

High Town East Village Design Codes

Appendix 2009 to the
High Town Supplementary Planning Document (2007)

Adopted July 2009



urbaninitiatives



Homes &
Communities
Agency



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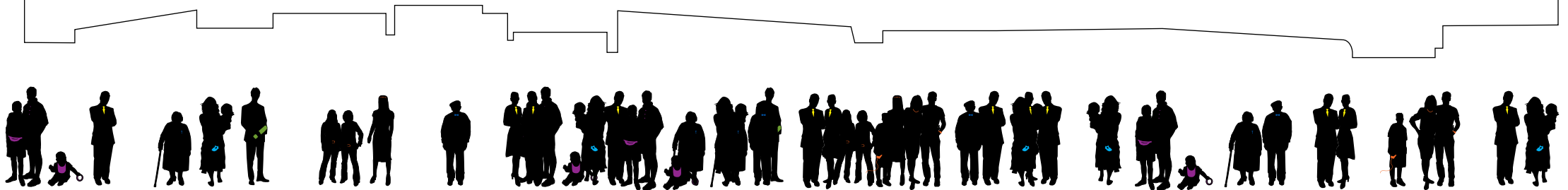
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Context & East Village Vision



01 Context



1.1 Purpose of this Document

This document is an Appendix to the adopted High Town Supplementary Planning Document (SPD, 2007). Its purpose is to explain the vision, the detailed configuration of the PUBLIC REALM and the allowable building typologies in the PRIVATE REALM, which together determine the look, feel, and function of the East Village in the wider regeneration of High Town. Luton Borough Council expects applicants to comply with the rules set out and explained in the Regulating Plan and Design Codes in this document.

In addition, this Appendix to the Adopted SPD 2007:

- Expands upon the existing guidelines for development sites J,G, H, M and parts of C as identified in the adopted Supplementary Planning Document for Luton High Town (2007);
- Integrates and provides solutions relating to significant changes to High Town’s road network the road network related to the construction of the Gateway Link Road;
- Recognises the findings and recommendations provided by the extended evidence base collated by Luton Borough Council (LBC) and South Bedfordshire Council as part of the preparation of the Joint Core Strategy within the Local Development Framework;
- Complies with latest Government Guidance and Best Practice (e.g. compatibility with Code for Sustainable Homes Level 4, Life Time Homes Standard and English Partnerships Space standards);
- Has a lifespan of at least 15 years. The standards set out here will require ongoing review by the Council and adaptation in line with future policy, guidance, technological progress and best practice. Applicants are responsible for ensuring compliance with all national, regional and local standards and guidance.

1.2 Process so far

In 2004, Luton Borough Council commissioned a multi-disciplinary team led by BDP to prepare a Supplementary Planning Document (SPD) for the High Town Area in Luton. The preparation of the High Town SPD followed government guidance on the production of Local Development Frameworks, which included extensive consultation with stakeholders and the local community.

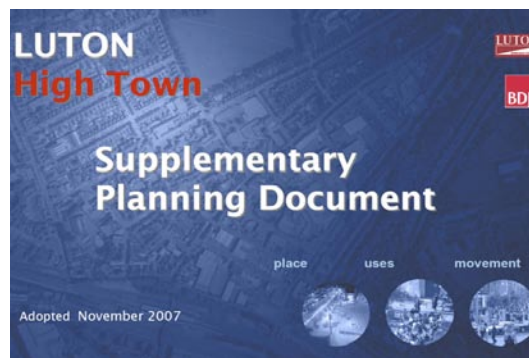
In 2007, the High Town SPD was adopted by Luton Borough Council, including baseline work, the planning policy framework and a Sustainability Appraisal.

The SPD recommended the preparation of more detailed Development Briefs and/or Design Codes for selected sites in High Town. The work was commissioned by Luton Borough Council in August 2008 for the southern part of the industrial estate in High Town.

This decision was taken to ensure that future development proposals are in character with the Conservation Area, are appropriate for the high public transport accessibility of the site, have sufficient amenities such as open spaces, and are of high design quality.

In October and November 2008 Luton Borough Council and Urban Initiatives, the masterplanner, invited a cross section of officers, statutory and non-statutory stakeholders and the local community to discuss and refine the initial masterplan proposals.

The masterplan proposals were informed by a wide range of site-specific and updated baseline studies covering built heritage, planning and design objectives, land quality, ecology, transport, noise, socio-economics, property market and delivery conditions, as well as the appraisal of the financial viability of flats, houses, retail and commercial development.



In total, the workshops and exhibitions were attended by over 100 representatives and stakeholders providing feedback and ideas on how to further improve elements of the masterplan.

Since then, the property and credit market conditions have changed, and the traditional development model of one preferred developer taking over a large site and building houses, offices, cafes and restaurants, parks and streets is considered to be an unlikely scenario in the foreseeable future. In January 2009, Design Codes were identified as an appropriate tool to secure high design quality of the site, which is in multiple ownership.

Design Codes are recognised as a valuable tool to deliver design quality as established in the Codes and a range of more sustainable processes and outcomes from development. Well written and managed Design Codes allow for a single and/or a multi-developer approach thus the opportunity to deliver small parts of a large site without losing sight of the overall vision for an area. The Regulating Plan and Design Codes outlined in this document will provide landowners, developers, the community and Luton Borough Council with a high degree of confidence with regard to the physical form of development permitted in the plan area.

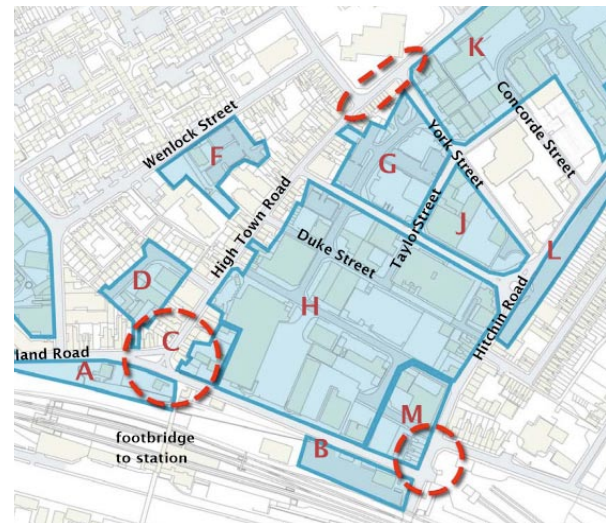
The Design Codes apply for development sites J, G, H, M and part of C as well as the adjacent public highways (see figure above).

The Regulating Plan and Codes form the mandatory design requirements Luton Borough Council expects individual developers to comply with.

The mandatory design requirements are set out in Section B of this document and comprise the following:

- Regulating Plan;

High Town SPD (2007): Sites with Development Potential



- Area-wide Codes for Shared Spaces and Buildings (Codes AW1 to AW14);
- The area specific codes for street typologies and building block typologies (Codes S1 to S5 and B1 to B5);
- Special Places with an outline brief for areas that require bespoke design (Codes SP1 to SP6)

An index covering all Design Codes and a large format of the Regulating Plan is attached to the back of this document.

An Illustrative Masterplan was used to test and agree the Codes with the Planning Authority. The masterplan also illustrates aspirations as to how the implementation of the Regulating Plan and the Codes might come together in a coherent physical, economic, social and environmental Vision for the plan area and High Town as a whole. Since the completion of the baseline work for the High Town SPD document, additional site specific information was gathered and changes to the local context have occurred.

These are summarised in the following section.

Residents, businesses, LBC officers, landowners, tenants and statutory consultees have been consulted on 4 different dedicated occasions.

- 9 October 2008: Landowners surgery (feedback from 17 parties, High Town Arts and Sport Centre /participants: freeholders, leaseholders and tenants within the boundary of the site plan High Town Arts and Sport Centre
- 10 October 2008: Design workshop (over 30 individuals), Hat Factory/ participants: LBC officers and Voluntary Groups
- 10 November 2008: East Village Conference (over 70 individuals), Methodist Church Hall/participants: all stakeholders (statutory consultees, LBC, voluntary groups, landowners, tenants, businesses, residents)
- 5 and 6 June 2009 Public Exhibition (over 120 individuals), Methodist Church Hall/participants: all stakeholders (statutory consultees, LBC, voluntary groups, landowners, tenants, businesses, residents)

These events have helped in shaping the final illustrative masterplan of the East Village Design Codes. The public exhibition was part of the public consultation on the draft Design Codes and accompanying sustainability appraisal that was held for 4 weeks, in accordance with Regulation 17 of the 'Town and Country Planning (Local Development) (England) Regulations 2004' and PPS 12.

The majority of the respondents to the public consultation either lived (55%) or worked (23%) in High Town. 90% of the respondents overall supported the plans for the area.

The "High Town East Village Design Codes" have been adopted as the "Appendix 2009" to the "High Town Supplementary Planning Document" on the 24th July 2009.

1.3 Street Network and Access

The construction of the Gateway Link Road (shown in plan) is due to start in 2011 and will run parallel to Midland Road and pass underneath the new multi-storey Station Car Park. It will join a newly-designed signalised junction between Crescent Road/ Hitchin Road and Church Street. The current junction layout will undergo significant change.

The realignment of the junction will result in a reduced role for Midland Road in catering for through traffic. Currently, Midland Road carries significant amounts of city-wide traffic during peak traffic times. Midland Road will no longer have a direct connection to the primary road network.

The new Station Car Park (currently under construction) will, however, result in new vehicular and pedestrian activity along High Town Road and Midland Road that will, to an extent, substitute some of the street activity and traffic flows.

The proposed Luton-Dunstable Guided Busway (Tranlink), which will serve Luton Station, has been approved, and will further increase public transport connectivity between Luton town centre, London Luton International Airport and Bedfordshire.

Changes to the street network



1.4 Local Amenities and wider Accessibility

The surroundings of the site provide a very high number and diversity of amenities within walking distance, including local and town-centre retail, community services, a primary school, a new leisure centre and college, music and event centre, health facilities, a large public park and very high levels of public transport accessibility.

Trains from High Town to London St Pancras International take 22 minutes and provide direct access to high-speed train links to Continental Europe as well as national rail services to King's Cross, one of London's best-served public transport hubs. The area around King's Cross station is undergoing significant regeneration with the creation of thousands of new jobs and cultural attractions.

In Luton itself, the Luton Gateway and Power Court developments (shown in plan), are major regeneration schemes proposed to transform large parts of Luton town centre including the station itself.

London Luton International Airport, one of London's five airports, is located approximately two miles east of the site.

The creation of the East Village will help the Council in increasing the number of houses in the Borough which satisfy the "Accessible Natural Greenspace Standards" (ANGSt) set by Natural England to ensure that households have access to public green spaces within certain distances from home. In particular residents of the East Village will benefit from an accessible natural greenspace of 5.6 hectares no more than 5 minutes walk away from the site: People's Park and Pope's Meadow (above the ANGSt benchmark of 2 hectares), from the presence of Stopsley Common and Bradgers Hill (20 hectares) within 2 km of the site and from Stockwood Park, almost 100 hectares within 5 km of the site. [Distances have been calculated from the centre of the site, and not on individual plots at this stage].

Local Amenities and planned development



1.5 Ground Conditions

As part of the baseline work for the masterplan, a desktop study of possible land contamination risks was undertaken by Scott Wilson in 2008.

The plan opposite shows 27 locations where exploratory ground condition holes will be required to be placed to determine the ground conditions.

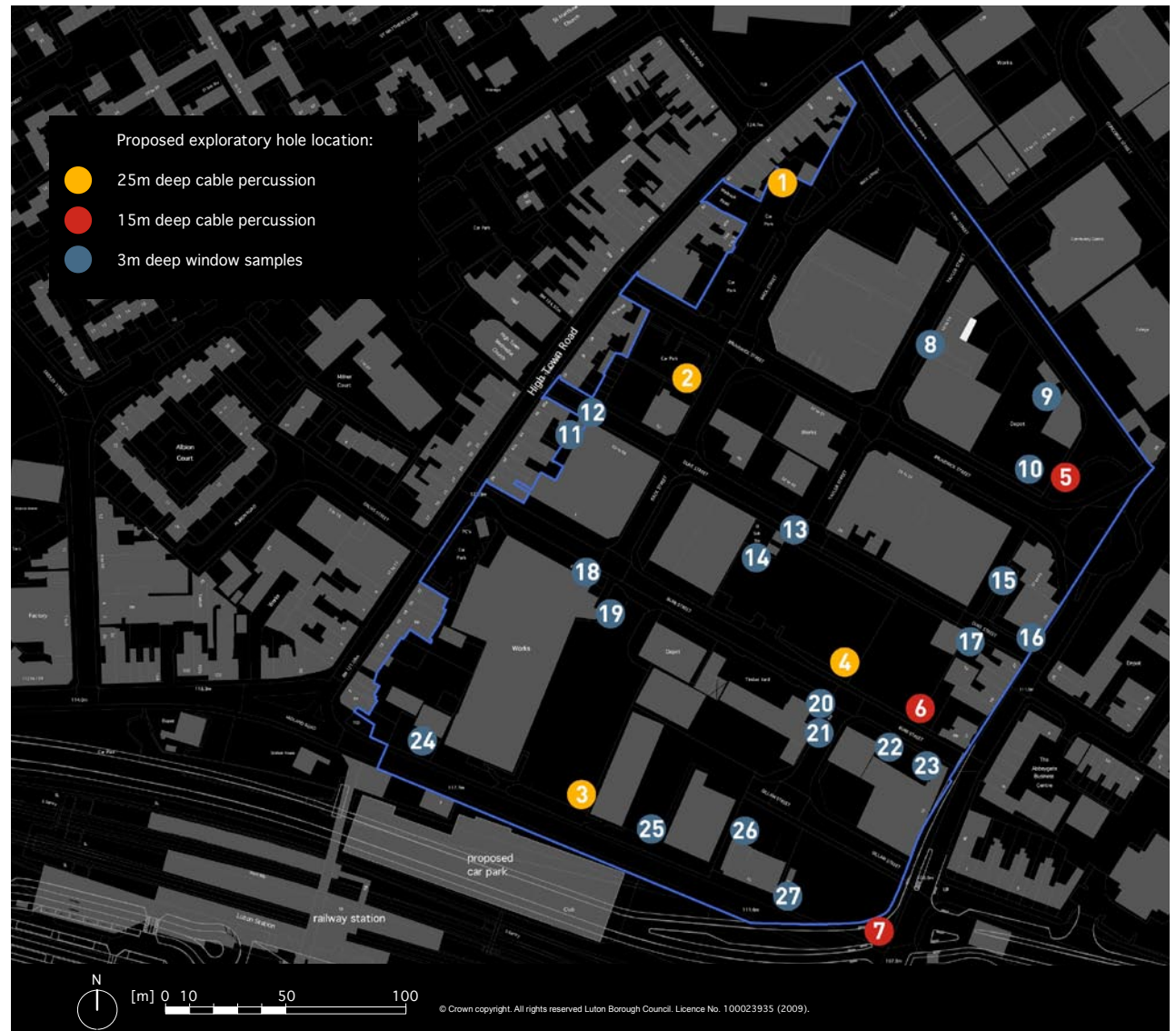
The Planning Authority expects individual applicants to carry out these exploratory ground investigations and introduce appropriate mitigation measures.

