



DUNTON HILLS GARDEN VILLAGE



**BRENTWOOD
BOROUGH COUNCIL**



**DUNTON HILLS GARDEN VILLAGE
SUPPLEMENTARY PLANNING DOCUMENT
FOR BRENTWOOD BOROUGH COUNCIL**

January 2023

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1. INTRODUCTION

1.1 Background

1.1.1 Dunton Hills will be the location for a new Garden Village community, to help ensure that enough new homes are built for the growing population in the borough of Brentwood.

1.1.2 The site is currently used as farmland and for the Dunton Hills Golf Course. The natural landscape includes historic woodlands, wetlands and ponds. It is also home to Dunton Hills Farmhouse which is Grade II listed.

1.1.3 It is near the A127 and A128, West Horndon Station (with direct links to Central London and Southend), and nearby employment areas, including Brentwood and Basildon. These transport links offer the potential for good public transport connections to support a new community.

1.1.4 The site was identified by the Government in 2017 as one of several new Garden Villages across England. Garden Village status recognises the potential of the new settlement to embed garden city principles in a locally led vision for the site and the opportunity to develop a distinct new place that is high quality, attractive and well designed.

1.1.5 The new village is expected to deliver up to 4,000 homes over the next 20 years. Its size means it will be large enough not only to provide a substantial number of new homes, but also the supporting facilities and infrastructure needed to create a self-sustaining community.

1.1.6 The new Garden Village will be an opportunity to provide much-needed new homes within a sustainable new place which respects its landscape character and heritage, provides sustainable lifestyle choices, and is designed to meet the needs of future residents. It provides an opportunity to set a benchmark for the design quality of new homes, places to work, learn and relax, and the surrounding environment. It should be inspired by the best places that have developed through the borough's history and make the most of its varied settings and landscape.



Figure 1. Image of Nightingale Lane within Dunton Hills

1.1 INTRODUCTION

1.2 Planning Policy Background

1.1.7 The National Planning Policy Framework requires Local Planning Authorities to positively plan to identify appropriate land for homes. It promotes well-designed places where people will want to live.

1.1.8 Brentwood Borough Council adopted a new Local Plan on 23 March 2022. The Local Plan sets out the Council's vision for how the borough will develop between 2016 and 2033.

1.1.9 Dunton Hills Garden Village is an allocated site (259.2ha) which will allow a village of sufficient scale to deliver supporting infrastructure and amenities. The Garden Village will be a self-sustaining village. Its proximity to the A127 and A128, West Horndon Station (with direct links to Central London), and to nearby employment areas, mean that sustainable transport options can be delivered to enable the development of a sustainable village. It is connected enough to make it a sustainable location. Yet it is also physically contained and surrounded by countryside to not only align to Brentwood's Borough of Villages character, but also continue to maintain characteristics of Green Belt openness. The site is represented by one major land promoter with a small number of landowners across the site; making it highly deliverable.

1.1.10 Brentwood Local Plan (paragraph 4.17) states that: "Development at Dunton Hills Garden Village will create a new self-sustaining village with provision of new schools alongside retail, job opportunities and health facilities. Policies for the delivery of Dunton Hills Garden Village will set the precedent for new accessible connections to be made with West Horndon railway station nearby, providing a new transport interchange, among other aspirations"

1.1.11 The Local Plan's policy framework for Dunton Hills Garden Village is set out within two main policies:

Policy R01 (i): Dunton Hills Garden Village Strategic Allocation, explains the overarching site requirements and land use parameters; and

Policy R01 (ii): Spatial Design of Dunton Hills Garden Village, explains the physical components needed to deliver

a healthy, liveable and sustainable village, and sets out the expectations for the delivery of the scheme, which should embed an ethos of co-design and participation, timely and good governance, and the stewardship arrangements for community assets.

1.1.12 The Town and Country Planning Act (1990) requires local planning authorities to make decisions on planning applications in accordance with the development plan, with regard to any material considerations.

1.1.13 Development at Dunton Hills Garden Village will need to comply with the site allocation in the Local Plan. This SPD is a material consideration which provides guidance as to how that can be achieved and should be read alongside the Dunton Hills Framework Masterplan Document (February 2020).

1.1.14 The Local Plan sets out policies for development across the borough. In some cases, planning policies which apply to existing built-up areas in the borough may not exhaust opportunities to create a new exemplary garden village. The Garden Village will be a unique new place, and a bespoke approach to the application of planning policies is explained in this SPD.

1.1.15 The Development Plan in Brentwood also comprises of the Essex Minerals Local Plan 2014 (MLP) and the Essex and Southend-on-Sea Waste Local Plan 2017 (WLP). Development proposals will need to comply with the policies set out in both documents.



Figure 2. Image of the Grade II listed Dunton Hills Farmstead

1.1 INTRODUCTION

1.3 The Framework Masterplan Document

1.1.16 This SPD was informed by the Dunton Hills Framework Masterplan Document (February 2020) which was prepared as a collaboration between CEG, Dunton Hills' main land promoter, other landowners, Brentwood Borough Council; and key stakeholders.

1.1.17 The Framework Masterplan Document is a technical vision document that was informed by input from various stakeholders and a thorough design review process. It encapsulates the spatial distribution of development across the site (the "Mandatory Spatial Design Principles"), alongside further design principles (the "Mandatory Overarching Principles"). Together these are described as the "Mandatory Principles" which have been used to guide how the SPD comes forward at a site-wide scale. Further to this, a masterplan shall be submitted to the Council for its approval as part of the initial application for planning permission.

1.1.18 This SPD builds upon the Mandatory Principles, with a particular focus on the development of three smaller neighbourhoods inspired by typical Brentwood villages and the site's varied landscape character.

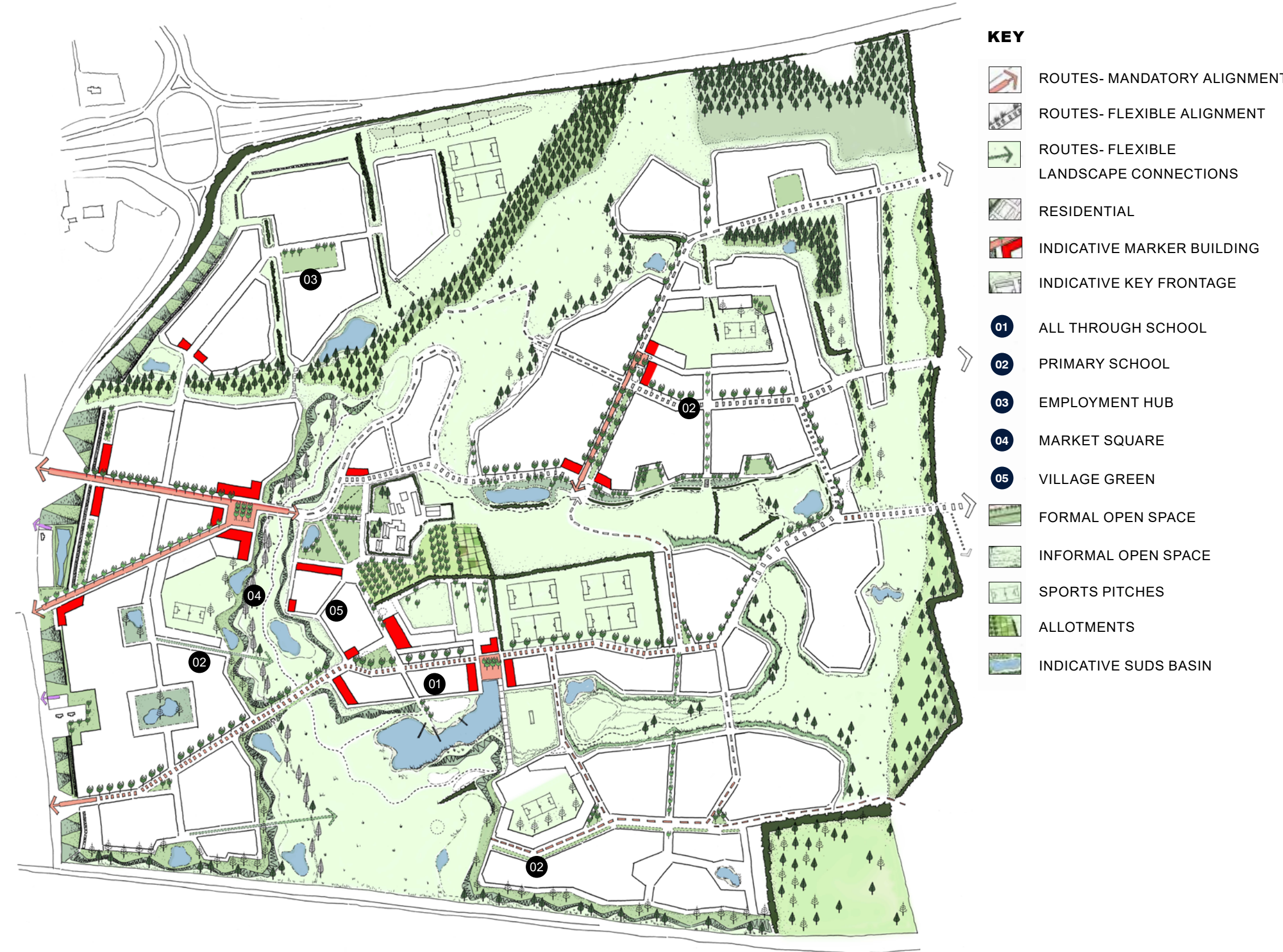


Diagram 1. Illustrative Map of the Framework Masterplan

1.1 INTRODUCTION

1.4 Guidance for Garden Villages

1.1.19 The Local Plan requires that Dunton Hills Garden Village adheres to the principles of Garden Communities and that these principles should be "an indivisible and interlocking framework for delivery". It refers to two key publications which highlight the principles and qualities of Garden Communities.

1.1.20 These are:
 • Garden Communities Prospectus – Ministry of Homes, Communities and Local Government (2018); and
 • The TCPA Garden Villages Guidance – Town and Country Planning Association (2017).

1.1.21 This document will provide guidance as to how that can be achieved through appropriate design.

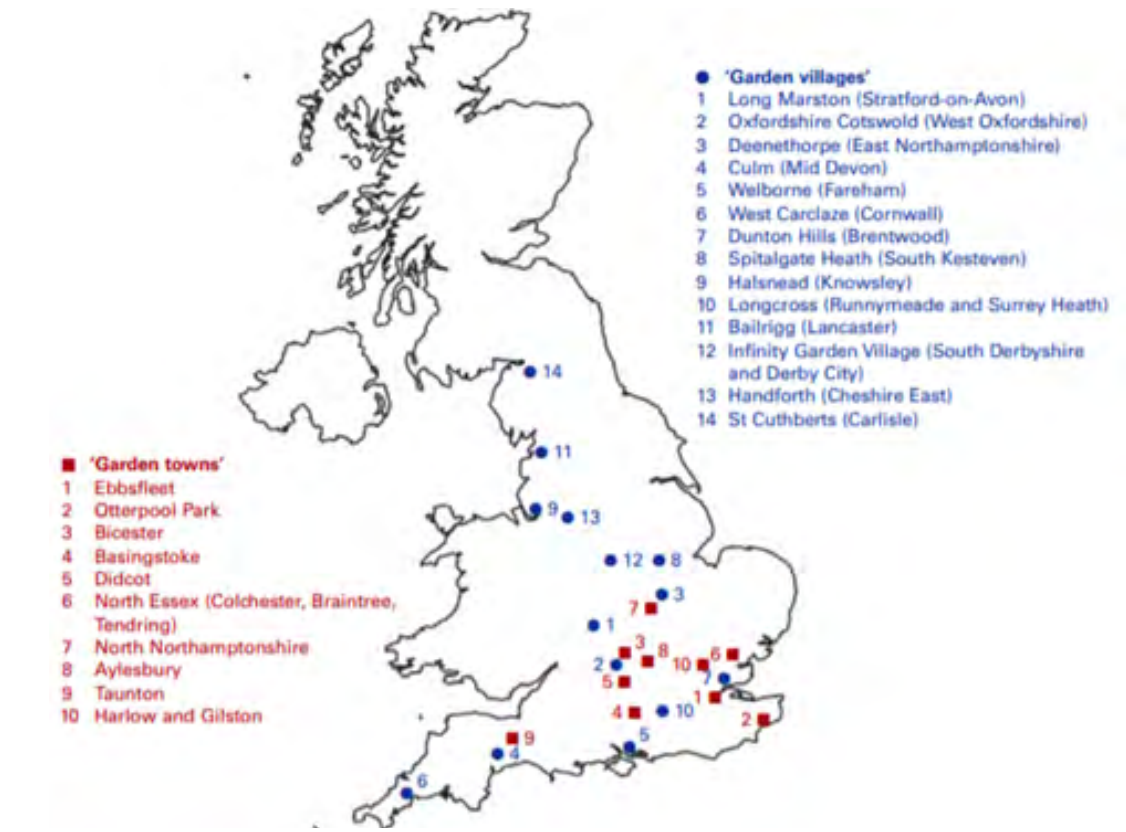


Figure 5. Projects supported as garden towns and villages as of January 2018 - TCPA Guidance to Understanding Garden Villages (2018)



Figure 3. Port Sunlight, a historic garden village founded in 1888 - TCPA Guidance to Understanding Garden Villages (2018)

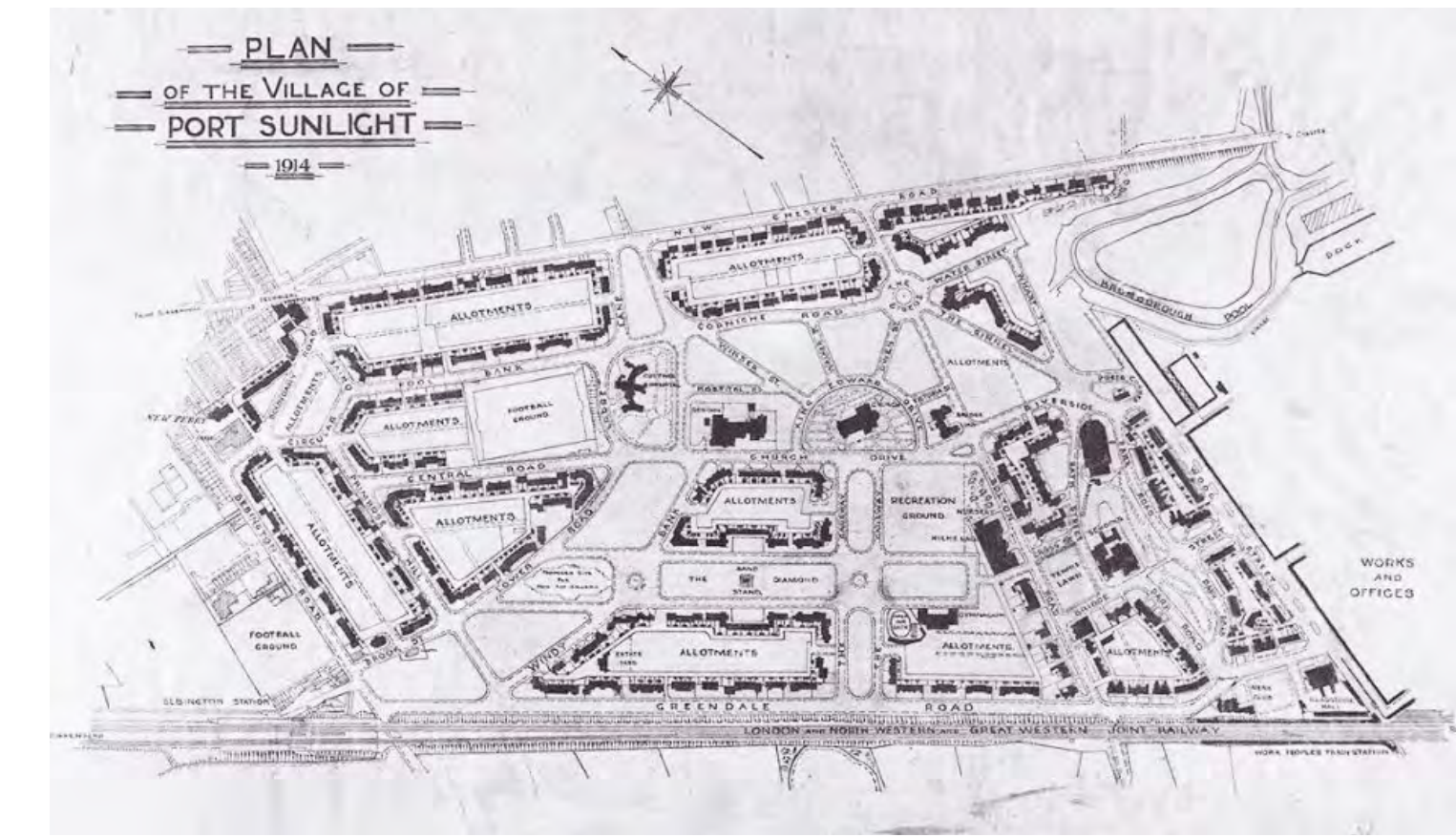


Figure 4. Port Sunlight 1914 Historic Masterplan

1.2 ABOUT THE SPD

S1. About the SPD

What is an SPD?

1.2.1 A Supplementary Planning Document, or SPD, is a document which adds further detail to the policies in the Local Plan. The SPD is a material consideration when making planning decisions, but it does not set in place new policy. It explains how planning policies can be complied with.

1.2.2 Supplementary Planning Documents are used by applicants to help them make successful planning applications (or similar submissions pursuant to a planning permission), and assist Local Planning Authorities to make clear and consistent decisions.

What is the relationship of the SPD to the Local Plan?

1.2.3 As set out in the Local Plan, the SPD forms part of the site-specific planning guidance which will form part of the material considerations for any future planning applications.

1.2.4 This SPD builds upon the policies within the Strategic Housing Allocation at Dunton Hills (R01) set out in the Local Plan. The SPD sets out detailed design principles which are bespoke to the proposed garden village, to explain how the policy requirements in the Local Plan should be translated into a well-designed and successful place.

1.2.5 The Garden Village will come forward over a long period of time, during which planning policies and guidance are likely to be updated. The guidance in this SPD has been designed specifically to be adaptable to future policy changes, and to remain relevant into the future. This SPD therefore should be read alongside the most up-to-date Local Plan (and associated guidance) and interpreted within that context to form part of a strategy which, to some extent, will evolve over time.

1.2.6 This SPD includes a requirement for post-occupancy evaluation, which provides opportunities to learn from earlier phases of the development. The correct interpretation of this guidance should therefore not only be informed by the most up to-date Local Plan and guidance, but also by lessons learnt on the earlier phases of the development.

1.2.7 This approach will ensure that development is not only part of the consistent and coherent strategy within this SPD, but also addresses other policy requirements and best

practice which may arise following its adoption, for example in relation to new technological advances or environmental design.

1.2.8 At the time of adoption, this document should be read alongside other up-to-date planning policy guidance, including the Local Plan and its evidence base, and the Framework Masterplan Document.

What is the relationship of the SPD to the Framework Masterplan Document?

1.2.9 The Framework Masterplan Document was led by CEG, the main land promoter, and prepared with input from Brentwood Borough Council and key stakeholders.

1.2.10 This SPD was commissioned and led by the Council, to provide an additional layer of detail to elements of the Framework Masterplan Document. In some cases, it provides additional detail on matters not covered by the Framework Masterplan Document, and in others it explains additional requirements which must be met to achieve policy compliance.

1.2.11 This SPD explains how planning applications following the aspirations of the Framework Masterplan Document can achieve compliance with the Local Plan as a further level of detail to support the assessment framework for Dunton Hills Garden Village.

1.2.12 When making planning decisions, the Local Plan takes precedence, followed by this SPD.

Purpose of this SPD

1.2.13 Dunton Hills Garden Village will be developed by several landowners, architects, house builders and other stakeholders who will need to work together to create a functional, sustainable new village.

1.2.14 Local Plan Policy R01 requires collaboration between public and private sector organisations to proactively and collaboratively plan and design the masterplan and design principles for Dunton Hills. It is important to make sure that all of those organisations work together to achieve shared objectives and avoid piecemeal development arising from competing interests.

1.2.15 This SPD is informed by collaborative planning and design, and draws together feedback from the Council, landowners, and stakeholders. It sets out clear shared

objectives which all parties should aim to achieve, alongside guidance as to how to achieve them.

1.2.16 The purpose of this SPD is not to repeat the Local Plan Policies. Instead, it sets out broad principles to show how the Garden Village should be designed, translating the policy requirements in the Local Plan into a well-designed and successful place. It also provides detailed guidance which interprets the Local Plan policies in a manner appropriate to the Garden Village.

1.2.17 This SPD encourages the production of the highest quality of design in order to deliver a desirable and self-sustaining village which is landscape-led, sustainable and fosters a unique sense of place and community.

Who produced the SPD?

1.2.18 This SPD was commissioned by Brentwood Borough Council and produced by a team led by HTA Design LLP, alongside Ardent Transport Consultants and MKA Ecology Consultants. A series of technical workshops and community engagement activities formed part of a co-design process, shaping this document.

1.2.19 A shared commitment to delivering a high-quality Garden Village has led to close collaboration between the Council, the SPD Team, the Framework Masterplan Document Team and various stakeholders.

Who should use this SPD?

1.2.20 This document is intended for use by anyone involved in planning applications at Dunton Hills Garden Village.

1.2.21 It should be used by residents, developers, builders and agents including architects and planning consultants in shaping development proposals. It will inform the Council's pre-planning application service and will assist the Council in making decisions on planning applications.

How are planning applications determined?

1.2.22 Once submitted, applications at Dunton Hills will be reviewed alongside the policies of the Brentwood Local Plan and the guidance set out in this SPD. The guidance in this SPD will form a material consideration alongside other forms of guidance brought forward by the Brentwood Borough Council when determining future applications.

S2. How was the SPD produced?

The Process

1.2.23 The SPD was developed through a series of work stages.

Stage 1: Analysis of Baseline Information: Site, Context and Draft Framework Masterplan Document

1.2.24 The design and technical team analysed the Site, the immediate Brentwood context and the Framework Masterplan Document and relevant background material. This work intended to identify constraints and opportunities, and areas where additional guidance would assist developers and decision makers to deliver a high-quality development. The team also reviewed the vision and the Framework Masterplan Document's Mandatory Principles for Dunton Hills.

Stage 2: Co-design Process

1.2.25 This SPD reflects input gathered from a rigorous co-design process set out by the project team in collaboration with Brentwood Borough Council, including Technical Engagement sessions and Community Engagement sessions as per Local Plan Policy RO1 which requires a holistic and comprehensive locally led masterplan and design guidance

1.2.26 During the Technical Engagement, input was collected from landowners, various stakeholders, local authorities, and experts from a variety of fields including other architects and engineers appointed by the landowners. During the Community Engagement, contributions were collected from local residents (both within the site and from nearby villages), and landowners.

1.2.27 The co-design process was centred around the 5 guiding themes (discussed in detail in section V1. Guiding Themes - of this document) which have then led to the development of this SPD. These themes are: A Strong Sense of Place, Landscape, Design, Sustainable Movement, and A Forward Thinking Village.

1.2.28 The co-design process was comprised of a number of activities which targeted different community groups. A number of activities including school site visits, workshops, model building, surveys, drawing and writing exercises were utilised to gather insight from younger persons and to form the vision for the village.

1.2 THE SPD

1.2.29 Surveys (both online and by post), workshops, regular social media updates (including a radio interview), and a dedicated Dunton Hills Garden Village website (<https://www.duntonhillsgardenvillage.com/>) were used to keep members of the public informed about the progress of the SPD and engaged with its production.

1.2.30 The findings of the consultation were then used to guide the production of this SPD. Feedback ranged across a number of topics such as land uses, heritage assets, landscape assets, housing design, sustainability, mobility connections and community stewardship.

1.2.31 Further details of the co-design process can be found within the Community Consultation Statement, available here:

<https://www.duntonhillsgardenvillage.com/storage/app/media/210108-bbc-dgv-a4-consultation-report.pdf>

1.2.32 Local Plan Strategic Aim DH03 requires the Garden Village to create a legacy of co-design, and it is expected that planning applications will be informed by further co-design with stakeholders and local residents. This will be particularly important during the later phases of development when the first residents will already be living at the village.

Stage 3: The Preparation of a Draft SPD

1.2.33 The preparation of the Draft SPD took into consideration the findings of the baseline analysis stage and of the co-design process. Design guidance relating to the spatial distribution of development across the site, including items such as density and heights were tested and used to develop additional detail guiding layout. The feedback from the co-design was also used to develop more detailed standards and guidance which apply across the whole site.

1.2.34 Finally, additional design detail was produced relating to the character sought within each of the three neighbourhoods of the Garden Village.

Stage 4: Statutory Public Exhibition

1.2.35 This document was subject to statutory public consultation. This provided the opportunity for the community and various stakeholders to see how their previous input was reflected in the SPD, and also to provide additional feedback to the project team which was used to inform changes to the final version of the document.

Stage 5: Post-Public Consultation

1.2.36 Following the public consultation, this SPD has been amended to reflect the comments received from the local community and the various stakeholders. During this stage, a number of discussions about various design requirements were held with stakeholders in the context of Dunton Hills Garden Village's ongoing development management process. The eventual outcomes of these discussions are likely to confirm requirements that would comprise further material considerations for the determination of related planning applications.

Stage 6: Adoption

1.2.37 Once this SPD was finalised to reflect the input gathered from the public consultation process, it was adopted by the Council Members in Winter 2023. Following adoption, this SPD is a material consideration for all planning applications on the site.



Co-design (Values/Aspirations)



Formal Public Consultation / Validation



Response to Consultation



Adoption of SPD



1.2 THE SPD

S3. How to use this SPD?

Document Layout

1.2.38 This SPD has been structured in nine sections as follows:

1. Section 1 this SPD introduces the background to the Garden Village and the characteristics of the site.
2. Sections 2 and 3 provide guidance applicable to the entire Garden Village site. This includes matters relating to the site's overall masterplan as well as design elements to be used across the entire village. It expands on the Framework Masterplan's Mandatory Principles.
3. Sections 4, 5, and 6 provide guidance specific to the character of each of the three neighbourhoods of the Village.
4. Section 7 discusses delivery, phasing and management.
5. Section 8 provides an example of how the guidance has been tested and applied by other architects not involved in the SPD production.

Site-Wide Guidance and Design Components

1.2.39 Sections 2 and 3 of this SPD establish a set of objectives and site wide guidance which apply to all development proposals across the site.

1.2.40 This includes standards which are linked to the Local Plan Policies, guidelines, and supporting text which includes recommendations for how to address certain key aspects of the design and placemaking of Dunton Hills Garden Village.

1.2.41 Section 2 expands upon the Mandatory Spatial Design Principles within the Framework Masterplan Document and provides a set of Key Spatial Plans which explain how various aspects of the development could be arranged across the site.

