Lauren Taylor / Group B

LG1 SITE

Masterplan and Design Code

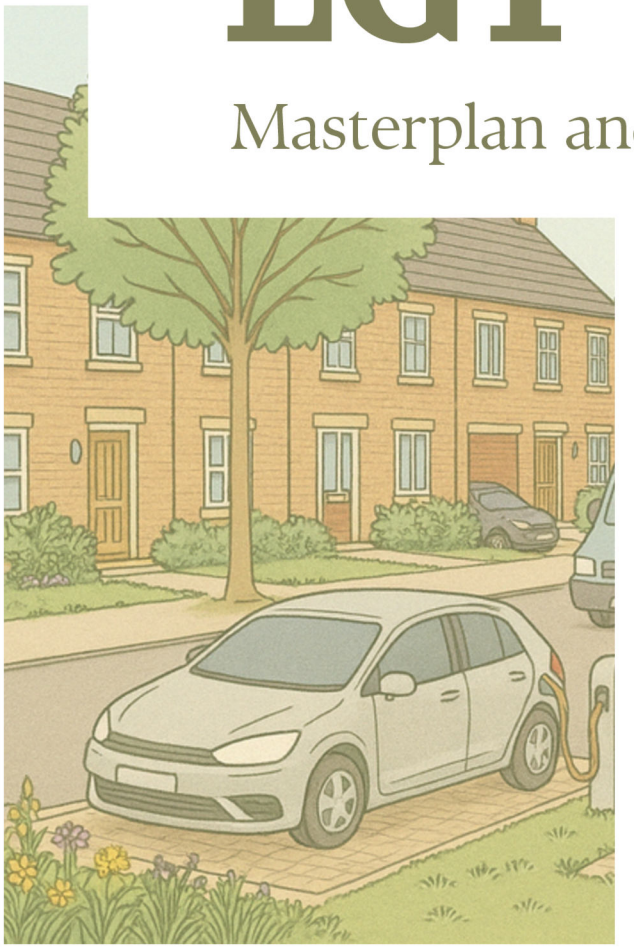


Figure 0.01 - Bus Stop Illustration

Executive Summary

This Design Code provides a clear and comprehensive framework to guide the future development of the LG1 site. It defines the essential parameters for achieving a coherent, high-quality, and sustainable place, setting out expectations for built form, movement, public realm, landscape, and sustainability. The Code ensures that as the site evolves, it delivers a consistent vision while allowing for creative interpretation within the established principles.

In line with the project brief, the option to produce an alternative format of 30 A3 pages has been chosen. To ensure greater usability and accessibility, this Design Code has instead been presented as a 60-page A4 document. The A4 format has been carefully selected to improve navigation, with each page structured to present clear, concise guidance alongside supporting diagrams, illustrations, and indicative images. This structure ensures that users - whether designers, developers, planners, or community stakeholders - can easily interpret and apply the design requirements at every stage of the development process.

Flexibility is built into the Code to allow for variation and innovation, particularly in architectural style and housing design, helping to foster place identity, wayfinding, and a memorable streetscape. At the same time, clear parameters are set to secure cohesive massing, rhythm, materials, and landscape integration, avoiding a fragmented or incoherent outcome.

Areas of Focus

Our team's principal lens was the creation of resilient Blue and Green Networks. We began by mapping the local water system - most notably the Pix Brook, its ephemeral feeder streams and a lattice of agricultural drainage ditches - then layered this against LG1's topography to see how water would cross the site.

This hydrological "X-ray" pinpointed both high-risk ponding zones and natural hollows that could double as amenity wetlands.

Onto this blue skeleton we grafted LG1's surviving mature hedgerows, reading these century-old boundaries as living green infrastructure: biodiversity corridors, wind breaks, carbon sinks and cultural memory all in one.

An urban designer at North Herts Council told us their ecologist is particularly keen to safeguard these hedges and the wildlife corridors they create, so every proposed bioswale, attenuation basin and off-road walking loop aligns with the hedge lines rather than cutting across them. In this way we preserve historic landscape fabric while giving it an active role in flood management and everyday recreation.

Early in the project we walked the land with that same urban designer and several council colleagues from the planning team. Although there was no visible flooding, several depressions were boggy and patches of surface water sat on the grass - evidence that the ground drains slowly.

Taken together, this integrated blue-green armature sets the spatial logic for the wider master-plan. Housing clusters, street hierarchy and civic-space upgrades all key off the hedgerow grid, ensuring that every subsequent move reinforces water-sensitive design and the hedgerow character unique to LG1.

The outcome is a framework that is as much about heritage and community well-being as it is about climate resilience - one that turns storm-water, slope and hedgerow into the project's organising DNA.

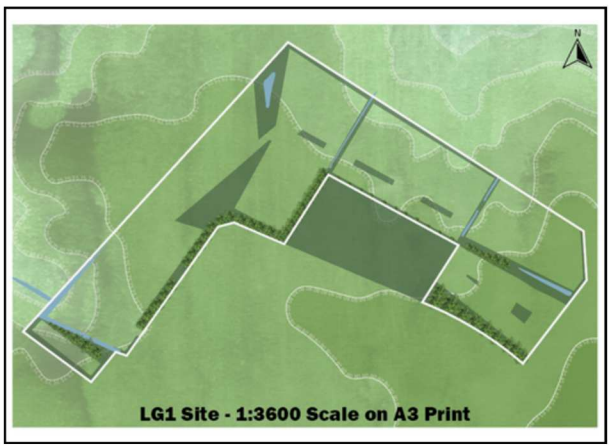


Figure 0.02 - Green and Blue Map

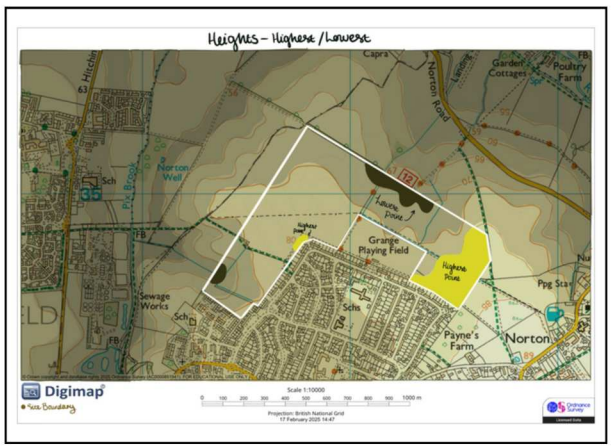
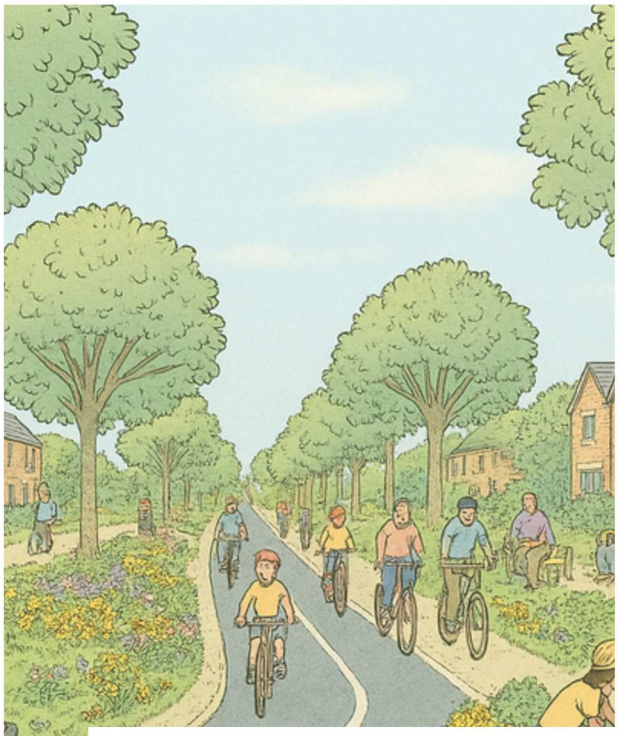


Figure 0.03 - Topographical Map 1



Introduction & Context

SECTION 1

1.1: Contents Page

1.2: Local Policy Context

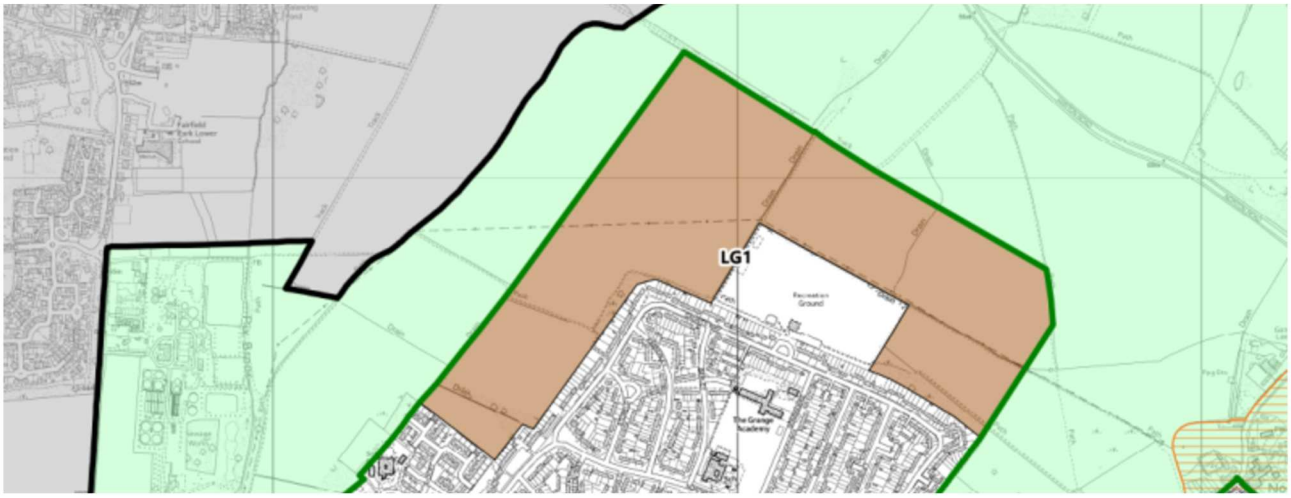


Figure 0.04 - LG1 Site as outlined in North Herts Local Plan

The LG1 site is allocated for residential-led development in the North Hertfordshire Local Plan, adopted in November 2022. This plan outlines a long-term vision for sustainable growth and addresses housing need, infrastructure, and environmental protection. The LG1 site is formally allocated under Policy SP9: Designated Housing Allocations, which identifies the site as part of a broader strategic growth area. The site is expected to deliver a mix of housing types, open space, a 2FE primary school, and local amenities.

Key Objectives Include:

Delivery of a minimum of 900 dwellings,

Provision of green infrastructure, play space, and formal open space,

Integration of sustainable drainage systems (SUDS),

Preservation of important landscape features and ecological corridors.

Other relevant policies include:

Policy SP16 (Design): Requires all major developments to adhere to high-quality, contextually responsive design principles and to prepare a design code or design strategy where appropriate.

Policy LG19 (Flood Risk & Water Management): Seeks to mitigate flooding through green infrastructure and SUDS, especially important due to the site's proximity to Grange Recreation Ground, which is prone to groundwater flooding.

Policy HT11 (Transport Infrastructure): Promotes active travel and sets expectations for non-car-based connectivity, particularly cycle and pedestrian links to the town centre and nearby stations.

1.3: Garden City Principles

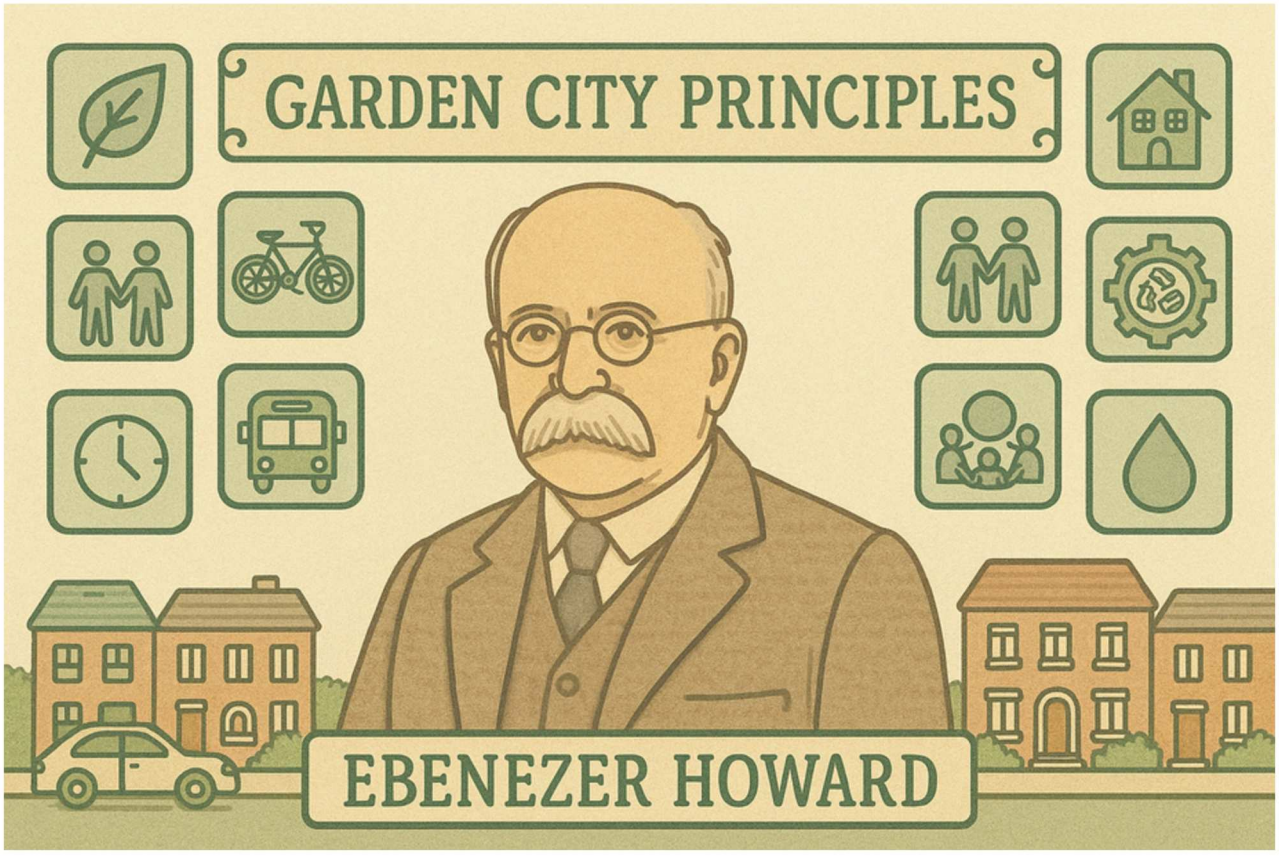


Figure 0.05 - Illustration of E. Howard

Building on a Legacy

The LG1 site is a natural extension of Letchworth Garden City, the world's first Garden City. Inspired by Ebenezer Howard's vision, this design code embraces the core idea of blending town and country to create healthy, sustainable, and inclusive communities.

