Proposed response with frontage onto open space will create an attractive interface with the Ise Valley that will be well maintained, well overlooked, attractive and secure.

At present the interface is provided by the back garden fences.
5.2.1 Primary Gateway

A number of important ‘gateways’ have been identified to ensure the new development is legible. An appropriate welcoming response will be achieved through the use of landmark buildings; entrance squares; surface changes; and prominent landscaping features to create a sense of arrival.

The Primary Gateway will be the main access point from Polwell Lane into the new neighbourhood. The design of the gateway elements will provide a sensitive integration into the adjoining existing frontage to Powell Lane.

5.2.2 Gateway Square

A small mixed use square (Fig.7) located at the primary node will become a ‘Gateway’ square and a main ‘hub’ for the community. The new square will be integrated sensitively and seamlessly into the existing development through appropriate massing and height, block structure and retention of existing vegetation and movement patterns.
5.2.3 Secondary Gateway

A secondary ‘gateway’ (Fig.8) will link the new neighbourhood with Denford Drive. The purpose of this ‘gateway’ is to integrate the two communities seamlessly.

FIG.8 INDICATIVE ILLUSTRATION SHOWING THE PROPOSED LINK OF THE NEIGHBOURHOOD TO DENFORD DRIVE
5.3 Movement

The layout of the neighbourhood is based on an informal grid pattern, with strong connections to the existing road system and is underpinned by a concept of integrated movement.

The topography of the site, physical features, existing access and the traditional development patterns of Kettering/Barton Seagrave, have influenced the proposed movement framework and street and space hierarchy.

The intent for the new scheme is to animate the street, making it a focus of public interaction, where the emphasis will be on streets as places for people, rather than cars.

FIG.9 MOVEMENT FRAMEWORK PLAN
5.3.1 Traffic Management

Where appropriate traffic speed will be restricted to 20 miles per hour throughout the neighbourhood, with the intent to create a pedestrian friendly zone. Low speed limits will allow shared use carriageways. The need for excessive hard surfaces will be reduced and that in turn will create a more sustainable infrastructure.

5.3.2 Street Hierarchy

Traditional developments of Kettering are arranged around one or two primary streets, lined with commercial uses, with smaller streets leading off into residential areas.

The movement network at the neighbourhood will follow this clear and legible street hierarchy.

As identified in the Movement Plan (Fig. 9) the movement network is based on a hierarchy of four types:

- **Primary**;
- **Secondary**;
- **Tertiary**; and
- **Pedestrian/cycle**.

**Primary Street**

The ‘Primary’ Street is the ‘Main Street’ through the site, forming the main spine connecting the three important nodes: the main gateway, the mixed use square and the secondary gateway.

It will be designed as a tree planted avenue and will pedestrian and cycle friendly. Enclosure will be achieved with continuous frontage.
Tertiary Streets

Tertiary streets provide access to development frontages with no major through traffic. They connect to the secondary streets and will be designed as shared surface carriageways for vehicles, pedestrians and cyclists. These routes will give the development a high level of permeability and be used to minimise walking distances to the areas of interest; bus stops; the local centre; and parkland areas. They will also form part of the wider pedestrian and cycle network systems. The character of the minor routes is outlined below.

Mews/Lanes

Lanes (Fig.12) will weave in between the development blocks and will be designed using the ‘homezone’ principles. Their main purpose will be to allow the residents to access their dwellings fronting the lane and to encourage play and socialising. Pedestrians will be given the highest priority and car dominance will be minimised through a number of design measures.

Green Edge Access

The ‘Green Edge Access’ (Fig.13) provides access to frontages along green spaces and parks. Extra careful consideration will be given to achieving a quality interface between the development and the park.

Pedestrian / Cycle Routes

Pedestrian and cycle movement will be accommodated within all other routes, however, there will be a limited number of segregated footpaths and cycle routes.

The purpose of these routes is to provide people with convenient links from their homes to public transport, parks and the local centre and to surrounding community services and facilities.
5.4 Landscape and Public Realm

FIG.14 INDICATIVE LANDSCAPE AND PUBLIC REALM FRAMEWORK
5.4.1 Landscape Strategy

The proposed neighbourhood is to be a landscape oriented scheme. Striving to follow some of the principals of the garden city movement the new neighbourhood will take full advantage of the proximity of the Ise Valley corridor and will achieve characteristics of a neighbourhood in the garden.