1.2.42 In order to create a successful place, the Garden Village will also need a joined-up approach to the different components which come together to create an active, vibrant and self-sustaining community. Section 3 provides guidance on those key components and how they should come together across all parts of the site.

1.2.43 Dunton Hills Garden Village will be arranged as three distinctive neighbourhoods. The Framework Masterplan Document established the development of three neighbourhoods which come together to form the Village. Sections 4, 5 and 6 of this SPD provide detailed guidance on the design characteristics of each neighbourhood and the features and key places which will contribute to their success.

Phasing, Management and Delivery

1.2.44 Design quality is one component of the overall strategy for development, however the design guidance provided in this SPD will only result in a successful development if it comes forward in a cohesive manner, if the appropriate off-site infrastructure and on-site facilities are provided, and if properly managed. Section 7 discusses the requirements for delivery, phasing and management and their relationship to good design and placemaking.

S4. How to use this guidance?

1.2.45 Sections 2-7 of this SPD are laid out to provide guidance on achieving planning policy objectives in a manner which will achieve a well-designed place and balance competing priorities.

1.2.46 All design guidance sections are laid out on the page in a similar format (see opposite). This provides the key information that the guidance relates to e.g. objectives, associated policy, guidance and illustration. The contents of these pages are intended to be used as follows:

Headings and Sub-Headings

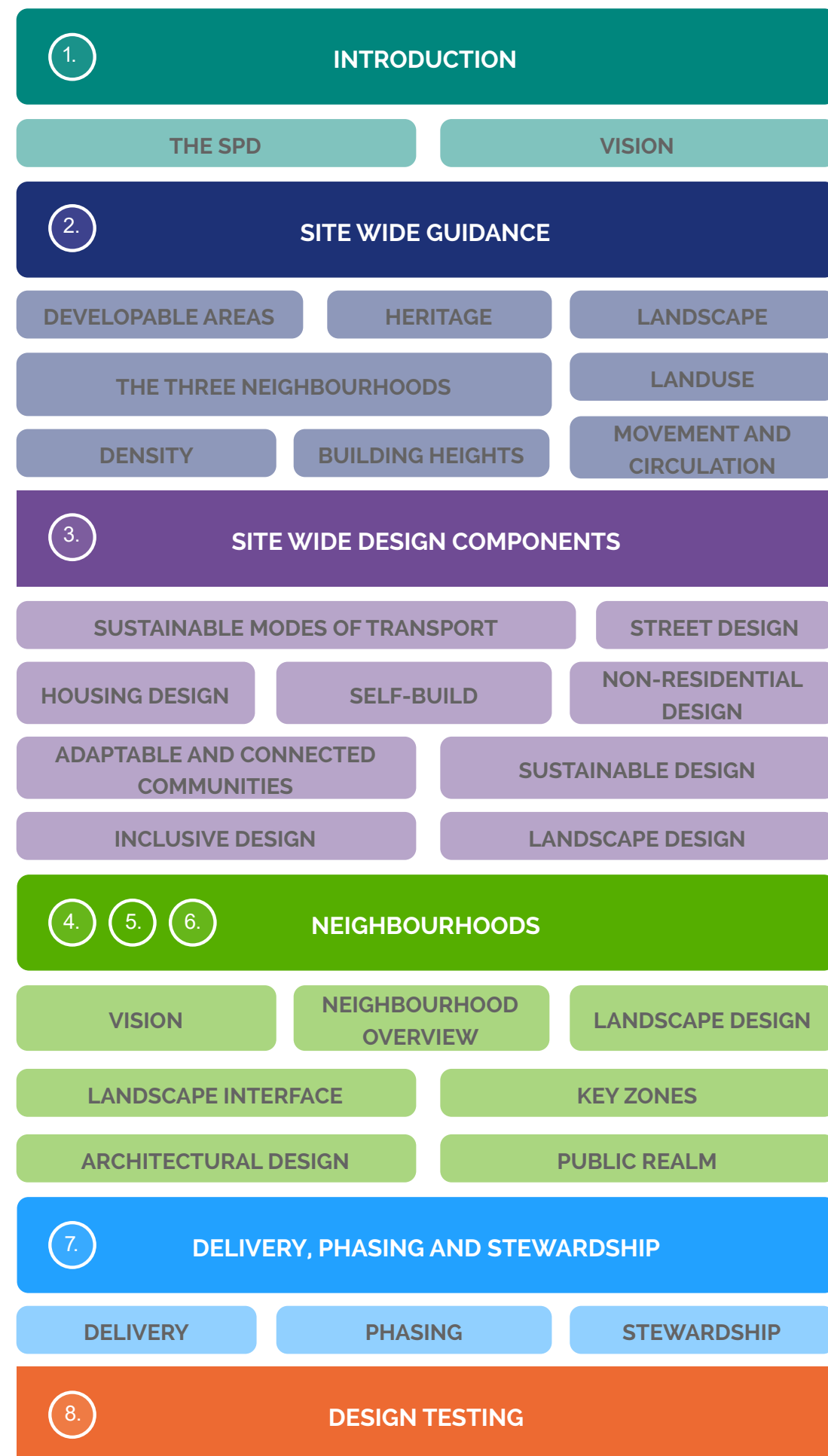
1.2.47 Heading and sub-headings in each section are numbered for easy reference.

Objective

1.2.48 Each section sets out a key objective which links back to the Local Plan policies. This objective explains what must be achieved in order to achieve policy compliance, and it will be mandatory for planning applications to demonstrate how these are achieved.

Local Plan Policy

1.2.49 This SPD relates to the policies in the Brentwood Local Plan 2016-2033, specifically the requirement for a joined-up and collaborative approach to masterplanning. The guidance that it contains does not create new planning



1.2 THE SPD

policy requirements, but instead sets out an approach to policy compliance which is bespoke and relevant to the garden village. Each objective is clearly linked to the relevant planning policies which should be referred to alongside the guidance in this SPD.

Guidance / Design Guidance

1.2.50 Key guidance is provided in coloured boxes under each objective, explaining the steps needed to achieve the objective. This guidance sets out benchmarks for planning applications and should be followed. In cases where it is not strictly followed, planning applications will need to robustly justify an alternative approach to achieving a similar standard or quality development.

Guidance Detail

1.2.51 Additional detail is provided which expands on the objectives and guidance, explaining the reasons for the objective and providing detailed information on how to achieve an acceptable development proposal. This detail is not mandatory but sets out how the objectives and design guidance can be complied with. If it is not followed, planning applications will need to explain the approach taken, and demonstrate that all of the issues raised within the guidance detail are addressed appropriately by development proposals.

Guidance Diagram

1.2.52 In many sections of the SPD, illustrations and diagrams are provided to show how the development should be designed, alongside a key where appropriate. Section 3 sets out key spatial plans which explain the spatial organisation of the village, and how the various parts of the development should be laid out. In sections 4-6, diagrams are provided to illustrate key spaces, dimensions, and the relationships between spaces. These relate to the objectives and guidance on the same page and should be complied with.

Precedents / Examples

1.2.53 In some cases the SPD highlights examples which achieve the objectives and guidance set out, to assist in demonstrating how they can be successfully achieved. These examples are accompanied by descriptions where appropriate and are intended to be useful guides to designers to illustrate one way of achieving a high-quality development.



1.3 VISION

V1. Guiding Themes

1.3.1 This SPD provides design guidance for the development of a Garden Village where people will want to live, work and visit, following five guiding themes which were used through the co-design process to help shape how the 21st century garden community will come forward:

A Strong Sense of Place

1.3.2 This theme refers to the unique local identity of a place which draws from its street types, building heights, distinctive architectural features, and landscape. A strong sense of place provides residents with a sense of identity, pride and belonging.

1.3.3 Dunton Hills is a unique space, with rich heritage and historic landscape features. The new village will have a distinct and unique sense of place which will be local to the context of Brentwood, the borough of villages. It will be inspired by the historic context of the nearby villages and translate them into a place which is suitable for the 21st century.

1.3.4 Each neighbourhood will draw on its unique landscape character to create individual places which are rooted within their setting. The key neighbourhood centres and community facilities will contribute to a strong sense of community.

1.3.5 The village will also benefit from community-led stewardship, with ownership and management of public assets and important spaces being led by the community. This will allow the future residents at Dunton Hills to shape the future of their village, and to create a place which they are proud to live in.

Landscape

1.3.6 Landscape encompasses the existing and newly created green spaces (including the topography, woodlands and vegetation), wet spaces (including wetlands, ponds and floor plans), and the biodiversity they contain.

1.3.7 The proposed Garden Village will be a landscape led development. The key existing natural elements, such as the ancient trees, the old hedgerows and the ponds, will be preserved within a green development which co-exists with nature. The village should respect the existing wildlife and natural habitats, and sustainably manage water on the site through sustainable drainage and wetlands.

1.3.8 The new village will include several high-quality parks and connected open spaces which will be enjoyed by people who live, work and play at Dunton Hills Garden Village.

Design

1.3.9 Design describes the way that buildings and places are planned to influence the way that they look and function. Dunton Hills Garden Village will be comprised of three distinct neighbourhoods: Dunton Fanns, Dunton Woods and Dunton Waters. Each of these neighbourhoods will reflect the typical scale of villages in Brentwood and will have its own unique design and character which builds upon and highlights the existing landscape features present within it.

1.3.10 The characteristics of these areas will inform the fine grain of their building designs to create three locally distinct and easily identifiable areas. Those areas will each have their own materiality, building types, and design features which will sit comfortably alongside each other. Together they will form a single village community, with well-defined spaces, and legible edges and boundaries.

1.3.11 This theme refers not just to the way that places look, but also to the way places function. As well as providing up to 4,000 new homes the village will need new schools, jobs, health and community facilities and new public spaces to create a self-sustaining community.

1.3.12 Each of these places, and the relationships, edges and spaces between them, will need to be carefully designed to create a balanced and sustainable village. The way that buildings look will draw upon their functions and uses, as well as drawing on the qualities of their setting as one of Brentwood's villages.

1.3.13 The design of Dunton Hills Garden Village will create functional, beautiful, and locally distinctive places which accommodate the needs of all users.

Sustainable Movement

1.3.14 Sustainable movement refers to the modes of transportation within the site and to other places, and will prioritise active and environmentally friendly travel. Dunton Hills Garden Village will be an opportunity to create a place which is built around sustainable modes of transportation. This will contribute to a sustainable village, encourage healthy lifestyles and well-being, and help create an inclusive community.

1.3.15 Walking, cycling and public transportation should be the main modes of transportation used by the residents of the garden village, while car travel should only be occasional, and make use of car clubs and electric vehicles. The street network will need to provide safe and accessible footpaths and cycle lanes which will encourage active travel. Additionally, public transport should be efficient with bus stops within short walking distances to homes (no more than 400m or 5-minutes walk), village centres, employment areas and other important places.

1.3.16 The proposed movement network will establish a sustainable hierarchy of transport modes and will identify a set of movement and transportation considerations, including street widths and parking strategies, which will help create a sustainable Garden Village. A transport network which prioritizes active travel and provides high quality public transportation should be provided from the onset of the delivery stages in order to establish sustainable travel patterns amongst the first residents. The provision of safe direct walking and cycling routes beyond the site boundary and school transport strategy are also essential to ensure pupils of the earlier phases of development can access schools in Basildon and/or Brentwood, until the secondary school is provided on site in later phases of the development.

1.3 VISION

A Forward Thinking Village

1.3.17 A forward thinking village is a place which looks to the future to create a place which is guided by technological advances to enhance the residents' way of life and allow spaces to be adaptable and resilient to climate change.

1.3.18 Dunton Hills Garden Village will be a forward thinking village. It will integrate some of the latest innovation and technology to create a sustainable and environmentally friendly village with longevity for future generations.

1.3.19 Dunton Hills will be a development which produces very low levels of carbon, minimises energy use and supports renewable energy. High quality materials, innovative building design and smart control systems will help to manage energy use sustainably across the village.

1.3.20 The village will also facilitate intergenerational living and will include homes which are suitable for all stages of peoples' lives.

1.3.21 All aspects of the village will need to contribute to creating a Forward Thinking Village, through sustainable building design, land uses, and sustainable movement.

V2. A New Garden Village

1.3.22 Dunton Hills will be a thriving new garden village which offers a landscaped setting, with sustainable transport connections, a self-sustaining population, and modern energy-efficient homes.

1.3.23 As a Garden Village, Dunton Hills will be an exemplar for creating self-sustaining housing developments. At the same time, it will need to create a sense of place and reflect its specific context. It will sit within the borough of Brentwood, which is a borough of villages, and will continue the borough's historic settlement pattern by drawing from the character of local villages to create a place which is rooted within its setting and landscapes.

1.3.24 The size of the village creates an opportunity for sufficient housing to sustain local services and facilities. Due to its size, the site has varied landscape character and offers the potential to create a distinct set of places which offer different design solutions which reflect that character.

The Framework Masterplan Document proposed to create a village comprised of three smaller neighbourhoods, which reflect the landscape character and the smaller sizes of typical Brentwood villages.

1.3.25 Named after their landscape characteristics, those neighbourhoods are:

A - Dunton Fanns

B - Dunton Waters

C - Dunton Woods

1.3.26 Although each of those neighbourhoods will have their own character, it is vital that they come forward in a joined-up way to create transport connections, facilities and services which are well planned and enable appropriate connections between the neighbourhoods. Each neighbourhood will be connected to the others to create one garden village.



1.3 VISION



Figure 6. Illustration of the vision for the Village Centre

DUNTON HILLS GARDEN VILLAGE IS A NEW SETTLEMENT IN A BOROUGH OF VILLAGES. IT IS A PLACE WHERE THE LOCAL NATURAL ENVIRONMENT IS VALUED, PROTECTED, AND SHAPES PEOPLE'S LIVES. EDUCATION, COMMUNITY FACILITIES AND AMENITIES ARE CENTRAL AND WELL-INTEGRATED, CREATING A PLACE THAT WILL BECOME AN EXEMPLAR OF HEALTHY AND SUSTAINABLE LIVING.



DUNTON HILLS
GARDEN VILLAGE



2.1 MAIN STRUCTURE OF THE VILLAGE

2.1.1 This section of the SPD provides design and planning guidance which applies to the layout of the entire Dunton Hills Garden Village development site. Each sub-section within this section is accompanied by a Key Spatial Plan which expands upon the Mandatory Spatial Principles.

2.1.2 The Key Spatial Plans provide additional detail for how each part of the village should be laid out. They also explain how the various elements of the village should be arranged to create a place which is accessible, which respects the historic and landscape character, and which supports the new homes with local facilities and transport options.

2.1.3 The guidance in this section was prepared taking into consideration the site-wide principles inherited from the Framework Masterplan Document and the outcomes of the co-design process.

2.1.4 Section 3 provides guidance on:

Developable Areas

2.1.5 The Developable Areas plan clarifies which part of the site should remain as part of the undeveloped landscape, to respect the character of the site's rural setting. It also explains where build-up areas should be sited and introduces the locations of key elements such as the village centre.

Heritage and Vistas

2.1.6 The Heritage plan explains the key heritage assets on and around the site, and the relationship to be created between the new development and the existing heritage assets. This includes establishing key visual links across the site which new development should respect.

Landscape Design

2.1.7 The Landscape plan provides guidance for the landscaped areas, including site wide objectives for the delivery of green networks. It sets out an overview of the spatial distribution of informal landscaping, including water bodies, woodlands and open land; and new urban landscaped areas within the village, such as local squares and public realm.



Figure 7. Image of the ponds within Dunton Hills.



Figure 8. Image of the ancient woodlands within Dunton Hills

2.1 MAIN STRUCTURE OF THE VILLAGE

The Three Neighbourhoods

2.1.8 The Neighbourhoods plan introduces the concept of three neighbourhoods and explains where they will be located within the village. This plan forms the basis for sections 5, 6 and 7 of the SPD which provide detailed design guidance to ensure that each neighbourhood reflects its unique landscape character.

Land Use

2.1.9 The Land Use plan illustrates an indicative spatial distribution of key land uses across the site. This includes requirements for land uses to be distributed appropriately and, in several cases, clustered within village centres, neighbourhood hubs, and an employment area. Some land uses are given more specific guidance in the SPD. In finding a suitable location, the quality of land and designing the environment around it will require collation and analysis of matters such as ground conditions, sources of contamination, flood risks, and the proximity of incompatible land uses, as well as accessibility to key active travel routes and walking distances from homes. This information must be formalised and submitted with any planning application in the form of a Land Compliance Study. The ECC Developers' Guide to Infrastructure Contributions 2020, or as subsequently updated, provides guidance on this process. Uses such as standalone nurseries and individual retail uses are not identified on the plan, but guidance is provided on selecting appropriate locations for these. The land use plan provides the basis for the mix of land uses which will make up the village, with further guidance on appropriate design provided in the later sections of the SPD.

Residential Density

2.1.10 The key plan outlining residential densities across the site identifies the distribution of density across the site. This highlights appropriate locations for higher density homes, generally within the village centres or neighbourhood hubs, and along the A128. Densities are provided as indicative ranges, with the key plan explaining the sitewide strategy rather than prescribing densities for each site.

Building Heights

2.1.11 The key plan outlining building heights explains the distribution of heights across the site. This accords to some extent with the residential density plans, but also takes into account the need to maintain key vistas and provide legible spaces. Heights are provided as maximums, and lower heights may be appropriate in some locations.

Movement and Circulation

2.1.12 The Movement and Circulation plan explains the spatial distribution of key links and transport networks across the site. Two options are provided, which have alternative bus routes. This plan overlays the various modes of transport, including pedestrian and cycle routes, bus routes, and roads, to explain how the key routes to and through the site should be arranged to prioritise pedestrians and cycles and create a sustainable transport network.



Figure 9. Image of co-design process

2.2 DEVELOPABLE AREAS

Objective:

The layout of the village must protect important landscape features to create a self-sustaining place with green and blue infrastructure at its heart.

Local Plan Policy: BE14 and R01

Guidance

1. Development at the village must protect the woodlands, open land and water bodies shown as Informal Landscape on the key plan.
2. Buildings and urban open spaces should be located in the Development Areas shown on the key plan.
3. Open spaces must separate neighbourhoods from each other and nearby settlements, resulting in a self-contained settlement with distinct neighbourhoods which are dominated by their landscape setting.
4. A village centre, comprising a mix of land uses, must be located within Phase 1 of the development. The village centre must accommodate the land uses needed to create a self-sustaining garden village. Later phases must include neighbourhood hubs, comprising a mix of land uses which support the village centre, to provide local facilities and services to residents.
5. Key components, such as schools and the employment area, should also be laid out in accordance with the key plan to ensure appropriate spatial organisation.

2.2.1 The spatial organisation of development at the Garden Village should uphold the following principles:

Protecting existing open spaces

2.2.2 Policy R01 of the Local Plan requires that at the Garden Village, green¹ and blue infrastructure should be a minimum of 50% of the total land area.

2.2.3 It follows that to comply with Garden Village principles and Policy R01(i), generous green space should be retained at the site. This includes maintaining some of the surrounding belt of countryside to prevent unplanned sprawl, and re-purposing landscaped areas within the site to provide amenity spaces that support new residents.

2.2.4 The Key Spatial Plan shows which areas are to be protected from development and maintained as rural landscapes, in order to retain the village's landscape setting and adhere to Garden Community principles and qualities. Sufficient open space should be protected to retain existing landscape features and maintain a rural setting for the village.

2.2.5 The protection and enhancement of existing open spaces will result in physical containment of neighbourhoods, the definition of individual settlement boundaries, and connections to the natural environment. Some of the retained open spaces will also contribute to providing well connected and biodiversity-rich parkland, high quality gardens, tree-lined streets, and open spaces.

2.2.6 The non-developable areas will assist in ensuring that development parcels are an appropriate scale, and that they are located to support strong cultural, recreational and shopping facilities in walkable neighbourhoods, and accessible transport systems.

2.2.7 Not all of the sites will be protected from development, and in order to balance the provision of open spaces and the need for new homes and supporting facilities, areas where development will be permitted are also shown on the Key Spatial Plan as developable areas. The Key Spatial Plan shows the areas which can be developed and includes some new landscaped spaces within built up areas. The arrangement of development sites and protected areas will ensure that the built-up parts of the village are interspersed with green spaces, and that most parts of the site will have a visual connection with nature. It will also

result in self-contained neighbourhoods which are physically separated by landscaping.

2.2.8 By following this plan, the village will both protect the most important historic landscape features on the site and retain a rural setting for the neighbourhoods within the village. Planning applications for development should demonstrate that they will comply with the strategy for developable and non-developable areas shown on the Key Spatial Plan.

2.2.9 The non-developable areas on the plan cover less than 50% of the site area. Protecting those areas from development will contribute to the provision of green and blue infrastructure and will also need to be supported alongside new green and blue infrastructure within built up areas. Planning applications will need to demonstrate how the development would provide sufficient green and blue infrastructure in built-up areas, for example through the use of landscaped areas, street trees and biodiverse roofs.

Providing local facilities and services to create an accessible and self-sustaining place

2.2.10 Within the identified Developable Areas, places are designated for education, village centre, neighbourhood hubs, and employment areas.

2.2.11 The Framework Masterplan Document introduced the concept of three neighbourhoods at Dunton Hills Garden Village. These are explained in more detail in section 3.5. Each neighbourhood should be served by local facilities within a village centre or neighbourhood hub, and the Key Spatial Plan shows where those should be located.

2.2.12 These locations have been planned to ensure that the majority of homes are within walking distances of local facilities including schools, bus stops, and village centres or neighbourhood hubs. They would also balance the need to provide appropriate facilities within each phase to support residents as the village grows and create clusters of uses as focal points for each neighbourhood.

2.2.13 The key locations shown in the Key Spatial Plan have been planned to ensure that the new homes have suitable access to local facilities within walkable and healthy neighbourhoods.

¹ **Green Infrastructure:** GI is defined by the TCPA as a "network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits for communities." Green infrastructure is not simply an alternative description for conventional open space. It includes parks, open spaces, playing fields, woodlands – and also street trees, allotments, private gardens, green roofs and walls, sustainable drainage systems (SuDS) and soils. It includes rivers, streams, canals and other water bodies, sometimes called 'blue infrastructure'.

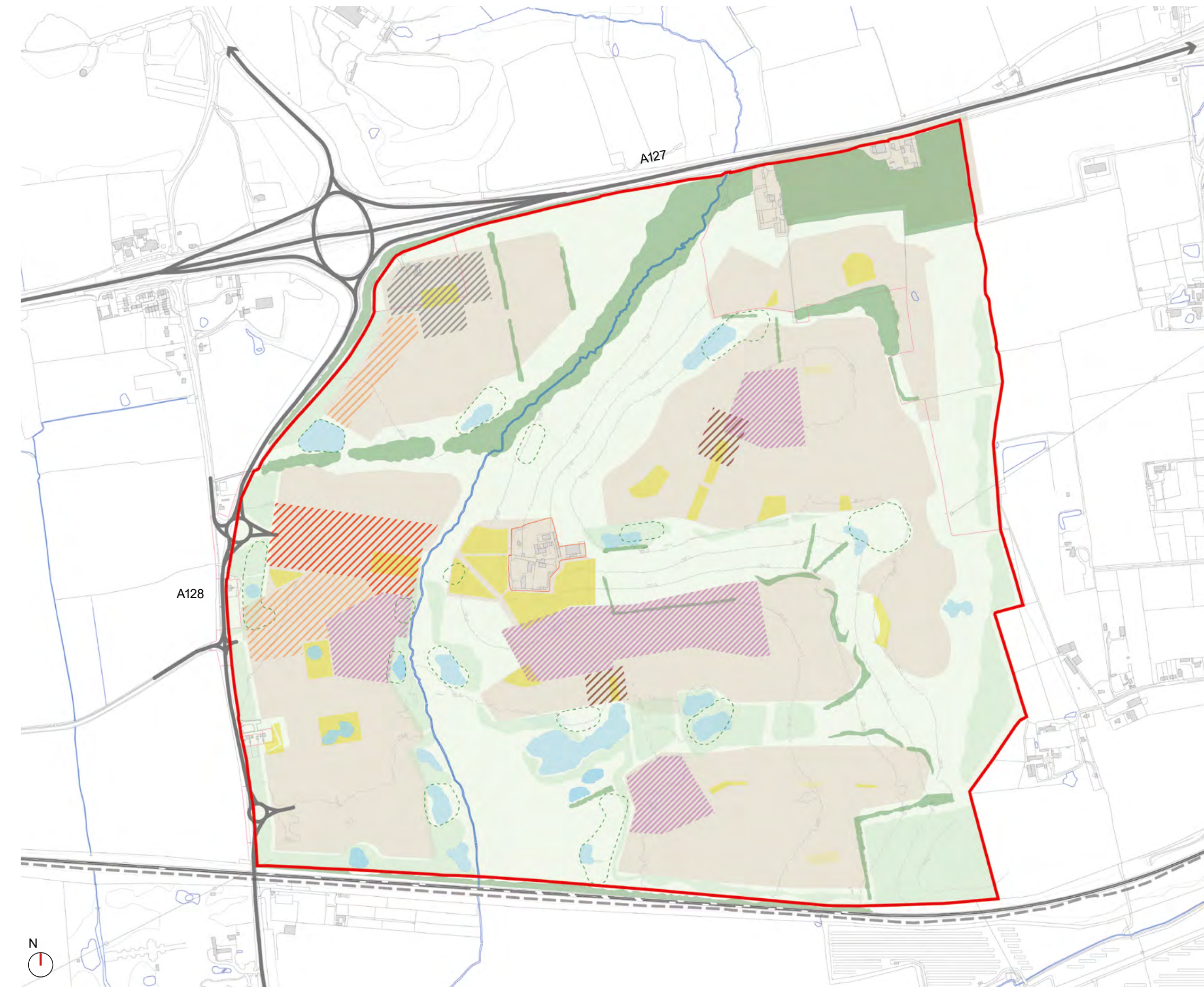


Diagram 2. Illustrative Development Zones

2.3 LANDSCAPE-LED DEVELOPMENT

Objective:

Dunton Garden Village will respect the key existing landscape features whilst providing a wide range of benefits for residents, existing communities, wildlife and the natural environment.

Local Plan Policy: BE05, NE01, NE02, NE03, NE05, NE06, NE09 AND R01

Existing landscape

2.3.1 Dunton Garden Village benefits from a mature landscape of variable character which acts as a strong guidance framework for development. Central components include existing areas of ancient and broadleaf woodland (as shown on adjacent diagram) within the northern area of the site. The site also benefits from a multi-period arrangement of field boundaries and hedgerows, as well as individual and groups of trees, around which the proposed development should be structured. Eastland Spring provides a spine of blue infrastructure at the heart of the development and the proposals brought forward should accentuate and compliment this important feature. Towards the southern end of the site, existing ponds and watercourses should be celebrated. Another key landscape feature is the ridgeline which forms the boundary of Dunton Woods to the south and west. This escarpment creates fantastic views southwards and provides a landmark topographical feature. The site's four main boundaries all include existing tree and vegetative cover, and these features create a natural buffer to development. The site is home to a wide range of habitat types providing a strong foundation for a highly attractive and substantially green new neighbourhood from the beginning.