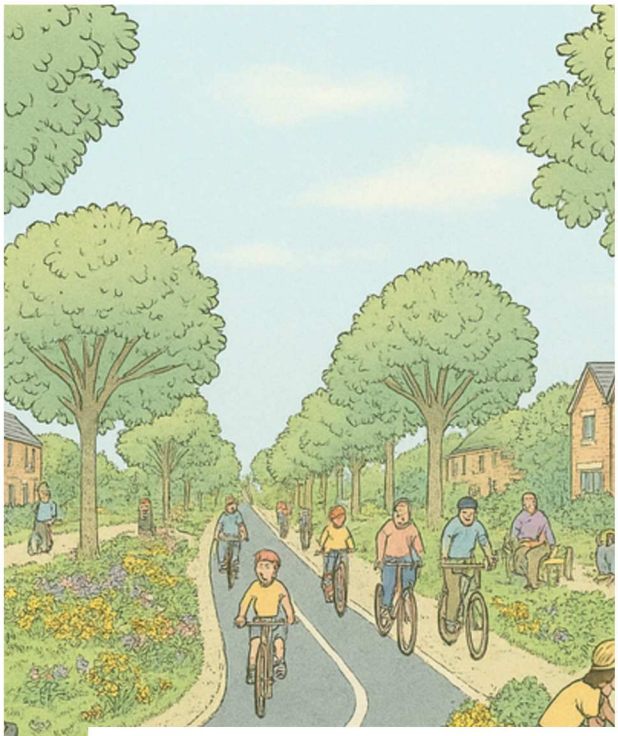
1.3.1 - Green Infrastructure & Nature: Green fingers, hedgerows, play areas, and a SANG space must form a connected network that enhances biodiversity and supports wellbeing.

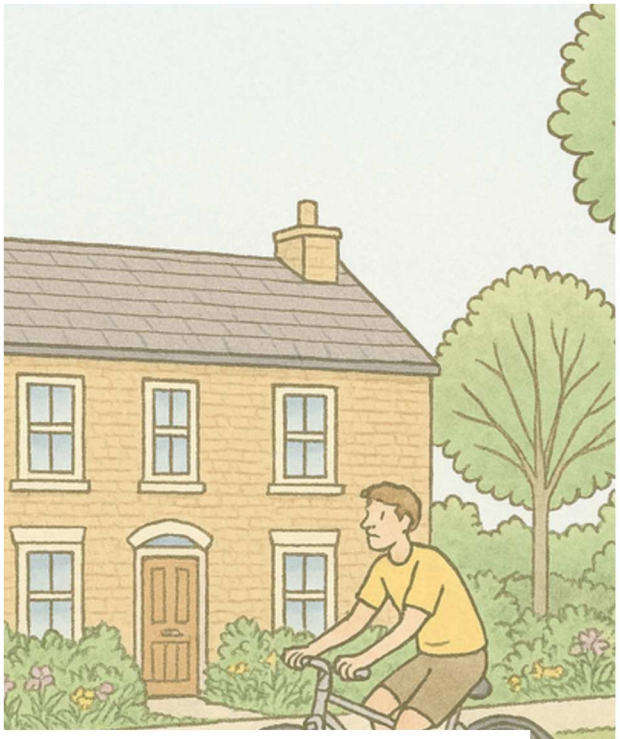
1.3.2 - Mixed Housing Types: Detached, semi-detached, terraced and flats must create variety, supporting a diverse, tenure-blind community for all ages and incomes.

1.3.3 - Walkable & Low-Carbon Movement: A clear street hierarchy must promote walking and cycling, with reduced car dominance and integrated public transport links.

1.3.4 - Community-Focused Design: Neighbourhood nodes, community hubs, and long-term stewardship strategies will foster a strong sense of place and ownership.

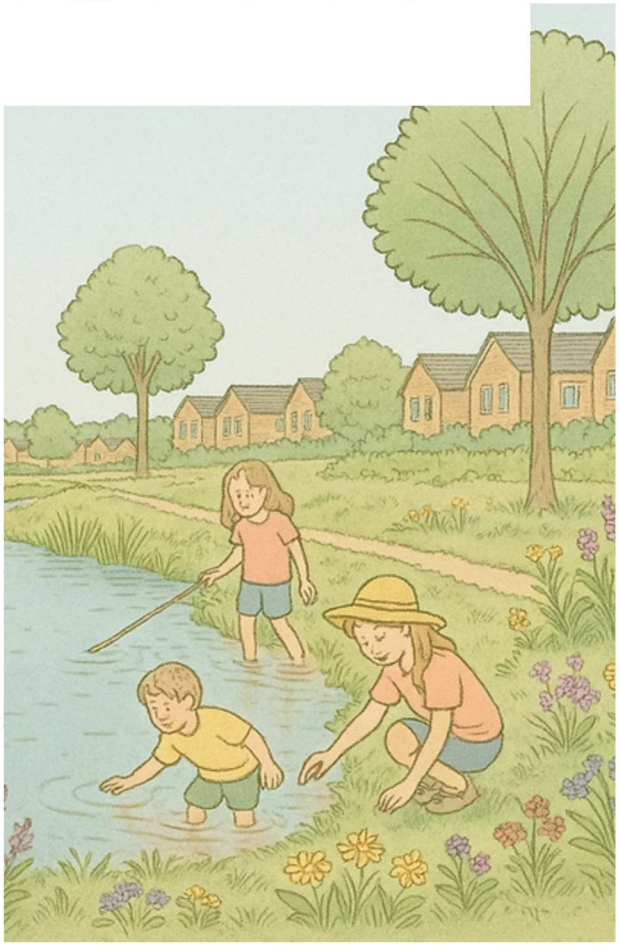
1.3.5 - Sustainability & Resilience: The layout must prioritise SUDS, energy efficiency, and adaptable design to address climate resilience—bringing Garden City ideals into the 21st century.





Codes Based on Analysis

SECTION 2



2.1: Topography & Drainage

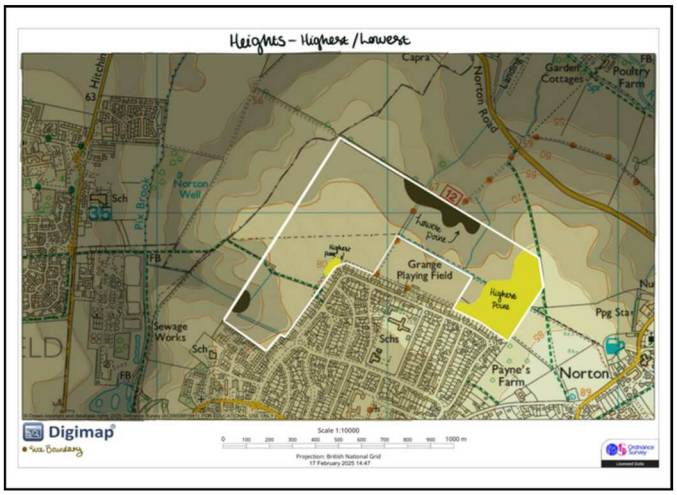


Figure 0.06 - Topographical Map 1

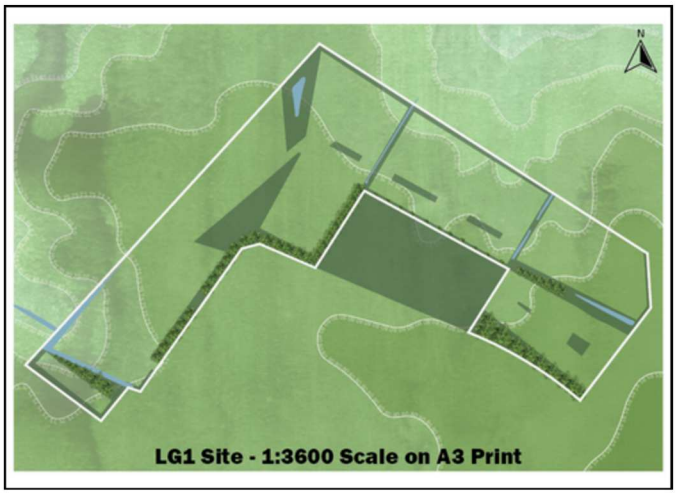


Figure 0.07 - Topographical Map 2

Figure 0.08 - SUDS Illustration

Understanding the Landform

LG1 features a 13m elevation change, gently sloping from the higher western edge towards the east. This variation shapes drainage patterns and offers opportunities for scenic views. Fig. 0.06 shows the wider context, with rising land to the west and lower areas near Grange Recreation Ground, which is prone to flooding. These natural contours will inform the layout and character of the development.

Drainage & Surface Water

Topography guides the site's surface water flow, making Sustainable Drainage Systems (SUDS) essential. Existing ditches can be enhanced to support water retention, biodiversity, and amenity space. Figure 0.07 - Topographical Map 2 identifies key drainage points where interventions such as swales, rain gardens, and basins will help manage runoff, especially during peak rainfall events.

Design Codes

2.1.1: The design must work with the site's natural levels to minimise cut-and-fill, reducing construction impact and enhancing the legibility of neighbourhoods through subtle changes in elevation.

2.1.2: The design must integrate drainage features such as swales, basins, and rain gardens into green spaces and streetscapes to provide both functional and recreational value.

2.2: Flooding & SUDS Potential

Managing Water Naturally

The LG1 site presents both challenges and opportunities in terms of water management. Its proximity to Grange Recreation Ground, a known low point prone to groundwater flooding, makes effective and integrated drainage a design priority. Surface water runoff must be carefully managed to prevent risk to properties, infrastructure, and biodiversity.

Figure 0.09 - The Grange Rec

Design Priorities

- Locate SUDS in natural low points, especially in areas highlighted in Figure 0.06.
- Ensure all drainage infrastructure is accessible for long-term maintenance.
- Use water as a visible, celebrated feature - reinforcing the Garden City identity and enhancing the local microclimate.

Figure 0.10 - SUDS Illustration

Sustainable Drainage Systems (SUDS) Design Codes:

To address these risks while contributing positively to place-making, this code proposes a site-wide SUDS strategy. Rather than relying solely on underground pipes, SUDS uses the landscape to slow, filter, and store surface water.

2.2.1: Swales must run along primary green corridors to direct and delay water flow.
2.2.2: Retention and attenuation basins must be situated in public open spaces.
2.2.3: There must be permeable paving within residential streets and open spaces.

These features will be multi-functional, supporting flood prevention, biodiversity net gain, and recreational amenity.

2.3: Green Infrastructure

A Landscape-Led Framework

Green infrastructure is at the heart of our LG1 design strategy. The site's existing field boundaries, tree belts, and hedgerows provide the foundation for a network of connected green corridors. These will define character areas, support biodiversity, and offer high-quality recreational spaces in keeping with the Garden City ethos. Preserving and enhancing these features will shape not only the ecological value of LG1, but also its visual identity and microclimate.

Figure 0.11 - Hedgerow on The Rec

Figure 0.12 - Example Sowerby Park

Hedgerow Strategy

Existing hedgerows, particularly those along former field boundaries, form important wildlife corridors. These will be:

2.3.1: Retained and restored, using native species.

2.3.2: Reinforced with new planting to connect green spaces and support ecological networks.

2.3.3: Buffered with green setbacks where adjacent to new development, preserving their character.

These linear features provide shelter and movement corridors for birds, bats, and small mammals, while also softening the urban edge and offering visual continuity.

Green Components

2.3.4: Green fingers will run through the site, integrating leisure, drainage, and ecological value.

2.3.5: Pocket parks and LEAPs could be situated within neighbourhood nodes.

2.3.6: A SANG should be created to the north-east, providing access to naturalistic open space.

2.3.7: Streets should be tree-lined and have front gardens where appropriate, contributing to biodiversity net gain and cooling.

2.3.8: Strategic connections between these spaces will be designed for walkability and play.

2.4: Accessibility / Connectivity

Figure 0.13 - Accessibility and Movement Map

The LG1 site has the potential to become a well-connected and inclusive neighbourhood that encourages sustainable, active movement. A core design objective is to ensure that all residents, regardless of age or ability, can easily and safely access key destinations such as the local centre, school, parks, and green spaces within a 5-10 minute walk. The layout prioritises permeable block structures, direct routes, and a hierarchy of pedestrian and cycle-friendly streets. Connections to the wider Letchworth network will be strengthened through links to the existing Greenway, local bus stops, and proposed cycle infrastructure. Accessibility will be supported through dropped kerbs, clear sightlines, gentle gradients, and surface materials suitable for mobility aids. This approach promotes independence, safety, and low-carbon movement for all members of the community.

