

# 3.0 DESIGN DEVELOPMENT





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#### 3.1 Primary Road and Sewer Easement

The first layers considered in the Design Development are the fixed elements within the site. These include an existing sewer easement and the development of the Primary Road locations.

An existing sewer easement exists within the site west of Bluebell Beck, running approximately north south. This establishes an undevelopable area and will restrict the habitats that can be created across it.

The location and design of the primary road has emerged following three consecutive rounds of community consultation. The road connects newly completed development at the south of the site through to the area of existing farm to the north.

A further connection will be created through to an enhanced roundabout entrance from Mandale Road. This Northern extension of road, that passes over Blue Bell Beck, is essential in providing the adequate transport capacities to service the allocated development site. This entrance arrangement will be carefully considered to minimise any impact on to the Green Open space and creating a gateway to the site.

The configuration of the road is otherwise considered to be the most appropriate solution.

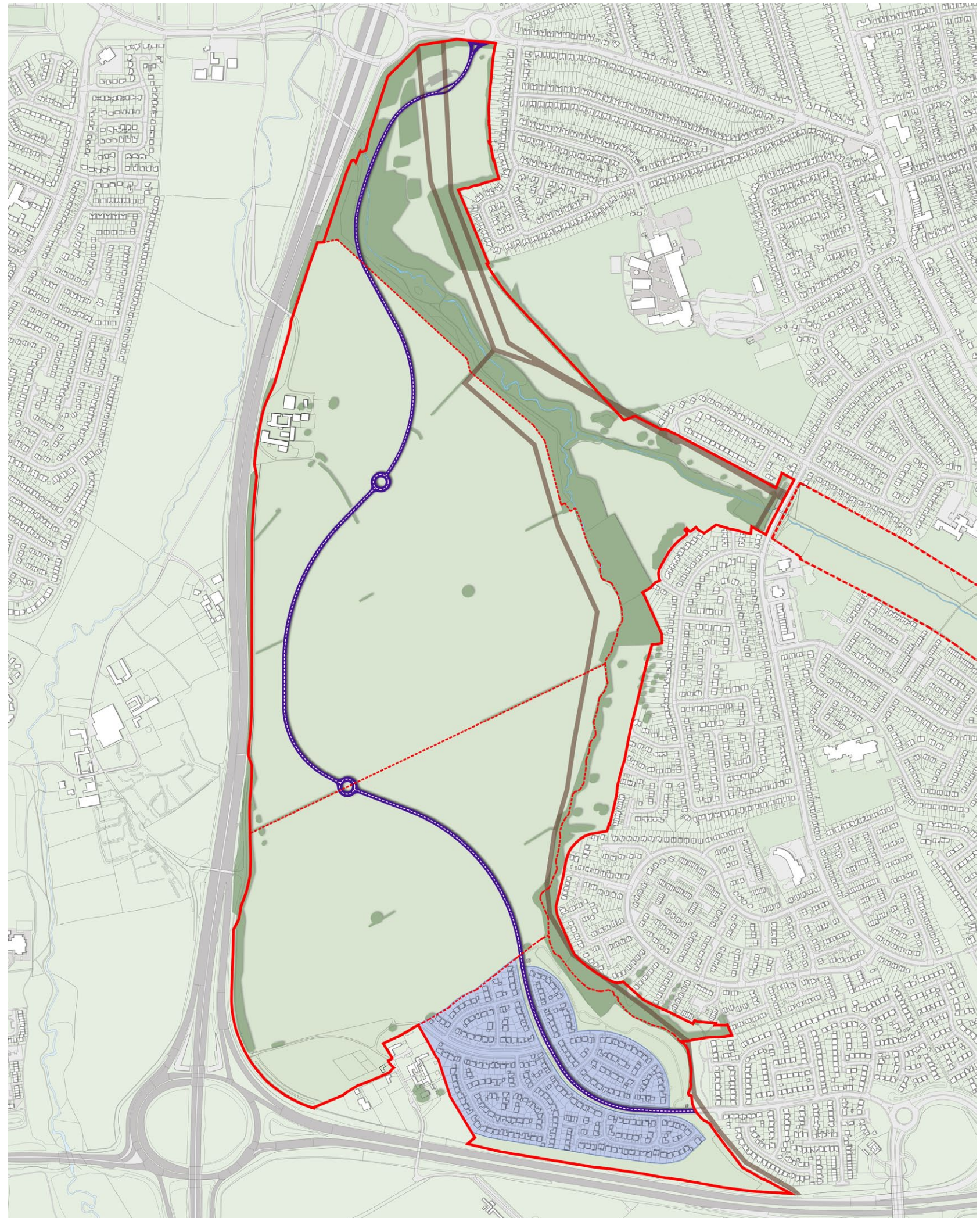
Connection from the development areas to the Primary Road will be wherever possible exclusively from roundabout situations.

