

ILLUSTRATIVE MASTER PLAN



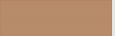






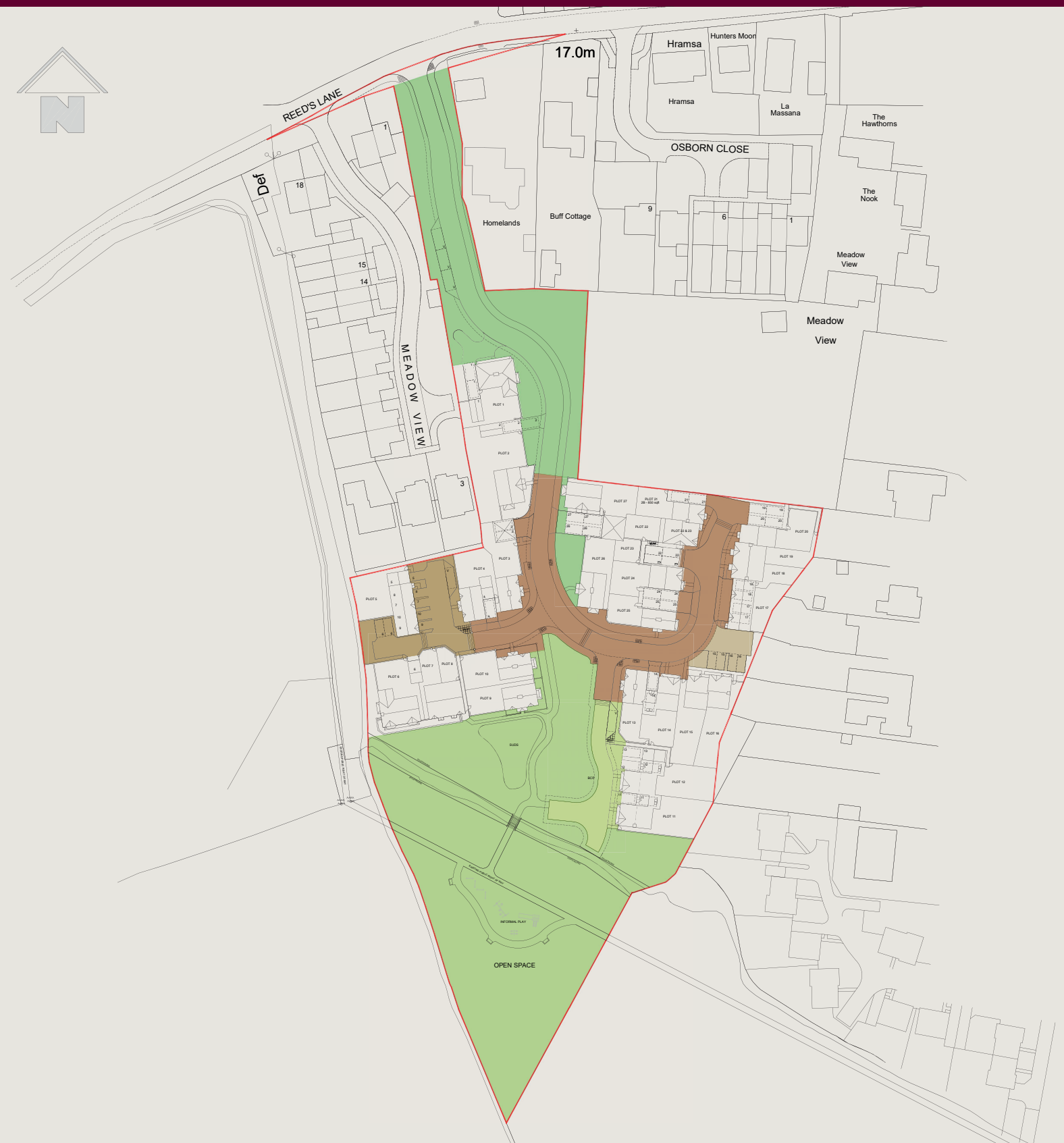
CHARACTER AREAS

- Arrival Green -** Access to the site is from Reeds Lane leading to the Arrival Green area and Plot 1. This area can be characterised as having limited built form, with wider buildings addressing the arrival vista and informal open space with existing mature trees to the boundary.
- Private Street -** This area can be characterised as varying building sizes and orientation either side of a formal access road.
- Green Lane -** This area can be characterised as varying buildings fronting a meandering shared surface and green space with existing trees and hedgerows.
- Meadows -** This area can be characterised by informal green space to preserve existing site features such as trees, water courses, ecology and public rights of way. Without vehicular access, this area is bound by buildings to the North & East of the Meadow creating an important transition between built form and the open countryside to the South as well as a link for pedestrians and cycles to connect to the existing rights of way and network beyond.
- Parking Court -** This area can be characterised as an area for parking cars which has a good level of surveillance.
- Mews Court -** This area can be characterised as a parking court bound by built form to provide an active frontage and surveillance.

