

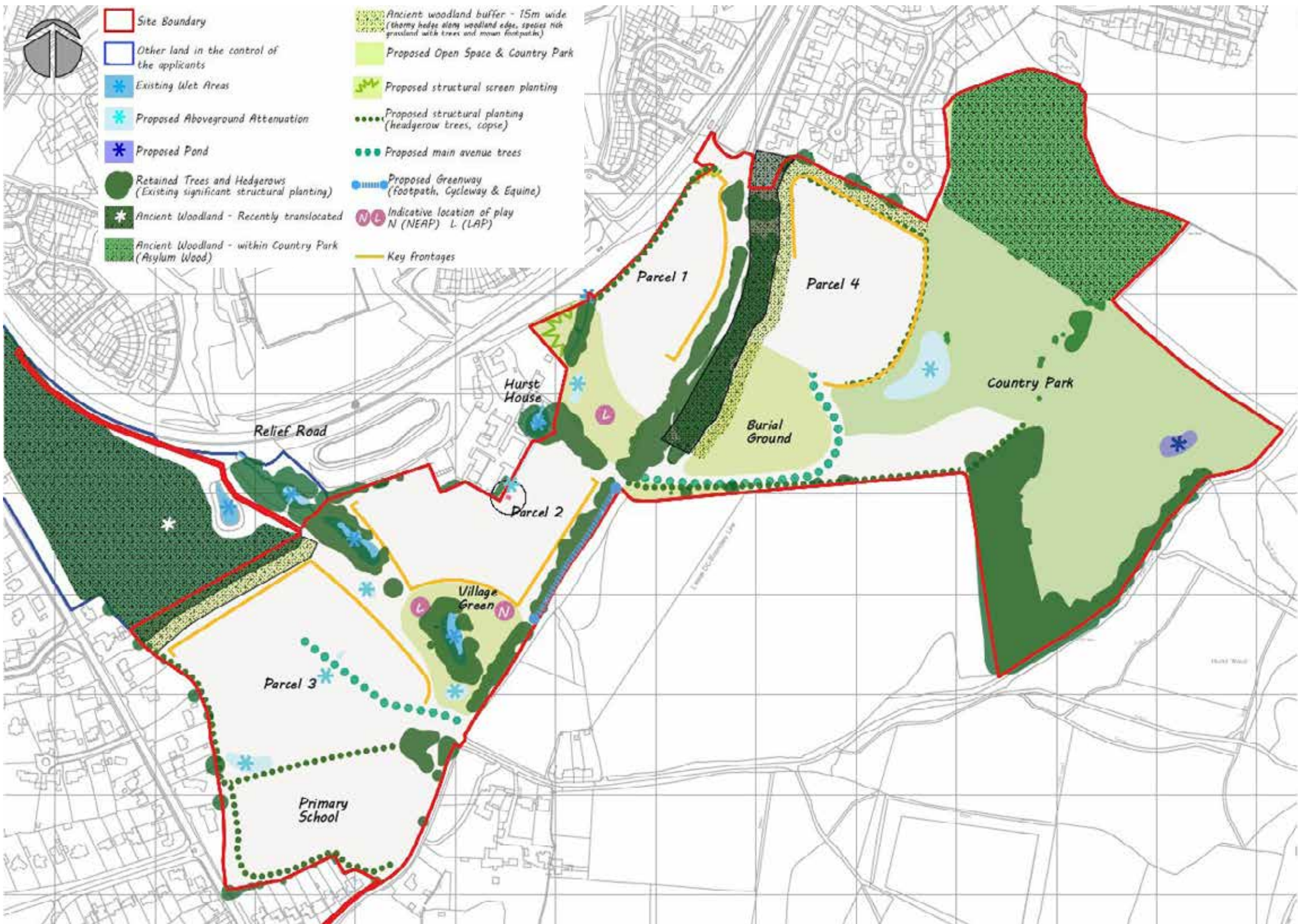
04 DEVELOPMENT PROPOSALS

4.6 Blue and Green Infrastructure Parameter Plan

There are a number of existing key landscape features within the site boundary that should be maintained.