Site wide objectives

2.3.2 There are a number of strategies and site-wide objectives that, whilst delivered within each neighbourhood, should also function within the context of the village as a whole. These will include:

2.3.3 Green network: The green network is proposed as a link between open spaces, combining recreational amenity and play with enhanced wildlife corridors and biodiversity. It offers a wide range of uses and characters to appeal to a diverse audience and people of all ages. Features such as tree lined streets and wellness trails connect neighbourhoods and the green assets they share. This network includes strong landscape interfaces to the site boundaries. These features screen development, create a defensible greenbelt boundary and create green outlook which sets the tone for individual development proposals.

2.3.4 Biodiversity: Creation of strategic ecological and green corridors to enhance connectivity including structural woodland planting and diversification of habitat types to mitigate the loss of existing open spaces. Introduction of orchards and productive landscapes, once characteristic of the site, to create a richer mosaic of land use, visual diversity and a wider range of habitats and encourage healthy lifestyles.

2.3.5 Play: Innovative play that will become a destination in its own right for both residents of the new development as well as the wider area, encouraging children to walk, be active and learn together.

2.3.6 Sustainable Drainage System: Enhancement of the watercourses, as well as wetland and grassland habitat creation in conjunction with flood and surface water management. The landscape character will be reinforced by making these features more visually prominent. Development should seek to provide not only centralised SuDS attenuation features to serve multiple adjacent residential parcels, but also additional spaces for SuDS within land parcels to allow source control measures and water quality improvements. They should also address rainwater/storm water reuse as a potential option/solution to manage surface water flooding. SuDS solutions may vary across the site depending on factors such as topography and infiltration.

2.3.7 Sustainable Drainage Systems should be designed in accordance with the "Sustainable Drainage Systems Design Guide" (Essex County Council, February 2020).

2.3.8 Wellness and active movement: Creation of a series of recreational walking and cycling trails that open up the countryside to visitors and connect the residential areas with local facilities including the Market Square, Village Green neighbourhood hubs and Schools.

2.3.9 Wayfinding: Informal wayfinding relates to the legibility of place and requires a close interplay between urban design, architecture and landscape design. A formal wayfinding strategy including finger posts, route markers, interpretation boards, explanation boards and distance markers should be designed by a suitably qualified specialist. It should integrate into the three-character areas and every opportunity to relate wayfinding and art should be taken. It should identify key destinations (such as schools and civic

spaces) as well as routes (activity trails, key connections and leisure routes).

2.3.10 Arts and installations: Art and community interventions throughout site will encourage residents to interact with their local open space year-round, creating a sense of ownership and activity throughout site. These interventions could be temporary, seasonal or permanent and will be the focal point around which social events and community groups can be built. An art trail could be signposted to support a walking or cycling loop to take in the Dunton Hills public art.

Landscape typology

2.3.11 The masterplan has been structured around three differing but complimentary landscape character areas each of which has different landscape typologies:

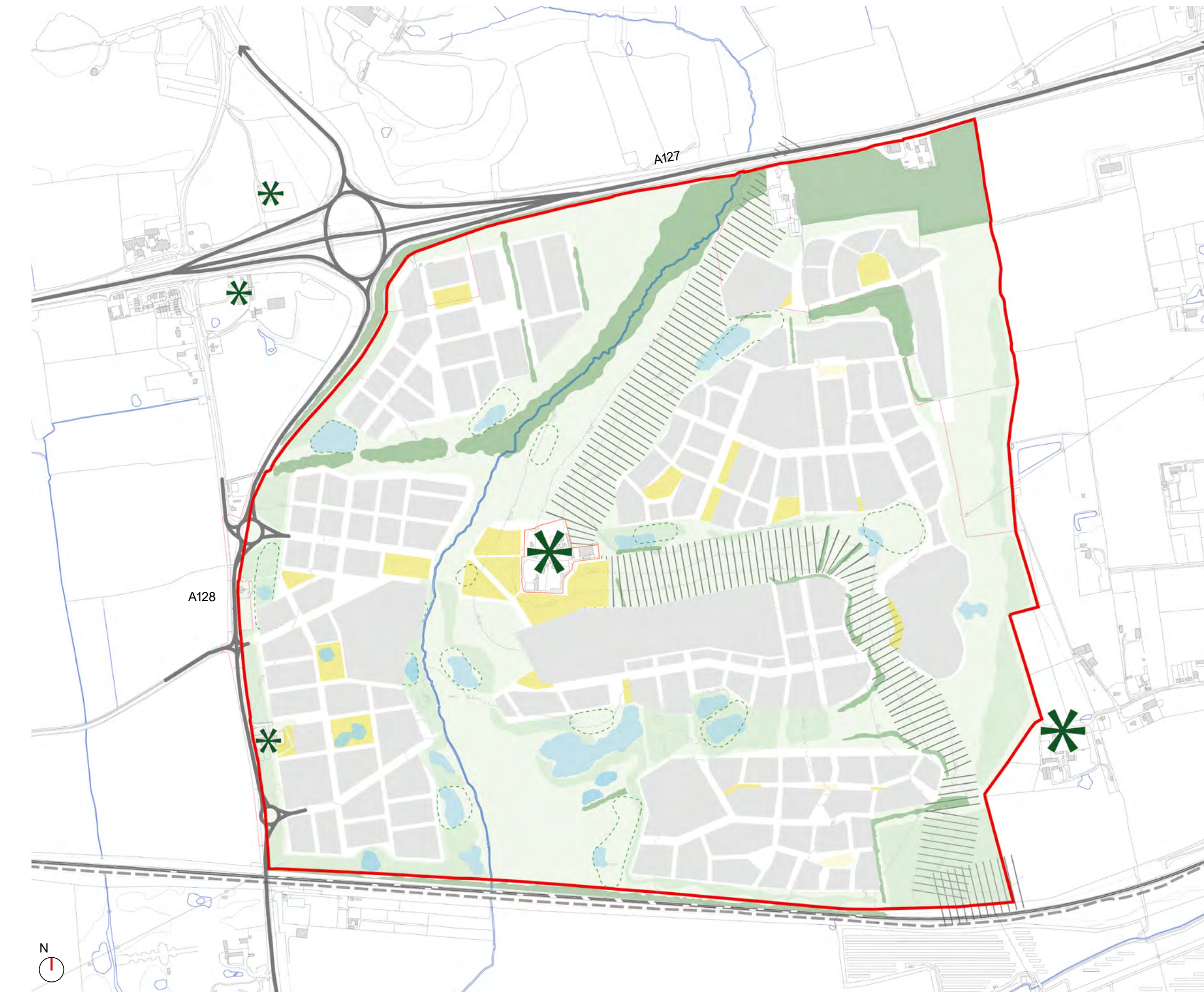
2.3.12 Dunton Fanns: This neighbourhood sits on the edge of the fenland to the west and draws upon this character to be rectilinear in form with open views and specimen trees. It marks the entry to the Garden Village containing its most formal spaces with the market and school squares that set the character and quality for the wider development.

2.3.13 Dunton Waters: This area is more informal and natural in character than The Fanns, incorporating a variety of landscape types from the Eastland Springs corridor and wetlands in the lower lying area to the south, to the more open grasslands of The Ridge.

2.3.14 Dunton Woods: This character area is centred around the Ancient Woodland which follow the historic Nightingale Lane and significant hedgerows that bring a mature established green character to the area. Landscape features in this area should respect and establish a symbiotic relationship the Ancient Woodland

2.3.15 The adjacent indicative masterplan illustrates the sitewide general landscape features. For more detailed landscape guidance, please refer to sections 4, 5, and 6.

2.3 LANDSCAPE-LED DEVELOPMENT



KEY

- SITE BOUNDARY
- 20M BASE OF RIDGE
- WATER BODIES
- BUILT DEVELOPMENT PARCELS
- INFORMAL LANDSCAPE - WOODLANDS
- INFORMAL LANDSCAPE - OPEN LAND
- SUDS DRY BASIN
- FORMAL OPEN SPACE
- ✱ LOCAL LISTED BUILDING

Diagram 3. Illustrative Landscape Plan - Types of Spaces

2.4 HERITAGE

Objective:

Development proposals must preserve or enhance the special interest and views of the heritage assets which are affected by the development of the Garden Village.

Local Plan Policy: : BE16 and R01

Guidance

- Development should retain, integrate and where appropriate enhance both designated and non-designated heritage assets to provide an attractive and distinctive Garden Village.
- Proposals must take into account the findings of the Heritage Impact Assessment and must not significantly harm heritage assets.
- Views towards the Grade II listed Dunton Hills farmstead should be retained along the approach from the A128.
- Each neighbourhood should retain a visual connection to the Dunton Hills farmstead.
- Key visual connections from the Dunton Hills Farmstead towards the Church of Saint Mary and Church of All Saints should be retained by development proposals.
- Development proposals which affect the setting of the Dunton Hills Farmstead must respect its setting and reinstate historic landscape features where feasible.
- The historic layout of hedgerows across the site should be retained or re-interpreted in development proposals.
- Archaeological impact assessments must take place prior to development of any proposals, particularly near the potential site of Nightingale Hall and the site of the Windmill.
- Buffer zone should be provided around the Ancient Woodlands, exact widths to be agreed.

2.4.1 The sense of place at the site is of an open landscape with individual features that have a relatively large landscape setting; farming settlements which are dispersed and often accessed by lanes and several key historic buildings which are an important component of its character. Development proposals should take account of:

The site's historical context

2.4.2 The subdivision of the landscape by hedgerows punctuated by mature trees on long-established alignments and byways, and landmark churches on hilltops are characteristic. Reducing the openness of the landscape through development impacts its significance noticeably through the experience of the setting of farmsteads and the existing road network as well as public footpaths and byways.

2.4.3 As a borough of villages, Brentwood has a rich heritage of small settlements in rural areas. Their urban structure and significant buildings provide rich inspiration for new design.

2.4.4 There are several statutory listed buildings within the site boundary and in the nearby context, in addition to a rich landscape heritage. Associated with these are key views and opportunities to anchor new development. Planning applications should demonstrate how these will be respected by development proposals in detailed Heritage Impact Statements or Assessments (depending on the scale of the proposal).

2.4.5 These sites include:

- Dunton Hills (Grade II)
- Nightingale Hall
- Church of Saint Mary (Grade II)
- Site of the windmill
- Cottages at the entrance of the site
- Nightingales Lane
- Church of all Saints (Grade II)

2.4.6 The Brentwood Local Plan has several Strategic Spatial Objectives, which include distinctive character and harmonic design.

2.4.7 It aims to ensure that the surviving historic features, notably the listed buildings, the wider farmstead barns and

buildings, moated sites, field boundaries, key views, historic woodland and parish boundaries which preserve elements of a probable medieval or earlier landscape as well as later settlement patterns will be preserved and enhanced.

2.4.8 Policy R01 of the Local Plan has been informed by a Heritage Impact Assessment (HIA) which was carried out by HTA Design LLP to assess the impacts of potential development on heritage assets within Dunton Hills and in the vicinity. The initial assessments and recommendations for mitigation in of the HIA should be used to guide development with further assessment against detailed proposals for type and form of development expected. Any harm to heritage assets needs to be justified and evidenced as part of the Development Management process to ensure that proposals are acceptable. View corridors are shown at a nominal 30m width and 100m width, subject to findings of detailed assessment of form and type of development, which may indicate that wider or narrower zones are more appropriate. Similarly, buffer zones are shown at a nominal 100m width with the expectation that detailed assessments might find wider or narrower zones appropriate in mitigation.

2.4.9 Overall, development on the site should take account of the desirability to sustain and enhance the significance of its heritage assets and their settings to provide an attractive and distinctive garden village.

2.4.10 What this means for Dunton Hills Garden Village is:

- The existing heritage assets affected by the proposed development, including the Grade II listed Dunton Hills Farmstead, should be preserved or enhanced.
- The setting of the Dunton Hills Farmstead, which lies at the centre of the site, should be sensitively addressed by development proposals within its surroundings.
- The new development should be informed by the rich heritage of Brentwood's settlement pattern as a borough of villages.
- Views towards the historic Farmstead, Church of All Saints and Church of Saint Mary should be enhanced and preserved.
- A buffer zone near the Nightingales Lane should protect the ancient woodlands and hedgerows.
- Archaeological impact assessments should inform all proposals, particularly at the sites of Nightingale Hall and

the windmill, unless it is demonstrated that they are not of potential archaeological interest.

g. A buffer zone should be used to protect the existing cottages at the western entrance of the site.

h. Where possible, historic field boundaries should be maintained or incorporated into landscape features (such as garden boundaries) relating development to the established subdivision of the landscape.

Prominence of the Dunton Hills Farmstead

2.4.11 Development proposals in each neighbourhood must respect the significance of the Grade II listed Dunton Hills farmstead. Proposals within its vicinity must be accompanied by a detailed heritage impact assessment.

2.4.12 Each neighbourhood should be laid out to establish appropriate spatial and formal relationships to the farmstead, maintaining visual connections where possible. Nearby development should contribute to the local distinctiveness and the sense of place at all scales (i.e. building design, street design, landscaping, etc..).

2.4.13 A buffer zone surrounding the curtilage of the farmstead will be required to preserve its legibility. Tranquillity and openness near the Farmstead should be maintained. Lanes instead of roads are recommended.

2.4.14 The Farmstead will become the heart of the new village. The historic building may be adapted to uses which are of benefit to the wider community but do not cause harm to the structure. Public consultations can help determine the appropriate uses.

Farmstead Avenue and view corridor

2.4.15 Views of the Farmstead from the A128 should be maintained. Its historic relationship to the open fields of its setting also contributes to landscape significance, development causes harm requiring mitigation with buffer zones and view corridors toward the Farmstead and to visually connect retained open landscape either side of development. Buildings should frame views drawing inspiration from similar relationships and heights in nearby villages to ensure development responds to this place.

2.4.16 View corridors from the historic farmstead towards the Church of All Saints and towards the Church of Saint Mary should also be maintained and enhanced.

2.4 HERITAGE

KEY

- SITE BOUNDARY
- 20M BASE OF RIDGE
- WOODLAND
- GREEN INFRASTRUCTURE
- WATERWAYS, PONDS AND BASINS
- SWALES
- FLOODPLAIN
- PONDS SINCE 2000
- PONDS SINCE 1890
- PONDS SINCE 1817
- PONDS SINCE 1590
- PONDS PROPOSED IN FUTURE DEVELOPMENT
- PONDS FILLED/ REMOVED
- LOCAL LISTED BUILDING
- OUTLINE OF LISTED BUILDING
- KEY VIEWS TO LISTED BUILDINGS AND SETTINGS
- 1 DUNTON HILLS FARMSTEAD
- 2 CHURCH OF ALL SAINTS
- 3 CHURCH OF SAINT MARY

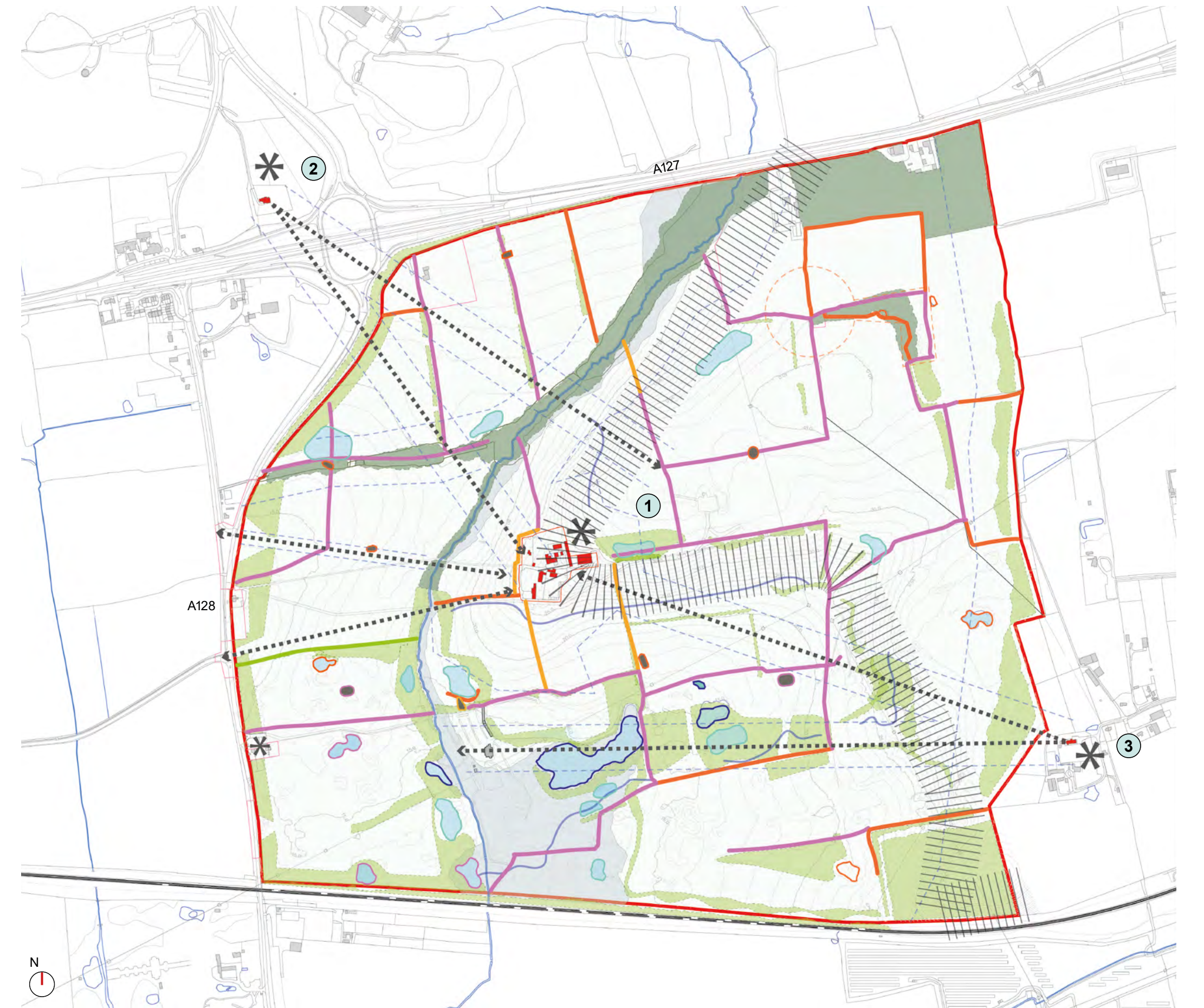


Diagram 4. Illustrative Heritage plan

2.4 HERITAGE

Tranquillity and Openness

2.4.17 Development at Dunton Hills should preserve the sense of tranquillity and openness typical of historic villages in Brentwood. Development should be clustered to suggest 'a village in the valley' at low ground or 'hilltop shelter' on high ground to harmonise with the nearby historic villages and to minimise impact on the relationship between the Farmstead and its setting.

2.4.18 Lanes within the development zones are encouraged as opposed to roads. All features including views and the significance of the historic landscape should contribute to the local distinctiveness and sense of place at all scales.

Church Views

2.4.19 Views from the Church of All Saints should be maintained, including those from the Dunton Hills Farmstead. Development towards the Northwest of the site should avoid tall buildings, to avoid unacceptable harm to the open landscape setting. Established viewpoints near the Farmstead may be reinforced as place makers to contribute to the landscape character.

2.4.20 View from South East corner of the farmstead should be maintained, limiting the height of development and its proximity to the ridge at the borough boundary to maintain a visual connection and recognise the spire as a feature in the landscape.

2.4.21 A view corridor should also be established from the low ground looking eastward toward the spire, in order to maintain the spire as a historic feature in the landscape.

2.4.22 A buffer zone from the medieval village near the Church of Saint Mary should be maintained to ensure the openness of nearer views towards the Church, its setting, and any remains of the lost village. The breadth of the buffer zone should be determined following archaeological impact assessments and should be tested against the proposed development to determine heritage impact.

Nightingales Lane

2.4.23 The historic Nightingales Lane includes some of the site's ancient woodlands and historic hedgerows. The

wooded lane has been identified as one of the Dunton Hill's key heritage assets and therefore it is likely that it will need to be maintained. A buffer zone will be required to maintain the legibility of the area. The buffer will create a sense of arrival at a destination and will further enhance the significance of this historic part of the site.

Hedgerows

2.4.24 Historic hedgerows and their alignments should, where possible, be retained and enhanced. Small breaks in hedgerows, and re-use as landscape features or boundary treatments are preferable to their loss. Where some loss of hedgerows is necessary, it will only be permitted if strong justification is provided and if it is demonstrated how opportunities have been taken to reference the footprint of the hedgerow through wayfinding, landscaping or other features. In many cases it will be easy to re-use historic hedgerows as boundary treatments between homes, or as landscape features.

Archaeological Assets

2.4.25 An archaeological impact assessment must be carried out prior to any proposal within Dunton Hills. The sites of the lost Nightingale Hall, East Horndon Mill, and the medieval village have potential for archaeological assets. Detailed archaeological impact assessments will be required to understand the extent of the remains and thereby inform the extent of nearby buffer zones.

The Cottages

2.4.26 Old Mill Cottages should be integrated into development proposals in such a way as to establish a positive relationship between old and new, rooting the new in this place. Detailed heritage impact assessments must be carried out to accompany detailed planning applications and should demonstrate how the settings of the cottages will be preserved or enhanced, through good design or appropriate mitigation.

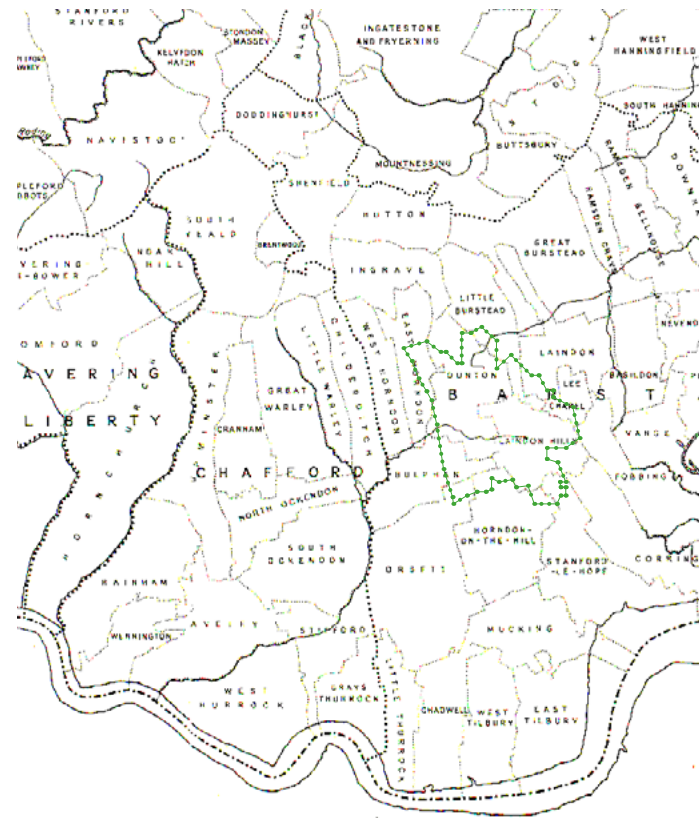


Figure 10. Essex Parish Map, extract around Dunton from Essex Society for Family History www.esfh.org.uk, accessed October 2020.

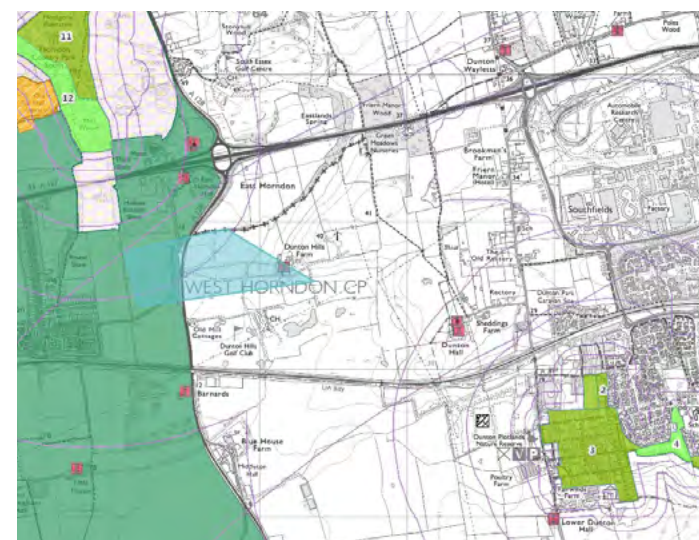


Figure 13. MAGIC designations map, accessed December 2019.



Figure 11. Essex...Ogilby & Morgan 1698, extract around Dunton, courtesy Essex Record Office



Figure 12. 1817 Estate Map, line of Nightingales Lane at the North boundary annotated "to Dunton"

2.5 THE THREE NEIGHBOURHOODS

Objective:

The Garden Village must provide three connected neighbourhoods which reflect the character of their landscape settings and support the needs of their residents.

Local Plan Policy: BE14 AND R01

Guidance

1. The Village should be laid out as three neighbourhoods as shown on the Key Spatial Plan.
2. Each neighbourhood must be led by residential development, with a school, and supporting facilities and services.
3. Dunton Fanns must include a village centre which provides a mix of uses suitable to meet day-to-day community needs, and flexibility to accommodate future needs.
4. Dunton Waters and Dunton Woods must each have a neighbourhood hub comprising flexible community and commercial space which meets the day-to-day needs of the Garden Village that are not met by the village centre.
5. Each neighbourhood should be laid out and designed according to sections 5, 6 and 7 of this SPD to provide appropriate facilities and reflect the distinct landscape character of its setting.
6. The three neighbourhoods must be separated by landscaped areas to avoid urban sprawl and to have good views and easy access to the surrounding natural environment.

2.5.1 The Neighbourhoods Key Spatial Plan shows how Dunton Hills Garden Village will be formed by three distinct, connected neighbourhoods. They are described in the SPD as Dunton Fanns, Dunton Waters, and Dunton Woods.

The Three Neighbourhoods

2.5.2 The three neighbourhoods draw upon the site's natural topography which divides it into three areas of distinctive landscape character.

2.5.3 The unique character of Dunton Hills will be reflected in all three of the proposed neighbourhoods, however each neighbourhood will have some unique characteristics that are inspired by its landscape that will create a specific sense of locality and a vernacular language.

2.5.4 The Garden Village will be developed over many years and arranging it as three smaller neighbourhoods will allow cohesive placemaking, with clusters of homes supported by local facilities and services.

2.5.5 The first neighbourhood to be developed will be Dunton Fanns, partly due to its existing road connections and proximity to the railway station at West Horndon. Dunton Fanns will create a new village centre to cater for the needs of the 4,000 homes planned for the whole village, plus employment sites and a school.