DESIGN PRINCIPLES - CHARACTER AREAS

LEGEND :

-  SITE BOUNDARY
-  ARRIVAL GREEN
-  PRIVATE STREET
-  PARKING COURT
-  MEWS COURT
-  GREEN LANE
-  MEADOWS / RURAL EDGE



MOVEMENT STRATEGY

Vehicular access will be from the North, off Reeds Lane via a road of varying widths. The access road will provide adequate turning areas to allow vehicles to enter and exit the proposals, safely in a forward gear including Refuse Trucks & Fire Tenders.

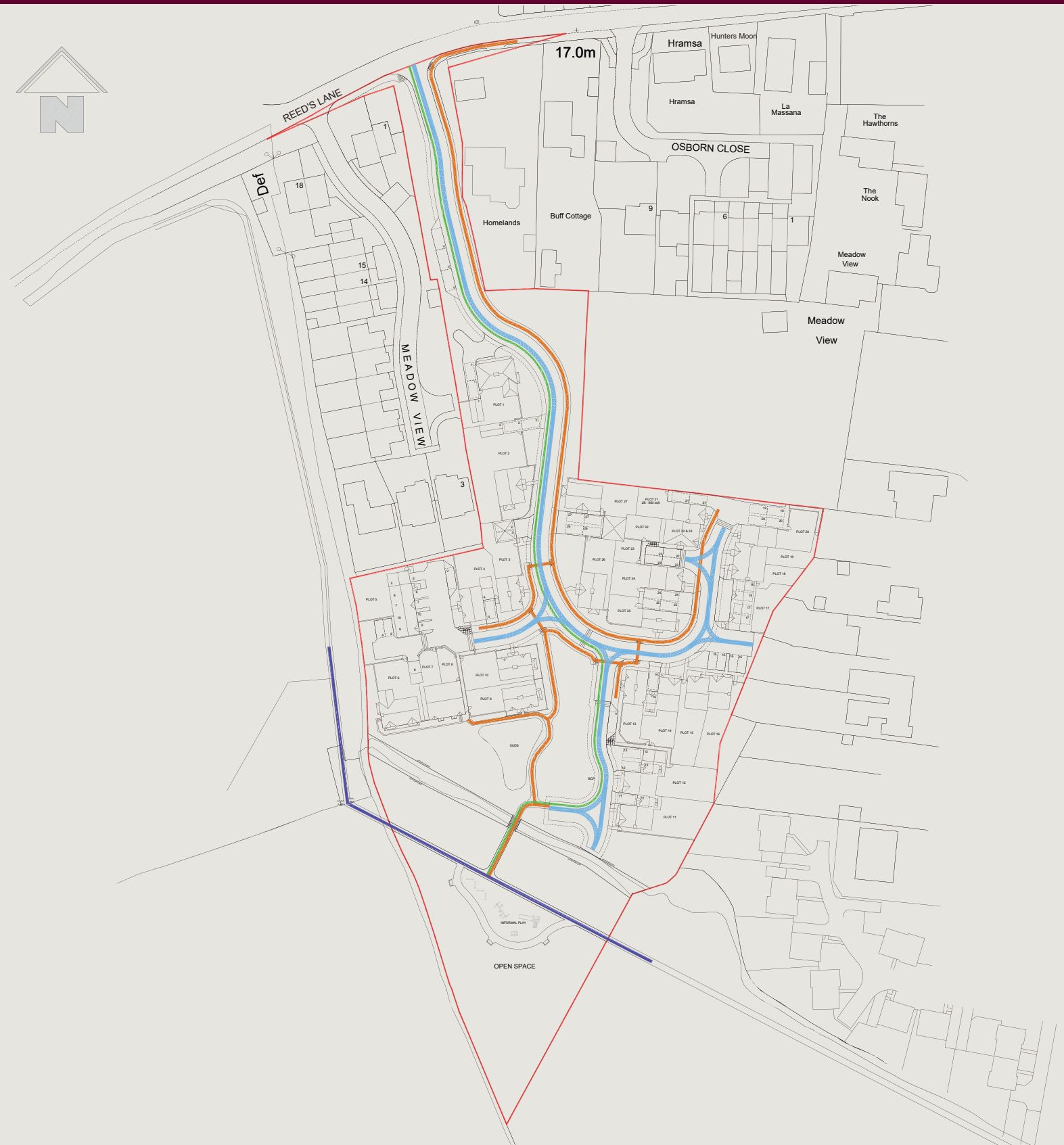
Pedestrian access will be from from the North, off Reeds Lane via a 2m wide pedestrain footpath constructed alongside the access road. Crossing points provided throughout so that pedestrians can traverse the site safely to the existing footpath links to the South & South East connecting to the wider network beyond.