Figure 0.14 - Car Illustration

Figure 0.15 - Bike Illustration

2.5: Transport Context

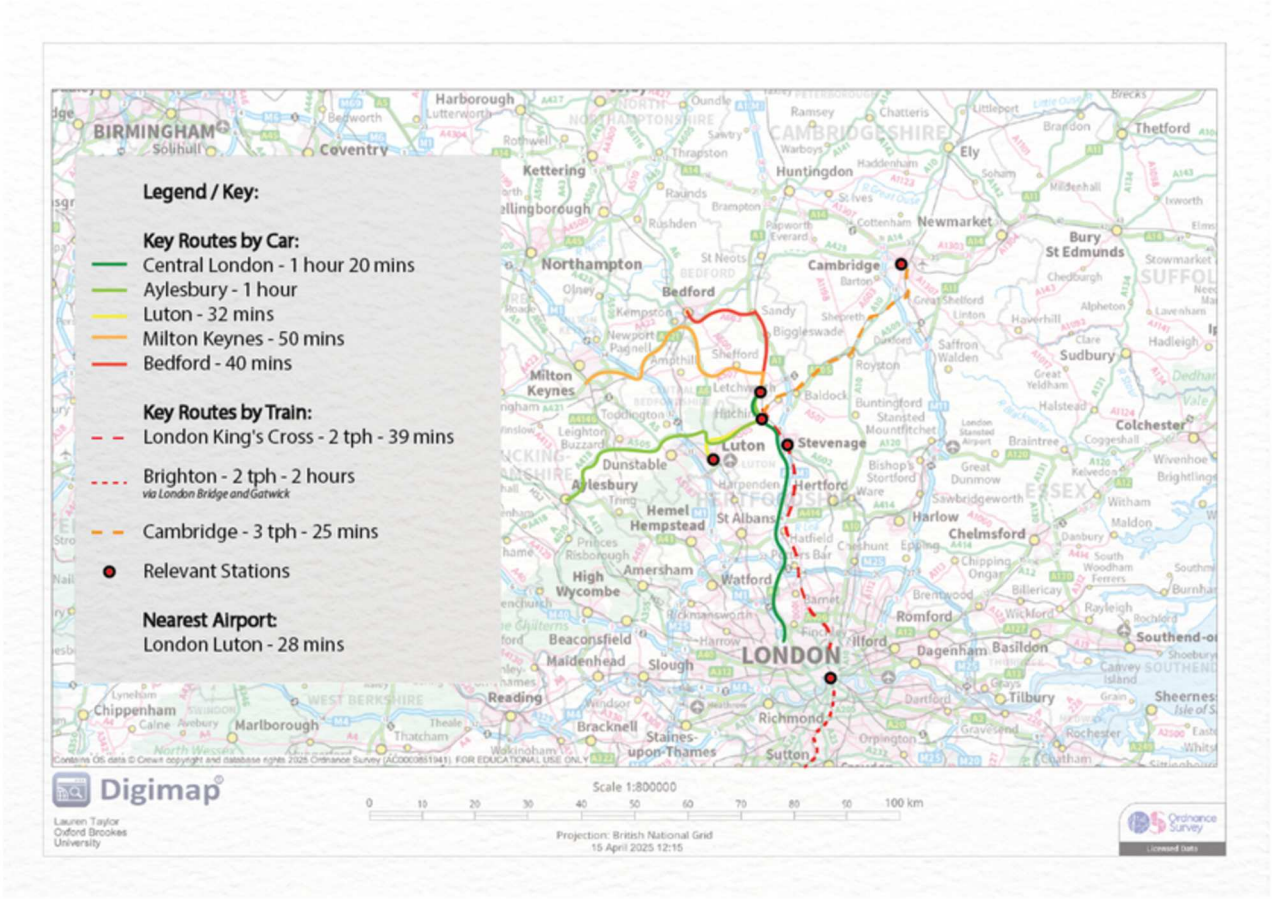


Figure 0.16 - Regional Transport Map

The LG1 site benefits from proximity to regional road and rail links, offering opportunities for sustainable commuting beyond Letchworth. The nearby A505 and A1(M) provide strategic road access to Cambridge, London, and surrounding towns, while Letchworth Garden City Station offers direct rail services to London King's Cross. However, current bus services, such as the 55, are limited in frequency, and existing cycle connections to the train station are fragmented, presenting a need for investment in active and public transport infrastructure. Locally, the development must integrate with Letchworth's historic radial street pattern and respect its constrained road capacity.

Figure 0.17 - Bus Stop Illustration 1

Figure 0.18 - Bus Stop Illustration 2

2.6: Block and Plot Sizes

Implications on Permeability and Land Use

The spatial structure of LG1 will be directly influenced by the size and configuration of the existing urban blocks and residential plots. Smaller, varied blocks, particularly toward the western edge of the site, enhance permeability, enabling better pedestrian and cycle movement, more street frontage, and greater opportunities for passive surveillance. In contrast, larger and more linear blocks, especially existing ones to the east, may limit movement and reduce connectivity.

Plot size variation plays a critical role in achieving housing mix and density balance on the proposed site. Larger plots enable detached or executive homes with substantial gardens, while narrow plots allow for terraces, and other high-density typologies. A mixed block structure also improves efficiency, allowing for architectural variety, and diverse tenures.

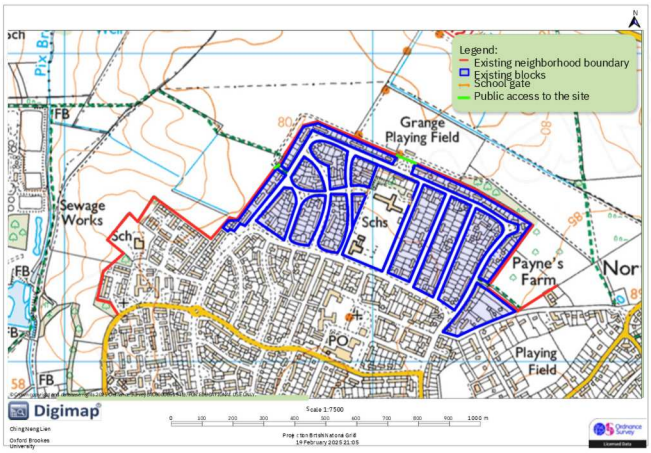


Figure 0.19 - Existing Block Structures

Figure 0.20 - Existing Backs

Adaptability and Future Proofing

Well-proportioned blocks also support adaptability over time. Blocks designed with access on multiple sides and flexible frontage widths can accommodate future uses such as homeworking studios, infill development, or local retail pods, particularly in corner plots or community nodes.

Ensuring that plot divisions allow for variation in building type and scale helps avoid monotony, supports climate-conscious retrofitting, and allows LG1 to evolve organically as needs shift in the decades ahead.

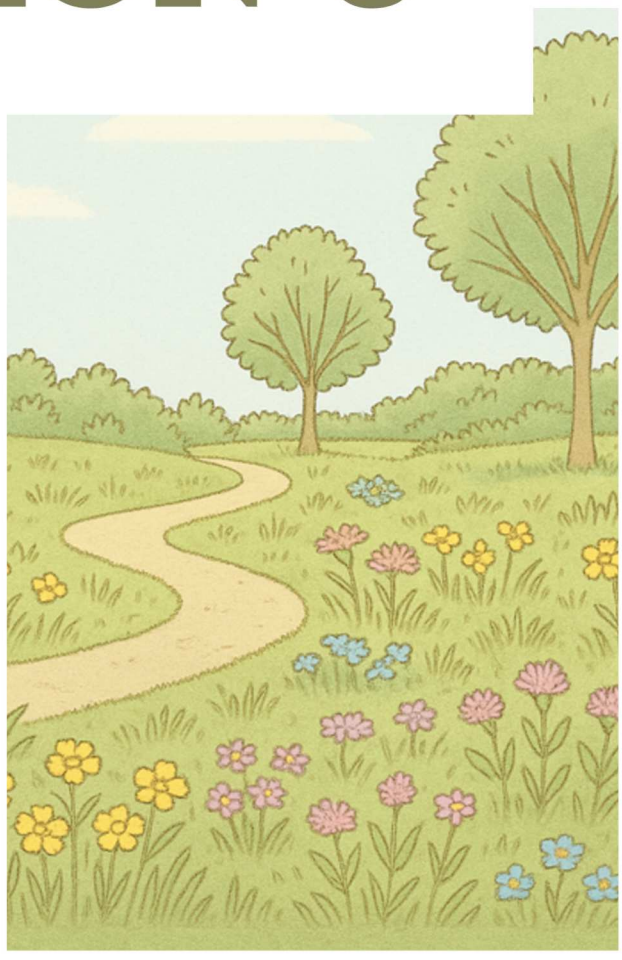
This flexibility is essential in creating a neighbourhood that remains vibrant, economically viable, and responsive to future patterns of living and working.

2.7: SWOT Matrix

Layer	Strengths	Weaknesses	Opportunities	Threats
Topography & Drainage	Gentle 13 m height range gives workable gradients for streets and utilities	Slow-draining hollows leave boggy ground and standing water after rain	Shape hollows into SuDS basins / amenity wetlands for water storage and play	Cloud-burst events could overwhelm SuDS; localised flooding in slow-draining hollows.
Connectivity & Movement	Direct rail link to London and Cambridge and A1(M) access boost regional reach	Only one local bus (55) every 30 min; limited road capacity risks congestion	Upgrade Greenway, add cycle spines and increase bus frequency to cut car use	Extra traffic from c. 900 homes may worsen A505 peak-hour queues if active-travel and bus upgrades stall.
Biodiversity: Blue & Green Networks	Ditches and mature hedgerows already form intuitive wildlife corridors	Gaps in hedgerows and arable use reduce habitat quality	Restore hedge gaps with native shrubs; retrofit ditches as planted swales to lift biodiversity net gain	Development that severs hedgerow lines could fragment bat corridors and reduce habitat quality.
Land Use & Open Space	Adjacent Grange Recreation Ground offers instant green-space connection	Greenfield arable site currently has low ecological value and no public realm	Create community gardens, play areas and buffer planting to enhance open-space network	Building close to the flood-prone margin of Grange Recreation Ground could expose homes to groundwater.
Heritage & Landscape Character	Proximity to Norton Conservation Area and Garden City legacy gives strong identity anchor	View-cone and style restrictions may limit density and design flexibility	Use local materials, buffer planting and sympathetic massing to celebrate heritage assets	Inappropriate massing, materials or lighting could harm the setting.
Utilities & Infrastructure	Nearby wastewater-treatmen t plant could give straightforward foul-drainage link	High-voltage powerlines cross the site	Integrate EV-charging points and low-carbon energy infrastructure throughout	Costly rerouting or burial of high-voltage powerlines could undermine project viability.
Street Network & Blocks	Garden-City grid layout aids navigation and supports walking & cycling	Long, narrow blocks at Grange Estate reduce permeability into LG1	No existing block pattern on greenfield site allows highly permeable new street grid	Narrow surrounding streets and limited junction capacity could create congestion and restrict emergency access.

Vision & Objectives

SECTION 3



3.1: Overall Vision Statement

“Co-living and co-dwelling with the existing environment”

The LG1 development seeks to extend the legacy of Letchworth Garden City through a landscape-led, community-focused neighbourhood that harmonises with its natural, social, and historical surroundings. This design code sets out a vision for a place that is green, inclusive, adaptable, and walkable - a neighbourhood that not only meets today’s needs but can grow and evolve with its community.

LG1 will be a place where people of all ages and backgrounds can live well, with access to high-quality homes, green spaces, local amenities, and safe, sustainable travel options. The neighbourhood will be shaped by a network of character areas, rooted in the existing landscape, with varied housing typologies that create interest, identity, and choice. A strong emphasis on green and blue infrastructure will ensure that nature, biodiversity, and climate resilience are embedded from the ground up.

Above all, the vision for LG1 is to create a thriving and future-ready Garden City extension, where the principles of community, nature, and design come together to support wellbeing, social connection, and long-term stewardship.

Figure 0.21 - Rendering of Semi-Detatched Property

3.2: Design Objectives

Figure 0.22 - Green Network Illustration

1. Protecting and enhancing the existing green network and habitat to promote biodiversity net gain: The design will retain and reinforce existing hedgerows, trees, and wildlife corridors, creating connected ecological zones that support pollinators, birds, and small mammals. This objective guides block layouts, street design, and open space integration throughout the site.

Figure 0.23 - Blue Network Illustration

2. Establishing a complementary blue network that promotes biodiversity net gain: A strategic approach to water management will shape new wetland habitats, swales, and SUDS basins that manage runoff while enhancing ecological richness. These features will be designed as both functional infrastructure and vibrant biodiversity assets.

Figure 0.24 - Recreation Illustration

3. Providing recreational opportunities for both new and existing local communities: Public spaces will serve a wide demographic, offering informal play areas, formal LEAPs, community greens, and walking trails connected to Letchworth's wider network. These spaces will be safe, inclusive, and accessible, supporting everyday wellbeing and social interaction.

Figure 0.25 - Housing Illustration

4. Extending Letchworth Garden City with affordable housing while maintaining the coherent townscape: The development will deliver a balanced mix of housing types and tenures, including affordable homes, within a layout that respects and enhances Letchworth's established structure and architectural character. Continuity of form, scale, and landscape is key to a successful integration.

3.3: Placemaking Codes

Placemaking in LG1 is not just about where we build - it's about how people feel, move, connect, and thrive within the space. The following goals underpin every layer of the design code, shaping a neighbourhood that is active, resilient, and rooted in community.

3.3.1 - Nature-Led Design: Let the land lead. The layout will follow contours, hedgerows, and water flow, embedding green and blue infrastructure as the backbone of public life.

3.3.2 - Human-Scale Living: LG1 will be walkable, legible, and welcoming. Streets are designed with people in mind - front doors on the street, passive surveillance, and vibrant nodes where children play and neighbours meet.

3.3.3 - Characterful Variety: Every area tells a story. From the soft rural edges to the denser urban heart, a range of typologies, materials, and street forms will create identity, visual richness, and pride of place.

3.3.4 - Resilient Futures: Homes and spaces will be built to last and adapt. With climate-responsive planting, futureproofed layouts, and low-carbon design choices, LG1 is prepared for changing needs.