These proposals are based on an analysis of historic and current land uses.

Developers are invited to establish baseline information covering the potential of infiltration drainage measures at the same time as ground condition investigations. Developers should acknowledge the Design and Development Principles as set out in the High Town SPD (Section 05-06) before submitting a planning application.

Developers should refer to Section 4 of the 'Groundwater Protection: Policies and Practice' (Environment Agency, July 2008) to ensure that new developments don't have a detrimental impact on controlled waters. In addition, the requirements of Planning Policy Statement 23: Planning and Pollution Control - Annex 2: Development on Land affected by Contamination (ODPM, 2004), and CLR 11, The Model Procedures for the Management of Contaminated Land (Environment Agency, 2004) should be met.

Ground Conditions



1.6 Topography and Solar Orientation

The topography of the site, the views and the south-facing orientation are significant assets for the development site.

There are opportunities to:

- Step buildings down the slopes;
- Provide strong North-South and East-West street alignment enabling views out of the site and varied sun exposure;
- Provide public spaces that exploit the views and orientation and create a strong sense of place; and
- Use daylight as an energy source through the exploitation of larger south and south-westerly windows, solar panels and solar thermal systems on roofs, in walls and cladding.

Topography and Orientation



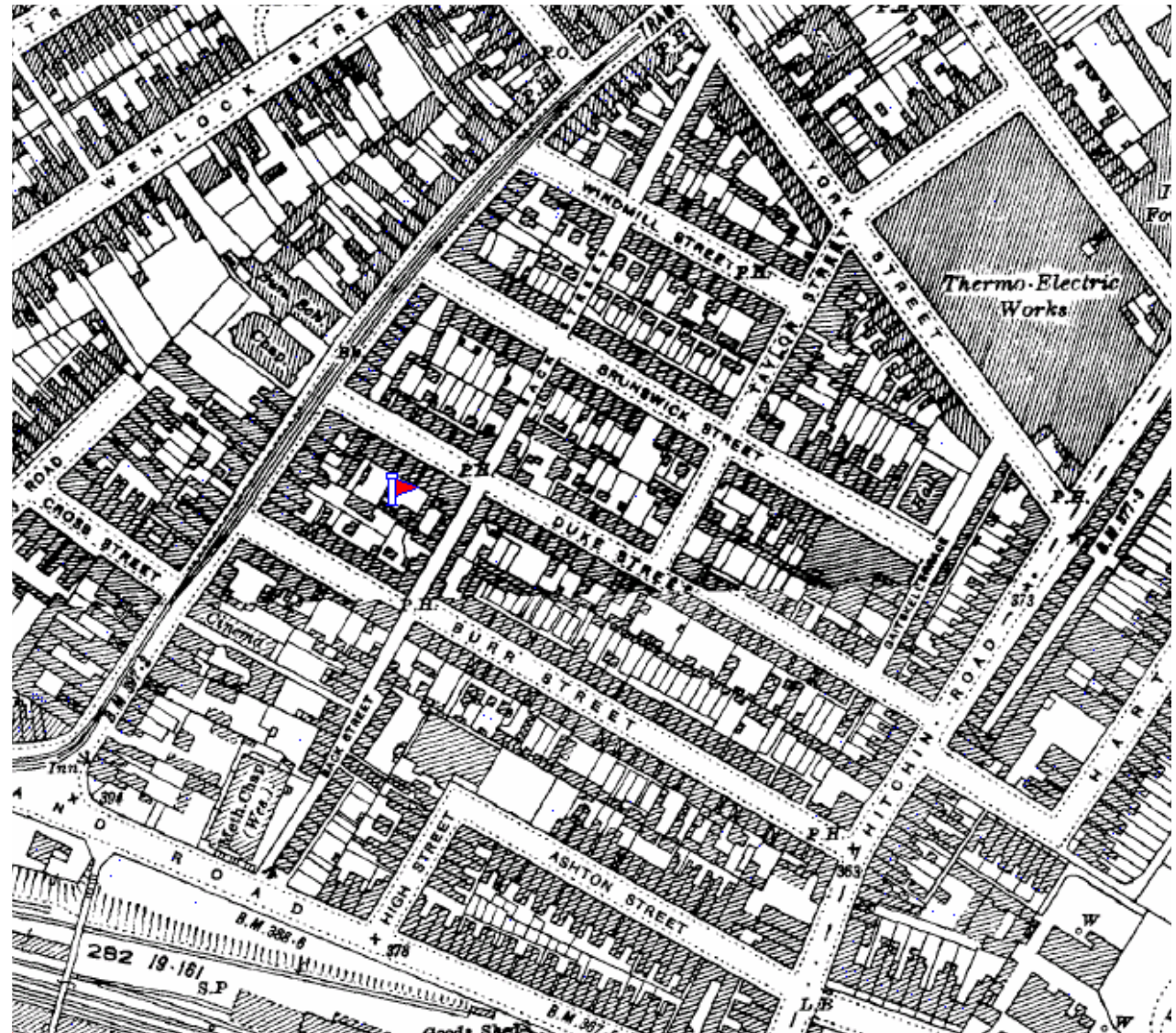
1.7 Historic Land Uses

As shown opposite, before the post war clearance, the plan area was a residential neighbourhood with around 550 plots, possibly home to over 2000 people, served by High Town Road shops.

A tram served High Town Road with a wide range of small shops providing for all the day-to-day needs of the High Town population and workforce.



East Village Site in the 1920th



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02 East Village Vision



2.1 High Town Vision: Making the East Village

The Vision for the High Town SPD Plan Area, adopted in 2007, is: 'to create a sustainable residential neighbourhood that supports a mix of uses including economically successful industry and retail, with better pedestrian access and permeability of the area, more public open space and an enhanced natural environment.'

The High Town Vision and development principles, as set out in the Supplementary Planning Document as well as the Vision to make Luton and South Bedfordshire "the greenest growth area, making the most of growth for everyone" (South Bedfordshire Local Strategic Partnership, June 2008), informed the development of a set of site specific development objectives.

The Vision set by the High Town SPD is:

'To create a sustainable residential neighbourhood that supports a mix of uses including economically successful industry and retail, with better pedestrian access and permeability of the area, more public open space and an enhanced natural environment'

2.2 Ten Development Objectives

High Town Road's role as high street for both the east and the west side of the neighbourhood, and its capacity to grow, led to the strategic objective to strengthen High Town Road as the heart of the High Town neighbourhood.

The following set of ten objectives were established to guide the development of strategies, proposals and design codes:

- Provide a physical framework for the East Village Site so that High Town can grow, prosper and adapt over time;
- Increase permeability of the site so it is part of the neighbourhood;
- Create a wide range and choice of homes with appropriate level of amenities and services in walking distance;
- Achieve a mix of appropriate uses – residential led with workshops/small offices/ cafes/ restaurants;
- Maximise development on sites;
- Create an attractive, safe and pleasant public realm;
- Make High Town greener and healthier;
- Enhance the attractiveness of the Conservation Area;
- Maximise usage of renewable energy sources; and
- Phase the development: keep some of the buildings and jobs.

2.3 Development Mix and Quantum

Luton Borough Council expects the overall site area (5.7ha) to accommodate the following amount of development (Gross Floor Area):

- Residential uses: 35,000 to 40,000sq m (C uses)
- Employment uses in the widest sense: 6,000 to 8,000 sq m (B uses and A2 uses)
- Retail uses: 400sq m to 600 sq m (A uses)

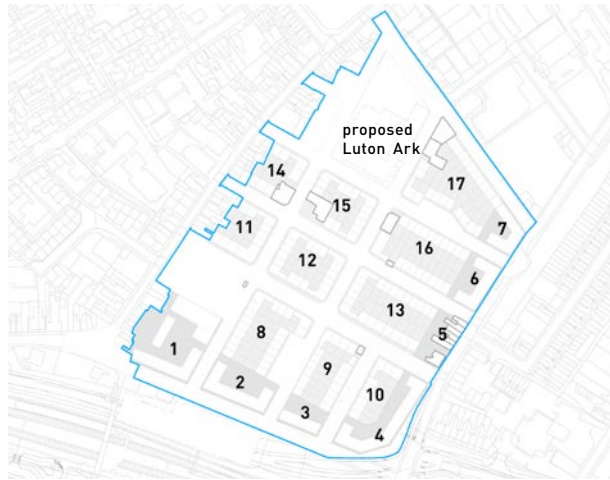
These figures exclude around 5,000 sq m of mixed-use development that the masterplan recommended for retention. This equates to around 45,000 to 55,000 sq m of Gross Floor Area across all uses that shall be developed in accordance with the Design Codes outlined in this document.

In terms of residential homes, Luton Borough Council expects developers to contribute to the following split:

- 80 to 90 one-bedroom homes (20%)
- 100 to 110 two-bedroom homes (30%)
- 60 to 70 three-bedroom homes (20%)
- 100 to 110 four-bed and bigger homes (30%)

Site capacity testing through the application of the Regulating Plan and Codes showed that the above mix and quantum is achievable for the site. Overall, Luton Borough Council expects developers to build 340 to 360 new homes across the East Village site which equates to over 60 dwellings per hectare. This excludes land and buildings recommended for retention, which may provide additional residential or mixed use units in line with the Design Codes. The exact residential split block by block (1 to 17, see opposite) shall not be determined at this stage. However, the above stated spread (20/30/20/30) provides a good measure while complying with the identified housing needs, the Regulating Plan and Design Codes.

Development sites



Development quanta, plot ratio and number of plots by development site (estimate) as used for Design Code testing

Reference in plan	Site area sq m	Gross Floor Area sq m	Plot Ratio
1	3351	4958	1.48
2	1664	2837	1.70
3	828	1196	1.44
4	2005	4475	2.23
5	1086	957	0.88
6	1181	2236	1.89
7	970	1976	2.04
8	2732	4247	1.55
9	2104	3008	1.43
10	1282	1842	1.44
11	1653	2246	1.36
12	2328	3610	1.55
13	3107	4636	1.49
14	1470	1705	1.16
15	2220	3365	1.52
16	3064	4568	1.49
17	3717	5737	1.54

Translating the Vision into three-dimensional urban form: High Town East Village



2.4 Illustrative Masterplan

The Illustrative Masterplan was used to test and agree the Design Codes with the Planning Authority, Highways, Parks, Housing and Maintenance departments. The masterplan illustrates how the implementation of the Regulating Plan and the Design Codes might come together in a coherent physical, economic, social and environmental realisation for the plan area and High Town as a whole.

The East Village masterplan proposals illustrate how the site can deliver across the ten development objectives while creating an attractive place to live and visit for families of all sizes and ages. The interface with High Town Road and the abundance of amenities and public transport in walking distance allow the proposals to focus on the creation of a place that, for instance, through its public green/play/sports infrastructure, has the potential to transform High Town as a whole.

The Illustrative Masterplan shows how the East Village masterplan might accommodate the proposed Luton Ark if this development proceeds.

A significant difference between the Illustrative Masterplan and the Regulating Plan is a number of buildings recommended for retention. With the exception of the pub at the corner Burr Street/ Hitchin Road, none of the buildings is currently protected by "Listed Building" status. These buildings are recommended for retention for the following reasons:

- to allow later generations to understand the history of the site through a reading of architectural styles;
- to create diversity in building types and generate a positive impact on the character of the area; and
- to provide the opportunity of cheaper accommodation for local businesses.

Luton Borough Council prefers the retention of the buildings, however if retention cannot be achieved, the Regulating Plan and Codes determine the allowed changes that applicants shall be required to comply with.

Illustrative Masterplan



2.4.1 Land Uses

The land-use mix in the illustrative masterplan is driven by the objective to strengthen High Town Road's role as centre of the High Town community focusing on residential uses and complementing commercial and employment uses.

Emphasising this, a new, well-designed and overlooked open space along High Town Road will be the new focal point for the community in High Town. High Town Green provides a open space, a dedicated play area and hard landscaped spaces close to High Town Road available for meeting, resting and community gatherings.

High Town Green is framed by a small number of new cafes/restaurants, a small hotel and/or homes designed for the elderly to allow for activity during the day and evening.

A mix of uses is provided in the building opposite the station footbridge which forms the gateway to High Town from the station and Luton town centre.

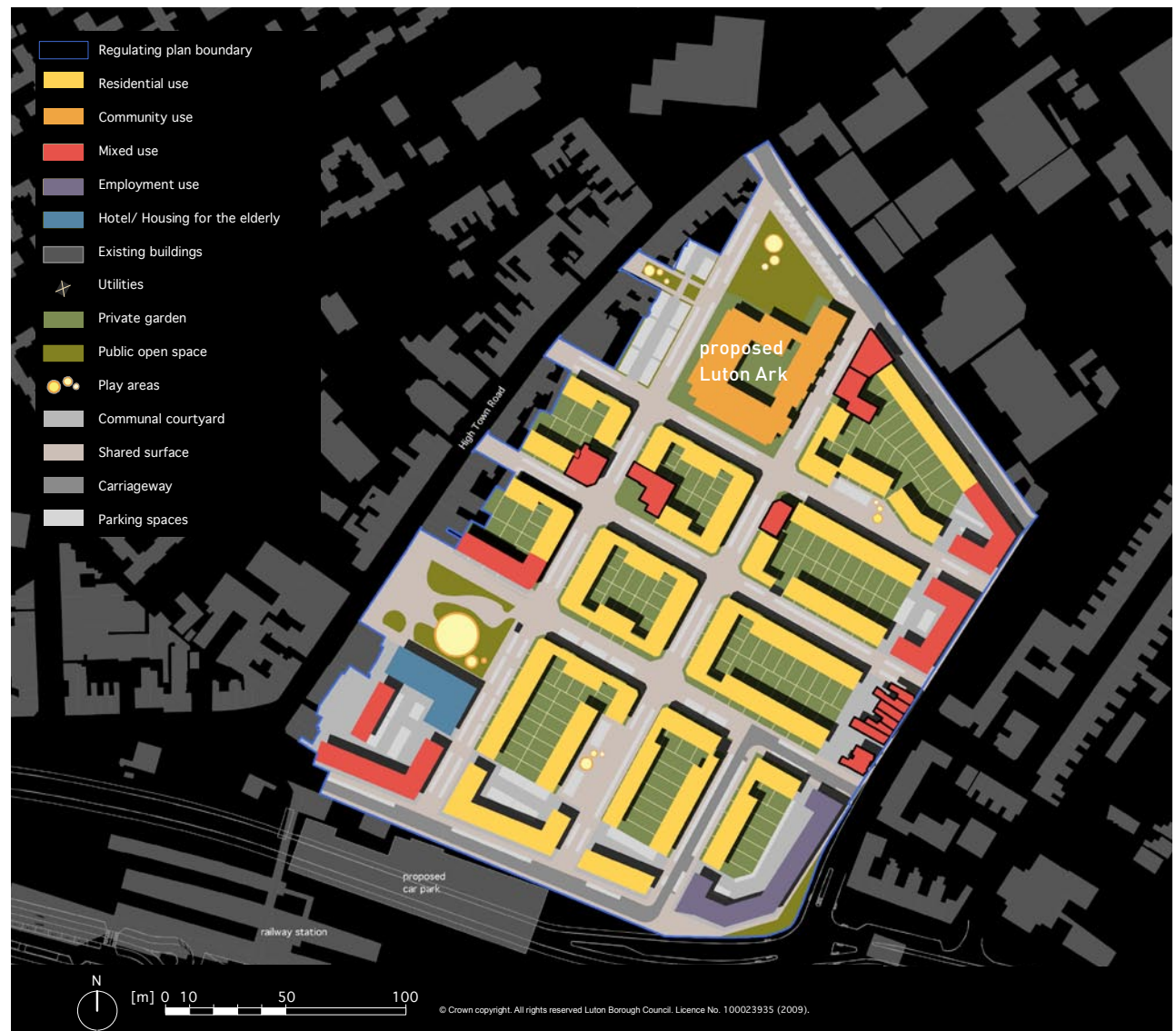
The central parts of the East Village are formed by generous town houses and mews buildings following the historic street grid, maximising street frontage, exposure to the daylight, and exploiting the views and vistas.