Bicycles can access from the North, off Reeds Lane via the access road and linking to the bicycle / Pedestrian network to the South and beyond.

DESIGN PRINCIPLES - MOVEMENT STRATEGY

LEGEND :

- SITE BOUNDARY
- VEHICULAR MOVEMENT
- BICYCLE MOVEMENT
- PEDESTRIAN MOVEMENT
- EXISTING PUBLIC RIGHT OF WAY



BUILDING TYPOLOGIES

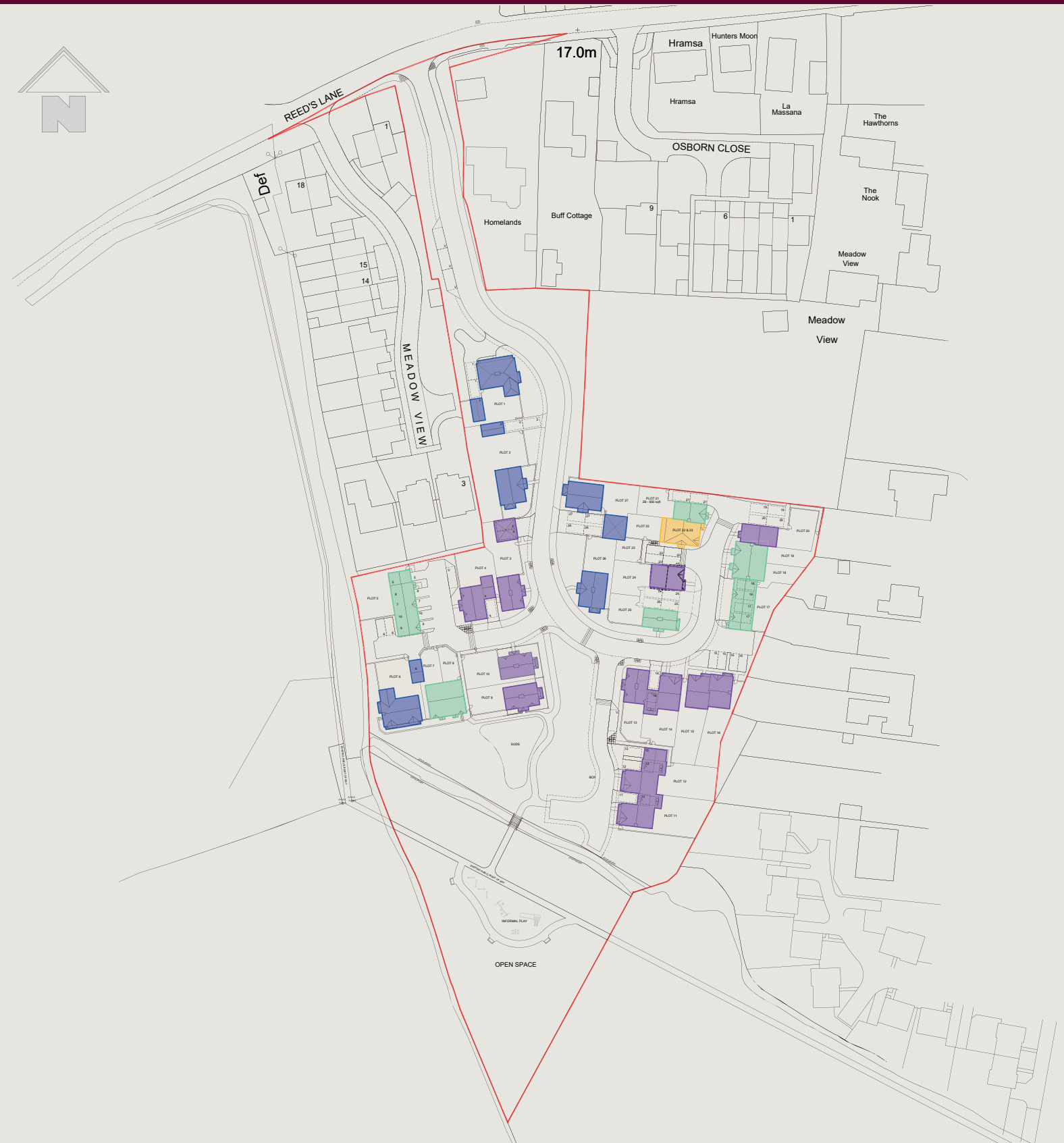
A mix of 2, 3 & 4 bedroom high quality homes will be provided.