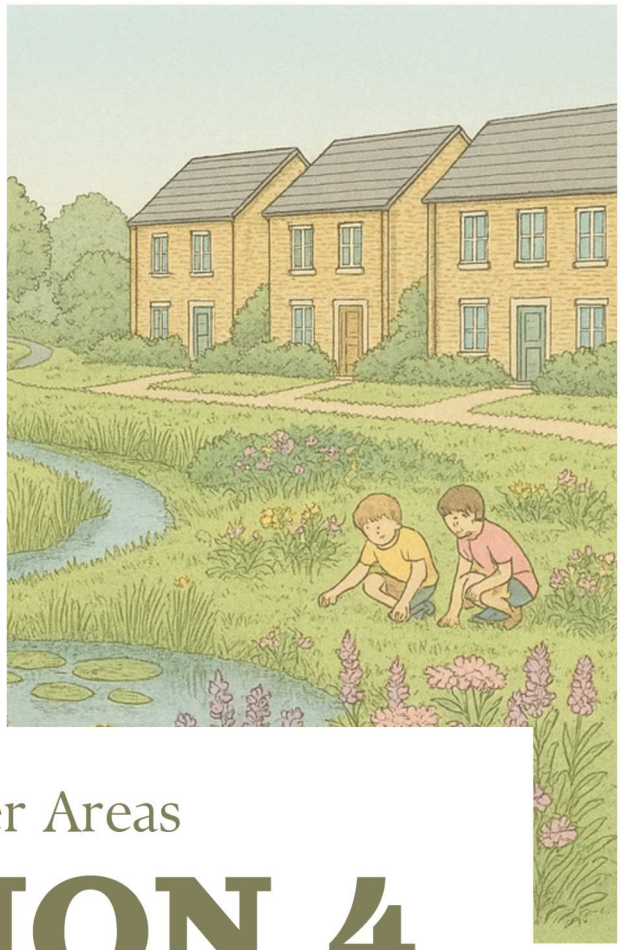
3.3.5 - Community as Collaborators: Public spaces are designed to be owned, managed, and shaped by the community. The development is not a product—it's a framework for shared living, learning, and growing.

3.3.6 - Five-Minute Neighbourhoods: No home in LG1 will be more than a five-minute walk or cycle from green space, play areas, and everyday essentials. Placemaking starts with proximity.

Fig 0.26 - Human Scale

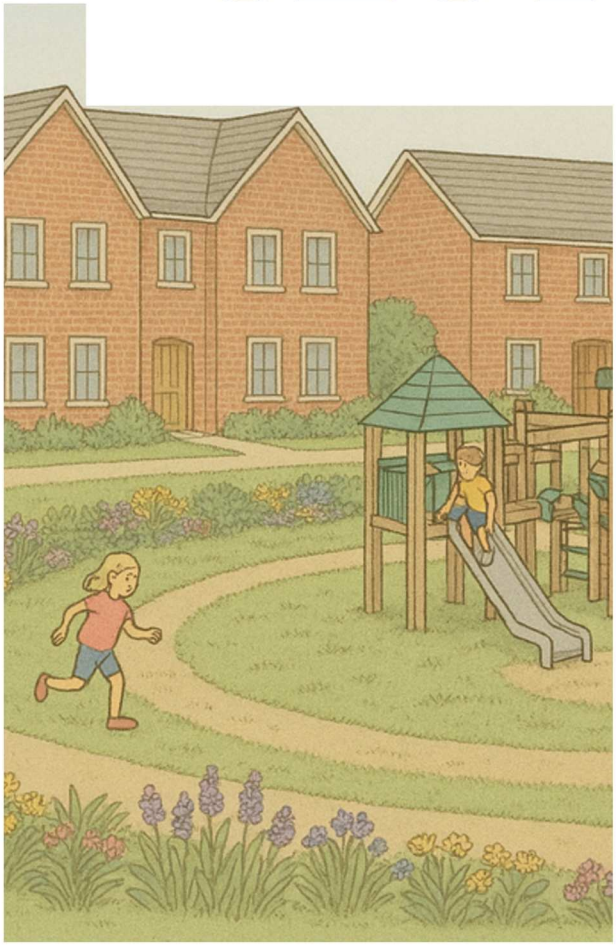
Fig 0.27 - Character Areas

Fig 0.28 - 5 Minute City



Character Areas

SECTION 4



4.1: Built Form & Density

Built Form & Density Breakdown

The built form strategy in LG1 responds directly to its context—using density and layout to define character, enhance legibility, and support walkable, inclusive communities. In the Urban Character Area, development is more compact, with a greater presence of terraced housing, apartments, and short blocks to create a higher density core. This supports efficient land use, activates street frontages, and ensures close proximity to green spaces, play areas, and public transport. Streets are designed to be human-scaled, with buildings framing the public realm and enhancing the experience of moving through the neighbourhood.

Transitions in Density

As the development moves towards the Semi-Rural Character Area, the built form becomes looser and more spacious. Detached and semi-detached homes on larger plots create a more relaxed rhythm, integrating with the surrounding landscape and respecting the green edges of the site. Transitions between character areas are handled carefully, using mid-density typologies like mews streets and short terraces to bridge scale differences. This varied approach ensures that LG1 supports a diverse range of housing needs, maintains a coherent identity, and achieves a balance between growth and environmental sensitivity.

Figure 0.29 - Built and Natural Form Map

4.2: Character Area Strategy

Figure 0.30 - Character Area Map

What is a Character Area?

A character area is a distinct part of a development that has its own identity - shaped by the layout of streets and plots, the types and styles of buildings, the landscape, and how people move through and interact with the space.

A Two-Part Approach: Urban & Semi-Rural

The LG1 masterplan is structured around two complementary character areas:

- The Urban Character Area, which forms the denser, more structured part of the development.
- The Semi-Rural Character Area, which responds to the softer, more natural edges of the site.

Each has its own built form strategy, material palette, and relationship to green infrastructure, tailored to reflect both its location within the masterplan and its role in the wider Garden City setting.

These character areas are not isolated zones, but part of a connected whole. Transitions between them will be carefully managed to maintain coherence and legibility across the neighbourhood.

Figure 0.31 - Urban Character Area Rendering

Figure 0.32 - Semi-Rural Character Area Rendering

4.3: Urban Character Area

Figure 0.33 - Terrace Illustration

Figure 0.34 - Terrace Rendering

Figure 0.35 - Terrace Illustration

Figure 0.36 - Terrace Rendering

The Urban Character Area forms the internal core, offering a more compact, structured, and active built environment.

This area is designed to feel distinct yet connected, providing visual contrast to the semi-rural edges of the development.

4.3.1: Built form must consist of terraces and townhouses, with opportunities for apartments, maisonettes, or similar where visually and spatially appropriate.

4.3.2: Although dense, blocks must be permeable, with multiple pedestrian and cycle connections that link to green spaces, play areas, and the wider movement network.

4.3.3: Building heights must generally range from two to three storeys, with potential for four storeys at focal points, such as local centres, corners, or key vistas.

4.3.4: Street frontages must be active, with principal entrances facing the street and windows at ground floor to ensure passive surveillance and engagement with the public realm.

4.3.5: Rear parking courts must be avoided unless they are overlooked on all sides, limited in scale, and designed with secure, well-lit access.

4.3.6: Materials must be consistent with the broader LG1 material palette but may allow for bolder or contemporary expressions in detailing to reflect the urban core.

4.4: Semi-Rural Character Area

Figure 0.37 - Green Edge Illustration

Figure 0.38 - Semi-Detached Rendering

Figure 0.39 - Rural Play Area Illustration

Figure 0.40 - Semi-Detached Rendering

The Semi-Rural Character Area forms the green, spacious outer edge of the development.

This area is defined by its relationship to nature, lower-density housing, and soft landscape integration.

The semi-rural setting provides a calm, less structured feel in contrast to the denser urban core.

4.4.1: Built form must consist predominantly of detached and semi-detached homes, with generous spacing between dwellings to reinforce the open character of the area.

4.4.2: Houses must be orientated towards green assets wherever possible, including woodland edges, public open space, or ancient hedgerows, to ensure dwellings benefit from views and proximity to nature.

4.4.3: Building heights must generally not exceed two storeys. However, 2.5 storey homes with dormers may be appropriate at key locations, provided they maintain the area's low-rise character.

4.4.4: Materials must reflect a rural vernacular, including brick, stone, timber, and natural or muted colour palettes. Roofs should generally be pitched and may feature traditional detailing such as chimneys or porches.

4.4.5: Car parking must be provided on-plot where feasible, preferably to the side or front of dwellings. Rear parking courts are discouraged. Landscaping should be used to soften the visual impact of parked cars and areas of hardstanding.

4.5: Typology Distribution Diagram

Figure 0.41 - Typology Colour Coded Masterplan

Introduction to Typology Distribution Diagram

The Typology Distribution Diagram illustrates the proposed arrangement of residential building types within the urban character area. The primary dwelling types identified are Detached, Semi-Detached, and Terraced Houses, offering a varied but cohesive residential environment. While these three typologies form the backbone of the neighbourhood structure, the incorporation of Flats may also be considered in appropriate locations to enhance housing choice and reinforce the urban character, particularly where greater density is suitable.

Typology Design Codes

4.5.1 Housing Typology Placement - Detached dwellings should be located at the edges of the character area. Semi-detached and terraced houses should form the majority of internal streets. Flats may be incorporated near hubs and public spaces where appropriate to character and scale.

4.5.2 Character and Massing - All dwellings must maintain consistent frontages, rooflines, and materials. Flats should be 2-3 storeys and not dominate surrounding houses unless at designated centres.

4.6: Plot Passport

The designs shown are indicative of the intended architectural style and character. Variations of the rendered versions should be introduced to support a varied townscape, enhance place identity, and assist with wayfinding throughout the development.

Figure 0.42 - Detached Rendering

Detached Properties

Spacious 4+ bedroom homes set within large, landscaped gardens. Each plot includes on-plot parking and benefits from premium views onto green space.

Detached layouts provide privacy and a strong connection to nature, contributing to the area's open, semi-rural character.

Figure 0.43 - Semi-Detached Rendering

Semi-Detached Properties

Comfortable 3+ bedroom homes with mid-sized gardens and on-plot parking where appropriate. These homes balance privacy with a neighbourly feel and contribute to a varied, spacious streetscape. They provide a key transitional typology between the urban core and the semi-rural edges of the development.

Figure 0.44 - Terraced Rendering

Terraced Properties

Compact 2+ bedroom homes with small rear gardens and on-street parking. Located within the urban character area, these homes create a more active, walkable streetscape with strong frontage definition and close links to local amenities and green spaces. Contributing to a denser, vibrant neighbourhood feel while maintaining high design quality.

Movement and Connectivity

SECTION 5

5.1: Street Hierarchy

Figure 0.45 - Primary Streets Illustration

Figure 0.46 - Secondary Streets Illustration

Figure 0.47 - Parking Illustration

Figure 0.48 - Street Materials Illustration

The street network must be designed around a clear and legible hierarchy, supporting movement, safety, and character across the urban area.

Streets should respond to their function through scale, design speed, planting, and relationship with adjacent buildings and spaces.

5.1.1 - Primary streets must connect key areas, accommodate higher movement volumes, and feature street trees, wide footways, and active frontages. Design speed should be 20-30mph.

5.1.2 - Secondary streets should link neighbourhood blocks, balancing vehicle access with strong pedestrian and cycle priority. Speeds should be limited to 20mph with regular tree planting and on-street parking integrated where appropriate.

5.1.3 - Tertiary streets must serve local access only, prioritising pedestrian movement through shared surfaces, narrow carriageways, and informal landscaping. Buildings must provide active frontages.

5.1.4 - Parking should be provided mainly through on-street bays and small, overlooked parking courts. Parking must not dominate the streetscape or obstruct pedestrian movement.

5.1.5 - Street Materials and Design Cues - Changes in paving, street width, and planting must be used to reinforce the street hierarchy, slowing vehicles naturally and signalling pedestrian-priority areas, particularly on tertiary streets.

5.2: Road Typologies

Figure 0.49 - Street Section A

5.2.1: Main roads must follow a 20m cross-section, comprising two 3m traffic lanes, 1.5m cycle lanes in each direction, 2.5m parking bays on both sides, 2m pavements, and a central 2m tree bank to enhance greening, provide shade, and reinforce the character of the street.

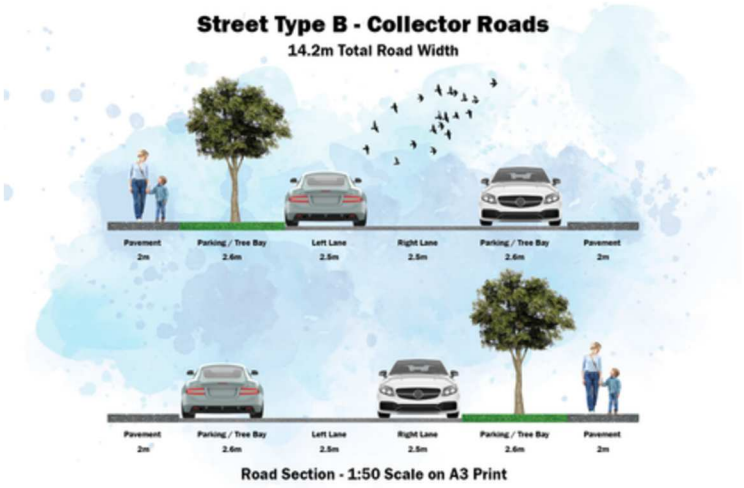


Figure 0.50 - Street Section B

5.2.2: Collector roads must be 14.2m, including 2.5m traffic lanes, 2.6m parking or tree bays on both sides, and 2m pavements. Street trees must be regularly integrated within parking bays to enhance visual quality, support biodiversity, and contribute to a green and shaded street environment.