The eastern edge of the plan area along Hitchin Road is of mixed-use / employment uses considered more appropriate for the nature of the street as the northern gateway to the town centre.

A community orchard with fruit and nut trees as well as play, outdoor-gym and barbecue facilities, is located at York Street and acts as a community hub focusing on outdoor activities and learning about nature.

Three mews courts provide space for small-scale play areas at the doorstep, some parking for cars, bikes and bicycles, nut trees, seating, recycling facilities, and space to meet.

Illustrative Masterplan: Land Uses



2.4.2 Movement & Layout

The framework aims to create a well-connected and pedestrian-focused street layout that supports the development of spaces for pedestrians, interaction, play and sporting activities. These are spaces that feel safe during day and night time. The following street and layout changes have been agreed with highway and maintenance teams at LBC:

- All existing streets, as well as new and reopened streets within the plan area, become 'shared spaces'.
- There are eleven vehicular access points to the site from High Town Road, Midland Road, Hitchin Road and York Street. One further pedestrian-only access point is provided via Welbeck Road. Access to buildings will be provided via High Town car park.
- The eastern section of Duke Street is designated as a one-way route into the site (resolving visibility issues).
- A new link between Midland Road and Hitchin Road via the extension of the north-south section of Gillam Street and Burr Street. A low kerb is proposed.
- Detailed junction layout at Burr Street/ Hitchin Road requires further modelling work, reflecting the traffic flow patterns generated by the Northern Relief Road.
- Removal of the current Brunswick/ Hitchin Road roundabout and introduction of a T-junction, acting as a speed reduction measure. Re-opening of the York Street /Hitchin Road junction. A low kerb is proposed. A mini roundabout at York Street/ Hitchin Road is proposed and will act as a speed reduction measure as well as easing access from York street into Hitchin Road.
- Realignment of Back Street to gain more land for open space north of the proposed Luton Ark centre.
- A new public space, High Town Green, is created at the junction of Burr Street and High Town Road providing for play areas, seating and a central waste recycling hub for High Town.

The Illustrative Masterplan: Movement & Layout



2.4.3 Parking Plan

The future residents and businesses at the East Village site will benefit from the exceptionally high public transport accessibility levels of the area.

The highly-permeable and efficient street grid will result in an abundance of street frontage and opportunities to arrange overlooked on-street parking.

The parking plan opposite has been tested and provides over 430 parking spaces arranged in a variety of forms (parallel, right angled, angled to pavement, court yard and surface car parking). The Highway Authority has also approved the plan shown.

This helps to support the residential character of the streets and, if designed well, keeps speed levels low (10mph). Parking for vehicles and bicycles forms a significant part of the streetscape and must therefore be carefully balanced with other important street elements, such as pedestrian desire lines, trees, front gardens, seating, street lighting and areas for play, gathering and activity. For example, on street parking arrangements provide day-to-day doorstep opportunities to meet neighbours.

Due to excellent public transport accessibility levels, vehicular parking spaces connected to new employment uses are not considered desirable by the Highway Authority. However, vehicular parking spaces for people with disabilities and visitors as well as sheltered cycle parking, shall be provided for shops and buildings to which the public have access.

High Town car park, located north of Brunswick Street and in close proximity to High Town Road, provides short term visitor parking mainly serving the businesses along High Town Road.

The configuration of the street spaces as shared surfaces will enable the creation of step-and barrier- free spaces. During working hours there will be an abundance of step and barrier-free spaces. Parking zones are unlikely to be fully occupied during the day, allowing the spaces to be used for other street activities.

Illustrative Masterplan: Parking Plan



2.4.4 Building Heights

Analysis and testing of plot size, street width, massing and context have resulted in a heights plan as shown opposite. The concept of 'Loose fit Long life' has been applied across the site. The ability to adapt the building envelope over time and indeed changes between use classes on a plot by plot basis needs to be built in. Adaptability and variety in the urban form supports choices for attractive living and working environments now and in the future.

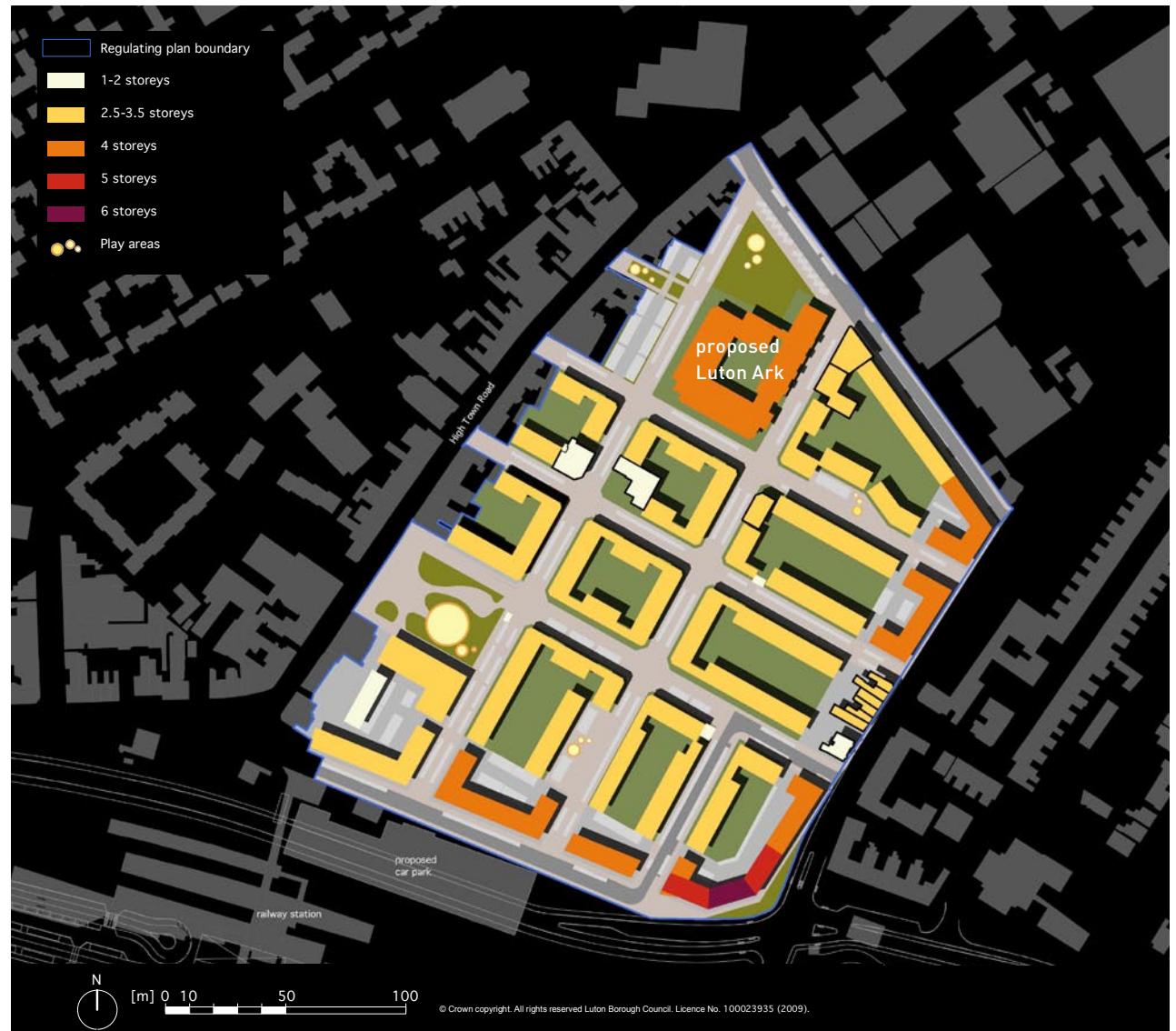
The East Village building heights strategy is characterised by higher buildings along the busier and wider streets, reflecting the relative importance of those streets, the existing and expected noise ambience levels, topography and surrounding building heights, have been used as reference points.

The highest buildings within the plan area are of 5 to 6 storeys and are situated at the corner Midland Road/Hitchin Road where the planned Relief Road joins Church Street (also known as Hitchin Road).

The buildings along the rear of the High Town Road properties are of the same or lower shoulder height (height of building without roof structure) as the existing properties. As a result the often obstructed pitched rooflines, along High Town Road, will be visible again.

As shown on the plan opposite, the vast majority of the buildings do not exceed 3.5 storeys. Buildings along High Town Road Conservation Area are of similar height and massing. Over the past centuries town houses have proven to be to most adaptable and desirable urban building typology thus fitting in well with the 'Loose fit Long life' concept. A row of town houses arranged in a perimeter block are proven to achieve good urban densities and provide adaptable accommodation for family homes, flats and mixed use.

Illustrative Masterplan: Building Heights



2.4.5 Living Streetscape

The East Village Living Streetscape Strategy aims to maximise opportunities for residents, employees and visitors to enjoy nature (seasons, fresh air, daylight, wind, soil, plants and wildlife) in the public and private realms in an otherwise densely built-up neighbourhood where space is scarce.

The generous use and promotion of edible/ fruit bearing trees, shrubs and plants that should have multiple uses and benefits shall promote a lively, seasonal urban landscape.

Public spaces, boundaries, interfaces between public and private realm as well as play area and outdoor gym equipment have a distinctly natural character generated by the use of materials/equipment and the variety of experiences they offer, including:

- A traditional orchard. A meadow with scattered fruit trees is located north of the proposed Luton Ark centre and acts as a nature hub for the community, attracts local wildlife and is managed by a local residents group with support from the East of England Apple and Orchard Project.
- A well designed and overlooked High Town Green along High Town Road is the new focal point of the community in High Town. It provides dedicated play areas, seating and fruit bearing trees as well as hard landscaped space for community gatherings and markets.
- 'Grow it. See it. Smell it. Eat it.' Initiative. The developer shall promote a community programme dedicated to encouraging residents to grow, look after and enjoy fruit and nut trees in the neighbourhood. The strategy extends to planting other edible plants that can grow in back and front gardens, patios, courtyards, balconies, roof gardens, bay windows and winter gardens. Smaller spaces, and particularly south-facing exterior walls, shall be used for fruit and climber plants.

Illustrative Masterplan: Living Streetscape



Design Codes

B



03 Regulating Plan & Area-wide Design Codes



3.1 Regulating Plan

The 'Regulating Plan', shown opposite and attached in larger format to the appendix of this report, identifies where Design Codes apply.

The mandatory design requirements are comprised of the:

- Regulating Plan;
- Area-wide Design Codes for Shared Spaces and Buildings (Codes AW1 to AW14);
- Area-specific codes applicable for street typologies and building block typologies (Codes S1 to 5 and B1 to B4 C);
- Special Places with an outline brief for areas that require bespoke designs (Codes SP1 to SP6)

An index of all High Town East Village Design Codes and a large format copy of the Regulating Plan is attached at the back of this document.

As illustrated in the Regulating Plan, Design Codes for Shared Spaces are highlighted in green, for Buildings in blue and for Special Places in yellow.

Applicants should, in preparing their development proposals, have particular regard to the content of the High Town Supplementary Planning Document (2007), the Council's Supplementary Planning Guidance notes entitled 'Designing for Sustainability - A Summary of Good Practice', and 'Designing for Community Safety in a Quality Environment'.

The Design Codes are based on the above mentioned guidance documents, best practice and site constraints and opportunities. The Regulating Plan and the Design Codes are site-specific.

3.2 Area-wide Design Codes

There are in total 14 Area-wide Design Codes of which eight cover aspects relating to Shared Spaces (colour coded in green) and six cover aspects relating to Buildings (colour coded in blue).

Area-wide Design Codes for Shared Spaces and Buildings apply across the site and provide detail as well as illustrations of key design principles.

Area-wide Design Codes for Buildings are explained in tabular form and complemented by additional Design Code sheets providing diagrammatic and illustrative material after the tables.