- 2 x 1 bedroom Maisonettes
- 6 x 2 bedroom House
- 2 x 2 bedroom Coach Houses
- 12 x 3 bedroom Houses
- 5 x 4 bedroom Houses

DESIGN PRINCIPLES - BUILDING TYPOLOGIES

LEGEND :

- SITE BOUNDARY
- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- 4 BEDROOM



TENURE

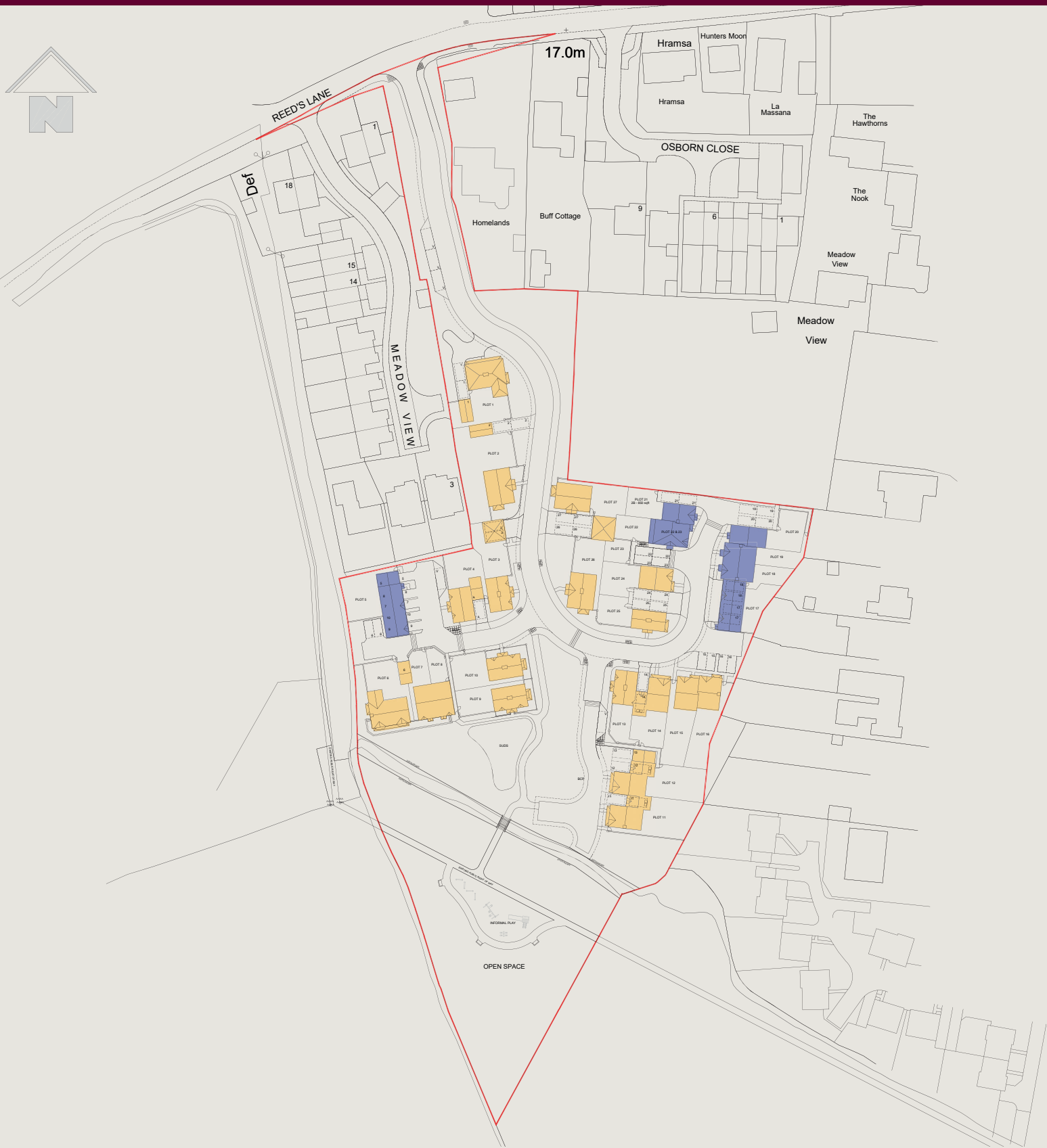
Affordable housing will be provided at 30% of the 27 units proposed.