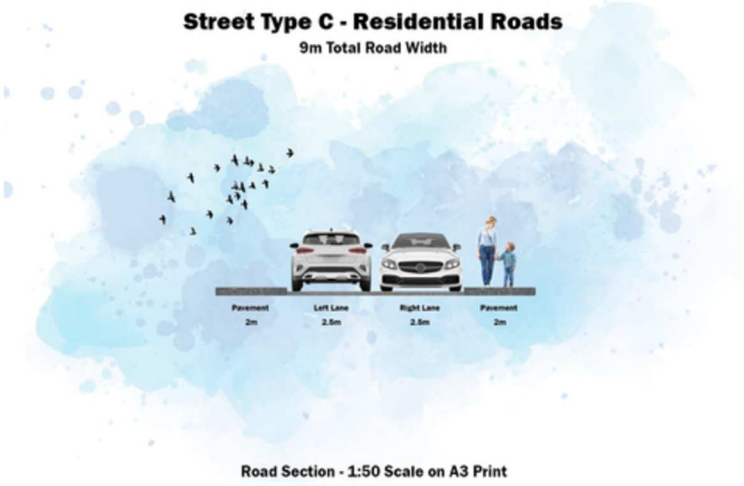


Figure 0.51 - Street Section C

5.2.3: Residential roads must follow a 9m cross-section, including 2.5m vehicle lanes and 2m pavements on either side. These must function as shared, low-speed spaces where the distinction between pedestrian, cycle and vehicular space is deliberately blurred to calm traffic and support play.

5.3: Active Travel Routes

Figure 0.52 - Illustrative Section

Active travel routes are central to the site's movement strategy, promoting sustainable, healthy, and inclusive mobility. These routes must be direct, safe, and attractive to ensure high levels of walking, wheeling, and cycling across all character areas.

5.3.1: Active travel routes must prioritise direct, legible, and well-connected links between homes, key destinations, public transport stops, green infrastructure, and community facilities.

5.3.2: Routes must be safe and overlooked, with passive surveillance from adjacent buildings and active frontages where possible.

5.3.3: All routes must be designed to be fully accessible, meeting inclusive design standards and accommodating a range of users including wheelchair users, mobility scooters, pushchairs, and adapted cycles.

5.3.4: Active travel infrastructure must integrate wayfinding, lighting, and seating where appropriate, particularly on longer routes or through green spaces.

5.3.5: Crossings must be frequent, safe, and prioritise pedestrians and cyclists, using raised tables, tight corner radii, and visual cues to slow vehicles and support permeability.

5.3.6: All active travel routes must be aligned with the movement framework set out in the masterplan and provide continuous, safe links to the wider local and strategic network.

5.4: Public Transport

Figure 0.53 - Transport Map

Figure 0.54 - Bus Stop Illustration 1

Figure 0.55 - Bus Stop Illustration 2

5.4.1: A dedicated bus route must be provided along the key collector and main roads on the North side of the site, forming a clear loop. The route must support efficient bus circulation while minimising travel time and ensuring high accessibility to homes and community destinations.

5.4.2: Bus stops must be located at key intersections and community destinations, including near the central green finger, main road junctions, and active public spaces.

5.4.3: Stops must be no more than a 400m walk from any dwelling, and be designed with clear signage, shelter, and seating where appropriate.

5.4.4: All bus stops must be fitted with solar panels to power lighting and digital displays.

5.5: Low-Car Movement

The development prioritises sustainable, low-car lifestyles by creating an environment where walking, cycling, and public transport are the preferred modes of travel. This strategy supports climate resilience, improves public health, and enhances quality of place through reduced car dependency and a more sociable public realm.

5.5.1: The street hierarchy must be designed to discourage through-traffic, using modal filters, short internal routes, and strategic layout to reduce vehicle speeds and prevent rat-running.

5.5.2: Pedestrian and cycle routes must always provide more direct connections to key destinations than the vehicular network, ensuring active travel is the most convenient option for short journeys.

5.5.3: Car parking must be carefully integrated, using on-plot, on-street, and limited communal options to prevent over-dominance.

5.6.4: Shared streets and pedestrian-priority zones must be used in appropriate residential areas to blur the distinction between vehicle and pedestrian space.

5.6.5: All homes must be within a reasonable walk to a bus stop, and the site-wide network must ensure seamless connections to cycle infrastructure and green corridors.

5.6.6: The layout must support future low-car innovations, including shared mobility hubs, electric bike and scooter docking points, and dedicated spaces for car clubs.

Figure 0.56 - Low Car Movement Illustration

5.6: Parking & Servicing

The parking and servicing strategy must be carefully integrated to support a low-car, people-first environment while ensuring accessibility, waste collection, and deliveries are efficient and unobtrusive. Design should minimise visual impact, maintain safe streets, and preserve the character of both urban and semi-rural areas.

5.6.1: Parking must be appropriately distributed across the site, using a mix of on-plot and on-street, with no rear courtyard parking. Provision must be aligned with the character area, with more visible on-street parking in urban cores and on-plot parking in semi-rural zones.

5.6.2: Servicing and refuse collection routes must be integrated into the movement network without disrupting active frontages. Refuse storage must be concealed from the street and located for easy collection access.

5.6.3: Driveways and hardstanding areas must be softened through landscaping, permeable materials, and planting to avoid overly car-dominated streets.

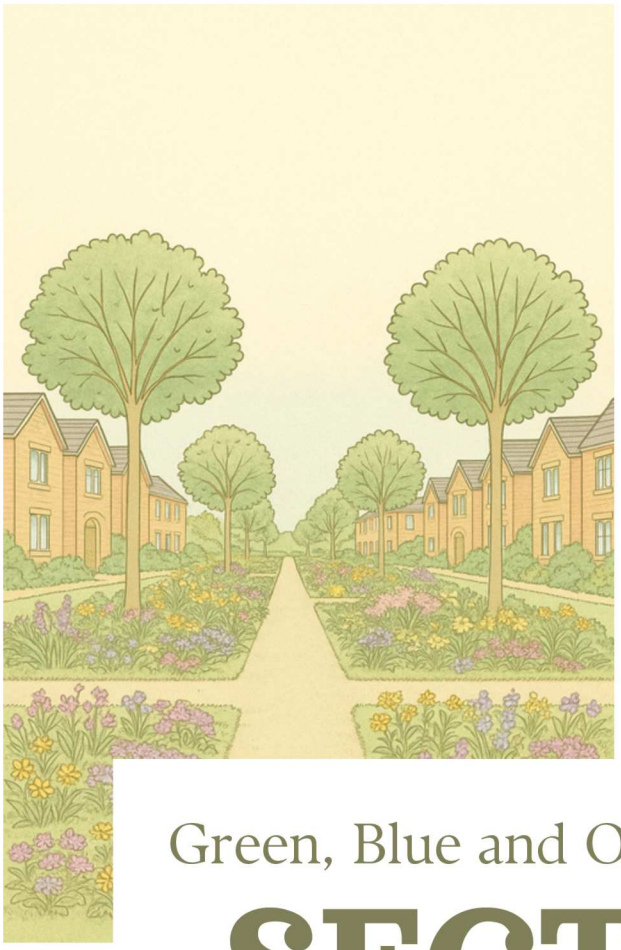
5.6.4: Electric vehicle charging infrastructure must be provided for all homes with on-plot parking, and at regular intervals along on-street parking bays to future-proof the development.

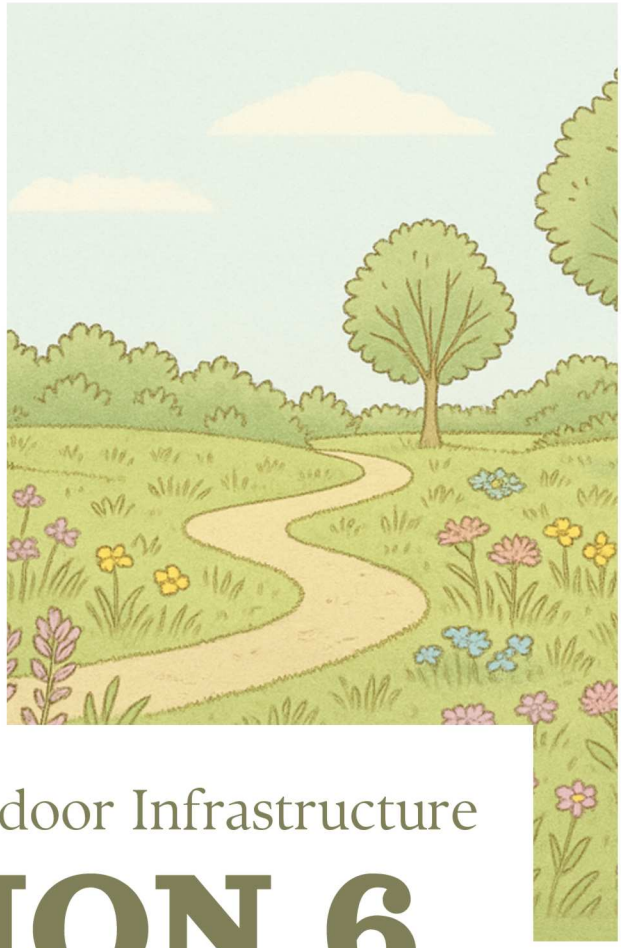
5.6.5: Deliveries and service vehicles must be accommodated through designated drop-off and turning spaces, particularly near community facilities.

Figure 0.57 - Street Parking and Servicing Illustration

Figure 0.58 - Bus Stop Rendering

Figure 0.59 - Cycle Rack Rendering





Green, Blue and Outdoor Infrastructure

SECTION 6

6.1: SUDS & Drainage Plan

Figure 0.60 - SUDS Masterplan / Map

Figure 0.61 - Swales

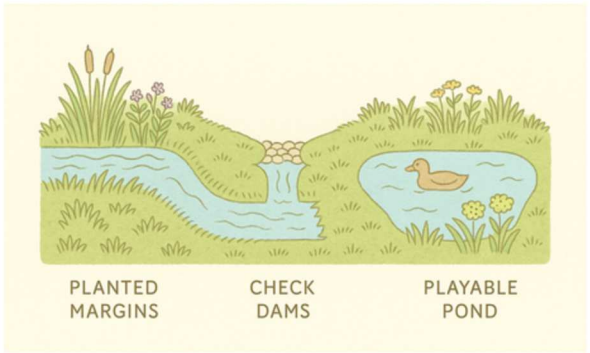


Figure 0.62 - Filtration

Surface water will be managed through a network of ecological swales. Existing retaining ditches will be reprofiled into planted swales, and a new swale (light blue) will run along the ancient hedgerow. Filtration is required throughout to protect the playable pond at the swale's end.

6.1.1 - All swales must be designed as naturalistic, planted features, supporting filtration, biodiversity, and visual amenity. Swale profiles should incorporate shallow, gently sloping sides to enhance accessibility and ecological value.

6.1.2 - Filtration features such as check dams, planted margins, or sediment traps must be incorporated along the swale length to ensure clean water reaches the playable pond. Planting should prioritise native, wildlife-friendly species.

6.2: Hedgerow & Tree Strategy

The Hedgerow and Tree Strategy aims to protect, enhance, and integrate existing green infrastructure as a key part of the site's character and ecology. Ancient hedgerows will be retained and strengthened with additional native planting, while new trees will be introduced along streets and open spaces to support biodiversity and reinforce the landscape structure.

6.2.1 Hedgerow Protection - Existing ancient hedgerows must be retained, protected during construction, and reinforced with native understorey planting where necessary.

6.2.2 New Tree Planting - New trees must be incorporated along primary and secondary streets, open spaces, and within development plots, using native or climate-resilient species.

6.2.3 Species Selection - All hedgerow and tree planting must prioritise native species that support local biodiversity and complement the existing landscape character.

6.2.4 Layout and Spacing - Trees along streets must be planted at regular intervals to define street character, while trees in open spaces should be arranged informally to create a naturalistic landscape.

6.2.5 Maintenance and Stewardship - All hedgerows and trees must be subject to a long-term maintenance plan, ensuring healthy establishment and contributing to the site's ecological resilience.

6.2.6 SUDS Integration - Trees and hedgerows should be integrated with SUDS features where possible, enhancing water management, biodiversity, and visual amenity.

Figure 0.63 - Hedgerows and Trees

6.3: Wildlife Corridors & BNG Priority

The green infrastructure must be designed to create connected wildlife corridors, supporting biodiversity, ecological resilience, and a net gain in habitat across the urban area.

Landscape features should link hedgerows, swales, open spaces, and planting areas to allow species movement, habitat creation, and long-term ecological health.

6.3.1 - Wildlife corridors must provide continuous routes through the site, connecting existing hedgerows, green spaces, and new planting areas, ensuring safe movement for flora and fauna.

6.3.2 - All development must contribute to Biodiversity Net Gain by delivering measurable habitat creation and enhancement, targeting at least a 10% net increase over baseline ecological conditions.

6.3.3 - Native planting, wildflower meadows, and species-rich grasslands must be incorporated along corridors, swales, and open spaces to strengthen habitat networks and ecological function.

6.3.4 - Boundary treatments along wildlife corridors must be permeable to wildlife, using features such as hedgerows, open fencing, or hedgehog highways in walls and fences.

6.3.5 - All wildlife corridors and BNG areas must be secured through long-term ecological management plans to ensure habitat quality and connectivity are maintained and enhanced over time.

Figure 0.64 - BNG

Figure 0.65 - Boundary Treatments

Figure 0.66 - Wildlife Corridors

6.4: Green Finger Integration

The Green Finger is a central landscape feature, providing a continuous green corridor connecting the north and south boundaries of the site. It is a key structural and ecological element, supporting movement, biodiversity, recreation, and visual amenity throughout the development.

6.4.1 Green Finger Design and Function - The Green Finger must be designed as a multi-functional landscape, incorporating pedestrian and cycle routes, informal recreation spaces, and native planting to support biodiversity and community use.

6.4.2 Development Interface - Buildings and streets adjacent to the Green Finger must front onto the space to provide natural surveillance, reinforce its role as a key movement and landscape corridor, and maintain a positive relationship between built form and green infrastructure.