2.5.6 The second neighbourhood to be developed will be Dunton Waters, located in the most southern part of the site, which will be predominantly residential with primary and secondary schools. The third neighbourhood to be developed, Dunton Woods, will be located at the northeast side of the site, and it will also be predominantly residential with a primary school. Both will have local hubs to cater for local community and convenience needs.

2.5.7 Development is expected to follow the three-neighbourhood approach and deliver each neighbourhood as a complete and distinct neighbourhood.

2.5.8 The Neighbourhoods Plan introduces the concept of three neighbourhoods and explains where they will be located within the village. This plan forms the basis for sections 5, 6 and 7 of the SPD which provides detailed design guidance to ensure that each neighbourhood reflects its landscape character including details on the provision of specific facilities.

A landscape-led approach to placemaking

2.5.9 Each of the neighbourhoods will occupy part of the site which benefits from rich landscape character and connections with heritage and landscape features. To create a successful Garden Village, they must each not only be landscape-led, but draw on the specific landscape characteristics of their settings.

2.5.10 Dunton Fanns should be designed to draw on the ancient fenland and marshland which form part of the ancient Horndon Fanns.

2.5.11 Dunton Waters must reflect its wetland setting through the design of buildings and landscaped areas.

2.5.12 Dunton Woods must respect its woodland setting and raised topography above the site's central ridge.

2.5.13 Each neighbourhood has been planned to reflect the size of a typical village within Brentwood, to reflect the borough's character as one made up of villages. The spaces between each neighbourhood must be maintained to ensure that each built-up area is of an appropriate size to contribute to the character of the borough. The edges of each neighbourhood must be designed to create appropriate connections to the surrounding landscape as described in sections 5, 6 and 7.

2.5.14 Arranging the village as these three neighbourhoods will result in an approach to placemaking which draws on the local character, combining local distinctiveness with a self-sustaining population to create a sustainable Brentwood village for the future.

2.5 THE THREE NEIGHBOURHOODS

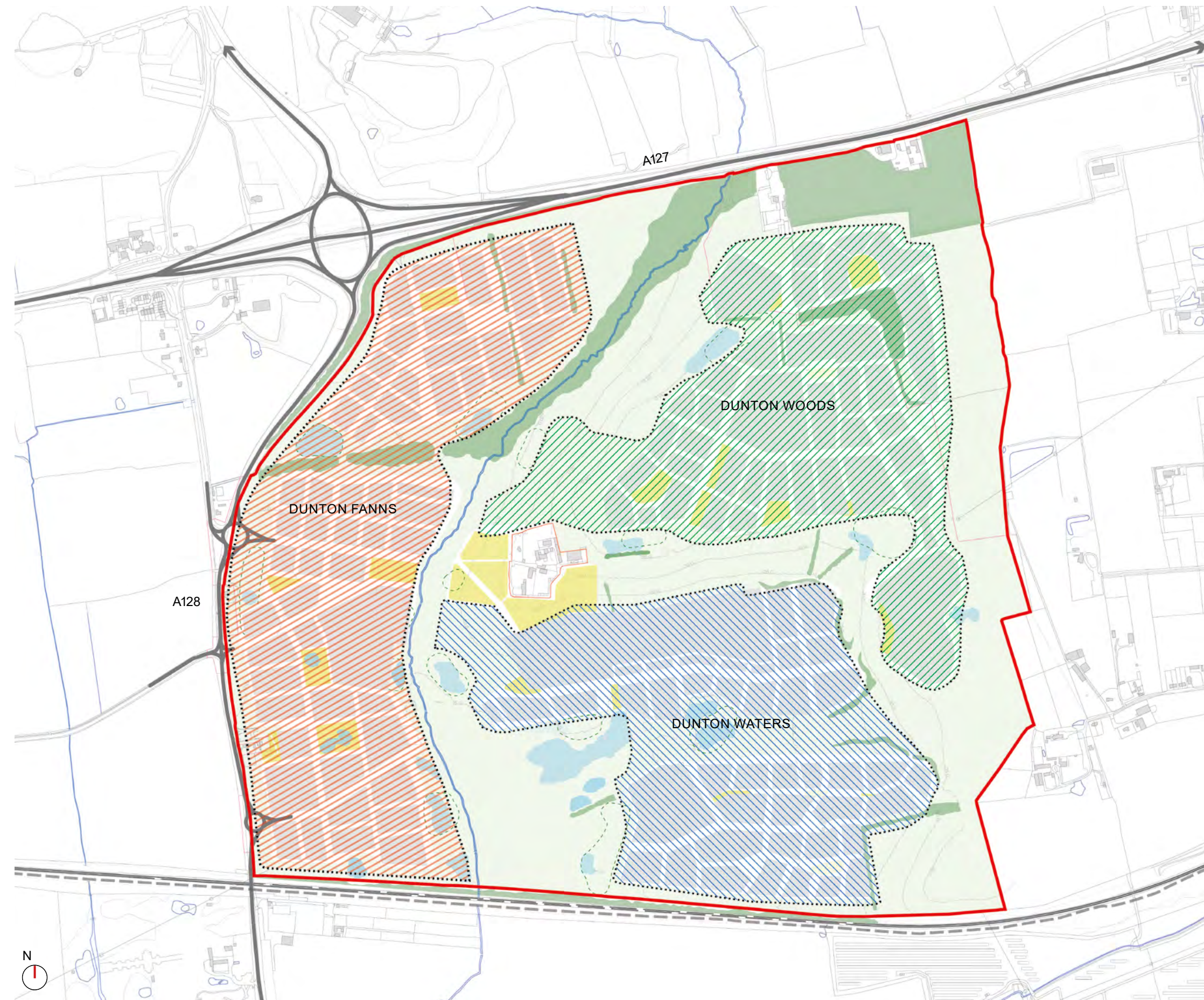



Diagram 5. Three distinct neighbourhoods plan

KEY

-  DUNTON FANNS
-  DUNTON WATERS
-  DUNTON WOODS

2.6 LAND USE

Objective:

The Garden Village must provide the mix of uses needed to create a self-sustaining and adaptable community.

Local Plan Policy:
PC01, PC06, PC10, PC11, HP08, BE14 and R01

Guidance

1. The Garden Village will be a predominantly residential place, supported by other land uses.
2. New homes must be planned in appropriate locations, with supported living located within walking distance of local facilities.
3. A mix of homes must be provided, including affordable homes and supported living.
4. A dedicated Gypsy and Traveller site must be provided to accommodate at least 5 pitches.
5. The village centre and neighbourhood hubs must provide appropriate commercial, and community uses to meet day-to-day community needs.
6. The village centre and neighbourhood hubs must contain flexible ground floor units which can be used for various appropriate uses, and accommodate the necessary ancillary spaces, storages, shop fronts, and plant, to create viable and well-designed places. These must include a health facility to suit the needs of the residents.
7. Up-to-date assessments of local community needs must be produced to inform the detailed plans for the neighbourhood hubs in phases 2 - 3.
8. Approximately 5.5 hectares of land for employment must be provided to accommodate a mix of businesses, either within the Innovation Park at the north of the site, or within smaller workspaces in the neighbourhood hubs. These must include provision for affordable workspace that is both healthy and productive.

9. The village must accommodate education facilities, which should be accessible to homes and meet the needs of the village's population.
10. Education facilities should include early-years provision, primary schools, and a secondary school.
11. Additional uses may be permitted where they comply with the Local Plan, support the needs of local residents, and do not conflict with the residential nature of the Garden Village.

12. Future uses of the Dunton Hills Farmhouse and farmstead should demonstrate how its heritage, cultural and social value will be maintained.
13. A meanwhile use strategy should be provided to ensure that facilities are in place to support the community's needs from the outset.
14. Meanwhile uses should be planned for land or buildings which form part of earlier phases of the development but may not be fully viable until the population growth arising from later phases.

2.6.1 The Land Use Plan shows how land uses should be organised to ensure that neighbourhoods will be supported by a mix of services, conveniences and employment that are an essential part of creating new locally sustainable and inclusive communities. This mix of uses will also contribute to high-quality place-making and the sense of community aimed for within this settlement.

2.6.2 Within some locations, mixed use buildings are shown on the Key Plan which are suitable for one use at ground floor (publicly accessible uses such as shops) and other uses above (such as offices or homes).

Residential Use

2.6.3 New homes should comprise of a range of residential typologies and tenures. All types of homes should be distributed throughout the village, avoiding segregated communities. This applies to tenures of housing, including market and affordable homes for sale and for rent, and specialist housing such as accommodation for older people.

2.6.4 Specialist housing will be required in the Garden Village, which will accommodate people whose needs are not met by conventional homes. This form of accommodation includes, but is not limited to, housing for older people such as Independent Living schemes for the frail elderly, homes for those with disabilities and support needs, and residential institutions. This type of housing should be located within walking distances of the village centre or one of the neighbourhood hubs, and with easy access to recreational facilities such as the wellness trail.

Gypsy and Traveller Site

2.6.5 A minimum of 5 serviced Gypsy and Traveller pitches should be provided within the period of the Local Plan (by 2033) on the site shown within Dunton Fanns on the Key Spatial Plan.

2.6.6 The location of this site has been chosen to allow a defined space which provides a high-quality living environment, easy access, and similar accessibility to local facilities, services and transport links to those enjoyed by permanent homes. Further guidance is provided in section 5 of this SPD.

The Village Centre and Neighbourhood Hubs

2.6.7 The first phase of development at Dunton Fanns is expected to include a Village Centre which will serve the whole village. As this will not be within walking distance of all parts of the site, Dunton Waters and Dunton Woods should each also include a neighbourhood hub.

2.6.8 Within Dunton Fanns, the Village Centre is required to accommodate all of the uses needed to support the growing village. These should include both flexible commercial and community uses. It will be required to include: a convenience shop to allow day-to-day purchases for new residents, without needing to travel, a mobility hub, and a community centre. Other uses typical of a sustainable village should be accommodated, which may include a village pub, café, place of worship, a health facility and community space or library. Other flexible community or commercial uses will be permitted subject to assessment or allowable within permitted development rights. Further guidance on specific design requirements for the Village Centre is provided in section 5 of this SPD.

2.6.9 The provision of flexible units should be supported by a land use assessment which justified the proposed

accommodation and explains how its quantum and design features will facilitate the mix of uses required to sustain the garden village.

2.6.10 To support the uses within the Village Centre, the later phases of development at Dunton Waters and Dunton Woods will need to include additional accommodation for flexible uses. These should follow similar design principles to the non-residential uses in the village centre and should also be accompanied by assessments of community needs.

2.6.11 The assessments of community needs should identify the current provision of community and commercial uses within the village, and any oversupply or undersupply of particular types of accommodation. Existing residents must be surveyed to identify frequent travel to facilities which are not provided within the village. In order to ensure that the growth of the village results in a self-sustaining village, development proposals at the neighbourhood hubs should then demonstrate how they will meet the needs of the community and minimise the need to travel to other locations.

2.6.12 Neighbourhood hubs should be designed for very local needs, allowing amenities to be provided within very short walk or cycle times from homes. Units should be designed flexibly to ensure they are resilient and can respond to changing needs over time. Further guidance on specific requirements for Dunton Waters and Dunton Woods is provided in sections 6 and 7 of this SPD.

2.6.13 Planning applications should demonstrate how units for flexible commercial and community uses will be designed. Ground floor units should be designed to accommodate the flexible range of uses within Use Class E (commercial, business and service) which include retail, restaurant, office, financial/professional services, indoor sports, medical and nursery uses.

2.6.14 Planning applications should also demonstrate how accommodation will be provided within the Garden Village for local community uses (Use Class F2), and for learning and non-residential institutions (Use Class F1).

2.6.15 Within the village centre, neighbourhood hubs and employment sites, buildings may be designed for more than one use, for example with retail at ground floor and homes above. Those buildings should be flexibly designed with tall ground floors to create consistent environments and allow future flexibility for changes to other appropriate uses.

2.6 LAND USE

KEY

- SITE BOUNDARY
- WATER BODIES
- INFORMAL LANDSCAPE - WOODLANDS
- INFORMAL LANDSCAPE - OPEN LAND
- SUDS DRY BASIN
- FORMAL SPACES
- RESIDENTIAL (C3)
- RETAIL, WORKSPACE (E/ F1/ F2/ SUI GENERIS)
- INNOVATION PARK / RESI (B2/ B8/ E/ C3)
- COMMERCIAL/ RESI (E/ F1/ F2/ SUI GENERIS/ C3)
- COMMUNITY (F1/ F2)
- EDUCATION (F1)
- EDUCATION/ RESIDENTIAL (F1/ C3)
- INNOVATION PARK (B2/ B8/ E)
- MOBILITY HUB (SUI GENERIS)
- GYPSY AND TRAVELLER SITE (C1)

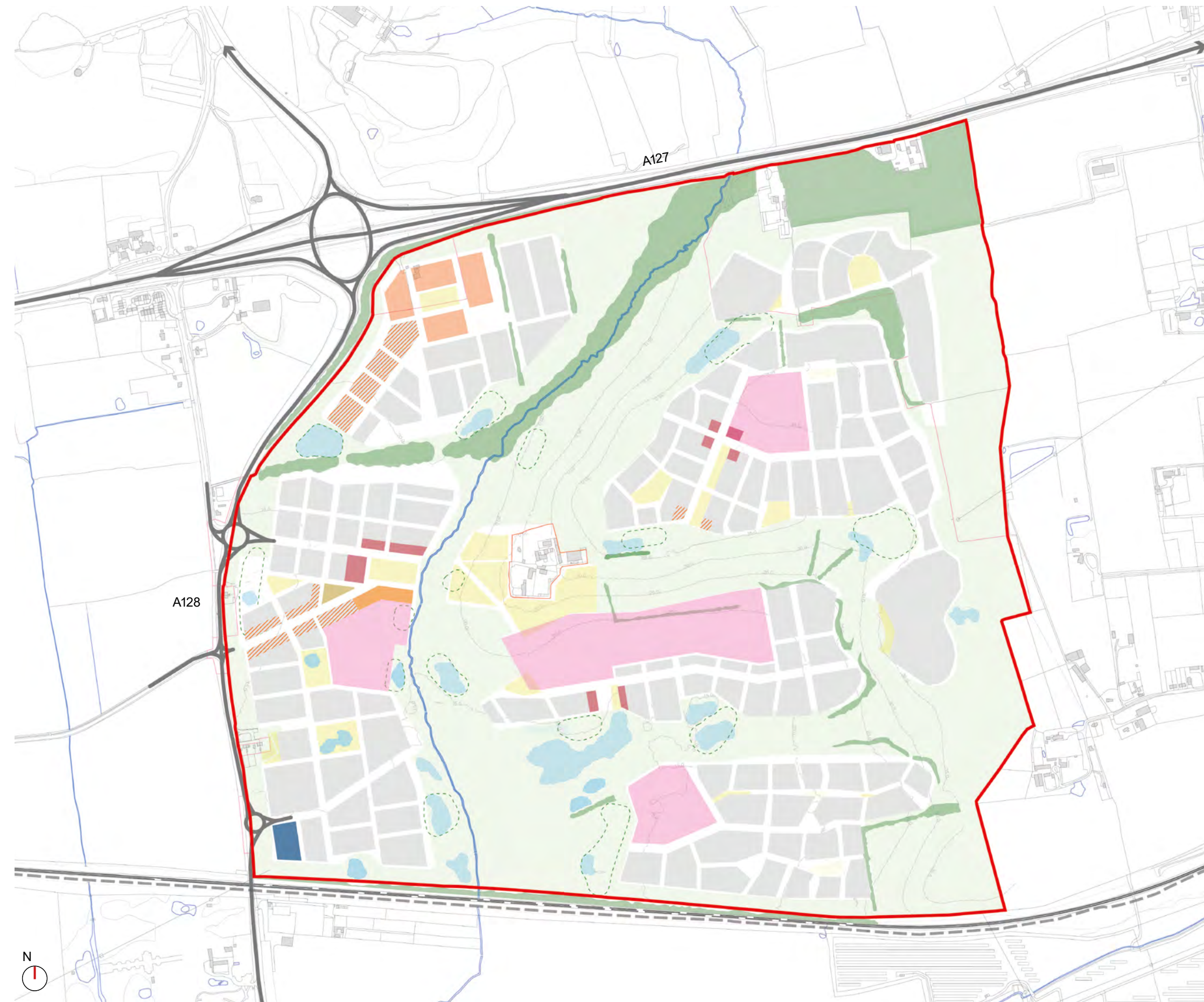


Diagram 6. Illustrative Land Use Plan

2.6 LAND USE

2.6.16 The upper floors of buildings in the village centre and neighbourhood hubs may be used for similar uses, or residential uses where it is demonstrated that there would be no harm to residential amenities arising from noise, pollution or other impacts of ground floor uses.

2.6.17 Further guidance on design is provided within section 4 of this SPD.

Employment

2.6.18 Employment spaces will need to be provided on the site and may take various forms.

2.6.19 Approximately 5.5 ha of land for employment space is required to accommodate a creative range of employment uses suitable for a vibrant village centre and a predominantly residential area. Within Dunton Village, employment spaces may be provided by a mix of land uses within Use Class E (Commercial, Business and Service).

2.6.20 An area of employment units is shown on the Key Spatial Plan in the north west corner of the site, within Dunton Fanns. It is described as an Innovation Park, where multiple employment types can be provided together to provide a wide range of new jobs and business opportunities within the village. Within the Innovation Park, where uses are supported by appropriate servicing and facilities, and would not harm the amenities of the nearby residents, a greater mix of employment uses will be permitted within Use Class E (Commercial, Business and Service), B2 (General Industry) and B8 (Storage and Distribution). These may take the form of offices, industrial units, research & development facilities, or hybrid workspaces. This area may also include some supporting uses for example small unit food and drink provision. Further guidance on the Innovation Park is provided in section 5 of this SPD.

2.6.21 Not all employment will be accommodated within the Innovation Park. Smaller workspaces for different types of local employment needs should be provided within the village centre and the neighbourhood hubs, and new homes are expected to include provision for home working.

2.6.22 Within employment areas, provision for affordable as well as healthy and productive workspace should be included.

Education

2.6.23 Education facilities (Use Class F1) will be required to support residents. The adopted Local Plan (2022), Policy R01(I) sets out that development proposals shall make provision for:

a. A site for one secondary school (Class F1) (around 7.9 hectares) with capacity to co-locate one primary school and one early years and childcare nursery facility (which require around an additional 2.1 hectares);

b. Sites for an additional two primary schools with sufficient capacity to co-locate early years and childcare nursery facilities (around 2.1 hectares each);

c. A site for a further primary school with capacity to co-locate early years and childcare nursery facilities (around 2.1 hectares) in the eventuality primary education provision is not co-located with the secondary school; and

d. An additional stand-alone early years and childcare nursery (around 0.13 hectares).

2.6.24 Land is allocated on the Key Spatial Plan for three Primary Schools, one per neighbourhood, and the sizes shown would meet the projected needs according to the residential density within each catchment area. There is also one secondary School required (which may potentially be co-located with one of the Primary Schools) to provide for the entire Garden Village. Formal Sports pitches, ancillary facilities and a school hall should be co-located with the school grounds and should be made available for managed use by the local population outside school times.

2.6.25 Primary Schools should be provided within Dunton Fanns and Dunton Woods. A secondary school should be provided within Dunton Waters. The locations on the Key Spatial Plan are indicative. Within Dunton Waters a primary school should also be provided, and two optional sites are shown on the Key Spatial Plan for either education or residential use, allowing flexibility for a standalone primary school or a collocated primary and secondary school.

2.6.26 The education facilities shown on the Land Uses Key Spatial Plan should be provided within the relevant phase to ensure sufficient provision within the Garden Village. Nurseries for children below school age should also be accommodated within the village. Each primary school should include an early years facility. Two additional nurseries should also be provided within the village, although their locations are not prescribed. They must both be on land of at least 0.13 hectares and be located to optimise walking distances. Special Education Needs (SEND) provision should be integrated on-site and the associated design and layout implications need to be considered as part of the design process for the Primary, Secondary, and Early Years and Childcare facilities.

2.6.27 All education facilities must be located close to community facilities and neighbourhood hubs to create walkable destinations and minimise trip generation.

Other Supporting Uses

2.6.28 Other land uses may be permitted where they comply with the Local Plan and would support the residential nature of the Garden Village. These are not located on the Key Spatial Plan but should contribute to creating a self-sustaining place.

2.6.29 A community building will be required within Dunton Fanns which should serve a wide range of community needs, including those of young children, youth and older persons.

2.6.30 A place of worship may be required within the village, depending on the demographics. Planning applications should demonstrate how the community building will be designed to accommodate multi-faith worship.

2.6.31 If the assessments of community need for Phases 2 and 3 (Dunton Waters and Dunton Woods) demonstrate that there is demand for a place of worship the residents at the village, suitable provision should be made within the neighbourhood hubs in those parts of the village.

2.6.32 A mobility hub must be provided within Dunton Fanns, to act as a community concierge and promote sustainable transport. Further guidance is provided in section 4.

2.6.33 The Garden Village is not expected to provide a standalone sports centre, however in order to minimise the need to travel, planning applications must demonstrate how sports provision will be provided to the local community. This may include sports pitches within landscaped areas, and school sports facilities open to the public outside school hours.

Farmhouse

2.6.34 The Grade II listed Dunton Hills farmstead should be maintained and used in ways which will not negatively affect the heritage value in the future.

2.6.35 If and where the farmstead is no longer used as a dwelling house, then possible future uses for this asset are to be considered so that its most visible parts are accessible by the community of the Garden Village.

2.6.36 Alternative uses envisaged for this asset could include ceremonial, exhibition or cultural, educational, leisure, hospitality, or any other use which maintains access to parts of the asset, so it serves its community purpose (Use Classes C2, C1, D1, E1, F1, F2 or Sui Generis may be considered as alternative uses to C3).

Meanwhile Uses

2.6.37 As the Garden Village grows in size, so will the demand for commercial uses and supporting facilities. It is unlikely that the initial population in Phase 1 will be able to sustain a village centre of the size needed to meet the needs of the future population of 4,000 residents.

2.6.38 Meanwhile or temporary uses should be established to ensure that basic community needs are met when the first residents move in.

2.6.39 Meanwhile uses may be subsidised, or form part of a commercial strategy. For example, locating a marketing suite and construction offices within vacant village centre units will direct on-site workers and visitors to the village centre, who will assist in creating sufficient footfall to make a local shop viable. Alternatively, pop-up shops or indoor markets may create visitor destinations which also serve the local population.

2.6.40 A suitable letting strategy should also make provision for some uses to expand into adjacent buildings as the development grows in size, for example a small convenience store located adjacent to a temporary use which can be displaced when the convenience store has sufficient trade to expand.

2.6.41 In exceptional cases, it may be feasible to allow more significant changes of use, for example providing live/work units at the edges of the neighbourhood hubs with shop fronts and tall ground floors that may be converted to non-residential uses over time.

2.6.42 A meanwhile use and letting strategy must be prepared for the village centre and submitted as part of a planning application. This will need to demonstrate how temporary facilities can be provided to cater for residents needs during the early stages of the development programme, before a sufficient population is established to make a fully occupied village centre vibrant.

2.7 RESIDENTIAL DENSITY

Objective:

The residential density of built-up areas within the Garden Village must reflect the accessibility and characteristics of each part of the site, with higher densities within village centres and along the A128, and lower densities at the other edges of the development.

Local Plan Policy: HP03 and R01

Guidance

1. Development must be delivered at suitable densities as shown on the key spatial plan to ensure an appropriate number of homes to meet the Local Plan targets, alongside sufficient open space.
2. Higher densities should be located within the village centre and neighbourhood hubs to reduce dependence on private car use.
3. Higher densities are also permitted alongside the A128 where they will create a buffer between the road and the rest of the site.
4. Lower densities are required at the other edges of the development, to respect the landscape character and reflect the typical spatial arrangements of Essex villages.
5. Densities must vary through the site according to the hierarchy expressed on the key spatial plan, and be designed with natural transitions between different scales, between development and natural open spaces and respecting the heritage assets.

2.7.1 The approach to density for Dunton Hills Garden Village is based on the principle of creating a high-quality sustainable urban environment appropriate to this setting, whilst ensuring the delivery of sufficient new homes. It should achieve:

- Reduced car usage and healthy travel modes and public transport as natural choices;
- Viable circumstances for non-residential uses to thrive;
- Preservation of natural resources;
- Efficient use of land;
- Places which respect their visual impacts on their settings and the local context.

2.7.2 For these reasons, a graded approach to density is required, such that the resulting built form is denser at the most accessible areas of the masterplan, where non-residential uses are located and public transport is provided, and lower densities are planned for the edges of development. This will ensure that facilities and services are within walking and cycle distance and allow sensible routes for public transport. It will also aid navigation through the area and a composed and legible townscape which reflects the distribution of density within typical Essex Villages.

2.7.3 The Density Key Plan shows how the residential densities of individual plots should be arranged and set out within density bands which allow flexibility whilst achieving the Local Plan aspirations for housing delivery at the site.

2.7.4 The development should distribute the residential density shown on the key plan as follows:

Higher Density

2.7.5 Located at the Village Centre, with up to 70 dwellings per hectare, higher densities are appropriate where more flexible and mixed uses are planned. These are generally appropriate to the site's wider rural setting as they are in areas with lower topography, however particular attention should be placed on the design of the buildings immediately adjacent to the heritage assets.

Medium Density

2.7.6 These areas will be located throughout the development. They are suitable for densities of up to 50 or 60 dwellings per hectare and are planned at a ratio which allows for sustainable distribution of house types suitable to a rural setting such as Dunton Hills.

Lower Density

2.7.7 These areas will be lower density, with homes planned at up to 30 or 40 dwellings per hectare. They are mostly planned for the edges of development or for where more sensitive views and landscape settings would be unsuitable for higher densities. Although these will have lower densities, they should be designed with good pedestrian and cycle connections so that residents do not become overly reliant on private cars.