- 2 x 1 bedroom Maisonettes (M4(3) Wheelchair unit to ground floor)
- 3 x 2 bedroom House
- 2 x 2 bedroom Coach House
- 1 x 3 bedroom Houses

DESIGN PRINCIPLES - TENURE

LEGEND :

- SITE BOUNDARY
- PRIVATE SALE
- AFFORDABLE



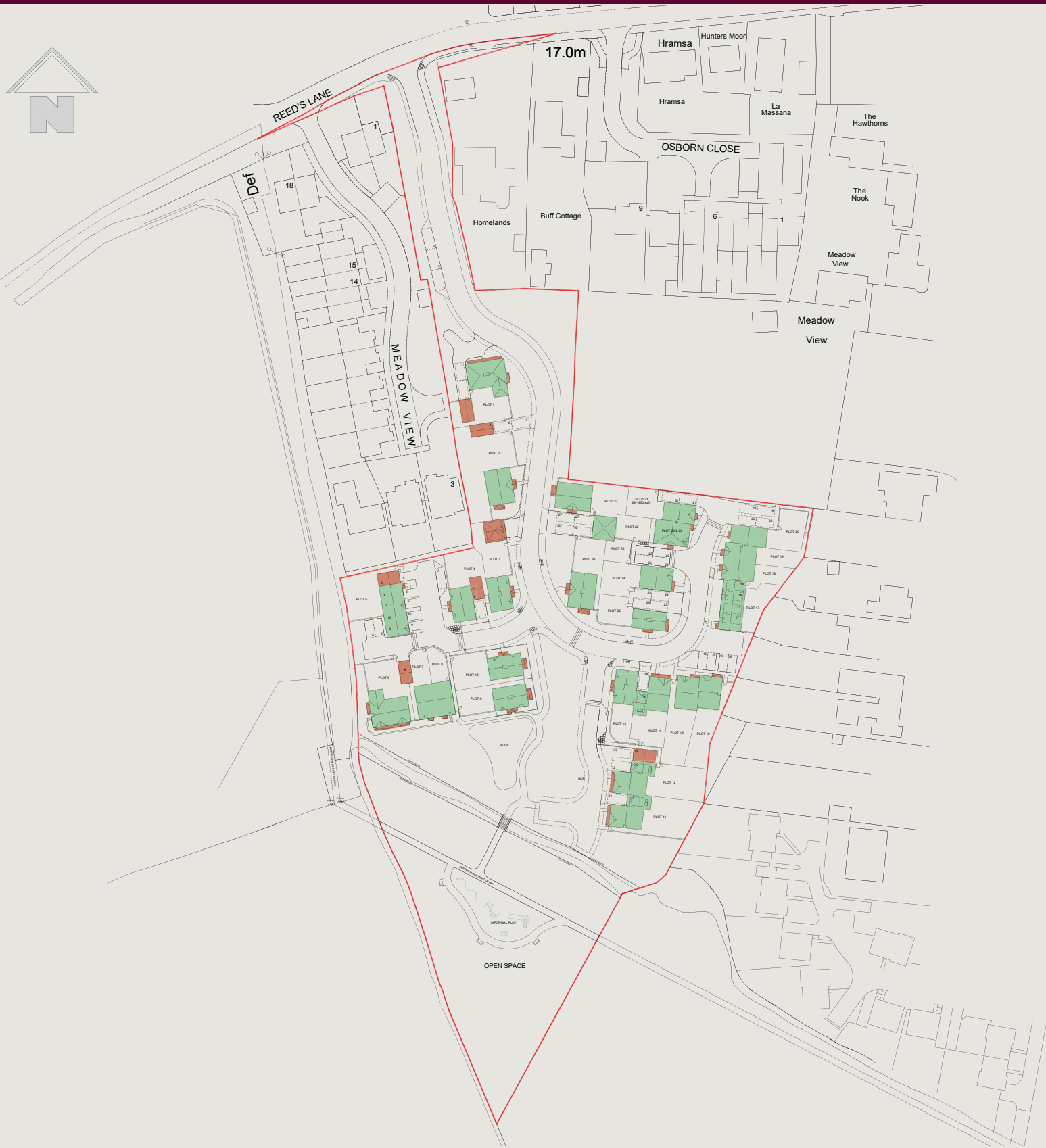
SCALE

The proposal would be predominately two-storey across the entire site, with garages, carports, bay windows & entrance canpoies inter-dispersed at single storey level.

DESIGN PRINCIPLES - SCALE

LEGEND :

- SITE BOUNDARY
- 1 STOREY
- 2 STOREY



HIGHWAYS STRATEGY