The Regulating Plan



- S1** Street Space 1: Duke Street
- S2** Street Space 2: Burr Street
- S3** Street Space 3: Back/ Taylor/ Brunswick Street
- S4a** Street Space 4a: Midland Road
- S4b** Street Space 4b: Gillam/ York Street
- S5** Street Space 5: Mews Courts

- Building Typologies:
- a** Mews House
- b** Town House
- c** Duplex
- d** Semi-detached
- e** Living Above the Shop
- f** Live/Work
- g** Apartment Block
- h** Mixed Use Block
- ∟** Important Corner Building
- *** Landmark
- Building Line 1
- - - Building Line 2
- Building Line 3
- Building Line 4
- Building Line 5
- SP1** Special Place 1: High Town Square Corner
- SP2** Special Place 2: Strip of land Midland Road/ Gateway Link Road
- SP3a** Special Place 3a: High Town Car Park/Southern part
- SP3b** Special Place 3b: High Town Car Park/Northern part
- SP4** Special Place 4: Welbeck Courtyard
- SP5** Special Place 5: High Town Green
- SP6** Special Place 6: Mixed Use Development & Traditional Orchard
- ▶ Access - vehicular
- ▷ Access - pedestrian only
- Regulating plan boundary

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Area-wide Design Codes

Shared Spaces

Area-wide code	
AW1 Notional Footway	<ul style="list-style-type: none"> Alignments follow the current layout and new additions in accordance with the Regulating Plan. Shared Surfaces shall be of concrete block permeable paving (CBPP) made of recycled materials, mid grey colour, 100x200mm in size and engineered to allow for vehicle run over. The usage of concrete block permeable paving (CBPP) throughout the site shall maximise surface-water infiltration and form an essential part of the Sustainable Urban Drainage System (SUDS).
AW2 Notional Carriage-way	<ul style="list-style-type: none"> Alignments follow the current street grid and new additions in accordance with the Regulating Plan. Shared Surfaces shall be of concrete block permeable paving (CBPP) made of recycled materials, mid grey colour, 100x200mm in size and engineered to allow for vehicle run over. The usage of concrete block permeable paving (CBPP) throughout the site shall maximise surface-water infiltration and form an essential part of the Sustainable Urban Drainage System (SUDS). Transition between conventional street layouts and shared surface spaces. Transition shall be achieved by means of a ramp (see page 42) formed by granite setts (as used for drainage channels and parking demarcation) defining the transition zone between the standard carriageway and the shared surface (see page 42). Designs for public highways and public spaces shall be subject to independent review under Stage 1 and Stage 2 safety audits as defined by the Institution of Highways Engineers and using Manual for Streets guidance.
AW3 Boundary Treat-ments	<ul style="list-style-type: none"> Front boundaries private/public realm: Residential ground floor - Maximum boundary height permitted shall be 1.10m. This shall be defined by a combination of wall (max 0.4m high), wrought iron or timber railings and planting. A maximum of 80% of the privacy strip shall be hard landscaped (CBPP) allowing space for cycle storage, bins, awnings and projecting bay windows and porches of simple contemporary architectural style. Front boundaries private/public realm: Non-residential ground floor and junctions as indicated in area specific codes. No vertical boundary treatment shall be permitted. Privacy strip can be hard-landscaped in its entirety. The surface material shall match the adjacent public footpath (CBPP, mid grey). Property boundary to be defined by metal studs imbedded in paviers. Side boundaries public/private realm: Maximum boundary height shall be 1.8m. The developer shall provide a variety of physical solutions including dry walls, living walls, green screens, traditional brick walls using Luton Greys and Reds, as well as gabions filled with recycled local material. Gates to private court yards shall be of wrought iron with high visual permeability and of contemporary style possibly with reference to former site uses. Rear boundaries private/ private realm: Maximum height shall be 1.80m . The developer shall provide a great variety of physical solutions including dry walls, living walls, green screens, traditional brick walls using Luton Greys and Reds, as well as gabions filled with recycled local material and/or shall implement a mechanism such as self-build initiatives.
AW4 Surface Water Channels	<ul style="list-style-type: none"> Alignment of current drainage system shall be maintained. Granite setts shall be used as material for drainage channels of 450mm width (at least five rows, dished, of light grey colour as used in High Town Road, random sizes). Colour contrast, width and difference in texture will allow clear distinction between footpath (AW1) and carriage way (AW2).

Area-wide Design Codes

Area-wide code	
<p>AW5 Parking</p>	<ul style="list-style-type: none"> • Shared surfaces shall be of concrete block permeable paving (CBPP), made of recycled materials, mid grey color, 100x200mm in size and engineered to allow for vehicle run over. In areas well exposed to daylight, 'Grasscrete'- type grid with proportion of concrete surface for parking zones shall be used (e.g. along Duke Street). • Parking Demarcation: Granite setts shall be used, 100mm wide, of light grey colour as used in High Town Road and for drainage channels in the East Village, random sizes. Colour contrast, width and difference in texture will allow clear distinction between carriageway (AW1), parking zone (AW5) and footpath (AW1). • Parking zone width shall be 1.8m. The maximum uninterrupted length of a row of parallel on-street parking shall be 30m. • The minimum set off from junction approaches shall be 10m. • Parking standards: (see Illustrative Masterplan: Parking Plan, p19) Plan area shall be designated as Restricted Parking Zone (RPZ) for residential properties. The developer shall provide on-street parking complying with the following maximum parking standards: 1 bed/0.5 spaces - 2 bed/0.8 spaces - 3 bed/1.2 spaces - 4+bed/1.4 spaces. Commercial properties shall not be required to provide regular car parking spaces for employees (except disabled parking and visitor parking). Court yard surface parking and possibly the multi storey car park shall be utilised if required. For 20 residential homes a minimum of one disabled parking bay shall be provided. For every residential home and every 100 sq m of commercial / employment floorspace (A and B uses) a minimum of 1 on-street cycling rack shall be provided in grouped arrangements and overlooked. Where possible, motor cycle parking bays with a 600mm high continuous steel rail locking point should be provided.
<p>AW6 Street Furniture</p>	<ul style="list-style-type: none"> • The East Village Parking Zone will be included in the High Town Restricted Parking Zone. • The intention of Luton Borough Council is to take a minimalist approach to road marking, parking demarcation and signage (e.g. with no use of yellow lines). This approach will apply throughout the plan area and its edges. • The street furniture palette for the East Village shall have a functional, contemporary and natural feel to it. Resource efficiency in used raw materials, production and operation of the product as well as low maintenance requirements shall be demonstrated. The developer shall fund a design competition for bespoke street furniture capitalising on High Town's millinery origins. • Formal seating shall be provided at locations such as High Town Green and the Orchard. • Informal seating shall be provided at various locations where people might meet or gather (mews lane courts/ orchard/ internal junctions/lockable cycle storage units). Seating will fulfil more than one function (e.g. raised tree pit and seating, boundary wall and seating) • Communal recycling stations shall be provided and serviced at four locations in the plan area (High Town Green and all three mews courts). • Recycling and Refuse Stations for commercial properties shall be provided within courtyards of buildings. • One communal composting facility shall be provided and managed at the Orchard. Private composting facilities shall be provided to the rear of residential properties. • Reuse and adaptation of existing fixtures such as street lamp posts will be encourage subject to technical review. New street lighting fixtures and necessary signage should be mounted on buildings particularly at junctions and gateways. Use of solar panels to power street lighting shall be introduced for new installations. • Litter bins are to be provided at destination such as High Town Green, High Town car park , Orchard and along Midland Road and Hitchin Road.

Area-wide Design Codes

Shared Spaces

Area-wide code

AW7 Planting/ Play/ Activity/ Sports

- **The developer shall demonstrate how the delivery of the 'Living Streetscape' Vision** is achieved by developing a planting and management regime in collaboration with Luton Borough Council, BedsLife (Bedfordshire and Luton Biodiversity Partnership) and the local community.
- **Trees along the highway shall have a minimum clear stem of 2.5m.**
- The developer shall plant and maintain at least one local, low maintenance, edible fruit-bearing tree per dwelling developed. The developer shall seek advice from Luton Borough Councils Parks team and the East Of England Apples and Orchard Project with regard to species, appropriate location and ground preparatory work. The overall selection of species shall be guided by the Living Streetscape strategy.
- **A mix of compact, medium-sized and ornamental and edible tree species shall be provided.** Large specimen trees shall create focal points and act as living landmarks. All planting shall allow for sun penetration into the public space, avoiding overly dark and shaded spaces. The range of street trees and hedges shall contribute to biodiversity and good air quality and introduce interest into the streetscape (colour, textures, scent, seasonality and growth over time). The species shall be native, resistant to emission levels of volatile organic compounds (VOCs), able to contribute to biodiversity (e.g. supporting insects and lichens, nesting, nourishment for birds), and have a seasonal change of foliage colour. Species like the Field Maple, Ash and Silver Birch are good examples of the above requirements, but a final choice shall be made by the Council with support of an arboriculturist or landscape architect. Hedgerows shall be of native species and contain a variety of deciduous and permanent shrubs, fruit-and flower-producing species and have diversity of colour and texture in their foliage and structure. Spacing shall provide sufficient natural-looking hedge to develop, that does not need intensive pruning. Native species like Hawthorn (*Crataegus monogyna*) with a very small percentage of these species - Blackthorn (*Prunus spinosa*), Crab Apple (*Malus sylvestris*), Dog Rose (*Rosa canina*), Dogwood (*Cornus spp.*), Field Maple (*Acer campestre*), Guelder Rose (*Viburnum opulus*), Hazel (*Corylus avellana*), Spindle (*Euonymus europaeus*), and Wayfaring Tree (*Viburnum lantana*) shall be used in the hedge.
- **Minimum distance between large street trees shall be 8m.**
- **Tree surrounds to be designed to encourage surface water infiltration.** Preferred treatment of tree surrounds is for a compacted sand/gravel open finish to the tree pit. No tree grilles are allowed. All tree pits shall be lined with anti-root film barrier on at least three sides, to protect existing and new services. If the trees are planted in a continuous trench (preferred method) then they shall be lined with anti-root film barrier on at least one side towards the services.
- **The developer shall provide or contribute to the provision of a variety of spaces that offer outdoor play, learning, celebrations and sport opportunities.** All facilities shall have a distinctly natural character generated by the use of materials/equipment and variety of experiences they offer. **The developer shall provide or contribute to the provision of a Local Equipped Area for Play (LEAP) at High Town Green and the Orchard and at least three Doorstep Play Areas at the Mews Courts.**
- **Phased implementation of individual sites shall provide the community with the opportunity for temporary use of vacant sites for planting and artistic projects.**

AW8 Utilities and Services

- **Developers shall produce a utilities and services strategy aimed at maximising renewable energy sourcing and distribution systems, resource efficiency and monitoring applications including Sustainable Urban Drainage Systems** such as swales/ surface water retention ponds.
- **Recessed and in-filled manhole covers shall be used throughout the site. All STATS covers and all drainage gullies and gratings shall also be aligned to suit the paving pattern and avoid any unnecessary angled cutting of paving materials.**
- **Existing and new sub-stations shall be accommodated in purpose-built buildings retrofitted to have a contemporary external appearance while providing appropriate vehicular access.**

Area-wide Design Codes

Shared Spaces



Facilities to encourage recycling and composting.



Shared surface and living facade



A tree surround and a bench



Privacy strip and soft boundary treatment



Street furniture with reference to its location



Private frontages grow into the shared space



South-facing walls can provide space to grow fruit

Area-wide Design Codes

Area-wide code

AW 9

Building Block

- **All entrances to buildings** shall face directly onto the street and shall be easily visible from the street.
- **A minimum back-to-back distance of 21.3m shall be maintained within each perimeter block.**
- The applicant shall provide evidence that overall development quanta of the site will be met with an approximate split for each residential block:
 - 20% 1 bed;
 - 30% 2 bed;
 - 20% 3 bed, and
 - 30% 4 bed.
- **Block layout shall provide a clear distinction between public and private and public transition spaces** (adoptable highway and privacy strip), and private spaces internal to the block (private gardens and courtyards).
- **The applicant shall demonstrate that building blocks maximise winter solar gain.** An internal daylight factor of on average 5% for a habitable room must be demonstrated using the BRE's 'Site layout planning for daylight and sunlight - A guide to good practice'.
- **The development shall provide access to blocks and buildings in compliance with current legislation,** including the Disability Equality Duty and Disability Discrimination Act (2005) and Part M of the Building Regulations (2004) and English Partnerships Design and Quality Standards.
- **See Design Code Sheet AW9 for illustrations and detail** (page 33).

AW10

Adaptable Buildings

- **Buildings shall be designed so that they are adaptable and flexible enough to support changing needs and uses over decades.** The fundamental principle of this 'loose fit long life' principle is the ability of buildings and infrastructure to respond and adapt to the changing needs and expanding spatial requirements of their inhabitants and users. Applicants shall demonstrate that the buildings types they propose to be built are designed for change.
- **See Design Code Sheet AW10 for illustrations and detail** (page 34).

AW11

Topography

- **For small building plots (5 to 7.5 m width):** Ground floors, eaves and rooflines of buildings should step to follow the fall in the topography. Variations in building shoulder heights, eaves and ridges are permitted. Entrance to buildings shall be located at grade with street level. Mitigation of level difference across the perimeter block shall be achieved by the means of terraced landscape within the back gardens or courtyards of the plot.
- **For larger buildings plots (>7.5m width):** A change in level will be accommodated within or between building plots, generally limited to a maximum of a single storey per development plot. Entrance to buildings shall be located at grade with street level. Variations in building shoulder heights, eaves and ridges are permitted. Mitigation of level differences across the block shall be achieved by the means of terraced landscape within the court yards of the development plot.
- **Level differences in roof lines across a street section shall be less than 3.0m.**
- **See Design Code Sheet AW11 for illustrations and more detail** (page 35).

Area-wide Design Codes

Area-wide code

AW12
Space Standards

- All buildings should have a minimum floor-to-ceiling height of 3.2m at ground floor and 2.7m on upper floors (excluding setbacks).
- The applicant of private-and public-funded developments shall provide the current minimum English Partnerships Quality Space Standards for individual dwellings (measured in Gross Internal Floor Areas, GIFA; as defined by Royal Institution of Chartered Surveyors, RICS):
 - 1 bed, 2 Persons: 51sq m
 - 2 bed, 4 Persons: 77sq m
 - 3bed, 5 Persons: 93sq m
 - 4+ bed, 6 Persons: 106sq m
- **Storage of approximate 5% additional Gross Internal Floor Areas, GIFA** should be provided in or immediately adjacent to the home. Living rooms should have a width greater than 3.3m.
- **Each home shall have private external space.** These spaces should take a variety of forms, including gardens, patios, courtyards, balconies, roof gardens, and winter gardens. Amenity space for apartments and mews buildings shall be achieved by the provision of balconies or raised patio spaces with a minimum depth of 1.5 metres.
- **Drying space:** To minimise the amount of energy used to dry clothes, the design of buildings will provide access to dedicated space for drying clothes in a secure environment. Each home shall include both external and internal drying space, one type will be sufficient for smaller home types such as one bedroom flats and mews.
- **Home office space** shall be located on ground or upper floors overlooking the public realm in order to provide a level of surveillance throughout the day.
- **The applicant shall provide each home with cycle storage** according to the requirements of the Code for Sustainable Homes including a pilot initiative on-street provision of lockable cycle parking spaces. All retail, office, community and other commercial and employment premises to incorporate secure cycle parking, and changing, shower and storage facilities for employees within their premises. Public cycle parking shall be further provided on-street. The applicant shall provide at least one cycle rack per 100 sq m Gross Floor Area of retail, office, community and other commercial and employment uses.

