

Active Travel Routes

Active Travel Routes through the development are designed to have a clear hierarchy aiding legible movement to the key connections across the boundaries into the wider surrounding areas.

All movement routes have maximised surveillance from dwellings. Dwellings are designed to have street level access throughout (including individual apartment entrances) and with frontage habitable rooms to maximise surveillance throughout the site.

Due to the lack of footpaths along Hurstwood Lane, pedestrian and cycle links along this route are provided within the parcels. These routes have been planned to have no steps and suitable levels for inclusivity. This also enables better surveillance along these routes as Hurstwood Lane has dense trees along either side. The middle of Hurstwood Lane is no longer going to be accessible by vehicles and will be given to pedestrian, cycle and equine movement.

Active travel routes will be provided to link surrounding developments west of the site directly to the primary school, as well as links along the south west corner linking the site to Hurstwood Lane.

Additional routes will be provided around Parcel 4 connecting to the Country Park and existing connections to Asylum Wood and developments beyond to the north of the site.

KEY

Pedestrian Footpath

Cycle Links



# 04.02 Movement Cont.

## Hierarchy of Streets

The Illustrative masterplan demonstrates how a hierarchy of streets can be delivered for the site. The approach defines a clear and legible movement framework which further contributes to placemaking and the character experience of the development. The street hierarchy can be considered as one of the most crucial base principles that structures the design of the entire development.

The character, landscape strategy and architectural design all build upon this framework and play their individual contributions to the creation of an attractive and legible neighbourhood. The design of 'roads' is just one component of a wider set of design principles that combine positively to deliver attractive safe and inclusive streets and spaces.

The street hierarchy and wider movement framework has been developed in accordance with best practice guidance, such as Manual for Streets, to encourage vehicles to travel at an appropriate speed throughout the development creating an environment which is safe, walkable and attractive to pedestrians and cyclists. It is also important to recognise the importance of a clear development hierarchy in terms of placemaking and legibility.

The proposed street hierarchy remains broadly in accordance with the principles and parameters plans approved at outline stage.

KEY

Primary Access Street

Secondary Streets

Tertiary Streets

Tertiary Edge Street

Mews Street

Mews Court Parking

Private Drive



### Street Sections

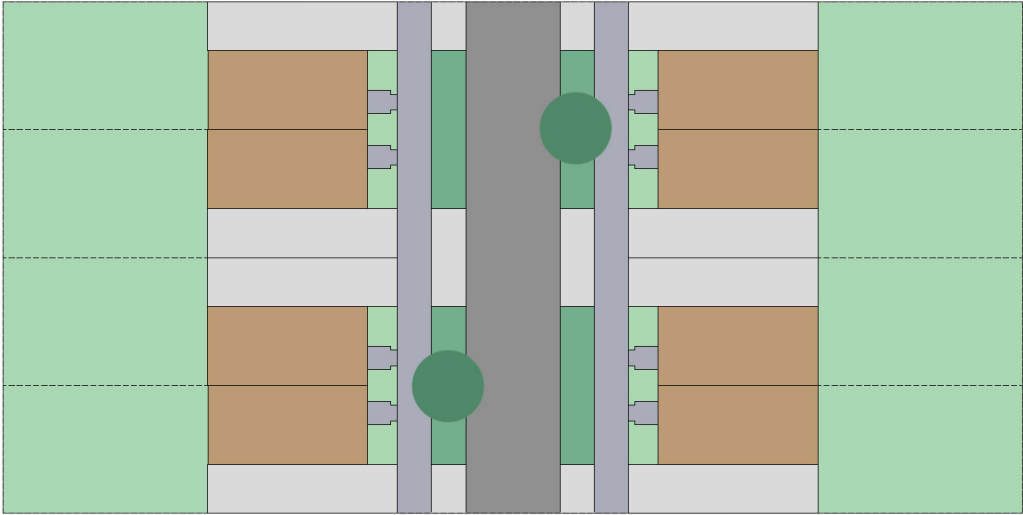
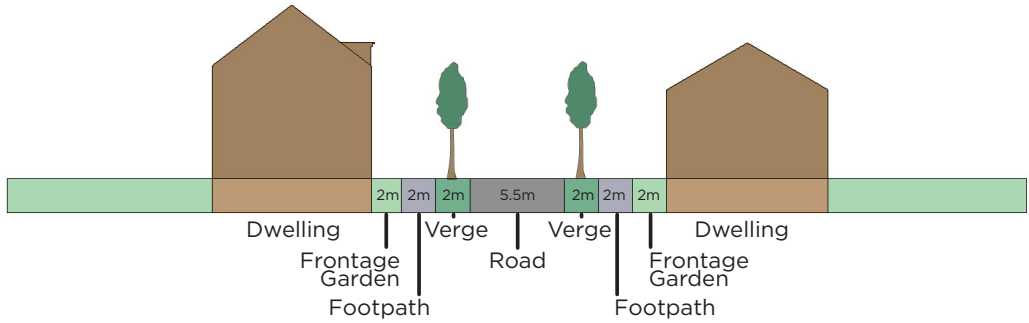
The hierarchy of streets has been further developed and recorded within the following street sections for the development.