The main access road will be of varying widths (4.8 - 5.5m) with a 2m wide pedestrian footpath. Vehicles will enter the site from Reeds Lane to the North. The main access road terminates in a turning area suitable to allow all vehicles, including fire tenders and refuse lorries, to enter and leave the site safely in a forward gear. Similar turning areas will also be provided at junctions with secondary and tertiary roads. All roads will be privately owned but constructed to adoptable standards.

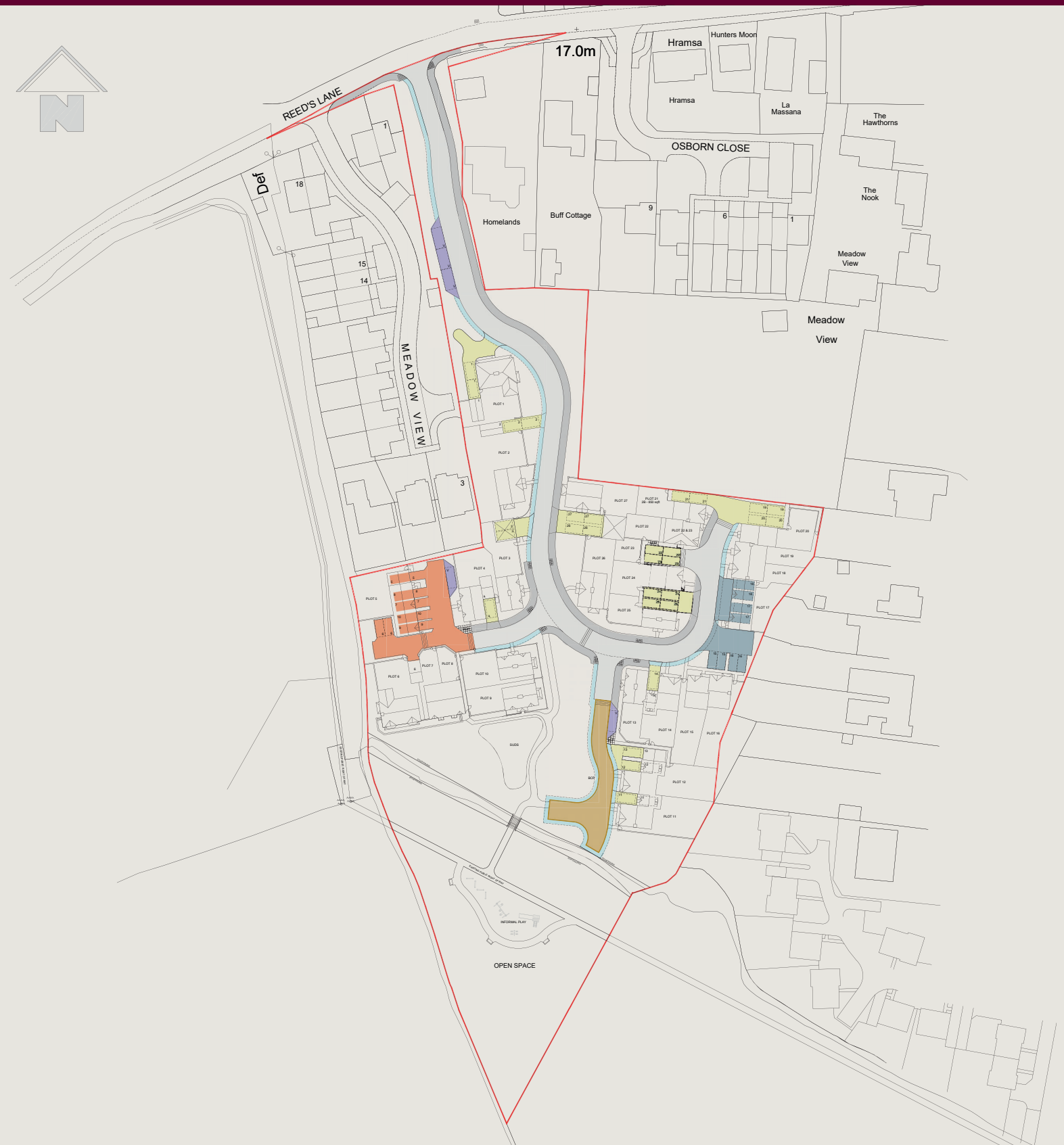
Parking is provided via on plot private driveways and small parking / mews courts with visitors spaces located on the street.