Area-wide Design Codes

Area-wide code

AW13
Resource Efficiency

- Applicants for private and public funded buildings **shall demonstrate and provide the required certification of compliance** with the Code for Sustainable Homes Standard (CfSH) for residential buildings and Building Research Establishment’s Environmental Assessment Method (BREEAM) at design and post-construction stage.
- Applicants for private and public funded buildings shall demonstrate and provide new homes achieving **a minimum of Code for Sustainable Homes Level 3 (CfSH)**. For non-housing developments applicants shall meet **a minimum BREEAM rating of Very Good**. Public funded housing shall meet the Code for Sustainable Homes Level 4 from April 2010, as required by the Homes and Community Agency, and move to Level 6 from April 2013 with special phasing terms applied to those developments of 200 homes or more to be constructed over a long time frame or by more than one developer. At the time of writing the Government is reviewing minimum housing quality standards. The applicant is expected to at least follow national guidance and policy on housing quality standards.
- **Passive Solar Design:** Internal layouts and detailed architecture for all development shall maximise winter solar gain in order to increase the thermal performance of buildings in terms of both heating and cooling, and to reduce the need for artificial light and ventilation. Simple rules for material selection shall be adopted, such as low volatile organic compounds (VOC) paints and finishes, no Polyvinyl chloride (PVC), sustainable sourced timber, no insulants with a Global Warming Potential (GWP) of > 5.
- Applicants for private and public funded buildings shall demonstrate and provide evidence of **resource savings expressed as savings in relation to the current building regulation requirements**. As with domestic buildings, **the first principle is to invest in minimisation of demand through the high energy efficiency standards and best practice**.
- Developers are required to **achieve the full point score within the CfSH/BREEAM water conservation sections** by providing the following water savings and run-off water reduction measures: grey water and rain water harvesting systems, low flush toilets, sprinkler basin taps.
- See Design Code Sheet AW13 for detailed requirements for all buildings (page 36/37).

AW14
Appearance

- **UPVC windows are not permitted.**
- **Rooflines and fenestration shall be used to re-enforce the rhythm along a street following the topography.**
- **Installations and vertical elements generating renewable energy shall be instrumental to further support the character of buildings and the area overall.**
- **Variety of roof types and shapes (0 to 45 degree) are permitted across the site** and shall be used as a way to introduce interest, extend living spaces of homes and provide outdoor amenity spaces. The use of flat roofs for roof gardens and patio spaces is encouraged, and where provided, must include provision for planting and greening the roofscape. Renewable energy installations are encouraged.
- Developers are required to include features such as swift bricks and other **bird nesting and bat roosting features in each house** to increase the level of biodiversity in the area.
- The applicant shall demonstrate and provide evidence of **using local materials from the site and wider local area**. This could include a partnering agreement with local firms and local suppliers. Due to maintenance issues the use of render systems are not recommended.
- **Luton Greys or Luton Reds, as well as the terracotta, sandstone, brown or green glazed bricks shall provide important reference points for the detailing of new facades.**
- The applicant shall use **light-coloured paints/materials for Streets Space 3 (S3) to brighten the streetscape.**
- **See Design Code Sheet AW14 for illustrations and more detail** (page 38/39).

Area-wide Design Codes

AW9 Building Block

The basic block type across the plan area is a perimeter block characterised by:

- Continuous facade allowing a clear distinction between private and public spaces;
- Compactness of the built-up area.

The historic street layout and block depth lend themselves to a formal grid structure complemented by two principal approaches to plot division:

- The larger plots (up to 15m width) provide for floor plate configurations for apartment blocks, office and mixed use blocks with common court yard space to the back.
- The smaller plots (5 to 7.5m width) provide for a number of configurations suitable for houses and fine-grain mixed-use such as living-above-the-shop and live-work.

The applicant is expected to demonstrate compliance with the above principles, both for block and individual plot development proposals.



Dense mixed use perimeter block at the East Village



Communal courtyard in compact perimeter block

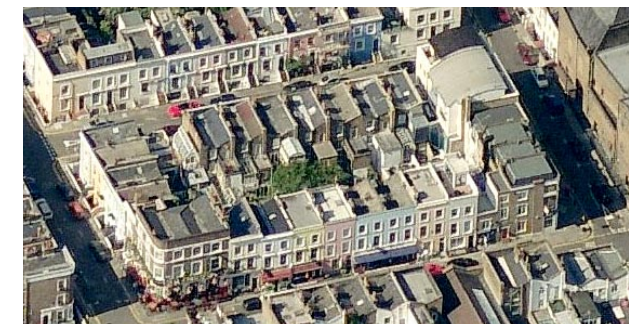


Mature back gardens in an urban perimeter block

Dense residential perimeter block at the East Village



Example of a dense urban perimeter block



Area-wide Design Codes

AW10 Adaptable Buildings

Buildings shall be designed so that they are adaptable and flexible enough to support changing needs and uses over decades. The diagrams opposite show the possible configurations of uses achievable within three basic types of building envelope.

The fundamental principle of this 'loose fit long life' principle is the ability of buildings and infrastructure to respond and adapt to the changing needs and expanding spatial requirements of their inhabitants and users. Applicants shall demonstrate that the building types they propose to be built are designed for change.

As a minimum, the following will be expected to be incorporated in all buildings:

- Above Building Regulation standards for floor-to-ceiling heights across all buildings as defined in Space Standards (AW12);
- Structural party walls or widely-spaced columns, together with non-load bearing internal walls wherever possible, to allow for flexibility in internal room and space configurations;
- Extensive use of demountable internal partitions, standardised elements and other modular components to allow for changes in internal rooms, upgrades and reuse of components; and
- Sufficient capacity in utilities to allow for reasonable changes in building use over time.



2 to 2.5 story

3 to 3.5 stories

4 to 6 stories



Area-wide Design Codes

AW11 Dealing with Topography

The High Town East Village area lies on a slope and is characterised by its topography and orientation. The configuration of blocks, plots, buildings and details such as outdoor spaces, habitable rooms and fenestration of buildings should be used to articulate this and capitalise on views towards Hart Hill and Luton town centre.

The diagrams opposite illustrate the principles the Planning Authority requires the applicants to comply with.

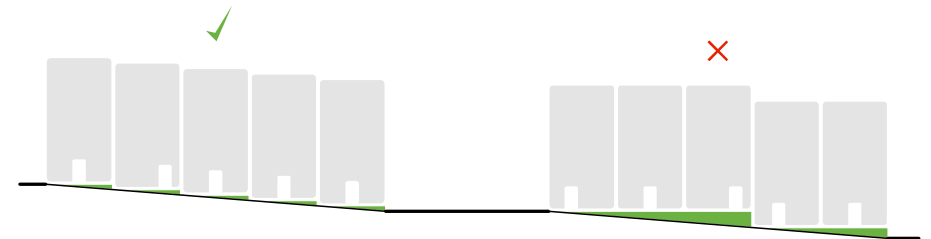
Example of positive approach to topography



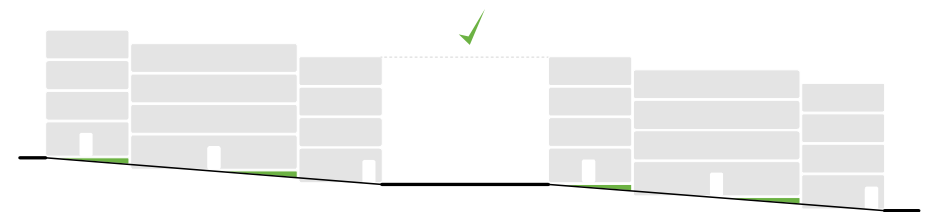
Example of positive approach to topography



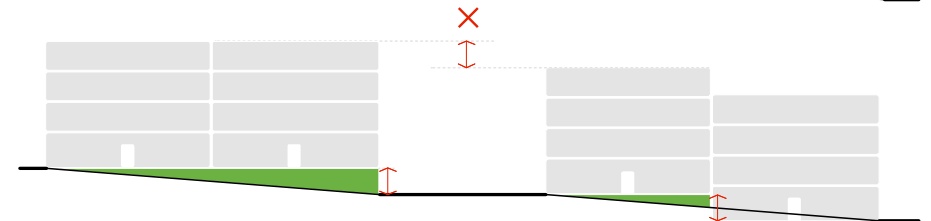
Buildings step along topography (smaller plots)



Buildings are of the same height across transverse streets



Large level differences (>3m) are not permitted



Area-wide Design Codes

AW13 Resource Efficiency

The following energy-saving strategy shall be facilitated and implemented by the developer:

- Minimise energy demand;
- Maximise the efficiency of energy supply; and
- Apply low and zero carbon energy generation on site.

The development will embody efficient and appropriate design approaches that do not 'over design' or build in inherent obsolescence.

Preferred materials will be self-finishing and/or able to perform more than one function and will be selected to enhance the life cycle (adaptability, durability, maintainability), in addition to thermal performance.

Design elements will use standard material sizes (possibly technology from other European countries) to reduce the amount of site-developed off-cuts and waste.

In the case of buildings this may include rationalisation of the architectural and structural grids to make the best use of standard sized components.

The development shall maximise the use of recycled materials to divert waste from landfill and minimise the use of primary materials and the associated impacts of their extraction, processing and transport.

The development shall aim to minimise the impact on health and the environment through the selection and use of materials and their use.

Residential Buildings

The Code for Sustainable Homes (CfSH) provides a set of standards for sustainability in new homes, particularly related to environmental sustainability. It covers nine main topics:

- Energy/CO2;
- Water;
- Materials;
- Pollution;
- Waste;
- Surface Water Run-Off;
- Health and Well-Being;
- Management; and
- Ecology.

Generally all buildings shall be designed and built to be inherently energy efficient and go beyond statutory minimum standards as regulated by the Building Regulations, employing effective construction techniques to maximise insulation and air-tightness.

Measures to maximise winter solar gain shall be implemented, but overheating of buildings must be avoided through passive measures, therefore negating the need for mechanical cooling.

Measures will also be required to positively influence the energy consumption patterns of residents, businesses and visitors. This can be done through education and promotion, the use of smart meters etc. There are mandatory carbon emission standards for each level of the Code for Sustainable Homes and these imply a level of energy efficiency that must be achieved.

Non-Domestic Buildings

The Building Research Establishment's Environmental Assessment Methodologies (BREEAM) cover a range of building types and a 'Bespoke BREEAM' can be developed for buildings that do not fit any of the established assessment frameworks. The topics covered are similar to those in the Code for Sustainable Homes.

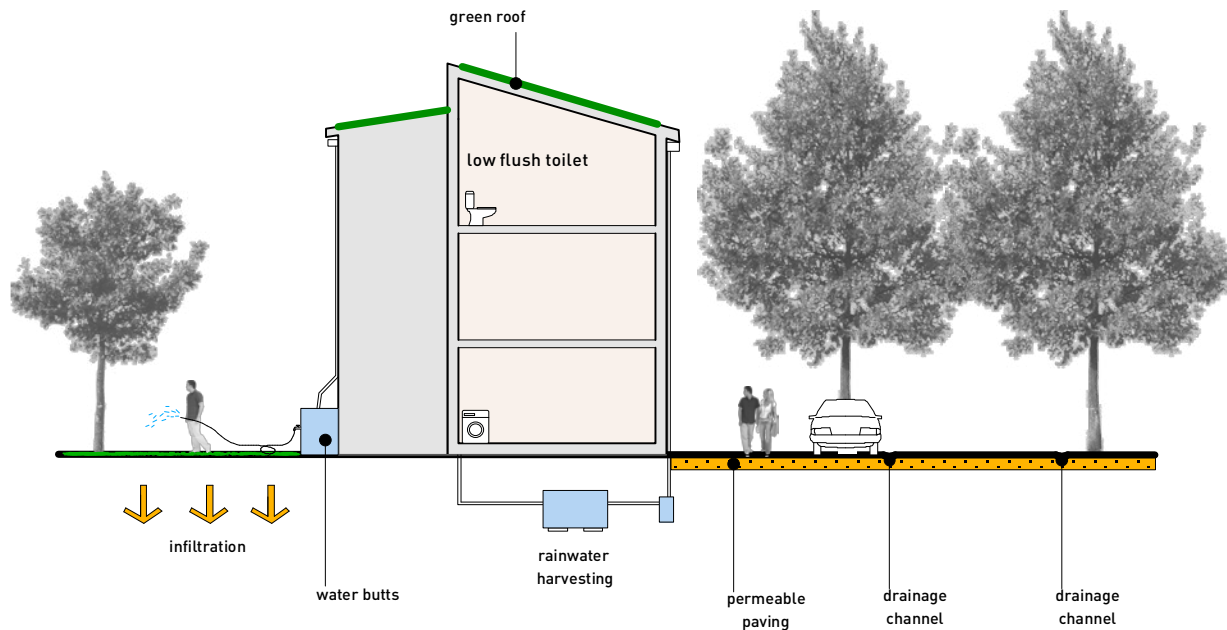
Non-residential buildings at the East Village will be expected to achieve a BREEAM 'very good' rating in the relevant BREEAM category or via Bespoke BREEAM where a standard BREEAM framework is not available.

The government is likely to develop a target for all new non-residential buildings to be "zero carbon", this target will need to be reviewed in the light of changing circumstances.

Area-wide Design Codes

AW13 Resource Efficiency

Potential measures managing water resources in and around a home



Communal facilities encouraging recycling and composting



Water butts are a simple measure to allow the usage of rain water in back and front gardens



Area-wide Design Codes

AW14 Appearance

Quality and variety in architectural expression make a significant contribution to the character and success of new development. Characteristics of the streetscape, topography, orientation, resource efficiency and many other aspects shall be taken into account when deciding on materials, details, colours and the roofscape of buildings.

This document is not prescriptive about architectural detail nor style, but seeks to emphasise that the East Village must refer to the architectural language of its times. Luton Borough Council seeks a contemporary, lasting and uplifting architectural response to the Codes.

In each case, designs should demonstrate an overarching coherency to the street scene. Architectural expression should focus on the visual coherency, identity and character of each street, over and above that of the block.

Compliance with the Code for Sustainable Homes (Level 3 and higher) and BREEAM 'very good' level for non-residential buildings, will have a significant impact on the selection and sourcing of materials and the construction management measures.

The use of local materials should be promoted, especially for the interface with the Conservation Area and in corner buildings. Materials could include grey or red and glazed green or brown brick to match bricks used in the High Town Road Conservation Area.