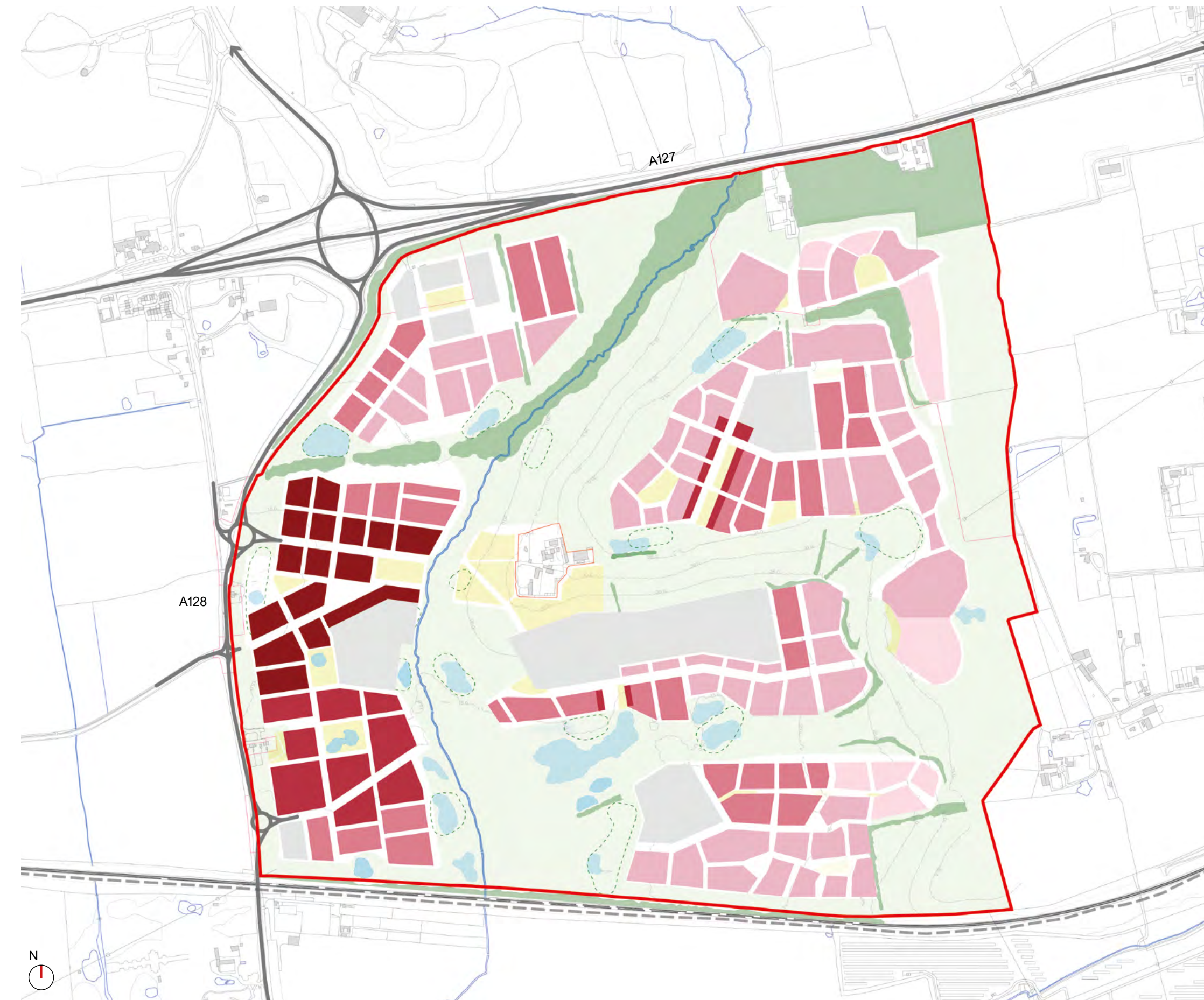
Changes in Density

2.7.8 The approach to density includes an element of flexibility within individual development plots. In areas where lower or higher densities are proposed, these should be balanced against the overall density of the development and be justified by an accompanying assessment which demonstrates how the overall approach to density will achieve the aspirations of the Density Key plan.

2.7.9 Assessments of appropriate density should consider: sustainable development, healthy and environmentally friendly travel choices, viability of services, convenience and public transport, character of the site and impact on heritage assets.

2.7.10 The resulting requirements for car and bicycle parking, and open spaces, will also need to be re-assessed and balanced.

2.7 RESIDENTIAL DENSITY



KEY

- SITE BOUNDARY
- WATER BODIES
- INFORMAL LANDSCAPE - WOODLANDS
- INFORMAL LANDSCAPE - OPEN LAND
- SUDS DRY BASIN
- FORMAL SPACES
- OTHER USES
- UP TO 70 DPH
- UP TO 60 DPH
- UP TO 50 DPH
- UP TO 40 DPH
- UP TO 30 DPH

Diagram 7. Illustrative Density Plan

2.8 BUILDING HEIGHTS

Objective:

The heights of buildings must reflect the landscape character, functions and layouts of neighbourhoods to create vibrancy, interest and legibility in the townscape, whilst respecting the site's setting and context.

Local Plan Policy: R01

Guidance

1. Building heights must not exceed the maximum heights in the key spatial plan to create a village which is legible and easy to navigate, whilst respecting the topography.
2. The tallest buildings must be located in the village centre and neighbourhood hubs to create a set of legible and well-designed focal points.
3. Other marker buildings should also be located in the positions shown on the key spatial plan, to create distinctive landscaped spaces, gateway buildings and secondary focal points in public spaces.
4. Residential buildings should generally be lower than non-residential buildings.
5. The heights of buildings must also respect key views through the site and its topography, with the massing of buildings designed to frame key views and reflect changing land levels.
6. Transitions between different heights must be natural and subtle, particularly near open spaces and heritage assets.

2.8.1 Building heights should be distributed through the Garden Village as follows:

A Legible Townscape

2.8.2 The heights of buildings are a key component in creating coherent and easy to understand townscape. Taller buildings are prevalent in the centres of villages in Brentwood, and at key focal points, with lower buildings at their outskirts. A similar approach should be followed at Dunton Hills Garden Village.

2.8.3 The building heights shown on the key spatial plan are maximums and should not be exceeded. The key spatial plan also shows how heights should be distributed across the site. Where buildings are lower than the maximum permitted, their heights should be distributed in line with the key spatial plan and in line with neighbourhood design guidance provided in sections 5,6 and 7 of this SPD.

2.8.4 Following this approach will enable increased density in places which have the best access to facilities and transport links, resulting in walkable and distinctive neighbourhoods which provide natural orientation to residents and visitors.

Village Centre and Neighbourhood Hubs

2.8.5 The tallest buildings in the development should be within the Village Centre where non-residential uses are planned and along main streets. The design of those buildings should be detailed at planning application stage to demonstrate that those buildings are of high-quality architectural design, and that they will reinforce, rather than compromise, the character of the village.

Marker buildings

2.8.6 Marker buildings should provide focal points within neighbourhoods to help with wayfinding and create a sense of place. They should be located in the positions shown on the Building Heights Spatial Key Plan and contribute to creating a positive and distinctive townscape character which avoids a monotonous skyline. Marker buildings play a key role in townscape and in the definition of characterful places, contributing to legibility, preserving views and acting as a guide in and around the different areas. The heights of marker buildings are not defined but they offer opportunities for buildings of different heights to those nearby, within the

maximum heights shown. Marker buildings may not always be taller buildings. They may instead be distinct from other nearby buildings in terms of their materials, roof shapes or elevation designs.

Residential Buildings

2.8.7 The planned maximum heights for solely residential buildings are four storeys and are not intended to be fully maximised everywhere. These maximum heights need to be considered alongside the densities permitted by the Density Key Plan.

2.8.8 Heights thus should relate closely to the required density and distribution of a varied mix of residential types throughout the Garden Village.

Views and Topography

2.8.9 The landscape and topography in various locations will create, shape, inform or obstruct views from within and out of the site. Building heights should relate to the topography of the site and must not negatively impact on the landscape. In particular, the guidance on heights needs to be considered alongside the guidance on views and vistas.

2.8.10 The site has significant topographical differences with level changes of over 28m. The topography enables several important views out of the area and across the landscapes.

2.8.11 The topography also influences the relationship between buildings, and the relationship of buildings to road. Within individual development plots, buildings must be integrated into the existing topography and bear a relationship to the landscape. Where individual plots change in level, buildings should vary in height to follow natural level changes to create townscapes which draw on the landscape character.

2.8.12 To ensure that developments are integrated with the existing land form, levels and sections that show existing and proposed landforms should accompany planning applications.

2.8.13 Taller buildings must be designed to avoid harm to important views and vistas. They may frame important vistas, and where they lie within viewing corridors, they must be designed to avoid disrupting those views.

Views and Heritage

2.8.14 Building heights and roof shapes should not obstruct or visually compete with the heritage assets in key view corridors. These are particularly the views from the A128 towards Grade II listed Dunton Hills, and the view corridors from the farmstead towards the Grade II listed Church of All Saints and the Grade II listed Church of St Mary, which cross over development areas. Views across the open space of Dunton Waters throughout the corridor towards St Mary's Church should generally be maintained, and ancillary development that does not significantly detract from views to St Mary's Church (such as small scale buildings with a maximum height of around 2.2m above finished ground level and see-through wire mesh security fencing with a maximum height of 2.4m) may be acceptable within this corridor.

2.8 BUILDING HEIGHTS

KEY

- SITE BOUNDARY
- 20M BASE OF RIDGE
- WATER BODIES
- INFORMAL LANDSCAPE - WOODLANDS
- INFORMAL LANDSCAPE - OPEN LAND
- SUDS DRY BASIN
- FORMAL SPACES
- RIDGE LINE INSIDE SITE
- 15.5M (UP TO 4 STOREYS)
- 13.5M (UP TO 3 STOREYS)
- 12.5M (UP TO 3 STOREYS)
- ✱ MARKER BUILDING - GATEWAY
- ✱ MARKER BUILDING - PUBLIC AREA
- ✱ MARKER BUILDING - LANDSCAPE

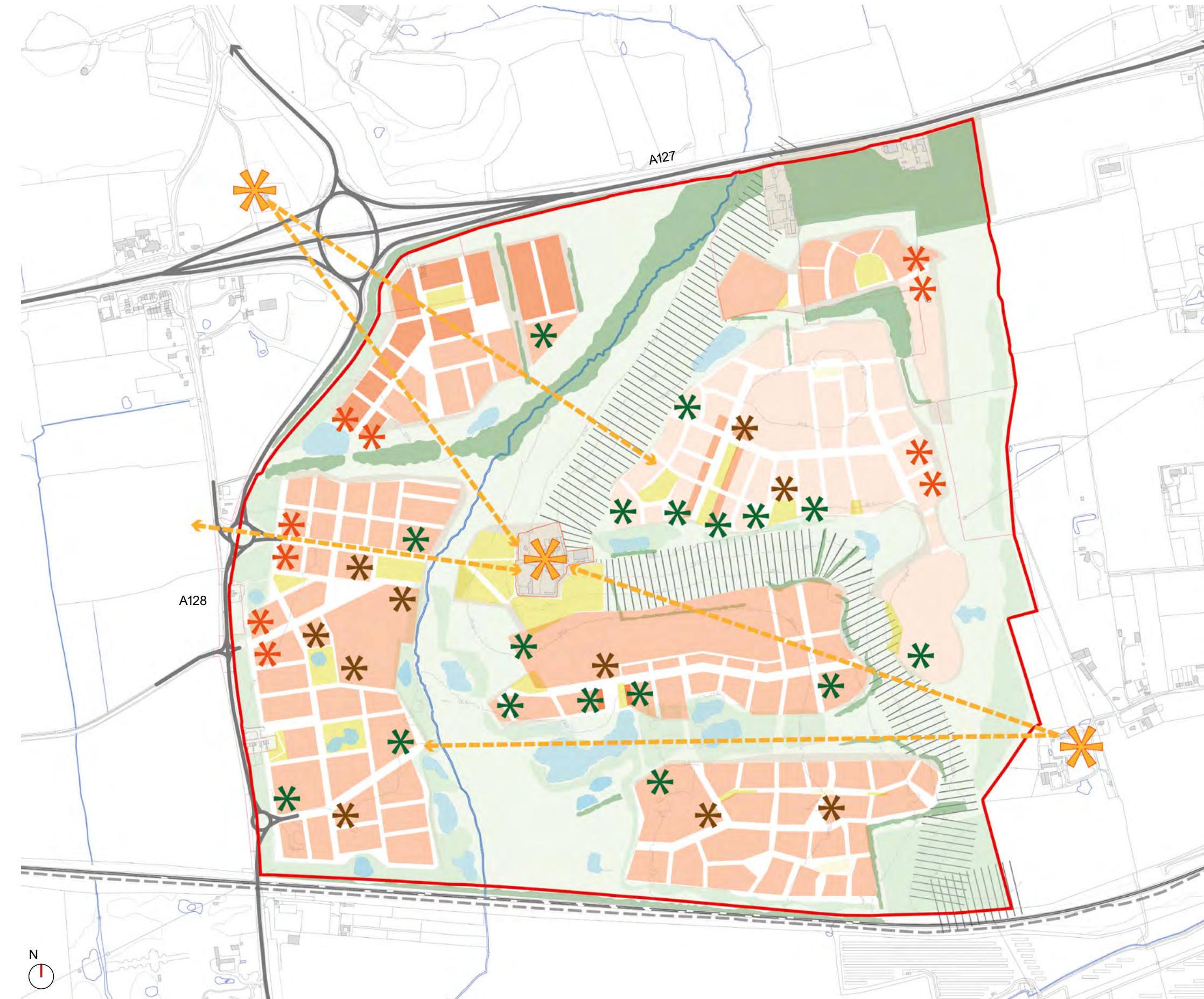


Diagram 8. Illustrative Building Heights Plan

2.9 MOVEMENT AND CIRCULATION

Objective:

The development must provide a connected network of roads around a central primary road loop, complementary streets, cycle paths and footpaths to promote healthier and sustainable forms of transport.

Local Plan Policy: BE09, BE10, BE11, BE12 and R01

Guidance

- Each development proposal must demonstrate how healthier transportation such as pedestrians, cyclists and shared transport such as buses and car clubs will be prioritised over private cars.
- The development must be designed to provide a comprehensive and well-connected bus route serving well the village across all phases.
- Roads should be designed to create a legible hierarchy, with primary roads, secondary roads, residential streets and development edges.
- The roads and routes within each development parcel must be joined up to create a connected network.
- Roads and routes within each development parcel must be constructed in their entirety to connect to the wider network and allow future development parcels to come forward and avoid land-locking sites.

2.9.1 A connected network of roads and routes should ensure:

Sustainable Patterns of Movement

2.9.2 Sustainable transport is at the heart of the design and planning strategy for Dunton Hills Garden Village.

2.9.3 A sustainably planned network with space for different transport modes will be required in order to deliver the high-quality place, the character, and the health and environmental benefits sought after for the future residents over the lifetime of the development.

2.9.4 The principle of sustainable movement means to plan the development with integrated healthier, safer, inclusive and non-pollutant transport choices using a range of solutions to discourage private car use. This applies to the movement of people, goods and services within and around the site.

2.9.5 Planning applications will need to demonstrate how they will contribute to sustainable movement which will optimise the social, environmental and economic benefits which result from more sustainable travel choices.

A connected set of routes

2.9.6 The key plan indicates a primary network of streets through the site, connecting the neighbourhoods and important spaces such as the village centre, neighbourhood hubs, and schools. This is arranged around a central loop which acts as a spine and allows all modes of transport to access each part of the site.

2.9.7 The road and routes network will need to be designed in a way which directs vehicles along primary routes, with smaller roads offering quieter environments for residential streets and well-integrated pedestrian and cycle routes. Section 4 provides guidance on creating the street hierarchy.

2.9.8 Planning applications should demonstrate that roads and routes within each development parcel should be constructed in their entirety to allow future development parcels to come forward and avoid land-locking sites. Planning conditions may be imposed to require access to adjacent sites before individual plots can be developed, in order to ensure a joined-up development which provides for the needs of the community and avoids isolated housing.

2.9.9 Roads and routes through the site should be designed to create connectivity into and across the site. Roads should connect to the road network to the west of the site and be designed to allow future extension or connection

to streets to the east of the site, in particular to allow a future east-west bus route towards Basildon. Further guidance on connecting to the wider transport network is provided in section 4.

2.9.10 Pedestrian and cycle routes should also be provided to link parts of the development and allow priority shortcuts for the most sustainable modes of transport. Good pedestrian access must be provided to all bus stops within and adjacent to the site, including those on the A128, to optimise accessibility to public transport. Pedestrian and cycle routes should also connect to existing Public Rights of Way, where possible and appropriate. Future sustainable and active travel links along the eastern boundary of the site should be safeguarded, provided up to the highways boundary and without ransom strips.

2.9.11 A wellness trail is required as shown on the Key Plan, to connect parts of the village. Planning applications should demonstrate how routes will connect to existing footpaths and bridleways, and the existing Public Right of Way (PROW) across the site. Unless a PROW is to remain a very low-key recreational route, it should be converted to an adopted pedestrian and cycle route, which is hard surfaced and lit. Early conversations with the ECC's PROW team and Designing Out Crime Officers (DOCOs) are encouraged when designing these PROWs.

A comprehensive bus route

2.9.12 The key spatial plan shows the potential route for a bus route through the site.





















2.9.13 A bus route should be provided within each phase of the development, linking key spaces such as the village centre, neighbourhood hubs, employment area and schools. It should be designed to be able to expand to accommodate the growth of the village so that it can be provided in Phase 1 to establish habits and expanded as the village grows.

2.9.14 Additionally, each phase of the development should provide access for residents and visitors to the wider public transport network. To achieve this, links must be provided or improved to West Horndon Station and to other bus routes at Brentwood. Good pedestrian access must also be provided to the existing bus stops on the A128. Planning applications must also demonstrate how they will safeguard flexibility for expanding bus routes to the east.

2.9.15 Further guidance on public transport is provided in section 4.

2.9 MOVEMENT AND CIRCULATION

KEY

-  SITE BOUNDARY
-  WATER BODIES
-  INFORMAL LANDSCAPE - WOODLANDS
-  SUDS DRY BASIN
-  FORMAL SPACES
-  DEVELOPMENT PLOTS
-  PRIMARY STREET
-  SECONDARY STREET
-  TERTIARY STREET
-  FUTURE ACCESS
-  SERVICE ROAD
-  BUS ROUTE ALONG PRIMARY STREET
-  BUS ROUTE ALONG GREEN EDGE
-  BUS STOP
-  PEDESTRIAN/ CYCLE ROUTE
-  PEDESTRIAN/ CYCLE CAR FREE ROUTE
-  WELLNESS TRAIL
-  LINKS TO THE WELLNESS TRAIL
-  EXISTING PUBLIC RIGHTS OF WAY
-  PROVIDE CONNECTIONS TO PROW

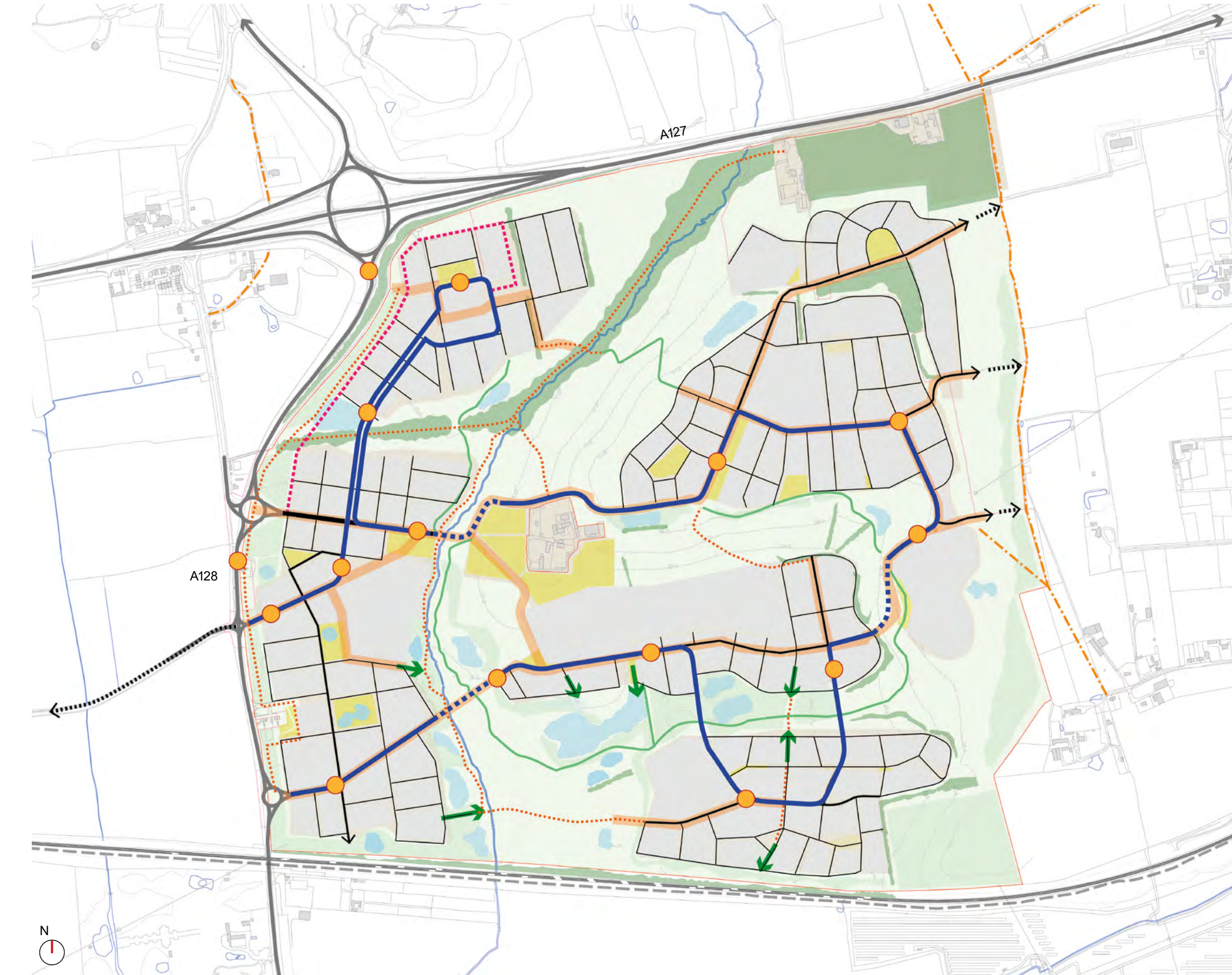


Diagram 9. Illustrative Movement and Circulation Plan

2.10 SITE WIDE CONCLUSION

Objective:

The development must follow a masterplanned approach which draws upon the co-design process, to balance all of the requirements in the site allocation and create a place which provides for the needs of future residents.

Local Plan Policy: R01

A comprehensive and co-designed masterplan

2.10.1 The Local Plan site allocation for Dunton Hills sets out several competing requirements for the Garden Village. To achieve all of these requirements, a balanced approach is required, alongside efficient use of land and strong emphasis on maintaining the site's existing heritage and landscape assets as placemaking tools. Working with the site's assets will help to establish a settlement which is rooted in its setting and contributes seamlessly to Brentwood's character as a borough of villages.

2.10.2 Section 2 of this SPD sets out several Key Spatial Plans which expand upon the Mandatory Spatial Principles from the Framework Masterplan, alongside the outcomes of the co-design process.

2.10.3 Brought together, all the elements of the site-wide guidance form a comprehensive and cohesive approach to setting out a new garden community at Dunton Hills.

2.10.4 The Key Spatial Plan opposite brings all of those plans together and shows how the principles inherited from the Framework Masterplan Document should be interpreted to deliver a village which delivers on the site allocation. This approach will create a place which balances all of the of site allocation's requirements, alongside practical considerations relating to the site access, land ownership and deliverability, and the land uses required for a self-sustaining village.

2.10.5 The key spatial plan identifies which are the most important areas to protect from development, and which are the optimal areas to site new homes, the village centre, and the supporting uses needed to create a thriving place. It shows key land uses, such as schools, in locations which allow good walking access (reducing private car reliance) whilst accommodating their design needs (for example, on land which can provide level playing fields).

2.10.6 It shows how important landscape features can be retained, achieving 50% of land used as green and blue infrastructure whilst also delivering sufficient built development. This is in part dependent on appropriate housing design, with gardens providing amenity spaces, and street design with soft landscaping and trees contributing to the overall provision of green infrastructure. Between those spaces, public green spaces, play space and natural drainage features should also be located in appropriate locations. Additional detail on these matters is presented in the following chapters.

2.10.7 It also shows how heritage assets can be preserved or enhanced and used to create strong placemaking and a sense of identity, rather than acting as barriers to development. The establishment of key vistas and landscape settings as shown on the key spatial plan will allow national heritage policy to be complied with whilst also delivering on the site allocation.

2.10.8 The key spatial plan demonstrates how the village should be laid out as three neighbourhoods, all of appropriate sizes which draw upon the varied landscape character of the site to create local distinctiveness. Each neighbourhood has been planned to reflect the typical size of a Brentwood village, and guidance is provided in the following chapters as to how the design features and key spaces in each neighbourhood can contribute positively to the character of the borough. These villages draw upon the comments received through the co-design process, and also from the initial concept of distinct neighbourhoods first conceived in the Framework Masterplan.

2.10.9 The key spatial plan sets out an overall strategy for the distribution of roads and car-free routes across the development, efficiently moving people through the site and prioritising sustainable modes of transport. Alongside those key routes, it also explains where key land uses can be appropriately located, and how building heights and densities can be laid out across the site to achieve high quality placemaking and efficient use of land.

2.10.10 All phases of the Garden Village will need to be carefully designed to ensure that all of the competing demands for land can be met in a way which contributes to sustainable placemaking, and great places to live, work and visit. The Key Spatial Plan demonstrates how this can be achieved. It is also supported by the guidance in the following chapters. These explain how the spatial distribution of development should be accompanied by appropriate design features, key spaces, and locally distinct developments which meet the needs of the whole community.

2.10.11 Overall, this Key Spatial Plan sets out a blueprint for a self-sustaining and successful new community at Dunton Hills Garden Village.