- The ancient woodland - Asylum wood on the north of the site
- The ancient Woodland to the eastern boundary of Hurstwood Lane
- The mature trees either side of Hurstwood Lane
- The wet areas, ponds and trees on the west of Hurstwood lane.
- The hedgerows and undergrowth either side of Hurstwood Lane and along the shallow valley line north of Hurstwood Grange.

The masterplan proposals include an extensive structural landscape as well as a network of smaller pockets of landscape and ecological areas. More detail on this is included within the Landscape Strategy section of this document and a more detailed commentary on the ecological, drainage and arboricultural proposals and mitigation are included within the corresponding accompanying reports.

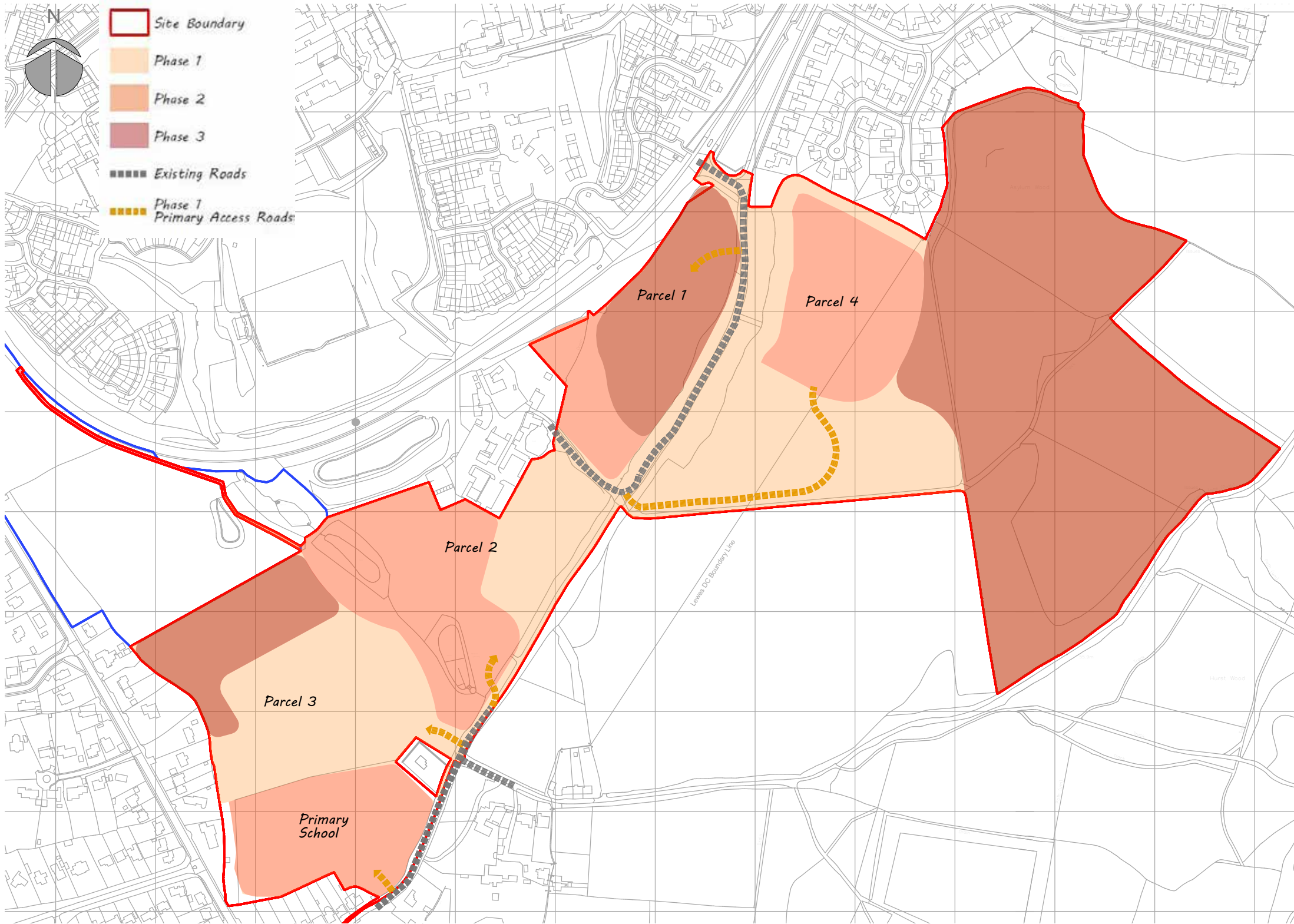


04 DEVELOPMENT PROPOSALS

4.7 Phasing

In the first phase Hurstwood Lane provides an existing base for the routes into the development.