The design of the road is subject to junction capacity studies yet to be undertaken and will need to be developed in conjunction with detailed applications.

Landscape edge conditions and abutments will be addressed within section 4.0 Landscaping proposals and section 7.0 Urban Strategy Studies.

#### KEY

-  Existing Trees
-  Existing Easement
-  Phase 1 Development
-  Primary Road







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#### 3.2. SU DS Layout and Landscape Areas - Summary

The landscaping strategy forms the next layer of design development building on the fixed positions.

Diagram 3.2.1 shows an initial summary of landscape designated areas in conjunction with the proposed sustainable drainage corridors.

Landscape proposals on which the layout is founded are explored in detail within section 4.0. Landscaping.

**KEY**

-  Concept Green Landscape Strategy
-  Concept SuDs Landscape Strategy





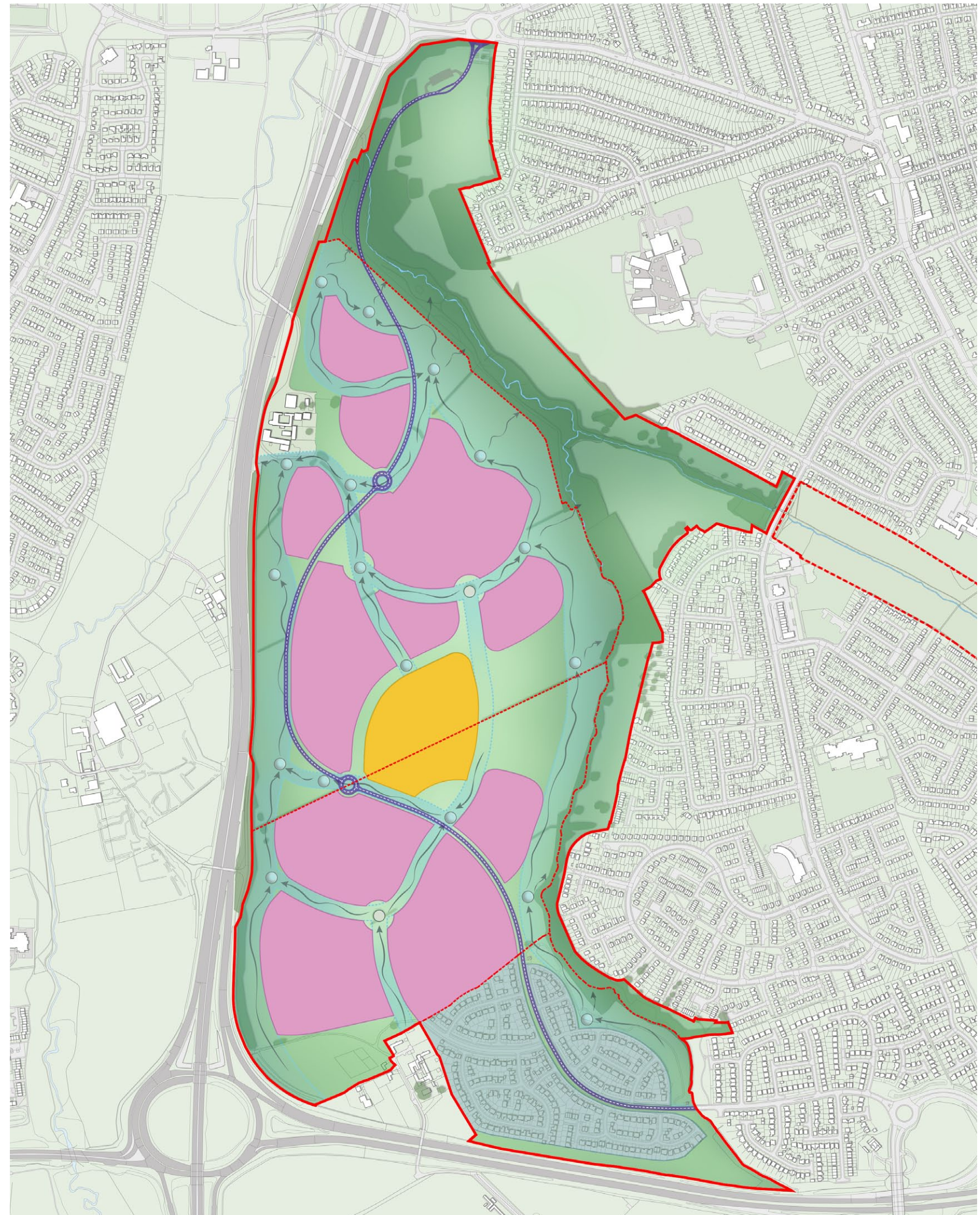
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#### 3.3 Developable Quantum Within Residential Context



Diagram 3.3.1 shows the resulting areas which may be considered as developable clusters following the integration of the proposed primary road within the network of SUDS and existing and proposed landscape forces.