KEY

- SITE BOUNDARY
- STREAM
- WATER BODIES
- DEVELOPMENT PLOTS
- INFORMAL LANDSCAPE - WOODLANDS
- INFORMAL LANDSCAPE - OPEN LAND
- FORMAL SPACES
- PRIMARY STREET
- SECONDARY STREET
- TERTIARY STREET
- LANDSCAPE EDGE STREET
- SERVICE ROAD
- BUS ROUTE ALONG PRIMARY STREET
- BUS ROUTE ALONG GREEN EDGE
- BUS STOP
- PEDESTRIAN/ CYCLE CAR FREE ROUTE
- EXISTING PUBLIC RIGHTS OF WAY
- ➔ PROVIDE CONNECTIONS TO PROW
- WELLNESS TRAIL
- ✱ MARKER BUILDING - GATEWAY
- ✱ MARKER BUILDING - PUBLIC AREA
- ✱ MARKER BUILDING - LANDSCAPE
- WIDER CONTEXT VIEW CORRIDORS
- INNOVATION PARK
- GYPSY AND TRAVELLER SITE
- SCHOOL
- MOBILITY HUB
- AVENUE

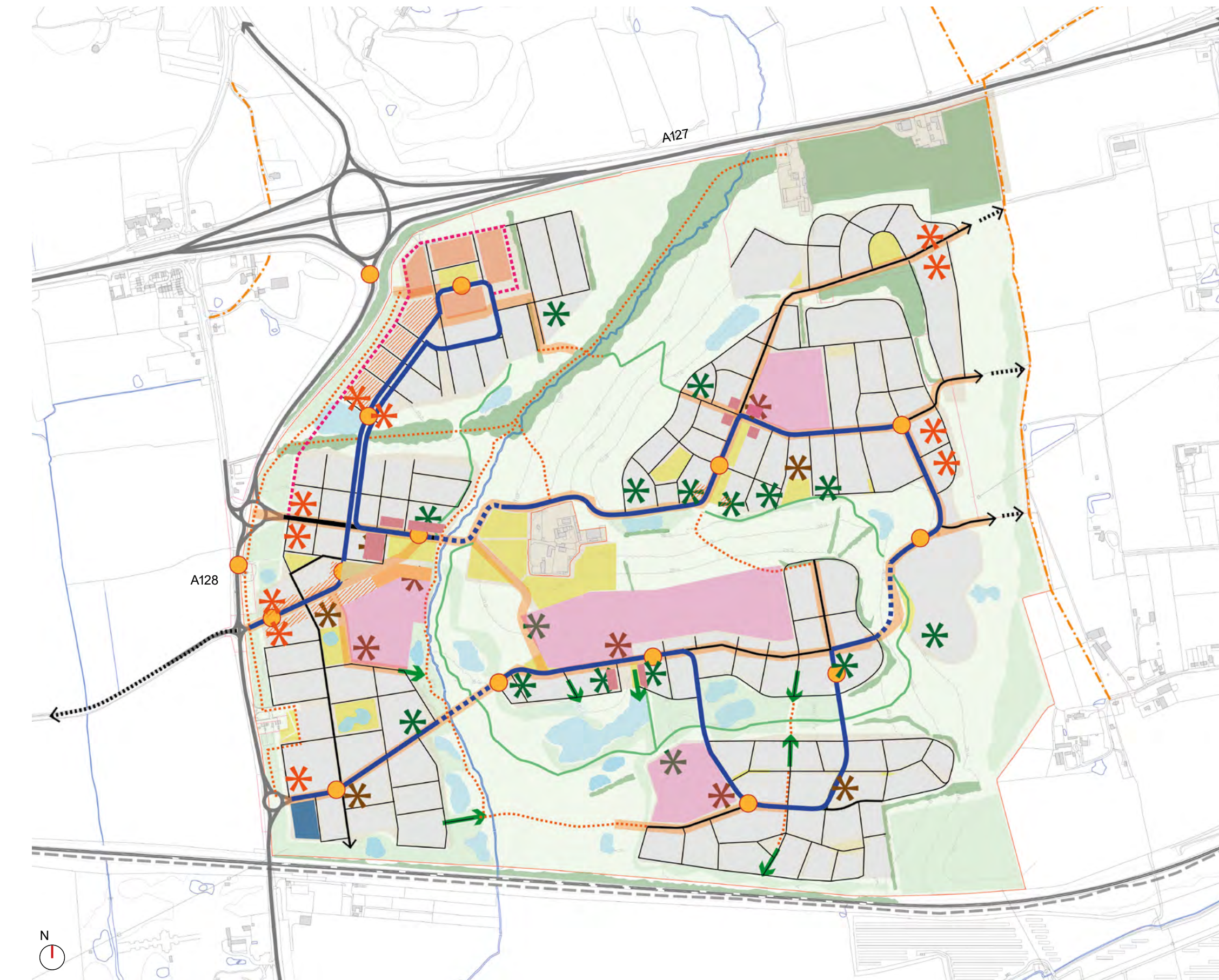


Diagram 10. Illustrative Combined Spatial Plans



DUNTON HILLS
GARDEN VILLAGE



S I T E W I D E D E S I G N C O M P O N E N T S

3.1 OVERVIEW

3.1.1 Section 2 explains how the key parts of the village should be laid out across the site. For the Garden Village to become a successful community, it will be vital not only for the built form to be well designed, but for all of its components to come together and create a self-sustaining place.

3.1.2 Section 3 explains how those components should be planned together to create a holistically designed and multi-functional place.

Sustainable Modes of Transport

3.1.3 This section explains how the development should incorporate sustainable, integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport. It relates not just to roads but physical infrastructure such as a mobility hub, bus stops, and parking for cycles and cars – including electric charging infrastructure and car clubs. It also provides guidance as to how the development should interact with infrastructure outside the site to establish a joined-up approach to sustainable transport for its residents.

Street Design

3.1.4 The connected network of roads described in Section 2 will need to be designed to create efficient ways of moving around the site for all modes of transport. That includes provision for pedestrian movement, and a dedicated cycle network comprised of joined-up shared and segregated cycle lanes. This section explains the different types of streets which are required within the village, together with design guidance and appropriate dimensions. It also explains how the various road types should interact with the landscaping and public realm across the varied landscape, and how pedestrian crossings and traffic calming should be integrated into street design.

Housing Design

3.1.5 In the spirit of Garden Cities, the aspiration is for mixed-tenure homes, a variety of housing types that are genuinely affordable, beautifully and imaginatively designed. This section provides detailed guidance on how to design homes which accommodate a wide and diverse range of housing needs and help to create an inclusive and well-rounded place. Guidance is provided on the designs of homes, ancillary functions such as cycle parking and home-based workspaces. New homes not only need to provide

great places to live internally, but also gardens, combining the best of town and country to create healthy communities. Guidance is also provided on the design of private and communal outdoor spaces, including conventional gardens, balconies, and communal gardens and play spaces.

Self-Build

3.1.6 Part of the requirement for new housing at the village will be met by self-build housing. Those homes will need to both increase the choice of housing and ensure compliance with the other design guidance to create cohesive and legible places. This section provides guidance on how to provide self-build homes which are appropriate to the village.

Non-Residential Design

3.1.7 A successful garden village needs strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods. Homes at the Garden Village will need to be supported by a mix of uses to ensure that residents are well supported and benefit from reduced need to travel. A wide range of local jobs will also be needed within easy distance of homes. This section provides guidance on designing the specific types of buildings required to support the village, including the relationships between buildings, mixed use buildings, and specific provisions for ground floor frontages.

Adaptable and Connected Communities

3.1.8 The Garden Village will provide housing for all sections of the community and will need to include flexibility to adapt to residents' needs. This will include specialist housing, homes which allow home-working, and enabling good connectivity through broadband connections and the locations of buildings. Guidance is provided on how this should be achieved.

Inclusive Design

3.1.9 This section provides guidance on creating places which allow design for all people and accommodating their varied needs through buildings and environments that are convenient and enjoyable for everyone.

Sustainable Design

3.1.10 This section provides guidance about how all parts of the village will contribute to a development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience. It provides guidance on creating flexible and adaptable buildings, low-carbon development, the use of resources, and accommodating electric vehicle charging.

Landscape Design

3.1.11 A key policy requirement is the retention of at least half the site for green and blue infrastructure, which will not be met through open space alone and will need to be woven into streets, public places and homes. This section provides guidance on the landscape-led approach to development at the site. It includes guidance on compliance with policy objectives relating to biodiversity, leisure routes, play, sustainable drainage, art, and wayfinding.



3.2 SUSTAINABLE MODES OF TRANSPORT

T1. Sustainable Movement

Objective:

The development must be designed with a sustainable movement strategy which prioritises healthy, safe, shared, inclusive and non-pollutant transport modes using a range of solutions across all phases. This applies to the movement of people, goods and services for all destinations, in and around the site.

Local Plan Policy: BE09, BE10, BE11, BE12, BE13 and R01

Guidance

1. Sustainable transport modes must be integrated into the management and design of the Garden Village as mentioned in the guidance.
2. The movement hierarchy is set to:
 - First prioritise healthier and more environmentally friendly transport modes such as walking and cycling;
 - Second provide reliable and accessible shared transport modes such as public transport and car clubs;
 - Third allow for, but reduce, the dependency and usage of motorised private cars.
3. The development must deliver a good range of walking routes, dedicated cycle infrastructure, car clubs and infrastructure for deliveries.
4. A mobility hub must be provided which enables a joined-up approach to travel planning in the development. It will be a high-tech infrastructure to deliver information about sustainable travel choices.
5. The design must be flexible and allow space for infrastructure for emerging and future technologies such as electric vehicle charging points.

3.2.1 In order to ensure that residents, workers and visitors to the Garden Village can make more sustainable modal choices, planning applications should demonstrate how the following measures will be provided:

Attractive, inclusive and safe walking infrastructure

3.2.2 A network of walking routes including footpaths, trails and nature connections should be designed in linking all areas on the site.

3.2.3 Different types of walks should be considered, ranging from direct straight connections to daily destinations such as schools and employment, to leisure routes within natural non-built zones.

Dedicated cycle infrastructure

3.2.4 Key routes through the development should be fully accessible by cycles, with segregated cycle lanes provided on primary and secondary roads, and off-street routes for cycles enabling them to reach destinations quickly and efficiently. Cycle parking is also required, not just within private homes but at key destinations such as the village centre, schools, and the innovation park.

3.2.5 A key route for cyclists will be that to West Horndon Station, where a cycle-priority crossing will be required over the A128 alongside an upgraded cycle route, bringing the station within reach of the Garden Village.

Safe Routes

3.2.6 Residents should feel safe, especially during the night time when walking or cycling on remote routes. Any remote footway or cycle route though a green corridor should have natural surveillance and be lit in order to create safe routes, whereby pedestrians and cyclists feel secure.

Car clubs

3.2.7 In order to reduce dependency on private cars, car club spaces should be provided throughout the development. They should be easily accessible on public land, and benefit from electric charging infrastructure. It is recommended that memberships are given to new residents and businesses to encourage uptake.

3.2.8 Planning applications should also set out a strategy for establishing and encourage use of car clubs, providing at least one car club space within a maximum of a 5 minutes' walk from each home.



Figure 14. Cycle Hire



Figure 15. Car Clubs

3.2 SUSTAINABLE MODES OF TRANSPORT

Infrastructure for deliveries and collections

3.2.9 Combined trips by delivery vehicles can not only reduce overall number of trips on the road network but can establish habits for individuals which reduce their dependency on private cars. Furthermore, the level of deliveries is expected to increase in the future.

3.2.10 The development should thus be designed with the infrastructure for deliveries. This includes a road network which can accommodate delivery vehicles and delivery parking bays that do not block buses or cyclists. Buildings should also incorporate delivery lockers at key locations.

Mobility hub within Village Centre

3.2.11 In order to establish a Garden Village which is sustainable, a mobility hub is required to co-ordinate and promote sustainable transport choices. A joined-up approach to travel planning at the mobility hub has the potential to establish sustainable habits and act as an exemplar for other Garden Villages. For example, regular commuter journeys made by bike or public transport, combined with supermarket deliveries, can significantly reduce private car reliance to the extent that car-club membership can replace private car ownership.

3.2.12 A mobility hub must be provided within the Village Centre. It should act as a travel planning service, connecting residents with sustainable transport modes. It should also provide physical transport infrastructure, be connected to cycle parking, car club spaces and bus stops, and allow pick-up and drop-off for carpools or taxis.

3.2.13 A development mobility plan will need to be established, with regular monitoring and incentives for sustainable travel habits.

3.2.14 The mobility hub may be supported by commercial services. These could include delivery lockers, for example for chilled supermarket deliveries which cannot be left at individual homes. A cycle hub should be provided at the mobility hub, including a maintenance service, cycle hire, and a café or similar social or workspace. Other facilities may also be provided for people waiting for transport services, to avoid wasted time and make public transport at the development an efficient and attractive way to travel.

3.2.15 As the first phase, the mobility hub should be provided within the Village Centre at Dunton Fanns. Additional smaller satellite hubs may be provided in other

parts of the development where there is crossover between sustainable travel facilities, for example bus stops linked to delivery lockers and cycle routes.

3.2.16 Planning applications for the Village Centre area must robustly demonstrate how a mobility hub will be provided and operated in a way which genuinely increases the attractiveness of car-free travel at the village. They should also demonstrate how it will be monitored and how the use of sustainable travel will be incentivised and improved if necessary.

3.2.17 Further detail on the requirements for the mobility hub in Dunton Fanns is provided in section 5 of the SPD.

T2. Connections beyond the Site

Objective:

Sustainable travel behaviours must be established from the outset of the development. Sustainable connections to the wider transport network and destinations must be designed in, including safe and convenient access to West Horndon Station and cycle and bus routes towards Basildon.

Local Plan Policy: R01

Guidance

1. The garden village must be directly connected to the wider public transport network and key outer destinations with frequent and reliable services.
2. Sustainable travel behaviours must be established from the outset.
3. A direct and convenient link for pedestrians and cyclists to West Horndon Station must be provided before the first residents move in.
4. Proposals should consider connectivity with pedestrian and cycle routes around the site.
5. The development should safeguard provision for future east-west links to Basildon by cycles and public transport points.



Figure 17. Infrastructure for deliveries and collections



Figure 18. Cycle hire and parking within the mobility hub.



Figure 16. Mobility Hub

3.2 SUSTAINABLE MODES OF TRANSPORT

3.2.18 To ensure Dunton Hills will be a sustainable Garden Village, attractive and reliable connections to the wider public transport network to key destinations beyond the site must be established. This must be achieved by:

Establishing sustainable travel behaviours from the outset

3.2.19 Dunton Hills lies within the South Brentwood Growth Corridor. Several transport infrastructure projects are proposed to encourage a culture change from the private car as first choice to more sustainable choices.

3.2.20 Within the South Brentwood Growth Corridor several principles have been established:

- a. Early Delivery – of all measures to be delivered in the first phase of development.
- b. Existing Land use – measures delivered within highway boundaries or land owned by the development sites.
- c. Traffic Speeds – to be reduced to levels that allow safe and comfortable walking and cycling.
- d. Parking Standards – reduction of private vehicle trips
- e. Segregated Cycling/walking – wherever possible to minimise comfort and maximise uptake.
- f. Restrict HGV's – from all residential roads in the growth corridor.

3.2.21 These measures should be adopted within Dunton Hills Garden Village to ensure that healthier and sustainable travel behaviours are established from the outset. Development proposals must seek to be aligned with the principles set out in the emerging Essex Garden Village Parking Standards.

3.2.22 Integrating and connecting the Garden Village site well in its context is key to establishing sustainable travel behaviours from the outset. The key connections are the links to the West Horndon Station via Station Road, where pedestrian and cycle improvements along the street are required, and to Basildon where provision should be made for cyclists and for a future bus link.

Improving the route to West Horndon Station

3.2.23 To the west of the site, West Horndon station provides passenger services to London and other destinations. It will play an important role in future transport provision as an upgraded transport hub.

3.2.24 Improved physical routes to West Horndon station will need to be designed, funded and built to enable attractive, safe and convenient walking and cycle access to and from the Garden Village.

3.2.25 Pedestrian and cycle connections to the wider countryside, including leisure routes, should be provided.

3.2.26 The existing route from the site to West Horndon Station along London Road is narrow and poorly lit and must be upgraded to prioritise sustainable transport and create an attractive and safe route from the Garden Village to the station.

3.2.27 Physical infrastructure should be designed to give pedestrians and cyclists priority over vehicles.

Safeguarding a future connection to Basildon and beyond

3.2.28 Basildon is a large town which lies to the east of the site, and has a wide range of retail, leisure and community facilities which may be attractive to those who live, work and visit Dunton Hills Garden Village. There is currently no direct access from the site to the east towards Basildon. The proposed layout should include provision for future potential links by cycles and public transport to be established giving access towards Basildon.



3.2 SUSTAINABLE MODES OF TRANSPORT

T3. Bus Network

Objective:

A flexible, accessible and convenient bus route must be provided. All elements of the network must be designed to attract more users, such as bus stops, signage and smart infrastructure.

Local Plan Policy: BE10 and R01

Guidance

1. A flexibly designed bus route network must be planned in to the development to provide access to destinations within and around the site, and to all key destinations outside the site.
2. The bus route network on the site must allow for both fixed bus routes, and shared transport including Demand Responsive Transit.
3. A bus route must be in place from phase 1 and expand with the development phases to ultimately serve all three phases of the development, including options to expand and to create future eastward connections.
4. The entire bus network must be accessible and inclusive. This includes the design of level access to the buses in and out, bus stops, ticket machines and the buses themselves.
5. Bus stops must be provided within 400m walking distance radius of all homes.
6. Bus stops must be sheltered, accessible and attractive, clearly visible and overlooked and well lit at night.
7. Smart infrastructure must be provided to ensure that buses are an attractive and convenient form of transport.

3.2.29 A flexible bus route which can grow with the population of the Garden Village must be planned to ensure:

Access to other destinations

3.2.30 Dunton Hills Garden Village will comprise of three neighbourhoods, each planned to ensure most residents are within a 5-minute walk (400m) radius of key facilities, including local bus stops. The number of homes within this radius is also sized to ensure people living within the catchment can support the viable operation of a frequent bus service.

3.2.31 A bus service loop is expected to run within the site to provide links to West Horndon Station and to Basildon. These locations are 1.5km and 2km away and are served by the C2C train service to London Fenchurch Street and Southend.

3.2.32 This loop should be used by not only fixed bus routes, but also be designed to accommodate shared or demand responsive transit. Bus stops should be designed for efficient and attractive pick-up and drop-off for various forms of public transport.

3.2.33 Existing bus routes operate infrequently along the A128, and the stops are not easily accessible from the site with no pavement connection. In addition to new routes within the site, upgraded access should be provided to the existing bus routes outside the site to provide realistic additional alternative transport options.

Easy and attractive access around the site

3.2.34 The bus primary access to the site is from the A128 via a private-car free junction designed to serve the village centre. The key plan shows the expected route of the bus and location of bus stops within the site.

3.2.35 The bus service network will bind together local centres and communities across Dunton Hills, and these public transport corridors will create a spine along which higher densities of both housing, employment and local facilities will be concentrated.



Figure 19. Bus routes to be designed keeping in mind the natural setting.

The formation of habits

3.2.36 In order to establish bus connections as a dependable realistic alternative to car use, a bus route will need to be established within the first phase of the development.

3.2.37 As a new community, the development will not have a sufficient population to support a commercial bus service from the outset. Therefore, interim bus service(s), which may include Demand Responsive Transit (DRT) should be provided to connect the development sites to West Horndon Station to establish behavioural habits and to allow time for customer demand to grow to be able to support a commercial operator.

3.2 SUSTAINABLE MODES OF TRANSPORT

3.2.38 Bus routes need to be designed into the development to enable future bus links between Dunton Hills Garden Village (and Basildon), West Horndon Station, and other destinations. These may include Brentwood Enterprise Park, Childerditch Business Park and Brentwood (including the station), to provide useful links to employment, leisure and retail destinations, and the wider transport network.

3.2.39 Flexibly designed streets will enable bus routes to expand over time as the development increases in size. Different types of connections should be considered beyond the site boundaries, for the various land uses and communities within the site. Opportunities should also be taken to share routes and services where these would make a bus route sustainable. For example, shuttle buses or DRT services linking the employment site or construction workers to outside destinations such as West Horndon Station may also be able to provide commuter services for residents at Dunton Hills.

Smart Infrastructure

3.2.40 3.2.40 Creating an attractive, modern bus network means minimising waiting time and inconvenience for users. Real-time information systems should be included in buses to provide passengers with estimated arrival times across a range of different platforms. The information should be driven by location-based systems, for example, GPS tracking devices on vehicles, which are increasingly utilised by bus operators. This information should be available for individual users in their homes (for example through display panels or mobile phone apps) and at the Mobility Hub. Consideration during the design stages should be given to how smart infrastructure could be integrated, not only into individual buildings, but also within communal areas and the wider community layout. Buses should also be equipped with charging points for smartphones and Wi-Fi. This will minimise “down time” and allow commuters to be productive whilst travelling, which will result in public transport an attractive and time-saving option for commuters compared to private car use.

Well-designed Bus Stops

3.2.41 Bus stops must be designed to be attractive, sheltered and accessible. As key components of the village’s transport network, planning applications must demonstrate how they will be designed to make public transport use more attractive than private car use. Bus stops should seek to

be aligned with guidance set out in the “Safer Bus Station Scheme”.

3.2.42 Bus stops should be positioned to be well-connected to destinations, with easy transfer to other modes. They should be close to pedestrian crossings, to minimise pedestrians having to give way to other vehicles when accessing public transport. They should also allow easy connections to cycle routes for people carrying out mixed mode journeys. Well located and planned bus stops can reduce travel times, avoid missed connections, and increase the attractiveness of bus use.

3.2.43 Bus stops must be safe and attractive places to wait, offering shelter and being accessible to all users. They should be visible, well-lit, with good passive surveillance, and weather protection. Stops designed with features to make the passengers’ wait more pleasant such as trees, seats, and a shelter, will be able to improve the perceptions of public transport for the pedestrians and drivers in the surrounding area.



Figure 20. Sheltered Bus Stops



Figure 21. Smart Infrastructure - Real Time Bus Stop

3.2 SUSTAINABLE MODES OF TRANSPORT

T4. Cycle Parking

Objective:

All buildings and public spaces must incorporate well-designed facilities for cycle parking and associated cycle infrastructure.

Local Plan Policy: BE09, BE13 and R01

Guidance

1. Residential buildings must incorporate secure and sufficient cycle parking
2. Public spaces and commercial areas must incorporate short-stay cycle stands for visitors
3. Workplaces must incorporate long-stay cycle parking and end-of-trip facilities
4. Communal or shared cycle storage must be safe, secure and include provision for electric charging of e-bikes
5. Cycle parking must comply with standards set out in the LTN 1/20 Cycle infrastructure design or the latest adopted guidance.

Cycle parking must be provided for all uses

3.2.44 All homes must provide secure cycle storage in line with the Local Plan requirements. Planning applications must demonstrate how measures will be taken to maximise cycle storage, and increased cycle storage may be required in line with the mobility plan.

3.2.45 The provision of cycle parking must comply with standards set out in the LTN 1/20 Cycle infrastructure design or the latest adopted guidance.

3.2.46 In order to ensure that cycle parking is a priority mode of transport, cycle parking must be given design priority over car parking. Ideally it should be easier to get to a bicycle than it is to get to a car, to encourage cycling for shorter trips.

3.2.47 Where cycle storage is provided in garages attached to houses, they must be designed with enough width to accommodate bicycles, parked cars and access to both.

3.2.48 For other house types of secure cycle storage must be provided within the dwelling's curtilage, ideally close to the front door or within the backyard where there is a gate to the street, avoiding the need to bring cycles through the house. For apartments, cycle storage must be within or directly adjacent to facilities that are easily accessible from the main entrance.

3.2.49 Non-residential uses will be required to include cycle storage for both workers (internally) and visitors (which may be external).

3.2.50 Communal storage should be accessible, with some provision for accessible cycles (such as tricycles), secure, easy and attractive to use (including horizontal stands for people less able to use vertical or semi-vertical stands).

3.2.51 Within public areas, cycle stands should be located at or nearby key amenities including schools, non-residential uses, and public open spaces. These must not obstruct pedestrian routes.

End-of trip facilities must be provided for places where people work

3.2.52 Non-residential uses will also need access to end-of-trip facilities for cyclists. These include storage lockers, changing spaces, and showers. These facilities should be proportionate to the size of the unit and designed to be space efficient to avoid harming development viability, however the addition of a shower cubicle to a staff WC and lockers within a staff office are not onerous or difficult to achieve. These types of facilities will be key to minimising car use, making cycling easy, and ensuring a joined-up approach to sustainable transport across the Garden Village.



Figure 23. Sheltered cycle parking.



Figure 22. Short stay cycle parking.

3.2 SUSTAINABLE MODES OF TRANSPORT

T5. Car Parking

Objective:

In order to achieve efficient use of land and establish sustainable movement behaviours, parking spaces must be provided at levels below the borough-wide parking standards and provide sufficient charging infrastructure to enable electric vehicles.

Local Plan Policy: BE13 and R01

Guidance

1. Sufficient parking spaces must be provided to avoid unauthorised or dangerous parking in inappropriate locations.
2. Each development proposal should be accompanied by a Travel Plan and a Transport Statement/Assessment in line with the Local Plan requirements. These should identify measures which will be taken to encourage car-free travel and reduce reliance on car use and parking spaces and justify the amount of parking proposed.
3. The design must ensure the streetscape is not car dominated.
4. Each parking space, whether on-street or on-site must be accompanied by an active or passive electric vehicle charging point, with arrangements for converting to active charging points set out within the Travel Plan.
5. Each development proposal must identify locations for sufficient substation capacity to ensure that building locations do not prejudice the ability to cater for electric vehicle charging demand.
6. In addition to residents parking, visitor spaces must be provided. Unallocated parking is preferred as it can double use between residents and visitors, thus reducing total number of spaces.

3.2.53 The Garden Village must achieve low levels of private car usage in order to avoid over-capacity and congestion on the wider transport network. Whilst earlier phases of the development may provide car parking provision for all homes, the sustainable travel measures set out in this SPD will encourage reduced private car use over the lifetime of the village. Parking provision must be aligned with guidance set out in the emerging Essex Garden Village Parking Standard, or latest adopted document.

3.2.54 The development must incorporate sufficient sustainable transport measures to achieve reduced private car use over time, and as a result, lower parking standards will be required than the maximum amounts set out in the Local Plan. The proposed amount of car parking must be well justified and accompanied by a strategy to reduce car dependency over time.

3.2.55 Travel Plans and Transport Assessments must be provided in line with the requirements of Local Plan Policy BE12.

3.2.56 Where car use continues to be a feature, provision must be made for electric charging of vehicles. Visitor or secondary parking spaces shall be provided on-street, or within dedicated off-site parking areas (such as parking barns) which may be converted to other uses (for example, substations if needed for electric vehicle charging) over time. Efficient solutions are preferred, for example if parking is unallocated spaces can double use between residents and visitors at different hours and reduce the total number of spaces.

3.2.57 The design of electric charging points should ensure that they are located off the highway and do not result in cables potentially trailing over a footway or cycle route obstructing the highway. The incorporation of charging points into highway adopted lamp columns will not be permitted by the Highway Authority. Further to this, the design of electrical charging points must be futureproofed. The location of charging points, maintenance, replacement, and upgrades should be considered as part of the overall design and layout of development.

3.2.58 Parking areas should be pedestrian-friendly environments where vehicles travel slowly and do not dominate the street.