Figure 0.67 - Green Finger Illustration

6.5: Play Spaces & Recreation Strategy

Figure 0.68 - LEAP Illustration

Figure 0.69 - Play Pond Rendering

Figure 0.70 - Play On The Way Rendering

Figure 0.71 - Community Spaces Rendering

The Play Spaces and Recreation Strategy seeks to create a diverse and accessible network of play opportunities that encourage active engagement, social interaction, and inclusivity for all ages. Central to this strategy are a Local Equipped Area for Play (LEAP), a play pond for water-based recreation, and a series of Play on the Way routes designed to integrate play into everyday movement. The development will also feature community play spaces that cater to children, teenagers, and adults, ensuring a vibrant and active community for all.

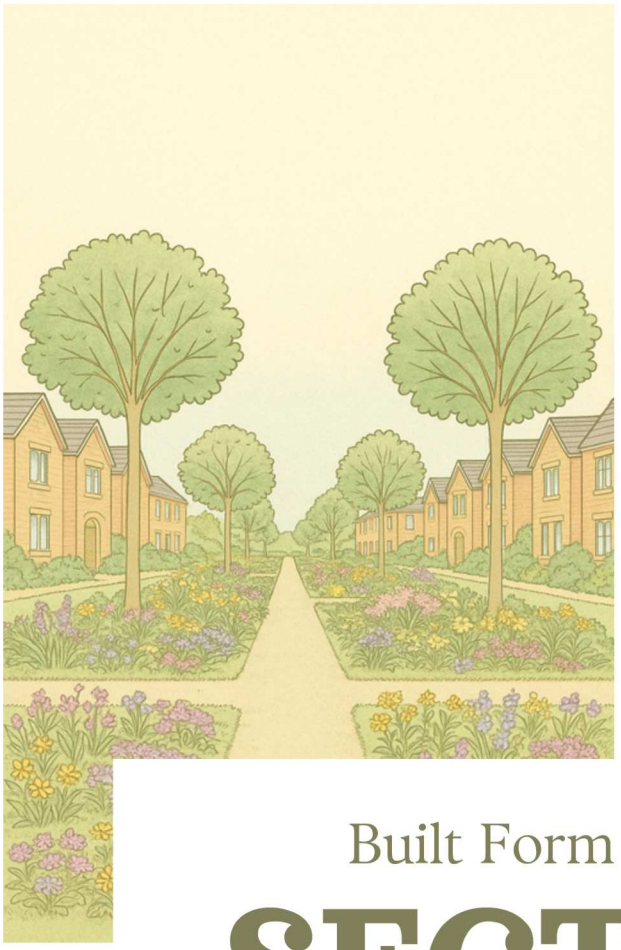
6.5.1 The LEAP must be centrally located and designed to offer a wide range of play equipment for children aged 4–8, with the play pond situated nearby to provide water-based recreation in a safe, controlled environment.

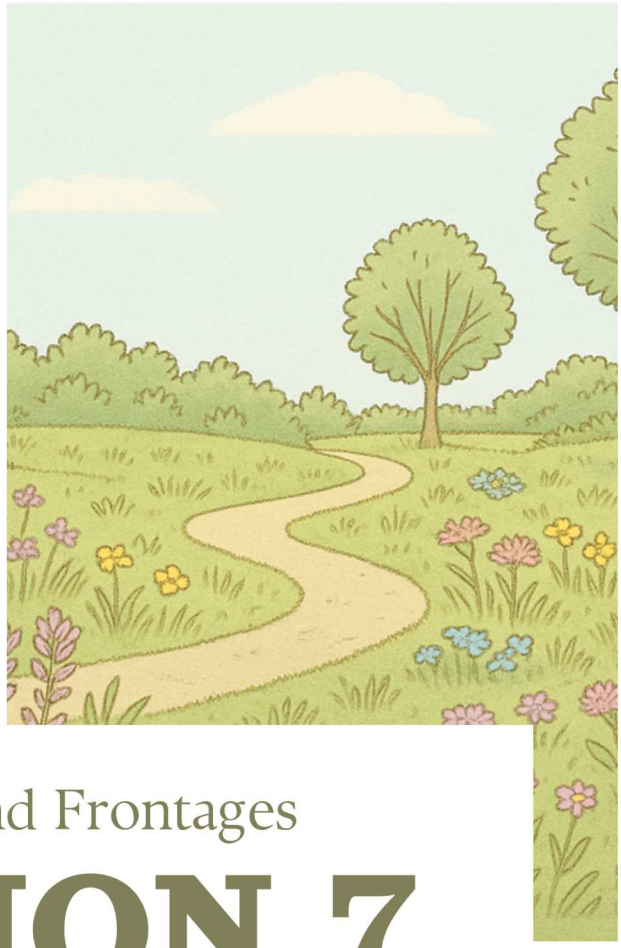
6.5.2 Play on the Way strategies must integrate play opportunities, such as sensory pathways, along key pedestrian and cycle routes, ensuring that play spaces are not isolated.

6.5.3 Community play spaces should be designed for all ages, with facilities that encourage intergenerational use, including seating, fitness equipment, and spaces for social gatherings.

6.5.4 All play spaces must be designed with universal accessibility in mind, ensuring that children and adults of all abilities can safely engage in recreational activities.

6.5.5 Natural surveillance through the placement of play spaces adjacent to active streets or residential areas will enhance safety and ensure that these spaces are welcoming for everyone.





Built Form and Frontages

SECTION 7

7.1: Detached Typology Summary

Attribute	Guidance
Plot & setting	One dwelling per plot; minimum 6 m side-to-side spacing; minimum 15 m rear gardens backing onto green infrastructure where possible.
Scale & massing	2-2.5 storeys; maximum ridge 10 m; articulated building volumes (e.g. main gable + subordinate wings) to reduce visual bulk.
Frontage & set-back	4-6 m setback from carriageway to allow for soft landscape and informal visitor parking; porches, bay windows, and recessed entries encouraged.
Parking	1-2 on plot spaces. Potential for integral or detached garage + driveway.
Landscape	40 % of the front plot to be permeable planting. Rear gardens to incorporate at least one large canopy tree per plot.
Materials & details	Brick or lime-render, with potential for contrasting upper-storey cladding. Roof pitches 35-45°. Chimneys or flue features to reinforce vertical rhythm.
Sustainability	Space for air-source heat pump; minimum 30 % roof area orientated for PV.
Role in masterplan	Signature homes framing key vistas and green corridors; intended to preserve the open, semi-rural grain and provide landmark wayfinding.

Figure 0.72 - Detached Rendering 1

Figure 0.73 - Detached Rendering 2

7.2: Semi-Detached Typology Summary

Attribute	Guidance
Plot & setting	Pairs of dwellings on 12-14 m wide plots; 1 m side gap to boundaries; rear gardens 10m minimum depth.
Scale & massing	2 storeys (2.5 at corner plots acceptable); party wall expressed by material change or recessed brick course.
Frontage & set-back	Typical setback 4-6 m; shared central driveways discouraged - individual crossovers preferred to retain landscape continuity.
Parking	Potential for one in-curtilage space per unit (side drive or front bay); second space may be on-street designed into a landscaped lay-by.
Landscape	Hedge or low wall (max 0.9 m) at front boundary; small tree every second plot; rear gardens to contain resilient native planting.
Materials & details	Unifying brick tone across pairs with contrasting door/porch treatment; simple gabled or hipped roof; dormers only on 2.5-storey plots and set 0.5 m below ridge.
Sustainability	Shared flue routes for potential future district heating; green or blue roofs on single-storey rear projections; provision for EV charging on private drives.
Role in masterplan	Transition form between low-density edges and higher-density centre, creating visual cadence along distributor streets.

Figure 0.74 - Semi-Detached Rendering 1

Figure 0.75 - Semi-Detached Rendering 2

7.3: Terraced Typology Summary

Attribute	Guidance
Plot & setting	4-6 m plot widths; continuous frontage blocks of 4-10 units; private rear gardens min 10m deep.
Scale & massing	2-3 storeys; consistent parapet or eaves line within each run; corner units may turn the façade as design focal points.
Frontage & set-back	0-3 m setback with privacy strips, planters, or small railings (max 1 m high); front doors at average 6 m intervals to activate street.
Parking	Predominantly on-street in tree-lined bays; rear mews courts for limited visitor and accessible parking; ratio ~1.1 spaces/unit.
Landscape	Ground-floor level change <0.45 m to support accessibility; bin & bike stores integrated into façade rhythm behind louvered panels.
Materials & details	Predominantly facing brick; accent colours on doors and metal balustrades to aid way-finding; flat or shallow-pitched roofs behind parapets encouraged for PV array efficiency.
Sustainability	Mid-terrace units to achieve min. 70 kWh/m² yr space-heating demand; passive stack ventilation via rear lightwells; permeable paving for all mews courts.
Role in masterplan	Delivers density and active frontage in walkable core; supports local storefront viability and bus stops within 250 m.

Figure 0.76 - Terraces Rendering 1

Figure 0.77 - Terraces Rendering 2

7.4: Frontage Design & Building Lines

Section 7.4 sets out clear, easy-to-follow rules for how every home should meet the street, covering building position, set-backs, boundaries, parking and greenery.

7.4.1 Where buildings sit - Main streets: keep every house in a straight line (max 30 cm wiggle). Side streets: you can step homes forward or back by up to 1 m to add interest.

Figure 0.78 - Straight Lines

7.4.2 Set-back depth - Match the area type:
- Urban core: 0-3 m set-back.
- Transitional: 4 - 6 m.
- Semi-rural edge: 4-6 m.

Figure 0.79 - Set Backs

7.4.3 Special plots - Corners & gateways: may step forward 1.2 m and need windows on both sides. End-of-vista houses: highlight with a gable, taller eaves or different material.

7.4.4 Boundaries - Front fences/walls max 1 m high; use site-approved brick, timber or metal. At least half of hedge plants must be native species. Hide utility boxes behind planting.

Figure 0.80 - Special Plots

7.4.5 Parking in front - Garages/carports sit 1 m behind the main wall. Driveways can't take more than half of a plot's width. Use permeable paving.

7.4.6 Street greenery & kit - Plant one street tree for every 2-3 houses on main and side streets. Put lighting columns at plot boundaries. Benches, bike stands and signs must all match in a dark-grey finish.

Figure 0.81 - Street Greenery

7.4.7 Future-proofing - Where possible, leave room in the set-back for ramps or lifts. Walls should allow an extra 150 mm of insulation without crossing the building line.

7.5: Heights & Rooflines Strategy

Figure 0.82 3 storey properties

Figure 0.83 - 2 storey Properties

Figure 0.84 - 2.5 Storey Homes

Building height tapers from a 3-storey core to low-profile edges, while varied but consistent roof forms keep streets interesting without clutter.

6.2.1 Primary streets: up to 3 storeys / 11 m ridge; align eaves and use feature gables or parapets on corner plots.

6.2.2 Secondary streets: max 2 storeys / 9 m; a third level only as a set-back roof dormer or mansard.

6.2.3 Plots facing open countryside: max 1½ storeys with 30-35° pitches to soften the skyline.

6.2.4 Change at least one roof element (ridge direction, gable depth, or eaves height) every four plots to maintain variety.

6.2.5 Dormers, rooflights, solar panels, and vents belong on the rear or less-visible slope and must sit 0.5 m below the main ridge.

7.6: Materials & Facade Guidance

Use a simple, site-wide palette of brick, natural render and fibre-cement or timber cladding - no more than two primary materials per elevation - adding occasional accent colours on doors or metalwork for way-finding. Elevations must feature clear base-middle-top composition, recessed window reveals 75 mm for depth, and a change in material, colour or plane at least every four plots to prevent monotony.

7.6.1 Site-wide Material Palette & Accent Colours - All buildings shall be finished in a simplified palette drawn from:

- Brickwork
- Natural render
- Fibre-cement cladding
- Timber cladding

Accent colours may be applied sparingly to doors, window frames or metalwork solely for way-finding or entry emphasis.

7.6.2 Elevation Material Limitation - No elevation shall incorporate more than two primary façade materials. Secondary or trim materials (e.g., metal flashings, soffits) do not count towards this limit.

7.6.3 Base-Middle-Top Composition & Window Recesses - Each elevation must read as a three-part composition, base, middle (body), and top (roof or parapet), through changes in material, colour, texture or alignment. All window openings shall be set back at least 75 mm into the façade to create shadow lines and depth.

7.6.4 Rhythmic Variation & Plot-to-Plot Change - To avoid monotony, every run of up to four adjacent plots must include a change in material, colour or plane. Changes may occur at party walls or plot boundaries and should be clearly legible in elevation.

Figure 0.85 - Sample Semi Rendering Highlighting Materials

7.7: Material Palette

For the LG1 site, our material palette will be rooted in the warm, earthy tones of traditional red brick - either as a solid façade or paired elegantly with crisp white render - while sash windows, timber-framed and generously proportioned, punctuate each elevation. Colour and vibrancy will emerge through finely modelled brickwork patterns, complemented by richly painted door furniture. Drawing on the Victoriana and Arts & Crafts traditions, details such as chamfered lintels, decorative bargeboards and oak porch posts will lend texture and interest, ensuring that every home feels both timeless and distinctly of Letchworth Garden City's human-scaled, garden-focused heritage.

Figure 0.86 - Porch A

Figure 0.87 - Porch B

Figure 0.88 - Porch B (Semi)

Figure 0.89 - Mixed Material

Figure 0.90 - Contrast

Figure 0.91 - Terrace Contrast

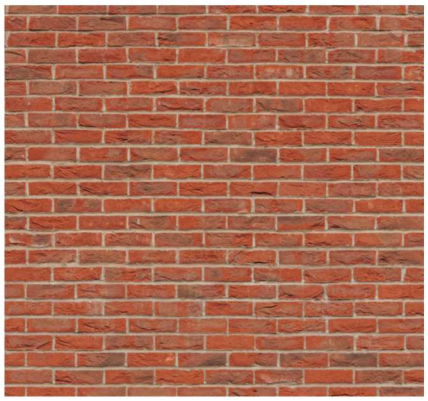


Figure 0.92 - Sample Brick

Figure 0.93 - Sample Render

Figure 0.94 - Sash Window

7.8: Public/Private Realm Interface

Figure 0.95 - Illustrative Section

Buildings and their frontages shall clearly articulate the transition between public and private spaces. Thresholds, boundaries and frontage treatments must work together to provide legible entry sequences, pedestrian safety, informal surveillance and attractive streetscapes.