The existing route to the Hurstwood Grange business area is maintained and the community facilities of the burial site and allotments are created and access extended to them. Homes England will deliver the access points to the site and up to the burial ground initially and thereafter access to the parcels will be subject to reserved matters.



04 DEVELOPMENT PROPOSALS

4.8 Street Hierarchy

A clear street hierarchy will permeate throughout the entire development. This structured network of streets of varying levels of order and formality will aid legibility and way-finding throughout the development. Street sections which illustrate these typologies are included on following pages.

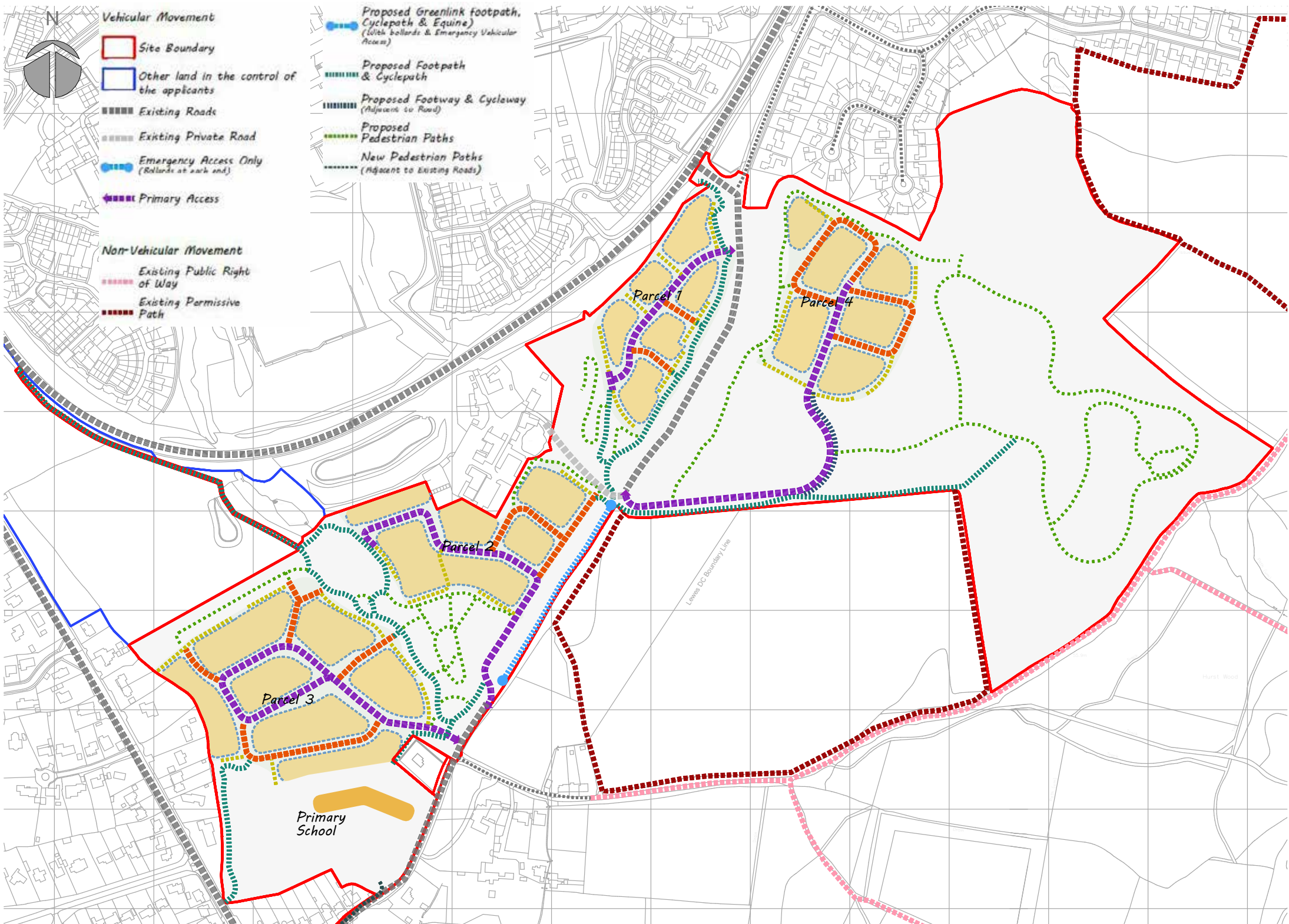
Avenues - the highest order residential streets which will form the main vehicular movement spines through the residential areas. They will be able to accommodate footpaths on both sides of the road, with regular tree planting on both sides of the carriageway.