The natural features of the site, including the wildlife corridor will be adequately protected and incorporated into the landscape framework.

The new parks will be well overlooked and maintained and provide a safe and secure access to the wider open space within the Ise Valley.

With the surrounding development lacking in incidental open spaces and play areas the new neighbourhood will provide an ample amount of greenery and recreation areas, from tree planted streets to an interconnected framework of linear parks that will take green open spaces to the heart of the community.

The intent for the landscape strategy is to achieve a ‘green and lush’ neighbourhood with formal and informal green squares and parks linked together, creating an attractive green framework. A parcel of land within the application boundary at the extreme northern corner of the site will be allocated for more allotments, of which there is a shortage.

5.4.2 Public Realm

The structure of the public realm and open space is greatly influenced by the location, context and significant natural features as follows:

1) Primary access at Polwell Lane;
2) Linkages to existing streets and footpaths;
3) Existing topography;
4) Existing planting;
5) Extensive amount of green open space around the Ise Valley corridor; and
6) The long and visually dominant edge of the development towards that space.

The Development Framework Plan (Fig.4) and Landscaping Framework Plan (Fig.14) identify a number of key spaces that are integral to the development.

- Green squares and the green edge
- Neighbourhood squares
- Mixed use centre
- The ‘Greenway’
- Play.
5.4.3 Squares and Spaces

**Green Squares and the Green Edge**

Green squares will be provided as ‘Green Fingers’ along the interface with the Ise Valley creating a very soft and blurred edge.

Existing vegetation and landscape patterns will be retained.

The large green square at the southern side will have a formal character (Fig.15) to reflect the surrounding development patterns and built form. The other squares adjoining the open space will have less formal landscaping.

**Neighbourhood Squares**

A series of minor squares are arranged at important nodes within the site. They will act as traffic regulating measures and add understanding to the site by providing interesting focal points.

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**FIG.15 INDICATIVE VIEW OF THE GREEN SQUARE, INTERFACE WITH OPEN SPACE AND ‘GREENWAY’**
Mixed Use Square

The mixed-use square is strategically positioned at the northern end of the site at the crossroads of all arterial routes. It will be the hub of community life for the new neighbourhood. The square will be accessed via the ‘Main Street’ from the principal gateway with two other streets leading off the square. The square will have mixed character with hard surfaces at the main entrance with some formal greenery further along the mixed use frontages. This will provide visual and physical separation from the mixed use activity area. The buildings around the square will have a continuous frontage to achieve maximum enclosure and will provide opportunities to accommodate different uses on the ground floor.

The ‘Greenway’

An existing hedgerow disecting the site from north to south functions as a wildlife corridor. Protected and improved, it will form the basis for the linear park that will be used to enrich the landscape character and provide a diversity of habitat opportunities for wildlife and flora. The careful design and management of the Greenway will enhance this important wildlife corridor and reinforce the links between the edge of the Ise Valley Corridor and Barton Seagrave.

It will also incorporate leisure footpaths, sitting areas and local play facilities providing an interesting and attractive amenity space for the residents to enjoy.

Play

A range of play areas will be dispersed through the open spaces with a neighbourhood play area located at the edge of the Greenway. Play areas will comply with the requirements of the NPFA Six Acre Standard, which provides the criteria for establishing local and neighbourhood play facilities for a range of age groups. They will aim to reflect the rural surroundings and use natural materials such as wood for the play equipment.
5.6 Block Structure

The structure of the neighbourhood is based on the perimeter block, a robust urban form that achieves a clear relationship between buildings and the streetscape and provides continuity and enclosure of public and private spaces.

A variety of block sizes, widths and depths are proposed. All blocks present frontages to all sides, including parks, streets and squares and have secure private enclosed interiors. Blocks vary with opportunities for shallow mews where necessary, provided that buildings always front onto all public spaces (Fig. 17).

It is the intention that all gaps between buildings should be filled with quality masonry walls to complete the enclosure.

5.6.1 Parking

A diverse mix of parking arrangements will be achieved within the neighbourhood to ensure that street frontages remain active. The types of parking arrangements are outlined below:

1) on-plot;
2) on-street;
3) parking within public squares; and
4) garages.

Internal garages will not be clustered together forming a continuous frontage that affects the vitality of the street. Free standing/to the side garages will be provided in lower density areas.

FIG. 17 EXAMPLE OF A PERIMETER BLOCK SUBDIVIDED BY MEWS