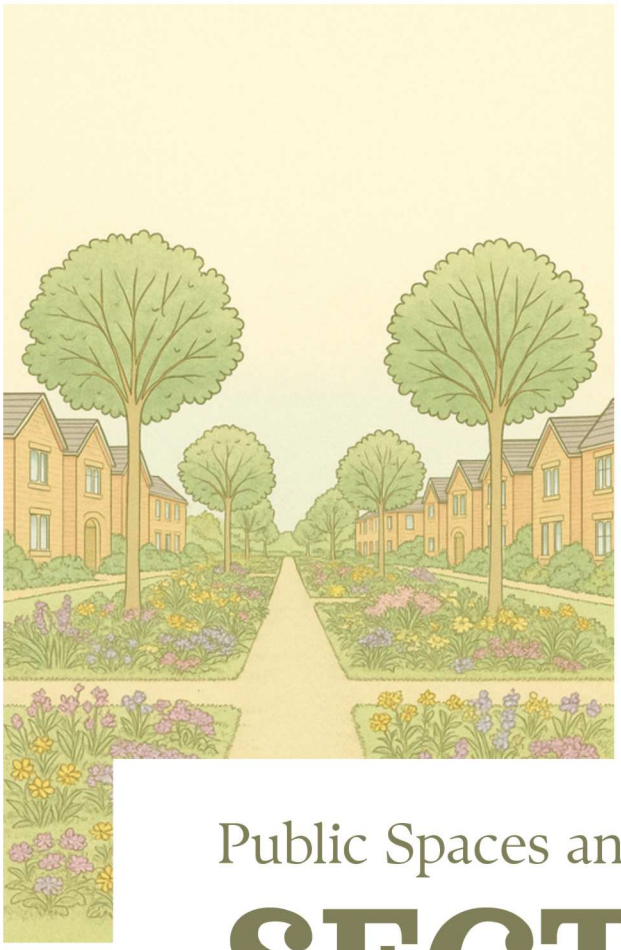
7.8.1 Threshold Definition - Entrances shall be clearly legible from the street by means of changes in surface material, slight level shifts (max 150 mm), canopy elements or low planting. A clear “front door” zone, must be provided at every dwelling entrance to distinguish private entry from the public footway.

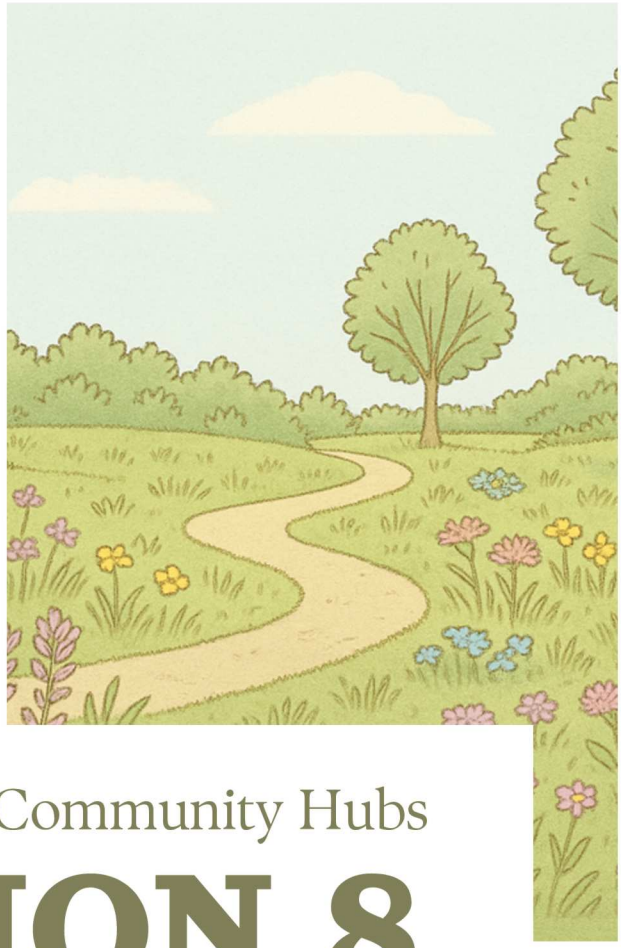
7.8.2 Boundary Treatments - Boundaries between public and private realms must be articulated by low walls (max 0.6 m high), hedges or railings. Solid fences over 1.2 m are not permitted along primary frontages; permeable treatments (e.g. metal railings, beech hedges) are required to maintain visual connection and passive surveillance.

7.8.3 Active Frontage & Surveillance - Ground-floor habitable rooms and entrances shall face onto streets or shared spaces, to allow and encourage natural surveillance. Blank walls longer than 3 m are prohibited on primary frontages. Where privacy is required, use recessed or fritted glazing rather than solid panels.

7.8.4 Soft Landscaping & Street Furniture - Front garden areas and shared margins must include a mix of planting (min 30 % soft-surfaced area).

7.8.5 Street Lights - Lighting shall be low-level and directed downwards to enhance safety without causing glare into windows.





Public Spaces and Community Hubs

SECTION 8

8.1: Nodes & Play Streets

The street network shall be punctuated by a hierarchy of “nodes” - small shared spaces or activity hubs - connected by routes that double as informal play streets.

These routes and nodes together create a legible, human-scaled network where movement and play coexist safely.

8.1.1 Strategic Node Placement

Nodes (e.g. pocket plazas, seating courts or low-speed shared spaces) shall be located at intersections or mid-block locations no more than 250 m apart, providing clear destinations, rest points and opportunities for social interaction.

8.1.2 Play on the Way

Every pedestrian link between nodes must incorporate at least one play element - such as stepping stones, chalk panels, low timber logs or tactile paving - spaced no more than 100 m apart, to encourage active exploration and imaginative play en route.

8.1.3 Traffic Calming & Shared Surface Design

Play streets connecting nodes shall employ shared-surface treatments, raised tables, textured surfacing and carriageway narrowing to restrict vehicle speeds to 10-15 km/h. Physical measures must be complemented by clear signage or surface markings indicating pedestrian priority.

8.1.4 Visibility & Passive Surveillance

Nodes and play features must be clearly visible from adjacent frontages and street edges. Sight-lines into play areas shall be unobstructed by fences or dense planting above 0.6 m, ensuring natural observation for enhanced safety.

