS



Houses overlooking an active green corridor



Active frontage and passive surveillance along a green corridor



Well overlooked narrow sections of green corridors

- 1 Marker buildings at green corridors traversing the STC **enhance wayfinding and signify transitions in character.**
- 2 Adjacent mews and farmsteads create direct **pedestrian access into the green corridors.**
- 3 **Active frontages** from homes overlooking the landscape and green routes.
- 4 Pedestrian and cycle movement, including PRow set within the green corridors – **linking open spaces** within and outside the village.
- 5 Neighbourhood play provision and community gathering spaces.