Balconies provide outdoor space and interest to the facade



Variation can be created by coordinated use of details such use of colour



Pastels brighten a narrow street

Area-wide Design Codes

AW14 Appearance



Luton Greys



Luton Reds



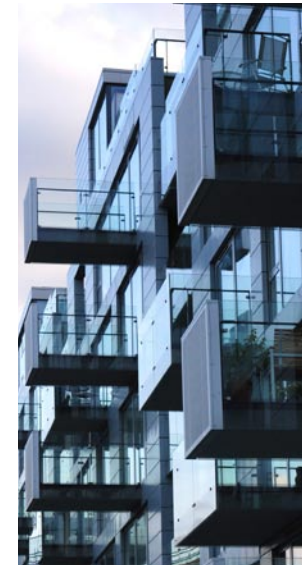
Natural materials



Projections can have a range of designs linking ground floor and upper floors



Contemporary bay windows can help to achieve required daylight conditions in rooms and add interest to the facade



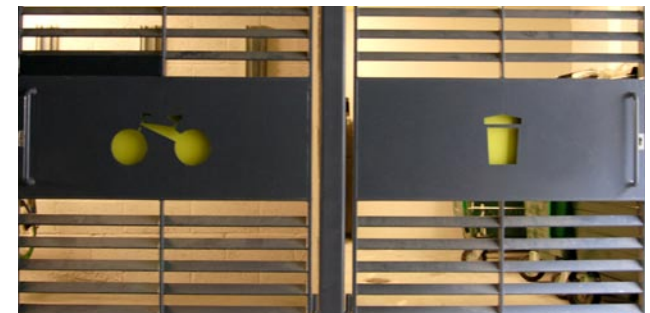
Balconies provide amenity space for residential and employment uses



Projections can be used to catch light



The private and public realms are merging through glazed frontages on the ground floor (residential, commercial, shop)



Gates can be designed to fulfil multiple roles: signage and separation of public and private spaces

04 Shared Space Typologies



Shared Spaces

The High Town SPD (2007) provides guidance in relation to detailed proposals for the streets and spaces in the East Village. Recent changes to the transport network and the vision to make Luton and South Bedfordshire “the greenest growth area, making the most of growth for everyone”, (Community Strategy 2008) as well the adoption of the Manual for Streets by the Government (2008), has significantly influenced the treatment of spaces at the East Village. The expected design approach can be summarised as follows:

- The streets and spaces of the East Village are part of High Town and shall extend the shared surface approach and material palette of High Town Road into the plan area. The home zone character of the plan area promotes community cohesion and safer routes to school, inviting residents to use it as a place to meet, play and enjoy. The Institute of Highway Incorporated Engineers (IHIE) guidance on homezone design and Manual for Streets provide important guidance in the design process.
- A Restricted Parking Zone (RPZ) with a minimalist approach to road marking (i.e. no yellow lines), parking demarcation (using granite setts) and signage, applied throughout the plan area and its edges, has been agreed with Luton Borough Council, as Highway Authority.
- Boundary treatments, landscaped areas, play area and outdoor gym equipment in the East Village have a distinctly natural character generated by the use of materials and variety of experiences they offer.
- Streets and spaces are 'greened' by a variety of trees, street planting, front gardens, balconies and wall climbers. The continuous strip of street green provides corridors of biodiversity and seasonal change.
- Fruit-bearing trees and shrubs as well as other edible plants will contribute towards a seasonal streetscape and experiences: blossom, scents, taste, colour and shapes. The trees will enliven the front and back gardens and public open spaces, providing opportunities for interaction and learning, fruits and produce exchange, social gatherings around tastings, competitions, street harvest festivals across age groups and social backgrounds.
- Spaces with active recreational facilities will be created in the plan area, including at the Mews Courts, High Town Green and at the Traditional Orchard south of York Street. The sizes of these play areas will satisfy play area standards that relate to the approximately 900 new residents expected to live at the East Village.
- The use of mid grey concrete block permeable paving (CBPP) throughout the adopted highway complemented by light grey granite setts for all gateway transitions, parking bay edges, junctions and drainage channels shall provide a simple, easy to maintain framework for public streets and spaces.
- The streets shall be framed by buildings with outward projecting private amenity spaces such as balconies and contemporary bay windows. Private front gardens will further imprint the streets and spaces plan with character and identity.
- Transition between conventional street layouts and shared surface space will be achieved by a ramp using light grey granite setts defining the transition zone between kerb heights. Gateways will be signalled by strong landscape features such as trees and greened walls.
- Internal junctions, free of any vertical obstructions, will be marked by the usage of smaller light grey granite setts to focus the otherwise unobstructed space. A change in paving pattern using the same setts is a common feature in home zones that can further enhance the character of these spaces where four streets join.
- Public lighting will be suspended from buildings where possible throughout the site, reducing light pollution and further enhancing a sense of enclosure. This may promote the internal crossing spaces as meeting places (meeting, resting, celebrating, street play and neighbourhood gatherings). This should further be enhanced by a special configuration of the corner buildings framing the joining streets. These spaces feel more enclosed and overlooked.

In the following, Area Specific Design Codes are described and illustrated in detail.

Shared Spaces



Shared space with dished drainage channel



Play equipment and boundary treatment to a car park



Personalisation of space



Paving pattern at street intersection can support role of space



Drainage channel shall add interest to the shared surface



Ramp negotiates level difference and kerb height

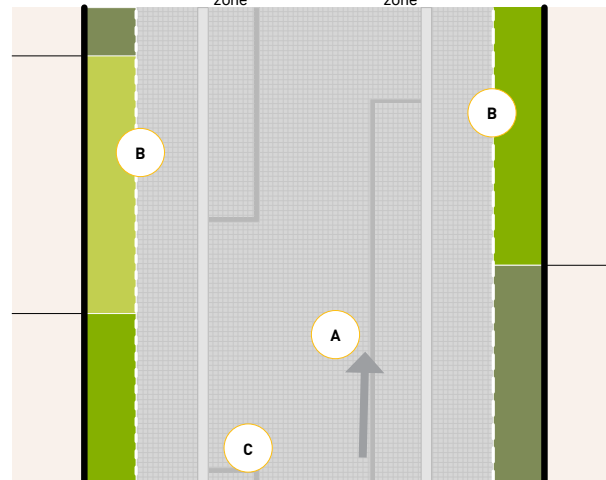
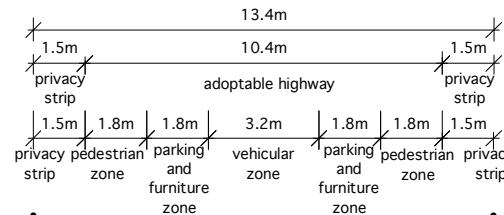
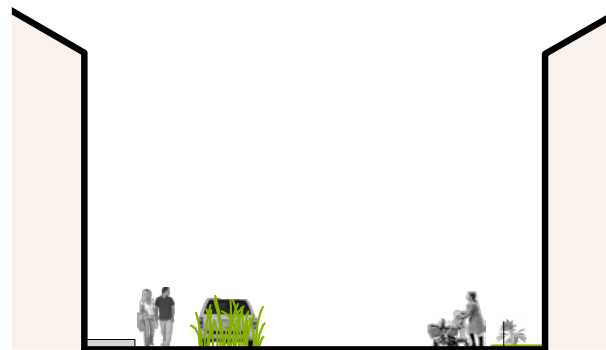


Flush kerbs, change in materials and colour contrast

Shared Spaces S1

Street Space 1: Duke Street

Duke Street (marked as S1 on Regulating Plan) is aligned with High Town's Methodist Church, the most significant landmark building in High Town. In order to capitalise on the views and maintain unobstructed views to and from the Church, no trees shall be planted in the adoptable highway.



The Applicant shall:

Comply with the Area-wide Design Codes, in addition:

- A** Plan for the designation of the eastern section of Duke Street as one-way route into the site (resolving existing visibility issues).
- B** Restrict tree planting to private gardens. Provide no structural front boundary treatments at interface between footway and property boundary. Visually permeable railings to the front of the residential buildings with an offset by a minimum of 300mm from the property boundary permitted.
- C** Provide on street individual and lockable cycle storage adjacent to the parking spaces and landscaped areas,



Soft edges at footpath /private garden interface shall be permitted



On street parallel parking

S2 Shared Spaces

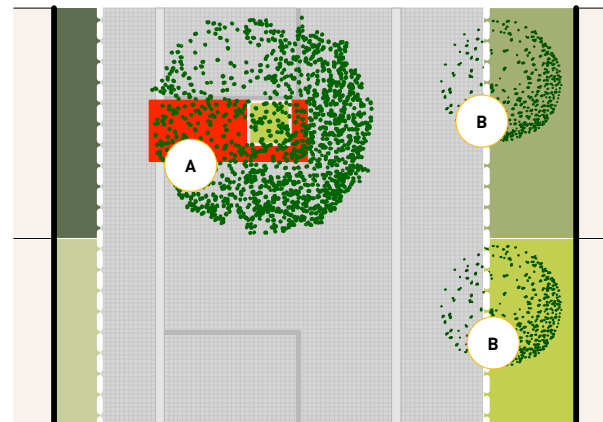
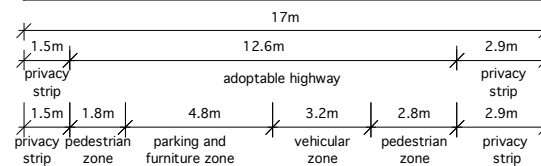
Street Space 2: Burr Street

Burr Street (marked as S2 on Regulating Plan) will be a tree-lined residential street, forming an important pedestrian connection between High Town Road and the adjacent Hart Hill residential area. It is a space to move through and stay in. Generous width and large front gardens with fruit trees will give this space its special character.

The medium/large trees proposed for the streetscape and the perpendicular parking arrangement are used to discourage through-traffic.

The standard surface material palette is used, the drainage channel being a strong design feature.

Street lighting units will be aligned with the street drainage, together with other street furniture. On-street individual and lockable cycle storage shall be provided intersecting the parking zone.



Privacy strip can provide positive contribution to ambiance, seasonality and biodiversity



Lockable Cycle Storage



Parking in a generous shared space

The Applicant shall:

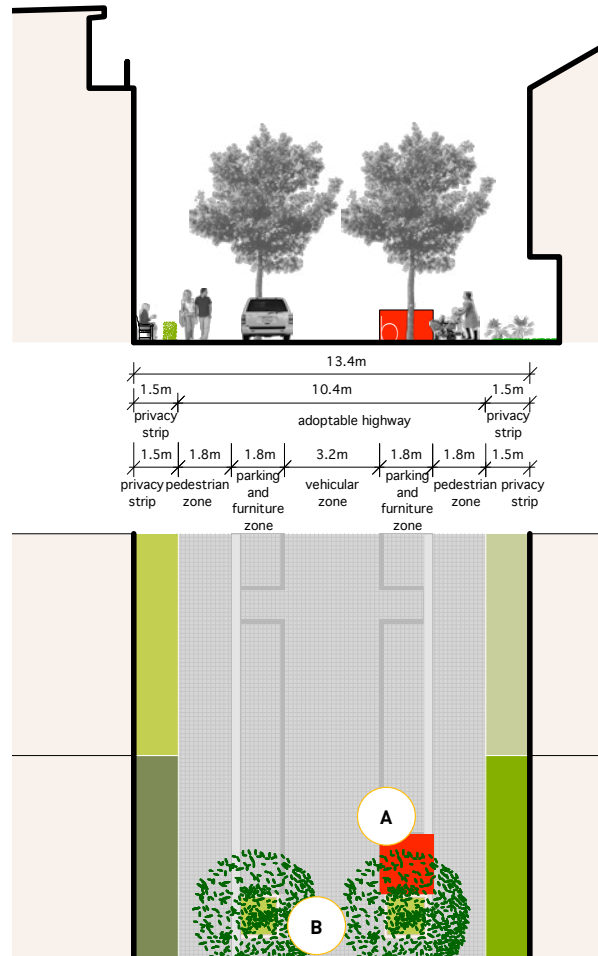
Comply with the Area-wide Design Codes, in addition :

- A** Provide on-street 'personal and lockable bicycle storage'.
- B** Plant one fruit bearing tree in each of the generous south-west facing front gardens.

Shared Space S3

Street Space 3: Back/Taylor/ Brunswick Streets

Street Space 3 describes the streetscape for Back Street, Taylor Street and Brunswick Street. They are shared streets discouraging through traffic where street trees mark the transition from junction square into more linear street space.



Residents using the street as extended front room.



Smaller trees reduce overshadowing effects



Drainage channel alignment adds interest to street

The Applicant shall:

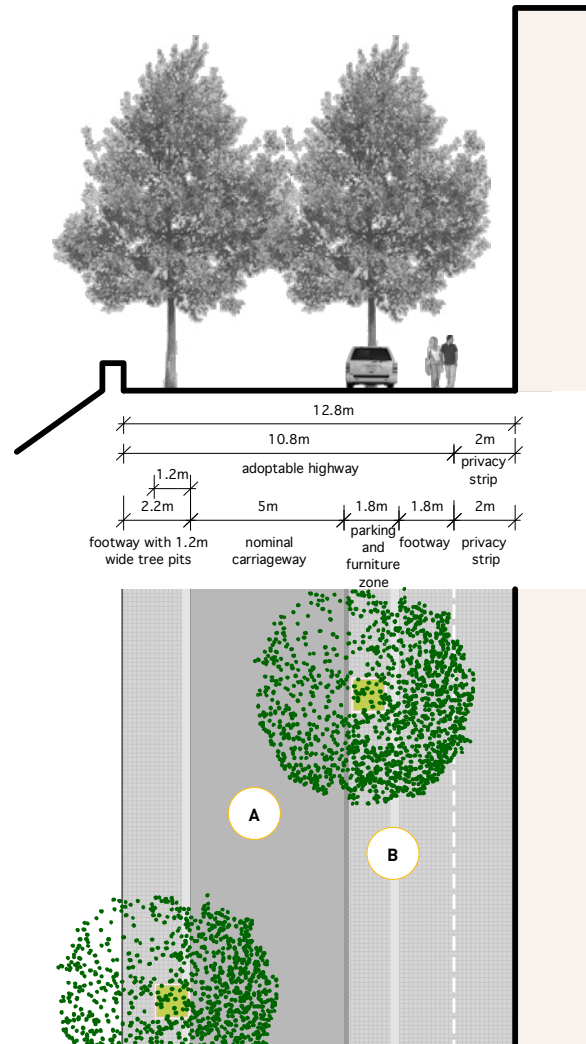
Comply with the Area-wide Design Codes, in addition:

- A** Provide on-street 'personal and lockable bicycle storage'.
- B** The trees will be located only near junctions to reduce overshadowing in these relatively narrow streets.

S4a Shared Space

Street Space 4a: Midland Road

Midland Road is the southern perimeter route of the East Village, expected to carry medium flows of traffic during peak hours.



The Applicant shall:

Comply with the Area-wide Design Codes, in addition:

- A** The carriageway width varies but is at least 4.5m.
- B** Provide surface materials (mid and dark grey concrete block permeable paving) and introduce a low kerb with water channels (light grey granite) between footpath and parking zone.