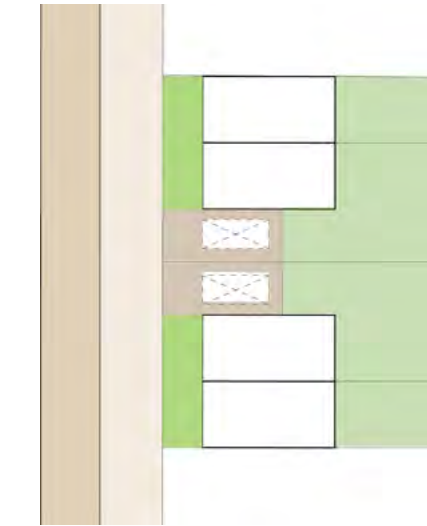


Diagram 11. On-plot between houses



Diagram 12. On-plot corner

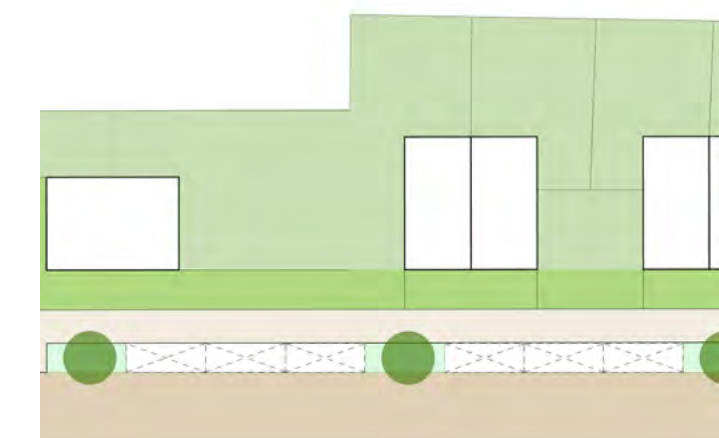


Diagram 15. On-street parallel

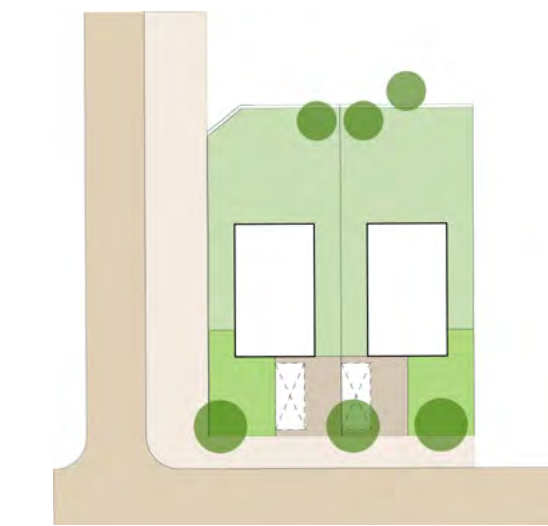


Diagram 14. On-plot frontage

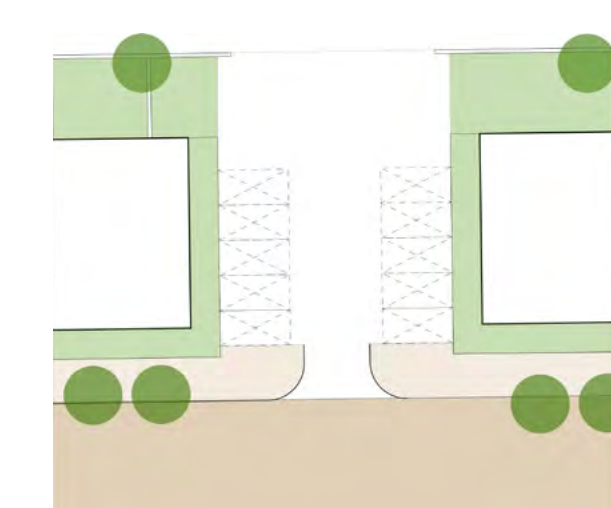


Diagram 13. Detached car barns

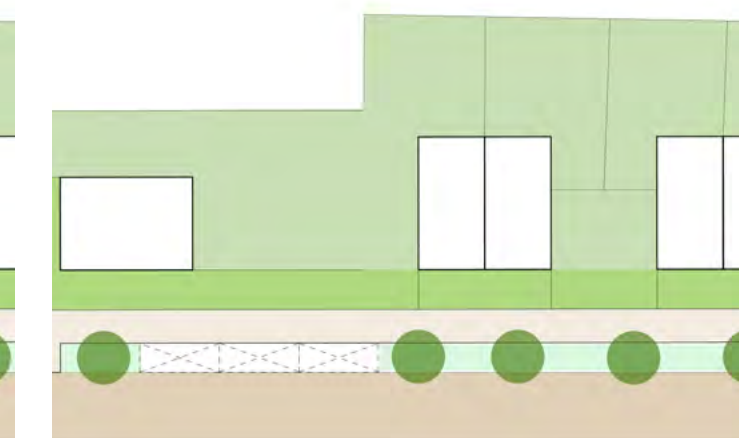


Diagram 16. On-street parallel (landscape conversion)

3.3 STREET DESIGN

D1. Street Hierarchy

Objective:

A hierarchy of street types must be established and continued throughout the Garden Village.

Local Plan Policy: BE09 and R01

Guidance

1. The streets within the Garden Village require a legible hierarchy of road types which are suited to the routes, vehicle types and places they serve.
2. All streets should benefit from passive surveillance, landscaping, and appropriate provision for pedestrians, cyclists, and those with mobility impairments.
3. The materiality, street furniture and landscaping should be designed to provide consistent dimensions in accordance with the street hierarchy but may vary according to the character of each neighbourhood.
4. All streets must be designed to suit emergency access requirements and appropriate servicing.

3.3.1 In order to facilitate key road routes and connections throughout the site whilst avoiding a road-dominated environment, the street hierarchy should:

Provide an environment for pedestrians, cyclists and those with mobility impairments

3.3.2 Roads within the Garden Village should provide a legible and permeable environment which puts non-vehicle traffic first. Pavements and cycle paths should dominate the appearance of roads, with attractive landscaping and easy to use crossings and junctions. Vehicles should not provide a hostile environment for other road users, and whilst streets should allow for the free flow of traffic, planning applications should demonstrate how they will put pedestrians, cyclists, and those with mobility impairment first.

Ensure consistent design, but allow for flexibility

3.3.3 Roads should generally conform to a strict hierarchy of 4 types: Primary Streets, Secondary Streets, Residential Streets and Village Lanes.

3.3.4 Within this hierarchy, there will be variations dependent on anticipated users and the destinations served by the roads. Large articulated vehicles will only be permitted on primary streets and the delivery route to the Innovation Park.

3.3.5 The Innovation Park may require an alternative street design which departs from the other road types. This may be designed for one large vehicle in each direction, with passing places, and should be accompanied by segregated cycle lanes and appropriate crossings to avoid clashes between cyclists and large vehicles.

3.3.6 Within the Village Centre and Neighbourhood Hubs, loading bays may be provided to minimise the impact of servicing and deliveries on the public realm.

3.3.7 Calming measures at junctions with external roads and access routes to key places such as schools and the Innovation Park should be considered. When designing such measures, regard should be given to the Traffic Calming Regulations.

3.3.8 Development proposals should demonstrate how the streets will conform to a hierarchy of road types and should provide justification for variations where appropriate.

Design within character

3.3.9 While streets have common characteristics and dimensions across the Garden Village, all streets should be designed with landscaping, materiality and edges appropriate for the neighbourhood where they are located.

Provide emergency and servicing access throughout

3.3.10 For emergency vehicles, continuous through-routes are preferred. Where those are not possible, planning applications should demonstrate that appropriate turning spaces are provided for those vehicles and that all buildings can be safely accessed.

3.3.11 The streets should also be designed to accommodate the movement and services of refuse vehicles. The preferred strategy is for vehicles to move through streets, but where streets have no through way, designated turning zones suitable for the reversal and turning of the refuse vehicles should be designed outside homes with minimal impact to soft landscaping.



3.3 STREET DESIGN

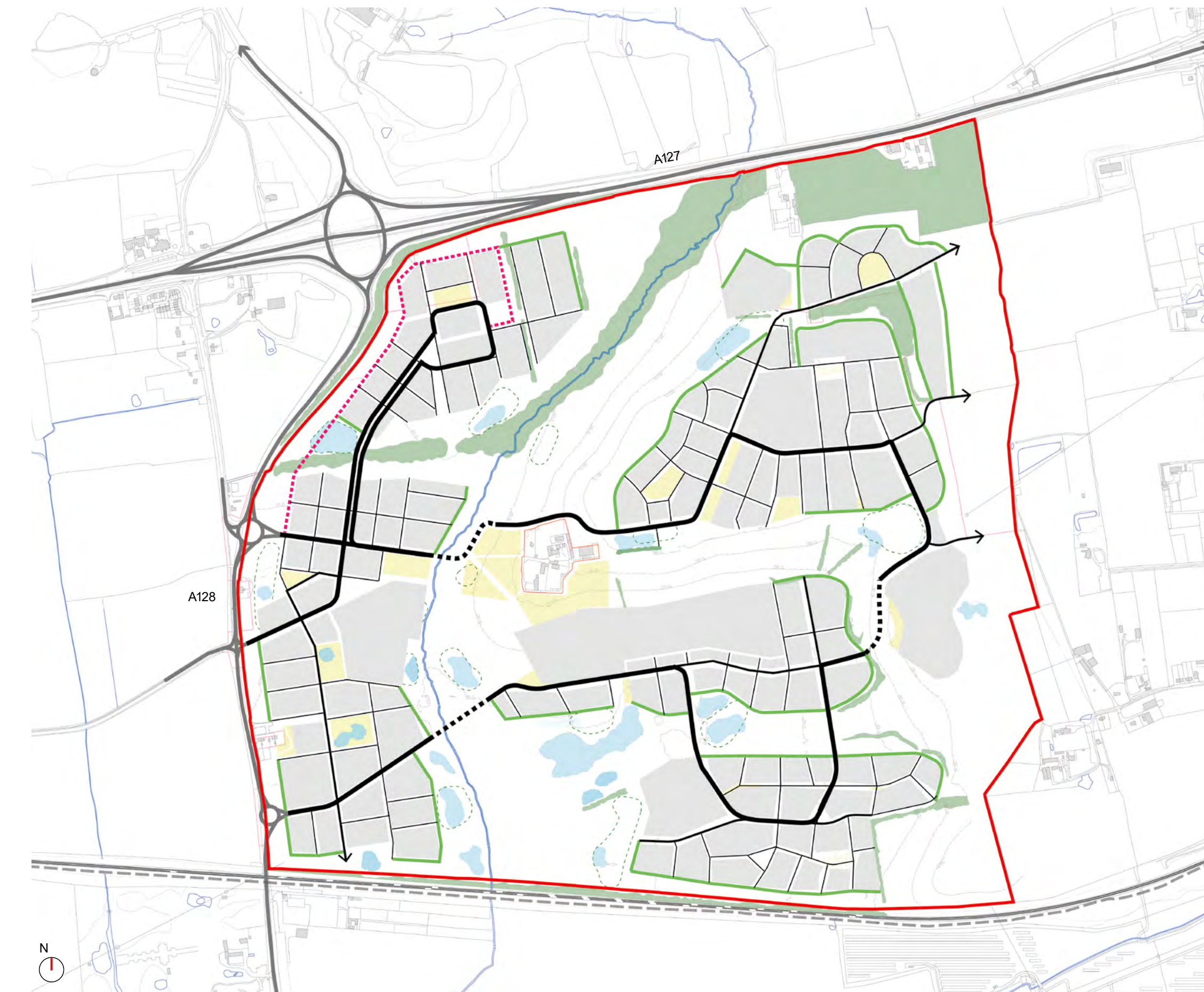


Diagram 17. Street Hierarchy Plan

3.3 STREET DESIGN

D2. Primary Street

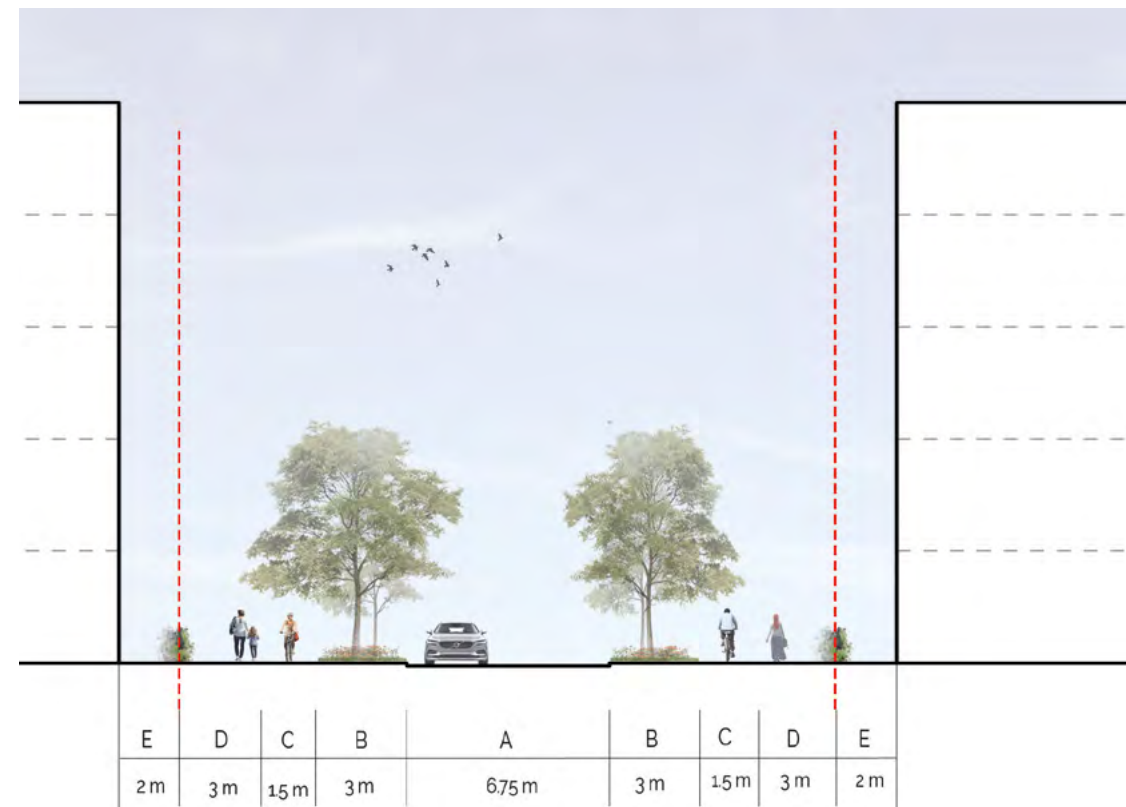
Objective:

Primary Streets should be provided as green boulevards which provide segregated access for transport modes through the Garden Village.

Local Plan Policy: BE09 and R01

Guidance

1. Primary Streets must be designed to accommodate 2-way bus movement with a minimum carriageway width of 6.75m.
2. No on-street parking will be permitted along bus routes.
3. 1.5m wide segregated cycle lanes must be provided in each direction of travel.
4. Street trees and planting must be planted along the length of the streets in conjunction with the open space, landscape and biodiversity strategies.
5. Street trees must be planted in a formal arrangement on each side of the street, using species which grow to substantial heights which reflect the heights of the adjacent buildings
6. Buildings must front onto the street to create a sense of enclosure, security and surveillance.



Primary Street Residential Section

A- STREET
B- PLANTING
C- CYCLE LANE
D- FOOTPATH
E- PRIVACY ZONE



Diagram 18. Primary Street Residential Plan



Figure 24. Inholm, Northstowe Cambridge - Proctor & Matthews



Figure 25. Eddington North West Cambridge - Aecom

3.3 STREET DESIGN

3.3.12 Primary streets will be the main access route through Dunton Hills, used by pedestrians, cyclists, public transport, and all other vehicles. The primary streets will form a spine road in the form of a tree-lined avenue, which will be the most important and legible vehicular route through the proposals.

3.3.13 To provide a main road whilst reflecting the rural nature of the site, a landscaped street should be with mature trees and generous landscaping which contribute to an overall feeling of a high-quality landscaped avenue. Most of the non-residential uses will be concentrated along these streets, as will bus routes. They should therefore be free of car parking to avoid creating congestion.

3.3.14 These roads will run through and connect different character areas, and therefore a consistent approach to paving, kerb alignments, street lighting, boundary treatments and tree planting will be appropriate.



Diagram 20. Primary Street Non-residential Section

A- STREET
B- PLANTING
C- CYCLE LANE
D- FOOTPATH



Diagram 19. Primary Street Non-residential Plan

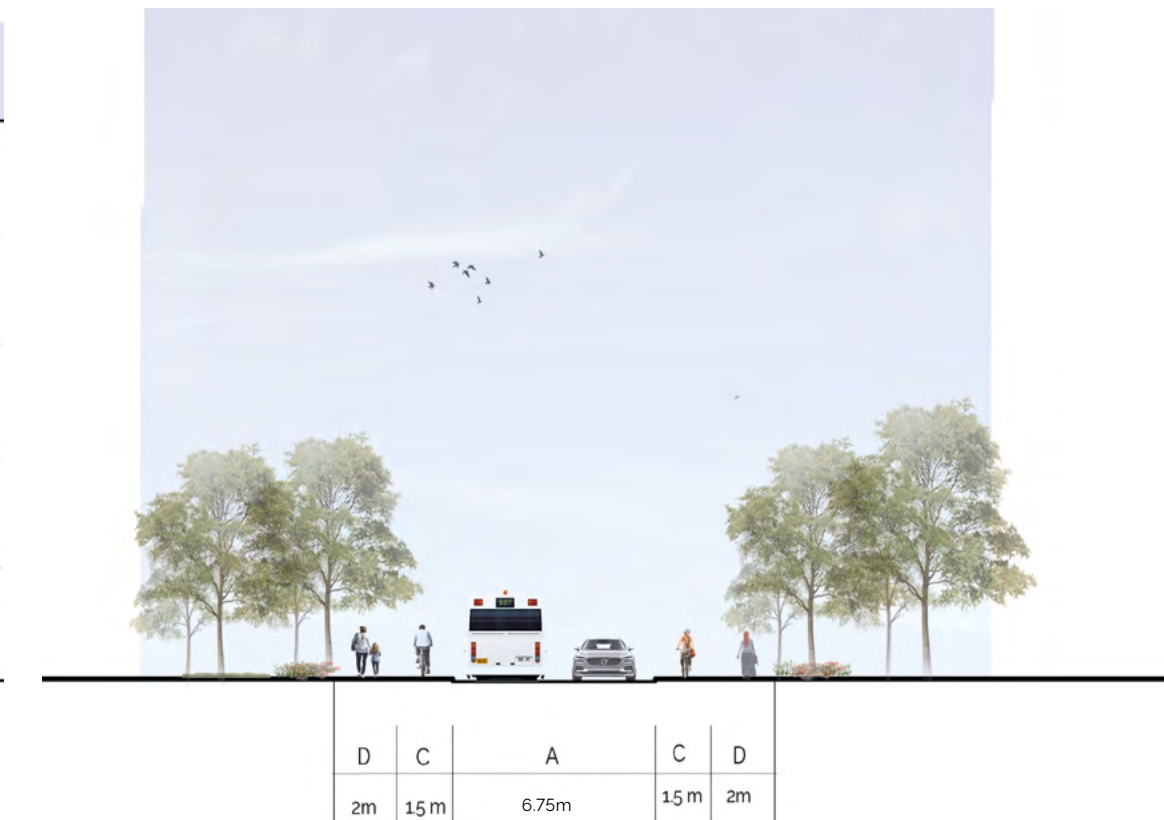


Diagram 22. Primary Street Green Edge Section

A- STREET
B- PLANTING
C- CYCLE LANE
D- FOOTPATH

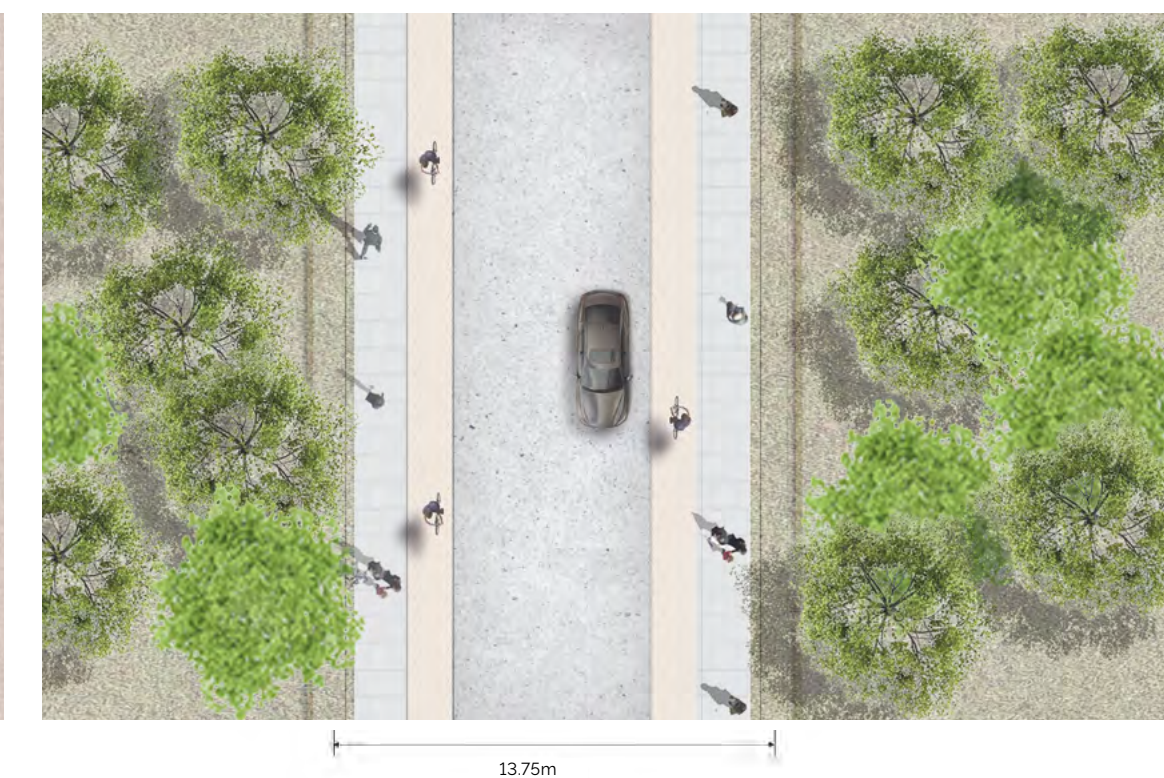


Diagram 21. Primary Street Green Edge Plan

3.3 STREET DESIGN

D3. Secondary Street

Objective:

Secondary Streets must be designed for low speeds and with shared pedestrian and cycle paths. They should link primary streets with residential streets.

Local Plan Policy: BE09 and R01

Guidance

1. Secondary streets must be designed with a carriageway width of 5.5m, lined with demarcated on-street parking bays on either side.
2. Parking bays should be grouped in bays of no more than four spaces parallel to the carriageway, separated by trees
3. Shared cycle and footway paths at least 2.5m wide must be provided on each side of the street.
4. Most buildings along secondary streets should front on to streets, set behind small front gardens or "privacy zones" with entrance doors facing the street. In some locations, such as street corners or breaks in building lines, the relationships between buildings and the street may vary slightly, although they must still provide passive surveillance.

3.3.15 Secondary streets should distribute vehicular, pedestrian and cycle traffic from primary streets into residential streets. They should be pedestrian-friendly environments where vehicles travel slowly and do not dominate the street. Particular attention will be required to materials, space and planting used in streets and at junctions.

3.3.16 On street parking will bring activity to the street-scene, help traffic calming, and minimise the amount of parking needed within residential curtilages. However, streets should not be overly dominated by parking and substantial trees and other soft landscaping should also be provided to soften their visual impact.

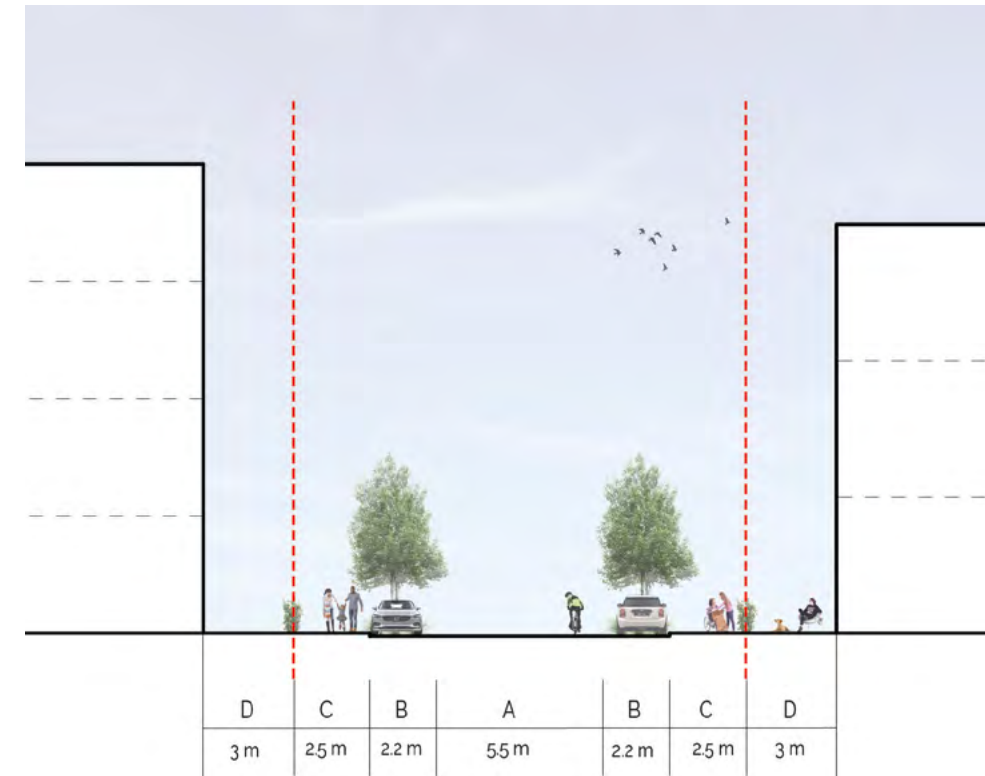


Diagram 23. Secondary Street Section

A- STREET
B- PARKING WITH PLANTING
C- FOOTPATH
D- PRIVACY ZONE



Diagram 24. Secondary Street Plan



Figure 26. Mulberry Park, Bath - HTA Design



Figure 27. Castleward Urban Village, Derby - HTA Design

3.3 STREET DESIGN

D4. Residential Street

Objective:

Residential Streets must be designed to provide access to homes with low volumes of traffic and be designed for low speeds.

Local Plan Policy: BE09 and R01

Guidance

1. Residential streets must be designed with a carriageway width of 5.5m which will be shared by motor vehicles and bicycles.
2. Parking bays should be provided on-street, either perpendicular or parallel to the carriageway.
3. Pavements must be provided on each side of the street.
4. Homes along residential streets should be set behind front gardens or "privacy zones" and offer passive surveillance to the street.

3.3.17 Residential streets will be at the heart of the Garden Village, where the expected volume of traffic is low. Most buildings on these streets will be two to three storey houses or low-rise blocks of flats.

3.3.18 Two types of on-street parking may be provided: parallel and perpendicular bays. These should be flanked by landscaped front gardens or "privacy zones" which include substantial landscaping including trees.

