

04 DEVELOPMENT PROPOSALS

4.10 Non-Vehicular Routes

Although within the west part of the site and along Hurstwood lane there are limited existing pavements and footpaths, existing pedestrian routes around the site on the east of Hurstwood Lane are well developed.

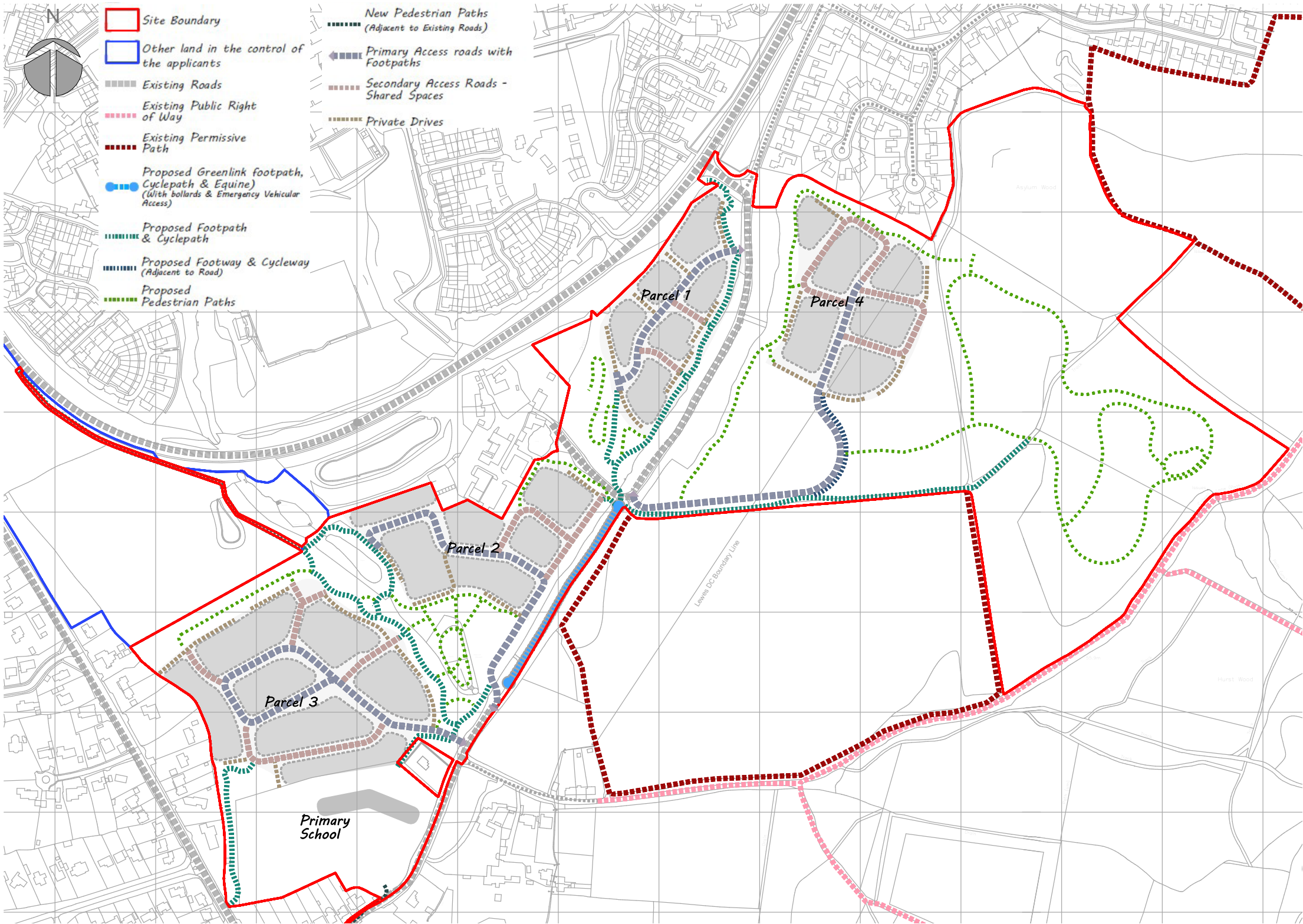
The proposals maintain the existing routes in the new country park and ancient woodland areas and link into the surrounding countryside, and create a green link that provides a pedestrian, cycle and equine facility linking through the whole site north to south. This is constituted by part of Hurstwood lane that is closed to traffic, and other shared non vehicular routes either through parks or where necessary along side roads.

There are no existing links to shared pedestrian/cycle routes in the vicinity of the site. Existing cycle access to the site is via on road cycling without cycle lanes.

New shared pedestrian cycle routes are proposed providing east-west links via the north-south green spine, connecting the relief road and the country park into the central spine of the site.

The country park provides a network of paths to link into the existing footpaths, PRowS and permissive paths to the east and south of the site.

The masterplan defines clear primary routes for pedestrians and cyclists, following key desire lines to ensure safer access and movement around the site.



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4.11 Indicative Street Sections

These drawings are indicative typical sections proposed for the street typologies to guide the development proposals. There will be some minor variations at points throughout the development where the site specific constraints necessitate a variant configuration.

Avenue
The Avenues form the main vehicular movement corridors through the site. The carriageway is wide enough to accommodate buses. The street will have footpaths on both sides of the carriageway. Grass verges with planting will run along both sides of the street helping to soften this more formal street and give it a greener character. Changes in surface and raised tables at key junctions will help to lower vehicular speeds. Front gardens and a consistent building line will reinforce the status of this street in the overall hierarchy.

Shared Streets
The secondary streets link from the avenues and encourage reduced vehicle numbers and low speeds that will facilitate a shared surface approach. Pedestrians, cyclists and vehicles will share the carriageway space. Front gardens will provide separation from the building fronts to the shared surface. In light of the current uncertainty regarding shared surfaces, the street is designed as a shared surface with a width of 7m, which will allow it to be easily changed over to a 5m carriageway with 2m footpaths should government guidance on this change. The 7m width facilitates visitor parking and passing cars.

Edge Lane and Private Drives
The lowest order of street is the Edge Lane. Edge Lanes or private drives will create a more informal street-scape. They will link into the higher order roads, and permeate out to the edges of the development. The edge lanes will also embody shared surface principles and accommodate all users.