Parking along the kerb in Shared Space environment



Kerb, colour contrast, change in sett size and paving pattern to mark the change in character

Shared Space S4b

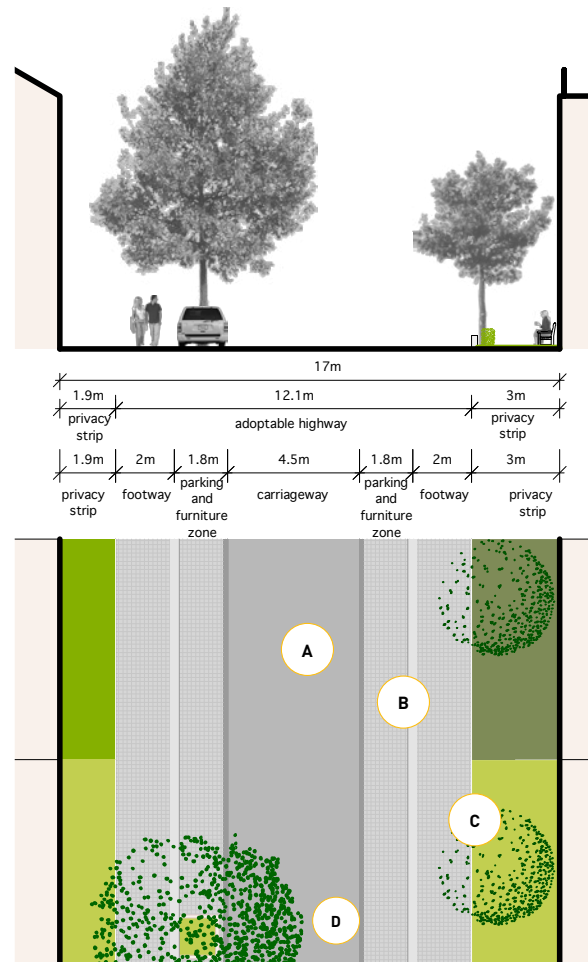
Street Space 4b: Gillam/Burr/ York Streets

Street Type 4b will be implemented for the eastern end of Burr, Gillam and York Street. These streets, together with Midland Road and High Town Road, function as a perimeter route expected to carry low to medium flows of through traffic during peak hours.

The Applicant shall:

Comply with the Area-wide Design Codes, in addition:

- A** The carriageway width varies but is at least 4.5m.
- B** Provide surface materials (mid and dark grey concrete block permeable paving) and introduce a low kerb with water channels (light grey granite) between footpath and parking zone.
- C** Plant one fruit bearing tree in each of the generous south west facing front gardens along Burr Street.
- D** Carry out detailed traffic modelling work at Burr Street/ Hitchin Road reflecting the traffic flow patterns generated by the Gateway Link road to determine the detailed junction layout at this gateway to the East Village.



Pleasant residential environment allowing for through traffic



Fruit bearing trees in front gardens enhances pedestrian experience and changes the streetscape over the course of a year

S5 Shared Space

Street Space 5: Mews Courts

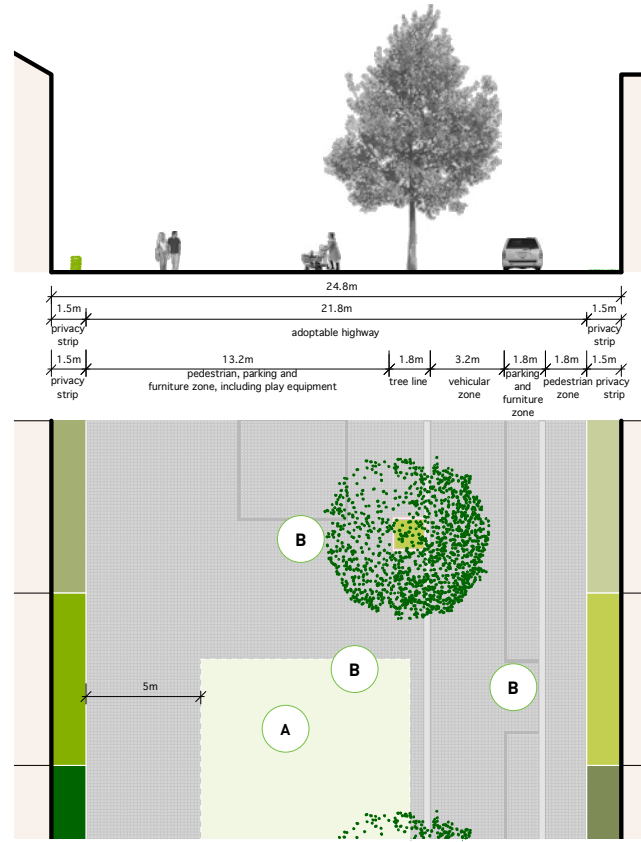
The Mews Courts (marked as S5 on Regulating Plan) will explore the full potential of shared spaces by creating doorstep play areas, seating areas and communal services such as recycling, as well as pieces of outdoor gym equipment for adults. Large trees will be planted at these spaces, clearly marking the special character of the courts. Some parking is provided. The character of the courtyards shall be informal, reflected in the choice of play equipment, preferring natural materials, and in the design and layout of the spaces.

Play spaces can be defined by barriers or by low walls that shall be used for seating as well as for safety (natural barriers of rock, tree trunks and planting to divide off some of the play areas if needed).

The Applicant shall:

Comply with the Area-wide Design Codes, in addition:

- A** Clearly demonstrate that the play and activity areas are designed to a high standard, that they comply with European safety standards, using natural materials and offer a variety of experiences across the area;
- A** Provide play opportunities that count as 'doorstep play' facilities complemented by outdoor gym equipment for use by adults.
- B** Provide Informal Seating as part of the play environment barriers (natural structures such as large tree logs/ trunks).



Natural play environments and informal seating

©Timberplay



Play /seating and gathering

©Timberplay



A bench also acts as source of light

05 Buildings



B1 Buildings

Building Typologies

The table below provides detail on permitted building typologies across a range of characteristics such as access, aspect, max shoulder height, parking etc. The Regulating Plan shows where building typologies (a to h) are permitted. Please see B3 Building Lines for permitted setbacks.



DESCRIPTION	MEWS HOUSE	TOWN HOUSE	DUPLEX (2 UNITS IN 1 HOUSE)	SEMI-DETACHED	LIVING ABOVE THE SHOP	LIVE/WORK	APARTMENT BLOCK	MIXED USE BLOCK
TYPE	a	b	c	d	e	f	g	h
ACCESS	OWN FRONT DOOR	OWN FRONT DOOR	OWN FRONT DOOR/COMMON ENTRANCE DOUBLE	OWN FRONT DOOR/COMMON ENTRANCE DOUBLE	OWN FRONT DOOR	OWN FRONT DOOR	COMMON CORE	COMMON CORE
ASPECT	SINGLE/DUAL	DOUBLE	DOUBLE	DOUBLE	DOUBLE	DOUBLE	SINGLE/DOUBLE	SINGLE/DOUBLE
MAX SHOULDER HEIGHT (IN STOREYS)	2	3	3	3	3	3	4	4 (EXCEPT LANDMARK)
USE	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	MIXED	MIXED	RESIDENTIAL	MIXED
PARKING	ON-STREET	ON-STREET	ON-STREET	ON-STREET	ON-STREET	ON-STREET	ON-STREET/PLOT	ON-STREET/PLOT
PLOT WIDTH (METRES)	7.5	5-7.5	5-7.5	7.5	5-7.5	5-7.5	15	15
PRIVATE OPEN SPACE	ALL TYPES EXCEPT FOR GARDEN	ALL TYPES	ALL TYPES	ALL TYPES	ALL TYPES	ALL TYPES	ALL TYPES EXCEPT GARDEN	ALL TYPES EXCEPT GARDEN

Buildings B1

Residential block with office use at street level



Town houses with setbacks and rooftop terraces



Mixed use town houses with varied facade



Residential street with large private and projected upper floor



Residential block with substantial projections into courtyard and large windows



Inset/patio in a mews



Mews lane with substantial insets at street level



B2 Buildings

Important Corner Buildings

The buildings adjacent to internal junctions that create small squares shall comply with corner buildings type specification. Important corner buildings are marked in the Regulating Plan.

They are strongly embedded in local pattern and create strong character and sense of place.

The Applicant shall:

- Comply with the requirements set out in the Regulating Plan and the Area-wide Design Codes.
- The plot width of corner buildings can vary by 50% of the plot division width as assigned in the Regulating Plan.
- Corners can be chamfered in plan by 45 degrees throughout the height of the building. The chamfered corner shall then incorporate door and windows on the ground floor and windows, balconies or french windows and Juliet balconies on the upper storeys. They shall be carefully designed using local materials such as Luton Greys and Luton Reds. Facades towards both streets shall incorporate windows and/or doors.
- Strong features above the building shoulder shall not be permitted.

Mixed-use corner building with chamfered corner



Residential corner building entrance (with projection and inset)



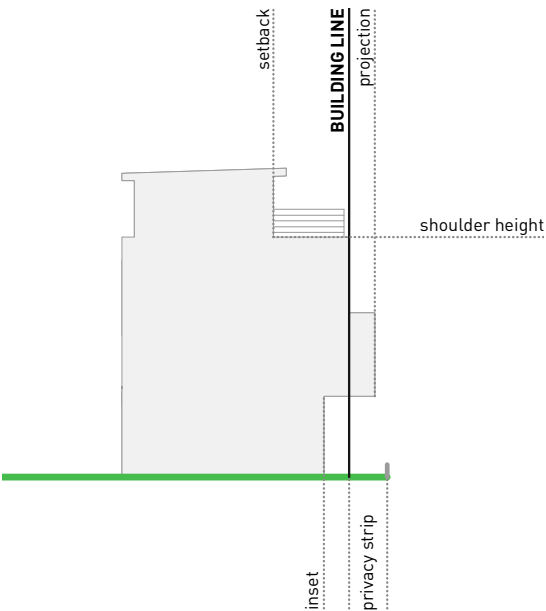
Buildings B3

Building Lines (BL1, BL2, BL3, BL4, BL5)

The permitted dimensions of projections, setbacks and insets are specific for each building line as referred to in the Regulating Plan.

The fine grain development along the streets should also allow for small variations in building shoulder height. This will allow for visual interest and a mixture of internal sizes and ceiling heights.

Any new proposals for properties currently recommended for retention will take into account the existing context, especially in proximity to the Conservation Area, and reduce any negative impacts that may arise from the immediate change in scale. Sudden changes in height can create difficulties in overshadowing and be visibly jarring.



Setback, building line, projections, shoulder height, inset and privacy strip explained

The Applicant shall:

Comply with the requirements set out in the Regulating Plan and the Area-wide Design Codes.

The buildings shall create a strong frontage towards the streets, with the majority of the building frontage (>80%) on the building line.

Building line 1
 Setback storey allowed: yes, up to 3m
 Insets: 0m-0.75m
 Projections: 0m-1.5m

Building line 2
 Setback storey allowed: yes, up to 3m
 Insets: 0m-1.5m
 Projections: 0m-1.5m

Building line 3
 Setback storey allowed: yes, up to 3m
 Insets: 0m-1.5m
 Projections: 0m-1.0m

Building line 4
 Setback storey allowed: yes, up to 3m
 Insets: 0m-1.5m
 Projections: 0m-1.25m

Building line 5
 Building frontage: 100% of the building line.
 Setback storey allowed: No
 Insets: No
 Projections: 0-0.75m



Projections and insets can provide a variety of amenity spaces

B4 Buildings

Conservation Area Interface

The interface between the East Village site and the Conservation Area follows Building Line 5 in the Regulating Plan.

High Town Conservation Area provides a richness in colour, patterns and ornamental detail which is typical for Victorian buildings and high streets. The character and appearance of the Conservation Area has been analysed in the emerging Conservation Area Appraisal. Applicants should refer to the document and use the information supplied to develop a contemporary and appropriate response to the Victorian environment.

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Luton Reds, Greys and yellow brick at the Church Hall facade



The Applicant shall:

- Comply with the requirements set out in the Regulating Plan and the Area-wide Design Codes.
- Overall a contemporary response to the Victorian high street environments is required.
- Use materials that complement those in the Conservation Area. Use of high quality brick of muted tones with recessed mortar joint of complementary colour are recommended. Red or grey tones are particularly appropriate.
- Respect and follow as far as possible existing window lines. Provide pitched roofs. Upright chimneys or other features may punctuate the skyline preferably located on roof ridges and/or centrally on gables. Roofs may be punctuated with dormer windows.
- Use detail and embellishment of buildings to develop focus on window and door surrounds. Use of terracotta and brick, stucco and sandstone as appropriate for a contemporary building.
- Roofing material: natural slate
- Provide receding window heights (moving up the building frontage)
- Incorporate elements of stallriser, pillasters and fascia of painted timber in muted tones in shop fronts. Signage shall be accommodated on shop front within the fascia, no internally illuminated signage will be allowed.

Living above the shop



Buildings B4



Luton Greys and Reds: the Methodist Church



Traditional material in contemporary design



Transition from traditional to contemporary



Traditional material in contemporary design

© Think Brick

06 Special Places



Special Places SP1 to 3

Special Place 1: High Town Square corner

This land lies adjacent to High Town Square, the main arrival point for High Town. The applicant shall provide detailed design proposals addressing the particular site constraints and opportunities.

The proposals shall address the following aspects in particular:

- The poor visual link between the railway station, footbridge and the site;
- The highest footfall potential in High Town where Midland Road, the station bridge and High Town Road meet;
- Differences in shoulder height of buildings and roofscape along the interface of the buildings with the Conservation Area.
- The new multi-storey car park which is being built is likely to significantly impact on the site and the development of an appropriate design response.

Special Place 2: Strip of land between Midland Road and Gateway Link Road

This triangular shaped space (600sq m) stretches from the end of Midland Road along Hitchin Road up to the junction with Burr Street.

The topography of this part of the site is challenging and is likely to undergo change during the construction of the Gateway Link Road. The level differences and the requirement to provide a pleasant pedestrian experience demand a comprehensive approach to pedestrian movement, landscaping and setting of the landmark building (as shown in Regulating Plan).

A strong visual connection between High Town Square and this corner of the site is an additional requirement.

Special Place 3a: High Town car park/southern part

High Town car park (709 sq m) will fulfil an important role in the overall parking provision in High Town.

- It will provide around 22 short term parking bays, 5 parking bays for disabled parking and 10 lockable cycle storage units.
- It will provide vehicular access to properties that are currently accessed via Welbeck Road.
- The material palette will be the same as used in other parts of the East Village with the possibility to use 'grasscrete' type paving in places where daylight exposure allows.
- No painted road markings permitted. Light grey granite setts shall be used for demarcation of access and egress, parking bays as well as other road markings for directions and dedicated parking for people with disabilities.
- Tree planting and a natural hedge shall be used to structure the space and its boundaries.