Parcels 1 & 4, having a more traditional/rural character have predominantly longer front gardens to accommodate more planting, whereas Parcels 2 & 3 have more varied street typologies. This is also to resolve level issues, as well as to comply with density previously approved by the outline application.

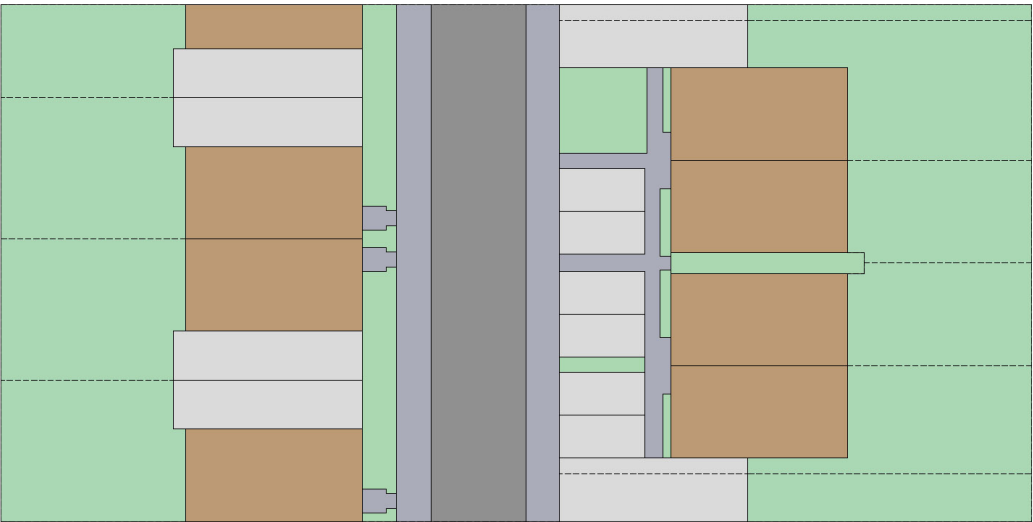
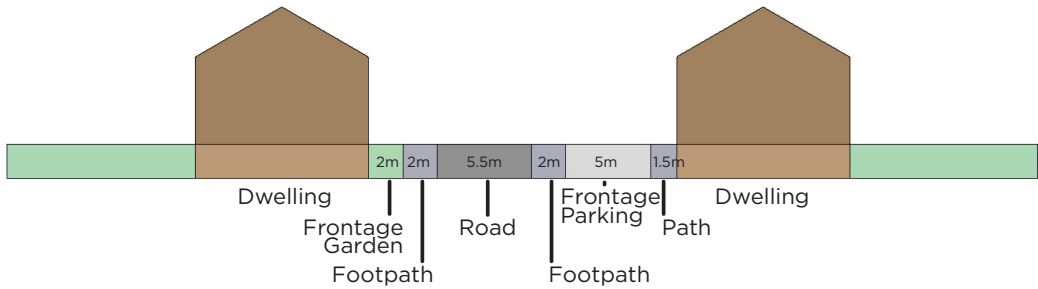
In general, higher order streets have limited frontage parking to prevent constant footway cross overs, whereas lower order streets are designed as shared surfaces, often incorporating designated visitor parking and build-outs to slow vehicles down to encourage an informal environment. A similar approach is adopted on edge streets to promote a low speed environment and allow better integration with the landscape beyond the development boundary.