A service strip will be provided for the full length of the access road.

DESIGN PRINCIPLES - HIGHWAYS STRATEGY

LEGEND :

- SITE BOUNDARY
- 4.8 - 5.0M PRIVATE ACCESS ROAD
- 2.0M FOOTPATH
- 4.2 - 5.5M PRIVATE ACCESS ROAD
- SERVICE STRIP
- PARKING COURT
- PRIVATE DRIVEWAYS
- ON STREET PARKING
- MEWS COURT PARKING



PARKING STRATEGY

Private parking will be provided for all units in the following numbers -

- 1 bedroom units - 1.5 x spaces per unit
- 2 & 3 bedroom units - 2 x spaces per unit
- 4 bedroom units - 2.5 x spaces per unit

Private parking will be provided in the form of Carports, on plot parking, courtyard parking and Garages. All garages will have minimum internal dimensions of 3m x 6m.

Cycle parking will be located within Garages on wall hung wrack's or in sheds located in the rear gardens where garages are not provided.

A total number of 62 parking spaces will be provided (including 5 visitors) which is in line with WSCC requirements for a development of this size and mix.

DESIGN PRINCIPLES - PARKING STRATEGY

LEGEND :

- SITE BOUNDARY
- CARPORT PARKING
- COURTYARD PARKING
- GARAGE PARKING
- ON PLOT PARKING
- VISITORS PARKING
- CYCLE STORAGE