Secondary Street - the second order street will connect the Avenues into the heart of development parcels. They will be smaller scale in scale than the Avenues, less formal but still with footpaths.

Mews - these are a lower order of street within the overall hierarchy. They are less formal streets and will be shared surface areas with low speeds, accommodating all road users. The space will not be segregated and pedestrians will have priority.

Private Drives - the lowest order street creates a more informal street-scape, often permeating out from higher order streets to the edge of development. Similarly to Mews streets, they will be shared surface and accommodate all road users.

Non vehicular links are constituted by the Green Link, and shared routes which accommodates pedestrians, cyclist and equine traffic. Shared pedestrian/cycle routes link in to create east west connections and the pedestrian paths create a permeable network of routes through the site, connecting to higher order streets.



04 DEVELOPMENT PROPOSALS

4.9 Vehicular Routes

There are two locations that provide vehicular access to the proposed site; Access from the north is from Rocky Lane and access from the south is from Fox Hill.

Access to the proposed northern residential site will be taken from Hurstwood Lane which is accessed via the A272 Rocky Lane. In order to access the northern residential parcels, an amendment to the alignment of Hurstwood Lane and the removal of some trees along the western side of Hurstwood Lane is required. The realignment will allow two cars to pass comfortably, as the carriageway is to be widened slightly (using land from the western side of Hurstwood Lane). A new footpath is also proposed from the Old Farm Close link along the western side of the Hurstwood Lane carriageway into the development site. This is the most likely desire line for pedestrians coming from and going to the north. This allows disabled compliance improvements for the site and for those with pushchairs for example. This widening of Hurstwood Lane along this stretch is important in order to allow refuse vehicles to enter the residential site, as well as the potential for bus services to utilise this route. The road has been widened to provide 6m in most locations along the route, but at the pinch point this is reduced to 5.8m.

The southern access into the development parcels is taken from Fox Hill and Hurstwood Lane from a point just north of the junction with Colwell Lane. The access has been designed in order to minimise the impacts upon the existing vegetation on the western side of Hurstwood Lane. The access road will sweep in providing a consistent two lane carriageway. At a point where the road sweeps in, the existing Hurstwood Lane road will have vehicular rights extinguished, leaving it open to pedestrians, cyclists and equestrians only.

Crossing points (uncontrolled) are to be provided to allow pedestrians and cyclists safe locations to cross from the paths in the adjacent parks to the closed off Green and traffic free part of Hurstwood Lane.