3.3.19 Residential streets will be wholly contained within their neighbourhoods. Design of their landscaping, materials and street furniture should be designed to reflect the landscape and architectural design of the neighbourhood.

3.3.20 Streets should be designed for low speeds, and shared carriageways which are not dominated by cars. They will need to ensure that good visibility is provided for cyclists and may need to include passive traffic calming measures such as pinch points in the carriageway width.

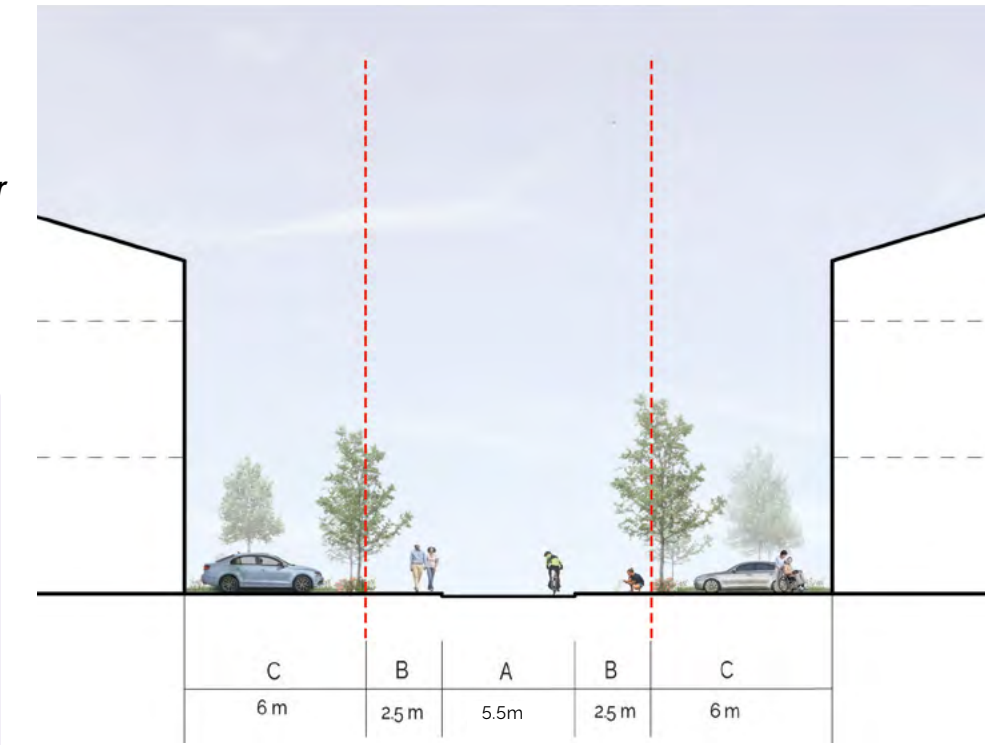


Diagram 25. Residential Street Section

A- STREET
B- PARKING WITH PLANTING
C- FOOTPATH
D- PRIVACY ZONE



Diagram 26. Residential Street Plan

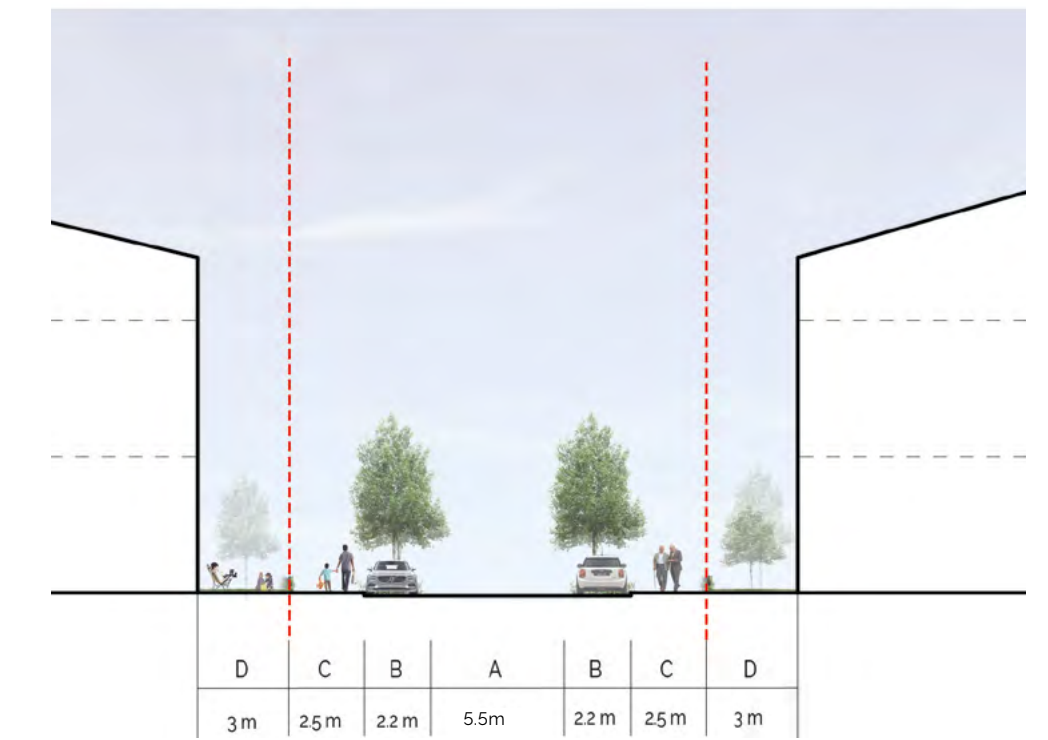


Diagram 27. Residential Street Section

A- STREET
B- PARKING WITH PLANTING
C- FOOTPATH
D- PRIVACY ZONE



Figure 28. Mulberry Park, Bath - HTA Design

3.3 STREET DESIGN

D5. Development Edge

Objective:

Development edges will be required at the interface of development with the non-developed areas. They must provide access to homes, be well integrated in the adjacent landscape and create a semi-rural setting. They must reduce travel through and integrate informal surfaces.

Local Plan Policy: BE09 and R01

Guidance

1. Development edges must be designed with a carriageway width of 5.5m which will be shared by motor vehicles and bicycles.
2. Development edges will have buildings on one side, and open space on the other.
3. Limited parking bays should be provided on street for visitors, parallel to the carriageway, and preferably only on the side of the road which is flanked by buildings.
4. Pavements must be provided on the side of homes and avoided on the non-developed side.
5. The carriageway must not be continuous and be interrupted by informal surfaces and narrow zones to discourage driving through.
6. Continuous tarmac zones are not allowed.
7. Homes should be set behind front gardens or "privacy zones" and offer passive surveillance to the street.

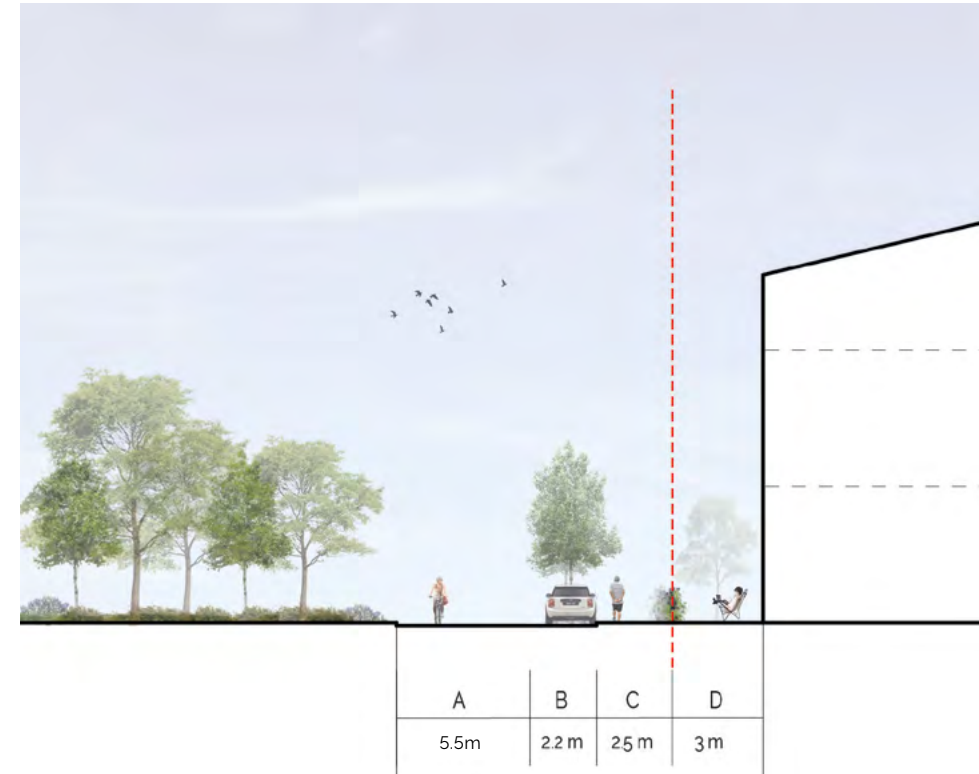


Diagram 28. Development Edge Section

A- STREET
B- PARKING WITH PLANTING
C- FOOTPATH
D- PRIVACY ZONE



Diagram 29. Development Edge Plan



Figure 29. Osprey Quays, Officer's Fields - HTA Design



Figure 30. Cane Hill, Croydon - HTA Design

3.3 STREET DESIGN

3.3.21 Development edges will be located at the interface of the residential parts of the Garden Village with open, non-developed areas, where the expected volume of traffic is very low. They will be located along the historical hedgerows, woodlands and wetland areas.

3.3.22 This street type should be designed to create a rural character on the edges of the Garden Village. It should be informal and have breaks in the carriageway to provide no-through zones except for local residents and emergency vehicles. They should be designed so that their landscaping, materials and street furniture reflect their landscape settings and the local neighbourhood.

3.3.23 Development edges should be designed for very low speeds and shared motor vehicle and cycles. They will need to ensure that good visibility is provided for cyclists and will need to include passive traffic calming measures such as pinch points in the carriageway width.

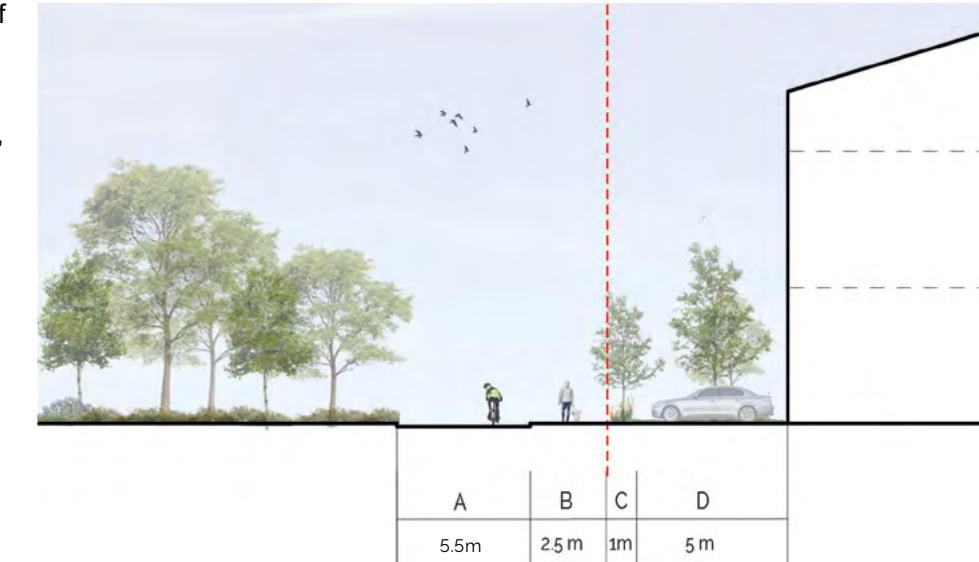


Diagram 31. Development Edge Section

A- STREET
B- PARKING WITH PLANTING
C- FOOTPATH
D- PRIVACY ZONE



Diagram 30. Development Edge Plan



Figure 32. Filwood Park - HTA Design



Figure 31. Cane Hill, Croydon - HTA Design

3.3 STREET DESIGN

D6. Traffic Calming

Objective:

Passive traffic calming measures should be used to limit speeds without creating physical barriers or hostile environments for pedestrians, cyclists and buses.

Local Plan Policy: BE09 and R01

Guidance

1. Streets must be designed to encourage low vehicle speeds, without causing congestion or obstructing vehicles such as cycles, buses or delivery vehicles.
2. Natural measures such as street alignment and bend design should be used to slow traffic where feasible, to avoid the need for physical interventions.
3. Where necessary, physical traffic calming measures should be well integrated into the street design.

3.3.24 The Street Hierarchy outlined in this SPD includes streets designed for various speeds, all of which should be low to make walking, cycling safe and attractive.

3.3.25 The arrangement of buildings, spaces and activities can act as a natural traffic calmer and create a pleasant environment for pedestrians and cyclists.

3.3.26 Appropriate traffic calming measures should be well designed and avoid creating hostile environments. They may take the form of changes in vertical or horizontal alignment.

3.3.27 Vertical speed restraint measures such as speed tables and table junctions may be combined with at-grade pedestrian and cycle crossing movement and will be appropriate along main desire lines. In some cases, horizontal measures such as speed restraining bends, narrowing and/or chicanes may be appropriate.

3.3.28 Traffic calming measures should be designed-in to the street network to achieve the design speeds and avoid the need for retrofitted measures.



Figure 33. Use of passive calming measures to limit speeds.



Figure 34. Traffic calming measures integrated into street design.

3.3 STREET DESIGN

D7. Pedestrian-Cycle Crossing

Objective:

Pedestrian and cycle crossings should be provided at main junctions within and adjacent to the development.

Local Plan Policy: BE09 and R01

Guidance

1. Primary and Secondary streets should be designed with pedestrian and cycle crossings along main routes.
2. The road junctions providing access to the site from the A128 will need to be accompanied by pedestrian and cycle crossings. These include the Northern and the Southern roundabouts plus the central access to West Horndon Station.

3.3.29 In order to promote walking and cycling and establish pedestrians and cyclists as priority road users, key routes through the site will need to be accompanied by road crossings.

3.3.30 Three crossing points will be required at the junctions with the A128, identified as follows:

- a. Northern roundabout access: a signal-controlled toucan crossing is required on the A128 north arm and uncontrolled two-stage crossing points on all other arms using splitter islands.
- b. Central Access to Station Road: A signal-controlled junction across the A128 to Station Road is required. A signal-controlled toucan crossing should be provided on the A128 north arm to provide direct access for pedestrians and cyclists between the Village and West Horndon via the Mobility Corridor. An uncontrolled crossing will be acceptable on the site access arm.
- c. Southern roundabout access: an uncontrolled two stage crossing may be provided on the site access arm only.

3.3.31 Crossing facilities, which are compatible with the access arrangement to the site, must be agreed with the highway authority.

3.3.32 Off-site mitigation measures which seek to improve connectivity with the existing PROWs, such as connectivity at the northern boundary, must be considered during the planning application stage.

3.3.33 In order to avoid the road forming a barrier to sustainable forms of transport, crossings will also need to be considered at key sites, for example near to bus stops, at the Village Centre or Neighbourhood Hubs and outside all schools.



Figure 35. Pedestrian crossing along main routes.



Figure 36. Pedestrian and cycle crossing along main routes.

3.4 HOUSING DESIGN

Objective:

New housing must provide a high standard of accommodation which is appropriate to the Garden Village's rural setting. New homes must be tenure blind, accessible, and flexible with provision for home-working and outdoor amenity spaces.

Local Plan Policy: HP01, HP05, HP06 and R01

Guidance

1. Every new home must be in keeping with the character of the neighbourhood.
2. New homes must be well designed regardless of tenure, typology or ownership.
3. Designs must be tenure-blind in regard to external appearance of buildings, front doors and front access, plus communal zones such as shared amenity.
4. All homes must have a strong sense of arrival.
5. All homes must provide flexible and high-quality living spaces with generous ceiling heights and flexible layouts, including space for home working and internal storage.
6. Homes must be designed to provide each resident with natural sunlight and ventilation and avoid overheating.
7. All homes must have private amenity. Shared amenity may also be provided.
8. Homes must also have ancillary features such as storage for bicycles, bins and plant to avoid retrofitting or poor-quality design.

3.4.1 The designs of new homes must:

Provide beautiful places to live for all residents

3.4.2 As a residential-led Garden Village surrounded by green belt land, it is important that the designs of homes at Dunton Hills provide residents with exemplary living conditions and good access to daylight and outdoor amenities.

3.4.3 Policies relating to the design of homes are set nationally and locally and will change during the lifetime of the development at Dunton Hills.

3.4.4 The National Planning Policy Framework requires the design of new housing to reflect local needs in terms of the size, type and tenure of housing needed for different groups in the community, including those who require affordable housing, families with children, older people, people with disabilities, and people who rent their homes or wish to build their own homes.

3.4.5 The National Design Guide illustrates how well-designed homes that are beautiful and successful can be achieved in practice. It promotes socially inclusive design which contributes to mixed and balanced neighbourhoods, avoids segregation or perceived barriers between communities, and does not disadvantage any particular group of residents. The designs of new homes should follow the guidance within the National Design Guide (or any future replacement).

3.4.6 Homes must be built using robust, low maintenance materials and design features which are fit for purpose. Windows and doors should reflect their intended uses and purposes, balancing privacy with light and ventilation. Balconies should offer privacy without the need for retrofitted screens.

3.4.7 New homes of varying types, affordability and sizes of homes should be designed to address local needs. For Phase 1, this means that the design of new homes should comply with the Local Plan policies. For future phases, this means assessing local needs and providing sustainable housing mixes and tenures.

3.4.8 Specialist accommodation, such as older peoples housing, should be designed to the same standards as other homes, with similar access to workspaces and external amenity spaces. Houses and flats should also be co-located, allowing households of different sizes to live near each other to create diverse communities and avoid social isolation or segregation.



Figure 38. Homes designed in keeping with the character of the neighbourhood.



Figure 37. Homes designed to provide natural sunlights and ventilation.

3.4 HOUSING DESIGN

3.4.9 Planning applications should avoid taking formulaic approaches to housing design and must demonstrate how each home will be a high-quality place to live.

Be tenure blind

3.4.10 Residents of all homes within the Garden Village, regardless of typology or tenure, must be provided with similar standards of living within their homes. Planning applications must demonstrate how the designs of all types of homes provide aspirational places to live, whether flats or houses, for sale or rent, and open-market or affordable. Affordable homes must be mixed throughout the development, avoiding mono-tenure zones.

3.4.11 Homes with different tenures should be indistinguishable in terms of their entrances, front doors, elevations, and visible communal areas such as shared parking areas and shared amenity. Residents of affordable homes must also have equal access to public spaces, children's play areas, local facilities, amenities and infrastructure.

Have welcoming and accessible entrances

3.4.12 All homes should create a sense of arrival. The approaches to individual homes and flats must be visible, safe, well-lit and accessible to all, particularly those with reduced mobility. Entrances to homes should be designed to be legible from streets and spaces, giving residents a sense of identity and ownership. All front doors should benefit from some weather protection in the form of canopy or similar.

3.4.13 Within blocks of flats, communal spaces should create a place of retreat and safety from the world outside, with legible circulation spaces and cores which enable neighbours to recognise each other and avoid soulless, anonymous places.

3.4.14 Communal areas, including shared circulation spaces in blocks of flat blocks should be naturally lit and ventilated where allowed by other requirements (such as fire strategies). There should be no more than eight flats accessed from one vertical access core. Flats accessed from shared areas should be secure, with access control systems.

3.4.15 Shared access to flats and approaches to individual homes should accommodate space for delivery packages such as lockers.

3.4.16 Features such as letterboxes, meters and communal storage spaces must be accessible and designed to avoid occupational hazards. For example, individual and communal banks of letterboxes should be positioned

between 0.7m and 1.7m from floor level to avoid injury for postal workers.

Provide high-quality living environments

3.4.17 Homes must be designed to comply with the Nationally Described Space Standards and provide sufficient internal accommodation and storage. Rooms must be designed to be flexible, and plans should show indicative furniture layouts and avoid awkward room shapes or layouts.

3.4.18 All homes must also demonstrate how they can accommodate home-working space to reduce the need for commuter journeys. This can be illustrated at planning submission with inclusion of a desk space within any zone of the home with daylight, except kitchen and main living. Flexible and adaptable spaces which could support working from home should be considered during the early design stages. Larger properties could provide a dedicated study or bedrooms and garages could be designed to facilitate conversion. Smaller properties could consider how partitions on landings, bedrooms or living spaces, could be used to create effective and quiet working spaces, away from other household activities.

Provide natural light and ventilation

3.4.19 At least 85% of homes should be dual aspect to allow cross-ventilation and avoid overheating. Dual aspect is considered when residential units have openable windows on two external walls, which may be either on opposite sides or on adjacent sides when units are at the corner. In this last case of corner aspect, the side must be at least 3 meters. When one aspect is towards an external access deck or courtyard, the layout of the dwelling needs to be carefully considered to maintain privacy.

3.4.20 Ceiling heights should be at least 2.3m for at least 75% of the internal net area of the dwelling to assist with ventilation and to allow tall windows which bring more natural light into buildings.

3.4.21 Each home must also benefit from direct sunlight. Planning applications for single-aspect homes must demonstrate how they will avoid overheating (including the adjacent corridors for flats) and should avoid the use of mechanical ventilation. Planning applications for homes which comply with the Nationally Described Space Standards but fail to provide sufficient sunlight and ventilation will be refused.



Figure 40. Welcoming and accessible entrances



Figure 39. High-quality living environments

3.4 HOUSING DESIGN

Ensure levels of privacy

3.4.22 Design proposals should demonstrate how dwellings will have an adequate level of privacy in relation to nearby homes. To ensure good levels of privacy, dwellings facing other dwellings with opposite windows should have minimum 20m external façade to façade, measured perpendicular to both facades excluding balconies or projecting elements. This distance must increase to minimum of 25m when new dwellings face existing buildings with openings.

Residential Amenity

3.4.23 All homes must incorporate private external amenity space preferably accessed from the main living space, whether a garden or a balcony, in addition to suitable play space.

3.4.24 All houses should have at least 40sqm of private garden space with a minimum depth of 8 metres. Ground floor flats should have at least 10 Sqm of private garden of usable space which excludes bins storage or plant zones if located at the front of the property. If the main amenity of houses or ground floor flats is provided in other formats such as a roof terrace or courtyard, these areas can be reduced by maximum 25%. Flats on upper floors should have private amenity of minimum 5sqm as balconies or roof terraces which cannot be reduced in area. This is in addition to any communal spaces provided.

3.4.25 In addition to private amenity, flats should be provided with play space in the form of communal gardens or roof terraces with direct access from circulation spaces, so that older children can independently access amenity spaces without having to leave the front entrance of the building. Communal gardens should include play space for children and receive direct sunlight for a minimum of four hours a day in June. They should also be well overlooked. Where not all flats have a view of the garden, blocks should be designed so that 2-bedroom or larger homes overlook the garden to enable informal supervision of children playing independently, with one-bedroom flats facing in other directions as they are less likely to be occupied by children.

Include cycle storage

3.4.26 Planning applications must demonstrate how all homes will provide secure cycle storage in line with the Local Plan requirements.

3.4.27 Cycle storage must be accessible, sheltered, secure, easy and convenient to use. It must not obstruct front

doors and entrance paths and should be integrated into the building fabric. Cycle storage in homes must be easier to access, or just as easy to access, than private cars, in order to establish cycling as a priority mode of transport. Where homes include garages, they should be wide enough to be able to access cycles stored in the garage.

Include ancillary spaces and storage for bins

3.4.28 Bin storage and ancillary plant, such as external vents, delivery lockers and meter boxes, should be attractively designed and incorporated into the designs of buildings, or within small front gardens or privacy zones. Meters, bin stores, bike stores and other storage must be designed in ways which do not obstruct front doors and entrance paths.

3.4.29 The design of waste storage facilities must comply with waste and recycling guidance set out by the Council to enable safe and convenient collection and avoid hazards for collection workers. Refuse storage must incorporate all types of waste, including dry recycling, food recycling and garden waste.

3.4.30 For houses, household waste should be stored neatly and safely in a location that is easy to use and easy to collect from. Bin stores located at the rear of properties with pathways to the street must be avoided as they can be difficult to access and use. Instead, front and side solutions well-designed solutions integrated into the streetscape are preferred.

3.4.31 For apartments, communal waste and recycling stores must be provided. They must be accessible to all residents, including wheelchair users and children. They should be secure and locked at all times, located within the building curtilage and should be easy to access for collection teams. Where these are inside buildings, they should be ventilated and include and wash-down facilities so they can be cleaned.

3.4.32 Access doors to service rooms must be well integrated into the facades, preferably within secondary elevations to ensure attractive frontages. They should be within 20m of the refuse car access point.



Figure 42. Ensure levels of privacy



Figure 43. Passive surveillance



Figure 41. Ancillary spaces and storage for bins

3.5 SELF-BUILD

Objective:

A minimum of 5% of homes must be provided as self-build homes, which are designed to the same standards as other housing and reflect the design characteristics of their neighbourhood.

Local Plan Policy: HP01, HP06 and R01

Guidance

1. Self-build homes must be distributed throughout the development, as individual plots or small clusters and avoiding a "self-build neighbourhood."
2. Developers should promote a range of self-build housing products to enable a range of bespoke homes to meet varied needs.

3.5.1 Self-build homes should:

Enhance the character of their neighbourhoods

3.5.2 Dunton Hills Garden Village is expected to include at least 200 self-build homes over the lifetime of the development.

3.5.3 The key plans for Dunton Hills Garden Village do not prescribe locations for self-build homes, and these should be distributed throughout the development to avoid creating "self-build neighbourhoods". Self-build homes should enhance the character of their settings by introducing diversity, whilst respecting each neighbourhood's individual character. The designs of self-build homes should reflect the character of their neighbourhood.

3.5.4 Where a site has five or more self or custom build dwellings, planning applications will need to be accompanied by a design code which explains how these will be designed to contribute positively to the local character.

Provide enhanced housing choice

3.5.5 Self-build homes provide an opportunity to foster a sense of community and good placemaking and introduce a mix of residents including those who might not normally wish to purchase a new-build home. They also offer opportunities for flexible typologies or individual house types for people whose housing needs may not be fully met by the housing market.

3.5.6 Self-build homes are homes built by an individual, a group of individuals, or persons working with or for them, to be occupied by that same individual or group, and can be either market or affordable housing. They can be custom build as well. This means that self-build homes can either take the form of individual plots sold to people to build their own homes, or a custom-build arrangement where developers take some of the responsibility for construction on the self-builder's behalf, with custom design according to the home-owner's needs. Planning applications within each phase will need to explain how the self-build requirement will be met.



Figure 45. Self-build homes distributed throughout the development, as individual plots or small clusters.



Figure 44. Designed to the same standard as other housing and reflect the design characteristics of the neighbourhood.