REFUSE STRATEGY

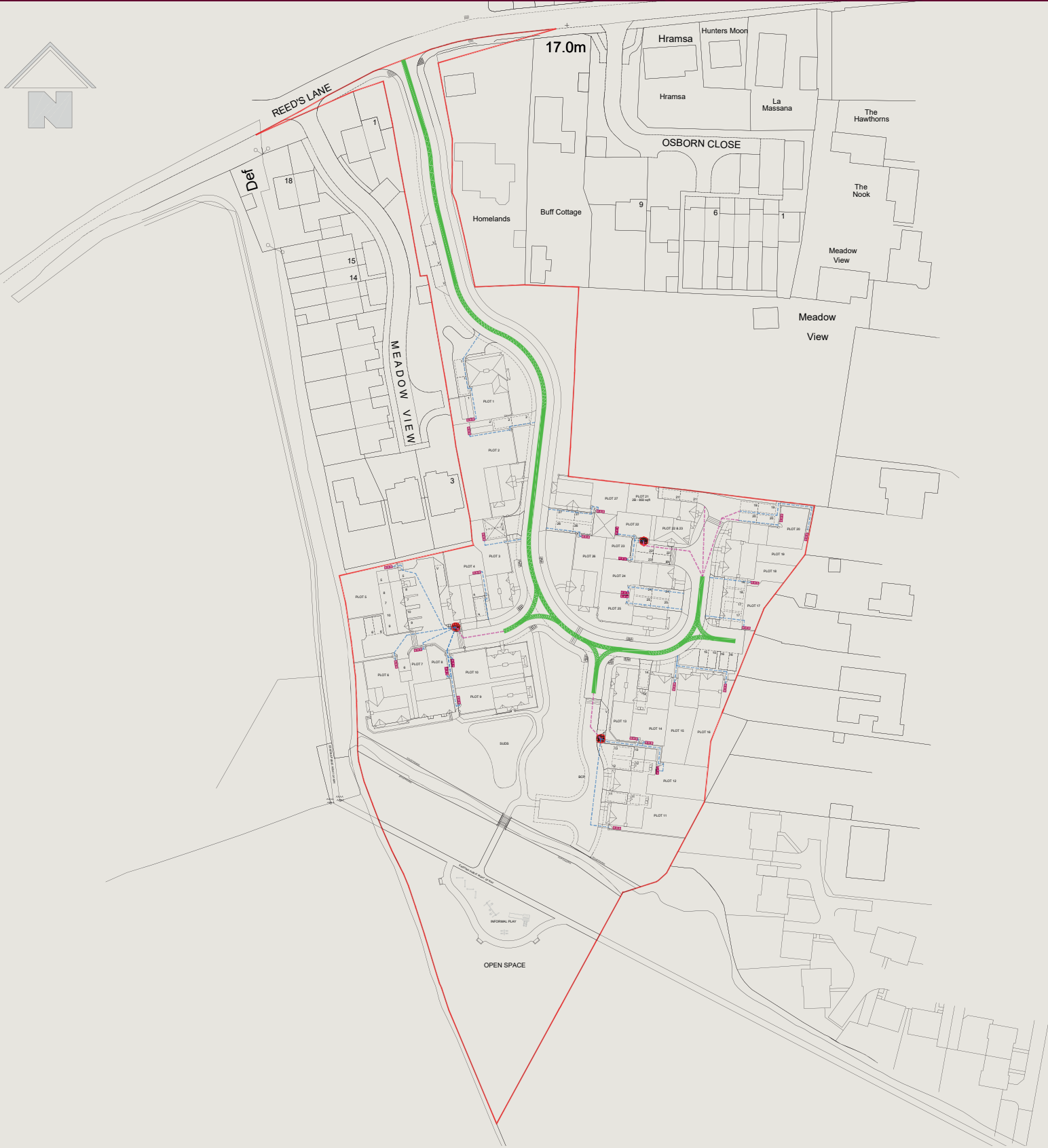
The proposals will provide a comprehensive refuse strategy for future residents.

Refuse and re-cycling receptacles will be located within rear gardens and either placed on the kerbside or at refuse collection points, by residents, within stipulated travel distances, on collection days.

Refuse vehicles can enter the site, crews can make their collections within the maximum travel distance, and exit safely in a forward gear.

DESIGN PRINCIPLES - REFUSE STRATEGY

- LEGEND :
- SITE BOUNDARY
 - REFUSE VEHICLE MOVEMENT
 - CREW DRAG DISTANCE (MAX.25M)
 - RESIDENT DRAG DISTANCE (MAX. 30M)
 - LOCATION OF REFUSE BINS
 - BIN COLLECTION POINT



HARD LANDSCAPING

Hard Landscaping will be used to create a strict road hierarchy. The use of differing colours and textures will help to create a robust road structure and legibility for its users.

DESIGN PRINCIPLES - HARD LANDSCAPING

LEGEND :

- SITE BOUNDARY
- PERMEABLE BLOCK PAVING - COLOUR 1
- PERMEABLE BLOCK PAVING - COLOUR 2
- PERMEABLE BLOCK PAVING - COLOUR 3
- BLACK TARMAC
- PAVING SLABS
- GARNITTE SETT RUMBLE STRIP
- COMPACTED HOGGIN

MATERIALS PALETTE

PERMEABLE BLOCK PAVING - COLOUR 1



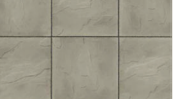
PERMEABLE BLOCK PAVING - COLOUR 2



PERMEABLE BLOCK PAVING - COLOUR 3



PAVING SLABS



GARNITTE SETT RUMBLE STRIP