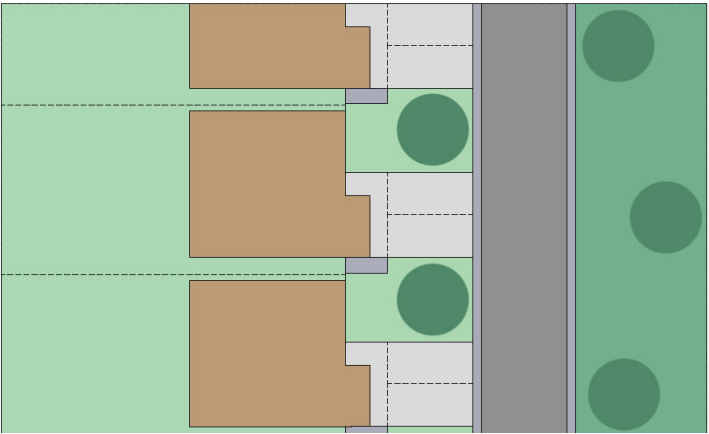
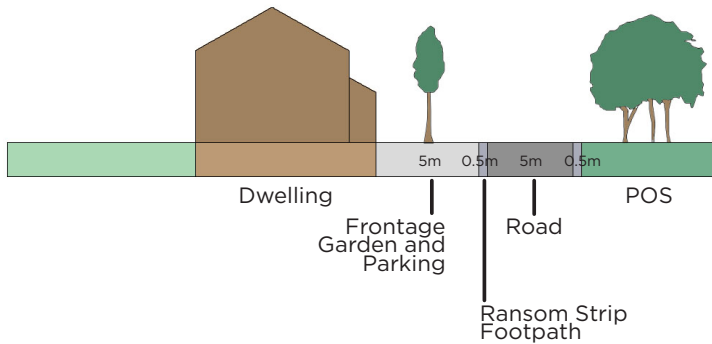
### Primary Street



### Secondary Street



### Tertiary Street



# 04.03 Placemaking & Character

## Placemaking Strategy

Place making and development character originates from the landscape strategy, which maximises the retention of existing landscape and topography supplemented by new planting where appropriate. This is complimented by a clear movement framework and street hierarchy which structures the development into a series of legible development parcels.

The block structure is arranged to reinforce the movement framework and promote legibility within the layout with a focus on creating a walkable neighbourhood, with recognisable clusters of buildings terminating key vistas and massing establishing nodal gateways within the development.

There is the opportunity to create a number of significant spaces where landscaping, green amenity, built form and movement combine adding further distinction and character to the layout through varied spatial experience. Such nodal locations can be celebrated and reinforced by the detail of built form and key buildings.

KEY

Proposed central green infrastructure creating nexus of pedestrian and cycle links

Proposed hillside park

Hurstwood Lane to be Downgraded to pedestrian, Cycle and equine Movement Route

Views to be maximised to the south and over country park

Development to back onto these areas as no views out due to levels

Increased frontage to reinforce street hierarchy

Lower density edges of development overlooking public open space

Primary entrance node - providing a focal point within the parcel

Landmark buildings

Dwellings overlooking public open space to provide safe, surveilled amenity spaces



Character

As Hurstwood Lane is proposed to be severed into two vernacularly it creates a natural break down between the 4 parcels.

Parcels 1 & 4 to the north of the site are proposed to have a more traditional character that relates to the rural views of that parcel 4 has to the east and south. These two parcels are lower in density as they sit higher on the overall site so they do not dominate the views, yet they benefit from them.

Parcels 2 & 3 are proposed to have a more contemporary character. These two parcels relate to each other as they sit around public open space. Density is a lot higher with apartment blocks situated in key areas. The highest massing sits around the POS between the two parcels to frame and strengthen the space, whilst create overlooking to the active travel routes and play spaces within it.

Within these two character areas there are sub-character areas that respond to the spatial and street hierarchy. These areas, that will be further analysed in the following sections, have either different characteristics, or distinctive massing and/or embellished elevations.



KEY

Character Area 1

Character Area 2