SP3_{to}4 Special Places

Special Place 3b: High Town car park/northern part

High Town car park (241sq m) will fulfil an important role in the overall parking provision in High Town.

- It shall provide around ten short term parking bays and lockable cycle storage.
- The material palette shall be the same as used in other parts of the East Village with the possibility to use 'grasscrete' type paving in places where daylight exposure allows.
- No painted road markings permitted. Light grey granite setts shall be used for demarcation of access and egress, parking bays, as well as other road markings for directions and dedicated parking for people with disabilities.
- Tree-planting and a natural hedge shall be used to structure the space and its boundaries.

Special Place 4 (SP4): Welbeck courtyard

Welbeck courtyard (372 sq m) will provide an important pedestrian link between High Town Road, the car park and the East Village and will fulfil an important role in the overall parking provision in High Town.

- It shall provide green space with play equipment that enables the space to achieve 'Local Area for Play' (LAP) status.
- The courtyard shall be paved in the same material as High Town Square and Green so that the interface between High Town Conservation Area and the East Village facilitates a good level of continuity and regularity.
- No painted road markings permitted. Contrasting light grey granite setts shall be used for demarcation.
- There shall be two footpaths linking High Town Road with Back Street.



Contemporary courtyard design and natural material



Efficient Arrangement of cycle racks



'Grasscrete' type permeable paving

Special Places SP5

Special Place 5: High Town Green

High Town Green should be designed together with the community.

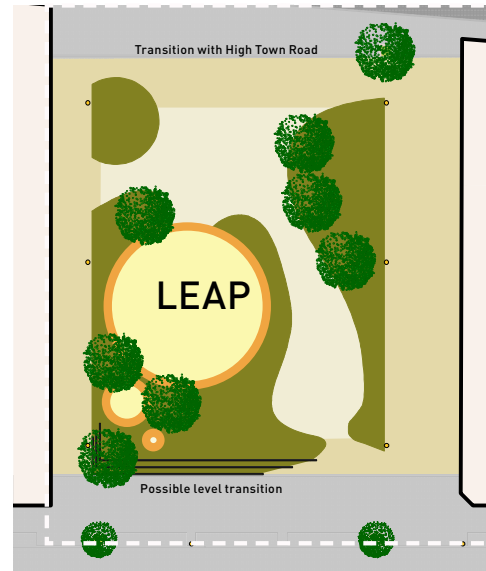
The location of High Town Green, its size (4067 sq m) including the Burr Street section and functions supporting the regeneration of the whole of High Town, is set out in the Regulating Plan. The lack of open spaces in High Town for formal and informal recreation and play can be addressed by the space. The Green might be structured by a number of terraces following the topography. The differences in level shall be used for interesting play equipment (with Local Equipped Area for Play, LEAP status) and informal seating arrangements capitalising on the topography and south-facing site conditions. The minimum activity area for a LEAP is 400 sq m.

The Green shall be lined by a mix of active land-uses such as cafes and restaurant uses, possibly a hotel or a centre for elderly people (C2 use) with a range of services at ground floor level. Some of these uses may temporarily spill out into the central green space. No vertical boundary treatments (e.g. wall or fencing) shall be permitted. The pedestrianisation of Burr Street may reduce possible rat-running from High Town Road to Hitchin Road and would allow this south-facing side of the Green to act as meeting (cafe/restaurants/etc) and/or market place.

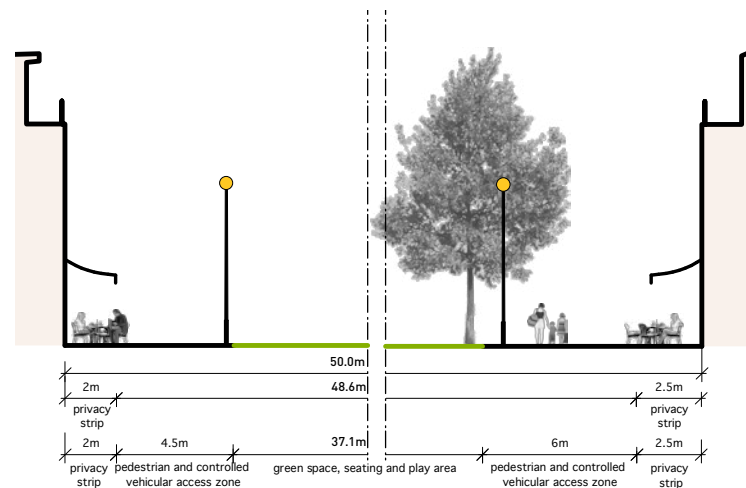
Design shall include the re-provision of public conveniences.

The surface treatment proposed for this space shall contribute to and reaffirm the character of the space which could be described as green, dissected by loose gravel footpaths in central spaces and fruit trees. The perimeter of the Green should be framed by resin bound (fixed) gravel at the periphery following desire lines for passing pedestrians and cyclists.

Design should integrate sustainable urban drainage (SUDS) principles to attenuate storm water run-off and to provide a reservoir for watering green spaces.



Concept diagram: High Town Green



Section High Town Green



On the fringe: Cafes and restaurants - Watching and being watched



Dealing with level differences and providing seating with a view



Playing and sporting activities

SP6 Special Places

Special Place 6: Mixed Use Development including community provision and traditional orchard

The mixed use development will be 2 to 4 storeys and can include community uses. The development will have active frontages with entrances onto the surrounding streets and passive surveillance of the orchard. If houses and apartments are included in the mixed use development, they should meet the Design Code requirements for building typologies a, b, c, d, e and f. Applied building lines shall be in line with the principles set out in Building Lines (B3).

The Orchard shall be located at the edge of this site and at least 1100 sq m in size. Its functions for the regeneration of High Town are set out in the Vision. The lack of open spaces in High Town for formal and informal recreation and play shall be addressed. Significant benefits in terms of the biodiversity of the area are expected.

The Orchard will be public space, open to everybody, and looked after by Luton Borough Council and a possible local group.

The range of trees in the traditional Orchard shall promote the sense of community by using local varieties, contribute to a healthy lifestyle in the neighbourhood and learning about local traditions and local produce. Native apple tree species such as the Pam's Delight, Lanes Prince Albert and Hitchin Pippin shall be planted in the orchard.



Out for a ride



Landscaping with water and sand



Making your own juice



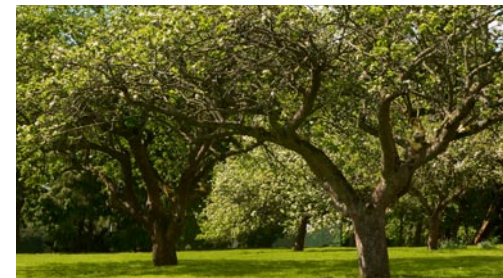
Gabions filled with recycled building material



Climbing and watch tower



Using the slope



Fruit trees in a meadow



Climbing rock



Sculptures that generate sound



Opening the gates



Harvest in the autumn



Swinging together

There should be generous openings from the surrounding streets. A garden wall will define the boundary between the adopted highway and the orchard as well as negotiating level differences.

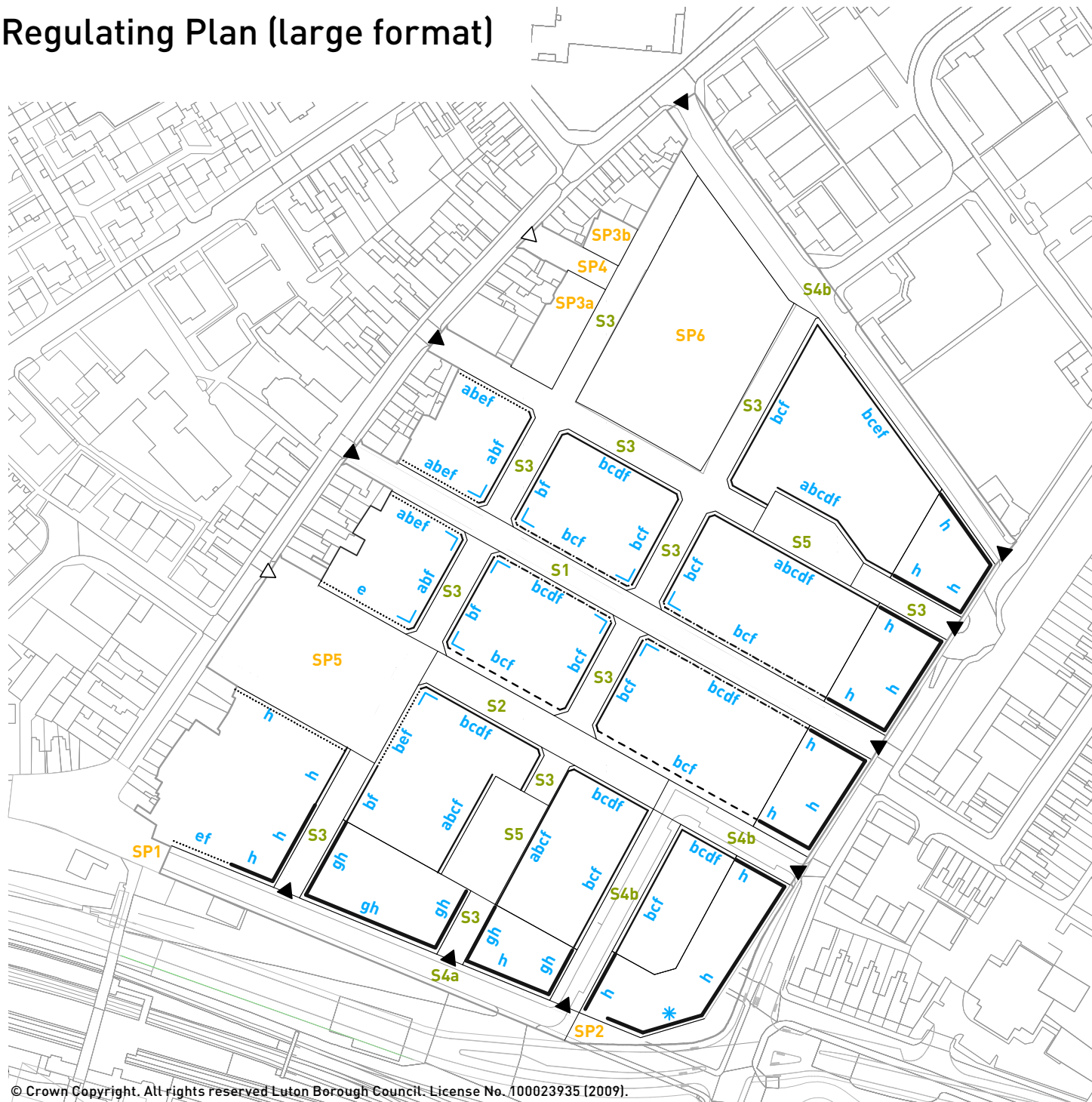
The wall shall be made of recycled brick from the demolished structures on site as main material (in form of gabions) and shall not be higher than 1.2m but at least 0.4m deep allowing them to function as secondary seating.

The Orchard will provide a Local Area of Play (LAP status), offer multiple types of play experiences as well as a number of basic outdoor exercise features designed and selected by the community.

Design should integrate sustainable urban drainage (SUDS) principles to attenuate storm water run-off and to provide a reservoir for watering green spaces.

Developers should refer to Development Principle B of the High Town Supplementary Planning Document and retain wherever possible mature trees.

Regulating Plan (large format)



- S1** Street Space 1: Duke Street
 - S2** Street Space 2: Burr Street
 - S3** Street Space 3: Back/ Taylor/ Brunswick Street
 - S4a** Street Space 4a: Midland Road
 - S4b** Street Space 4b: Gillam/ York Street
 - S5** Street Space 5: Mews Courts
- Building Typologies:
- | | |
|------------------------|--------------------------------|
| a Mews House | e Living Above the Shop |
| b Town House | f Live/Work |
| c Duplex | g Apartment Block |
| d Semi-detached | h Mixed Use Block |
- >** Important Corner Building
 - *** Landmark
 - Building Line 1
 - - - Building Line 2
 - Building Line 3
 - Building Line 4
 - Building Line 5
 - SP1** Special Place 1: High Town Square Corner
 - SP2** Special Place 2: Strip of land Midland Road/ Gateway Link Road
 - SP3a** Special Place 3a: High Town Car Park/Southern part
 - SP3b** Special Place 3b: High Town Car Park/Northern part
 - SP4** Special Place 4: Welbeck Courtyard
 - SP5** Special Place 5: High Town Green
 - SP6** Special Place 6: Mixed Use Development & Traditional Orchard
 - ▶** Access - vehicular
 - ▷** Access - pedestrian only
 - Regulating plan boundary



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AW3	Boundary Treatment
AW4	Surface Water Channels
AW5	Parking
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AW8	Utilities and Services
AW9	Building Blocks
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SP4	Welbeck Courtyard
SP5	High Town Green
SP6	Mixed Use Development & Traditional Orchard

This information can be made available in other formats. If you require a copy in large print, on tape or in a language other than English, please phone **01582 547331**.

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(মিনি কম/টেপ/হেফান)

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(ਮਿਨਿ ਕਮ/ਟੈਪ/ਹੇਫਾਨ)

ਇਹ ਜਾਣਕਾਰੀ ਦੂਜੇ ਤਰੀਕੇ ਵਿਚ ਵੀ ਮਿਲ ਸਕਦੀ ਹੈ ਜਿਵੇਂ ਅਗਰ ਤੁਹਾਨੂੰ ਇਸ ਦੀ ਕਾਪੀ ਪੰਜਾਬੀ ਵਿਚ ਵੱਡੇ ਅੱਖਰਾਂ ਜਾਂ ਟੇਪ ਤੇ ਚਾਹੀਦੀ ਹੋਵੇ ਤਾਂ ਫੋਨ ਕਰੋ : ਟੈਲੀਫੋਨ **01582 547331**.....
ਮਿਨਿ ਕਮ / ਟੈਕਸਟ ਫੋਨ

یہ معلومات آپ کو کمپیوٹر پر دوسری ساختوں اور مجموعی ڈیزائنوں کی صورت میں دستیاب ہو سکتی ہیں۔ اگر آپ کو اس کی کاپی بڑے حروف میں، یا آواز کی صورت میں اُردو زبان میں درکار ہے تو براہ کرم اس فون نمبر **01582 547331**..... پر رابطہ کریں۔
مینی کوم/ٹیکسٹ فون



Regeneration Service

Tel : 01582 547331

Fax: 01582 546971

Email: regeneration@luton.gov.uk

**HIGH TOWN EAST VILLAGE
DESIGN CODES**

Appendix 2009 to the
High Town Supplementary Planning Document (2007)

Adopted July 2009



Homes &
Communities
Agency

urbaninitiatives