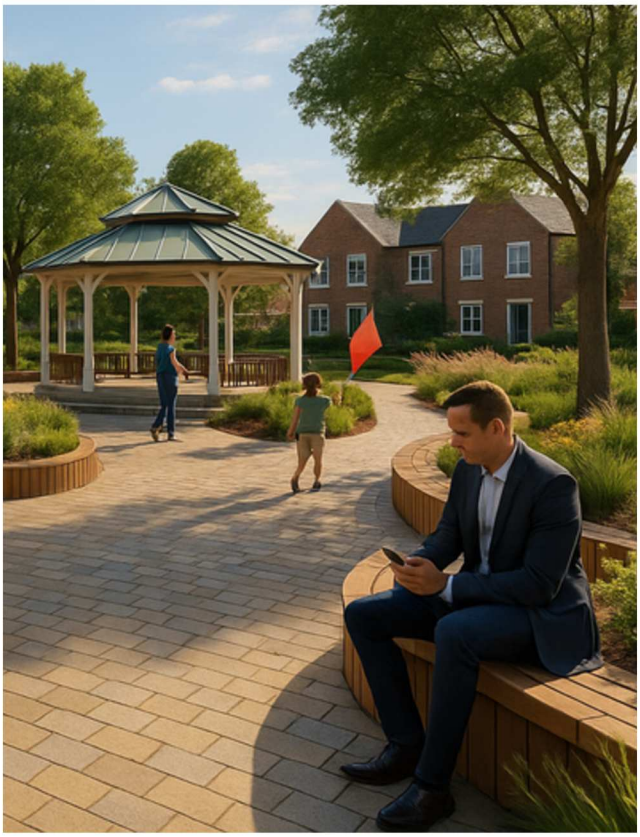


Figure 0.96 - Node

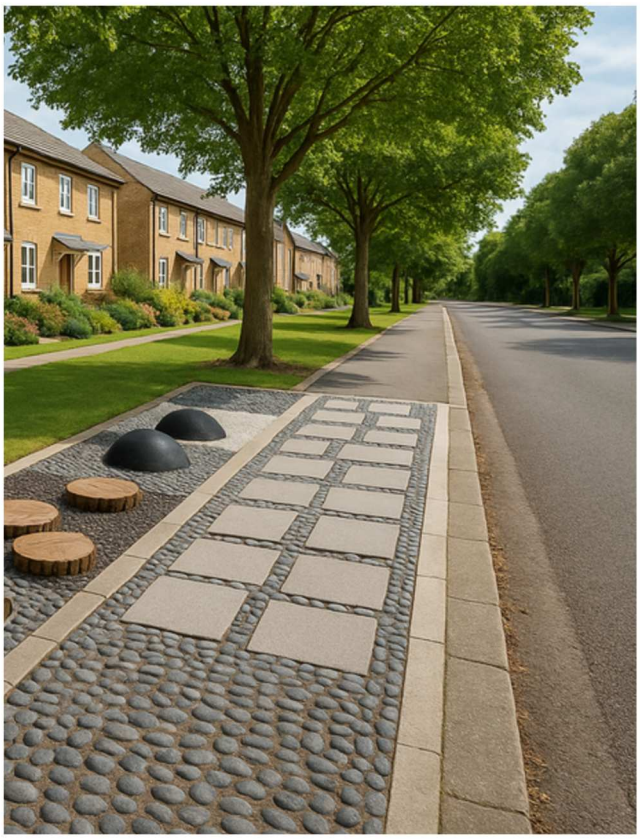


Figure 0.97 - Play On The Way

8.2: Community Infrastructure Layout

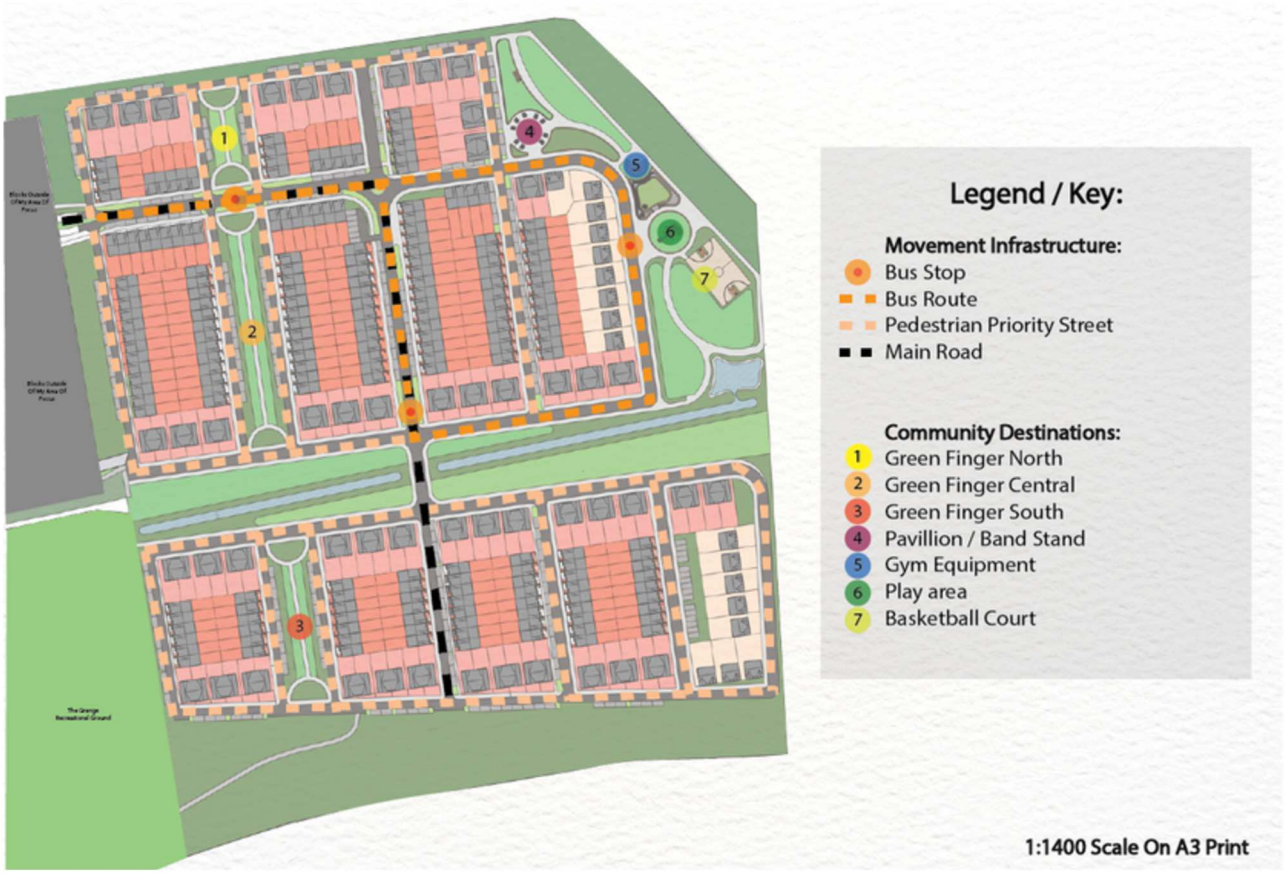


Figure 0.98 - Community Infrastructure Masterplan Map

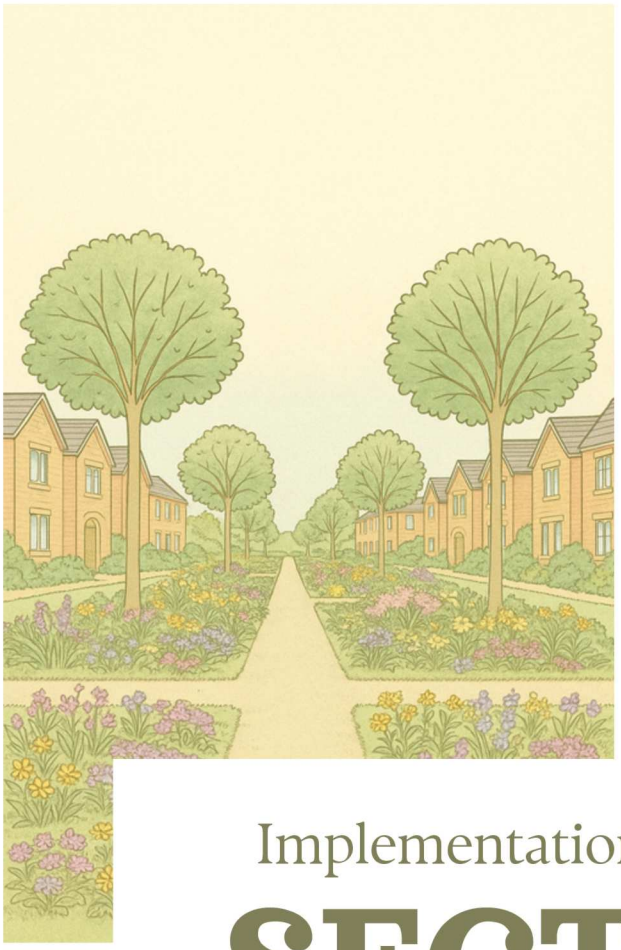
Figure 0.99 - Outdoor Space

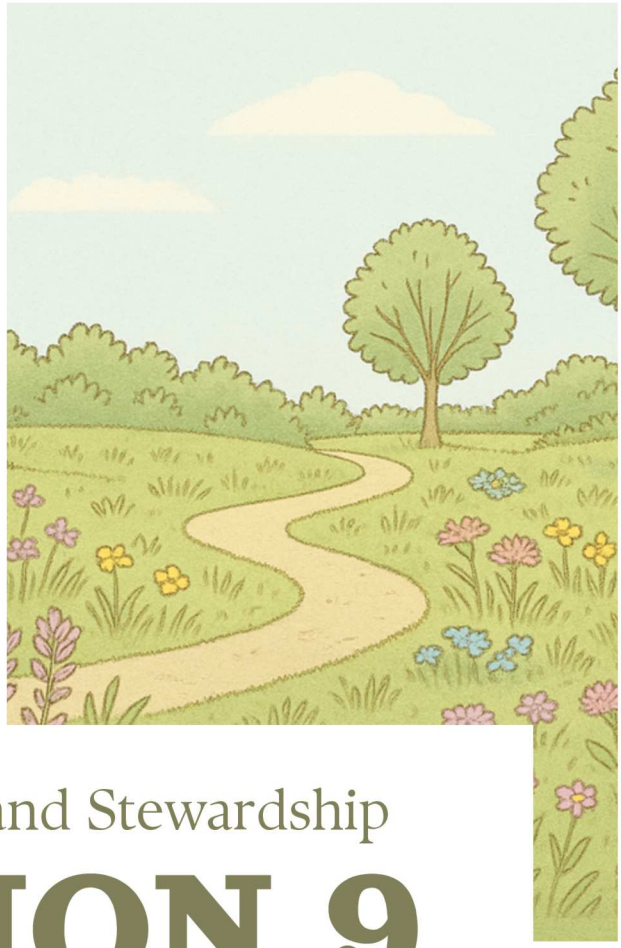
Figure 1.00 - Signage

8.2.1 Community hubs shall be located so that no dwelling is more than 400 m (5 min walk) away, with at least one hub per 2 ha catchment.

8.2.2 Where possible, complementary services (e.g. community garden, outdoor fitness station) shall be co-located within a 50 m radius to encourage multipurpose trips and cross-activity synergies. Shared outdoor plazas between facilities must provide seamless transitions.

8.2.3 Each community facility cluster must be served by at least two modes (walking, cycling, public transport) with direct, legible routes. Wayfinding signage, featuring consistent color-coding and pictograms, shall be placed at all junctions no more than 150 m apart, indicating distances and directions to the nearest three community assets.





Implementation and Stewardship

SECTION 9

9.1: Community Engagement Guidelines

9.1.1 Purpose - The purpose of these guidelines is to ensure that the planning, design, and ongoing management of our shared spaces genuinely reflect the diverse needs, values, and aspirations of the entire community. By establishing a clear framework for outreach, input collection, and feedback integration, we aim to foster a sense of ownership, build trust in decision-making, and promote long-term stewardship of the space. These guidelines set the stage for a transparent, accountable process in which every resident has the opportunity to shape their environment.

9.1.2 Principles

- Inclusivity & Equity:
  - Proactively identify and engage all demographic groups: youth, seniors, people with disabilities, non-native speakers, renters, homeowners, and under-represented communities.
  - Provide stipends for childcare and transportation where needed, and partner with local organizations that serve marginalized populations to co-host events.
  - Track participation metrics to ensure proportional representation and adjust outreach tactics if gaps are identified.
- Accessibility:
  - Host both daytime and evening sessions, rotating among central and satellite locations across the neighborhood.
  - Offer materials in multiple formats: printed handouts, large-print documents, audio recordings, and electronic versions optimised for screen readers.
- Transparency:
  - Publish detailed agendas, background analyses, budgets, and decision-making criteria at least two weeks before each event.
  - Clearly document how community input was used to make changes, including "before-and-after" comparisons in design proposals.

9.1.2 Engagement Methods

- Surveys & Questionnaires: Both online and paper; translated into the five most-commonly spoken languages in the community.
- Public Workshops: Hands-on design charrettes with facilitated breakout sessions.
- Pop-up Information Booths: Set up at farmers' markets, transit hubs, and local events.
- Digital Platforms: An interactive project website featuring maps, discussion boards, and real-time polling.

9.1.3 Feedback Management

- Collection: Centralise all input in a publicly accessible database.
- Analysis: Use both quantitative (survey statistics) and qualitative (thematic coding of comments) techniques.

9.1.4 Next Steps

1. Public Participation Phase (Draft 2):
   - Launch a 90-day engagement window beginning upon adoption of these guidelines.
2. Draft Revision:
   - Integrate community feedback into a "Draft 2" of the Community Engagement Guidelines.
3. Final Adoption:
   - Present Draft 2 for formal approval once public input has been thoroughly considered and documented.

9.2: Maintenance Strategy

9.2.1 Introduction - This section sets out the long-term maintenance strategy for the LG1 site, establishing clear allocations of responsibility, processes and funding mechanisms to ensure that all elements of the public realm, infrastructure and communal facilities are maintained to an agreed standard throughout their lifecycle.

9.2.2 Maintenance Strategy

9.2.2.1 Governance & Handover

- Defects Liability Period (Months 0-12)
  - Developer retains full maintenance responsibility.
  - Formal snagging inspections at months 3, 6 and 12.
- Adoption & Transfer (Post-Month 12)
  - Upon satisfactory completion of the defects period and Council certification, assets transfer either to the Council under Section 38/106 agreements or to a Management Company.
  - Developer to submit "as-built" drawings, utility records and full O&M manuals at least six months prior to handover.

9.2.2.2 Responsibilities

- 9.2.2.2.1 Developer (or Appointed Management Company until Adoption)
  - Construction Quality & Warranty
    - Ensure compliance with approved specifications and industry standards.
    - Remedy defects within 28 days of notification throughout the 12-month period.
  - Information & Documentation
    - Provide comprehensive Operation & Maintenance manuals and "as-built" asset records.
  - Financial Guarantees
    - Lodge performance bonds covering 12 months of maintenance costs.
    - Establish a commuted sum/endowment for post-adoption maintenance (calculated per Council formula).
- 9.2.2.2.2 Local Council (Post-Adoption)
  - Highways & Footpaths
    - Adopt under Section 38 and maintain per the Council's Highway Maintenance Plan.
  - Public Open Space & Play Areas
    - Adopt via Section 106, funded by the commuted sum, and maintain in accordance with the Council's Open Space Standards.
  - Drainage & SuDS
    - Maintain SuDS features approved by the SAB or transfer to the appropriate drainage authority.
  - Monitoring & Enforcement
    - Conduct annual inspections for the first five years post-adoption; issue remedial notices if standards are not met.

9.2: Maintenance Strategy Continued

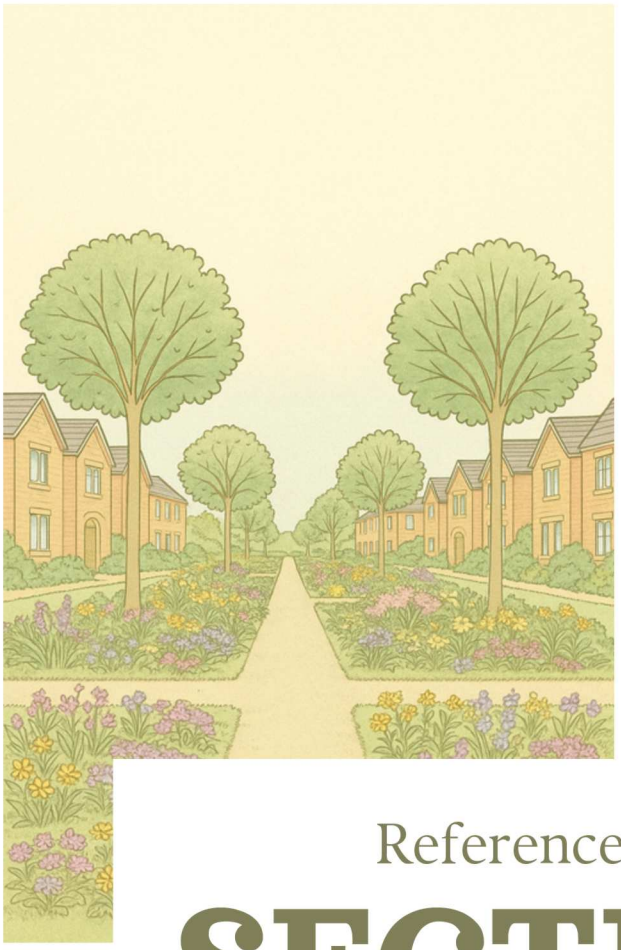
- 9.2.2.2.3 Community (Residents' Association / Management Company)
  - Communal Areas & Facilities
    - Fund and carry out maintenance of private communal gardens, halls and amenities via service charges.
    - Prepare an annual maintenance programme and budget for AGM approval.
  - Reporting & Liaison
    - Operate a resident reporting system for defects, vandalism and H&S concerns; coordinate with the Council or Developer as appropriate.
  - Local Stewardship
    - Organise community-led activities (planting days, litter-picks, biodiversity monitoring) to support ecological management.
- 9.2.2.2.4 Other Relevant Organisations
  - Utility Companies
    - Maintain apparatus per national adoption agreements; coordinate reinstatement of adopted surfaces with the Council.
  - Internal Drainage Boards / Environment Agency
    - Oversee watercourses, flood-alleviation structures and any retained SuDS under their jurisdiction.
  - Wildlife & Conservation Groups
    - Advise on biodiversity management (seasonal cut regimes, invasive species control) and support habitat monitoring.

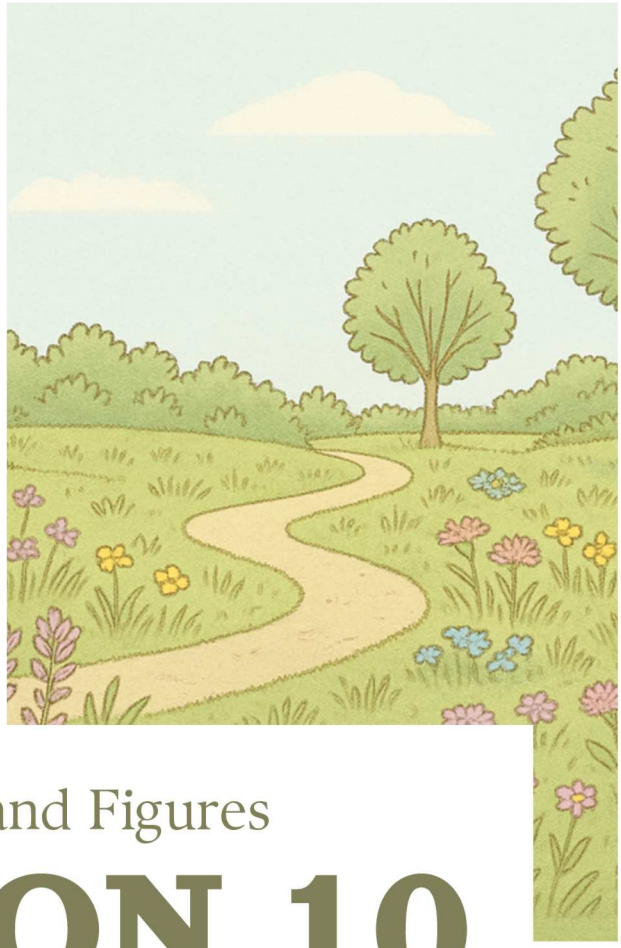
9.2.3 Funding & Financial Mechanisms

- Developer Bonds & Commuted Sums - Cover defects liability and initial five years of post-adoption maintenance.
- Service Charges - Levied on residents within private management zones for communal area upkeep.
- Section 106 Contributions - Ring-fenced by the Council for ongoing public realm maintenance.

9.2.4 Monitoring, Review & Enforcement

- Annual Review Meetings
  - Convened by the Council with Developer/Management Company and community representatives.
- Performance Indicators
  - Target: 100 % of defects remedied within 28 days; Open Space Audit scores to meet or exceed Council benchmarks.
- Enforcement Actions
  - Council may draw on bonds or commuted sums for remedial works if responsible parties fail to act.
  - Management Company constitution to include penalties for persistent non-compliance.





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SECTION 10

Figures

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