The location of the central hub can be established at the point of convergence between the clusters of development, Primary access road and landscaping which is drawn into the heart of the scheme from the east.

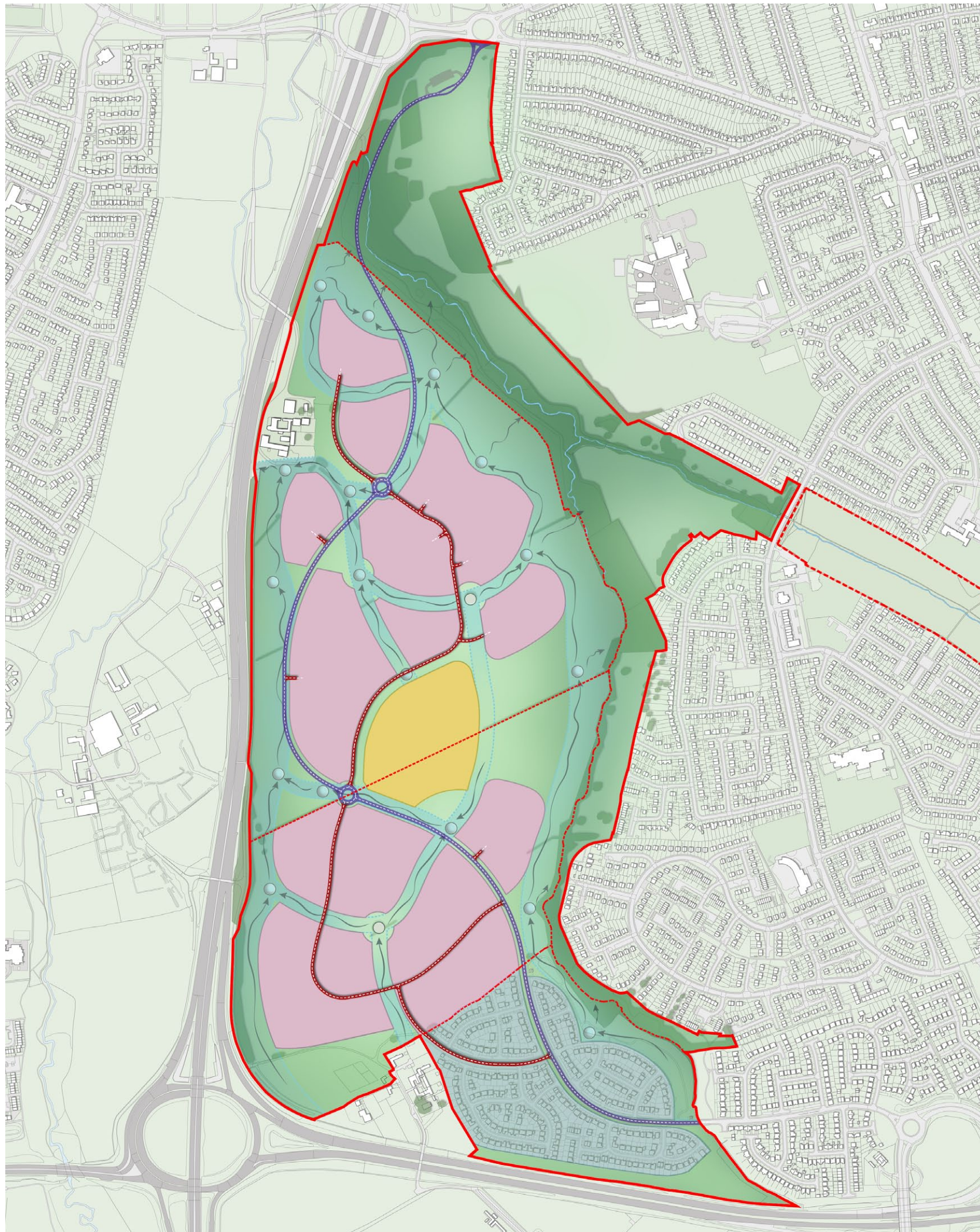
Further Urban conditions are established in 6.0 Urban Strategy. Edge conditions and interface requirements between Primary Roads and built forms are detailed within section 7.0 Urban Strategy Studies.



KEY

-  Residential Development Zones
-  Central Hub Zone





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#### 3.4 Secondary Road Links

Within the setting established for potential development, connectivity is required between the Primary Road layout and the residential clusters.

A network of Secondary Roads is shown in fig 3.4.1 representing an efficient form of connection that enables vehicle servicing links, whilst preventing congestion of the Primary Road and clearly generates a hierarchy of roads.

Edge conditions and interface requirements between Secondary Roads and built forms are detailed within section 7.0 Urban Strategy Studies.

KEY

 Secondary Road





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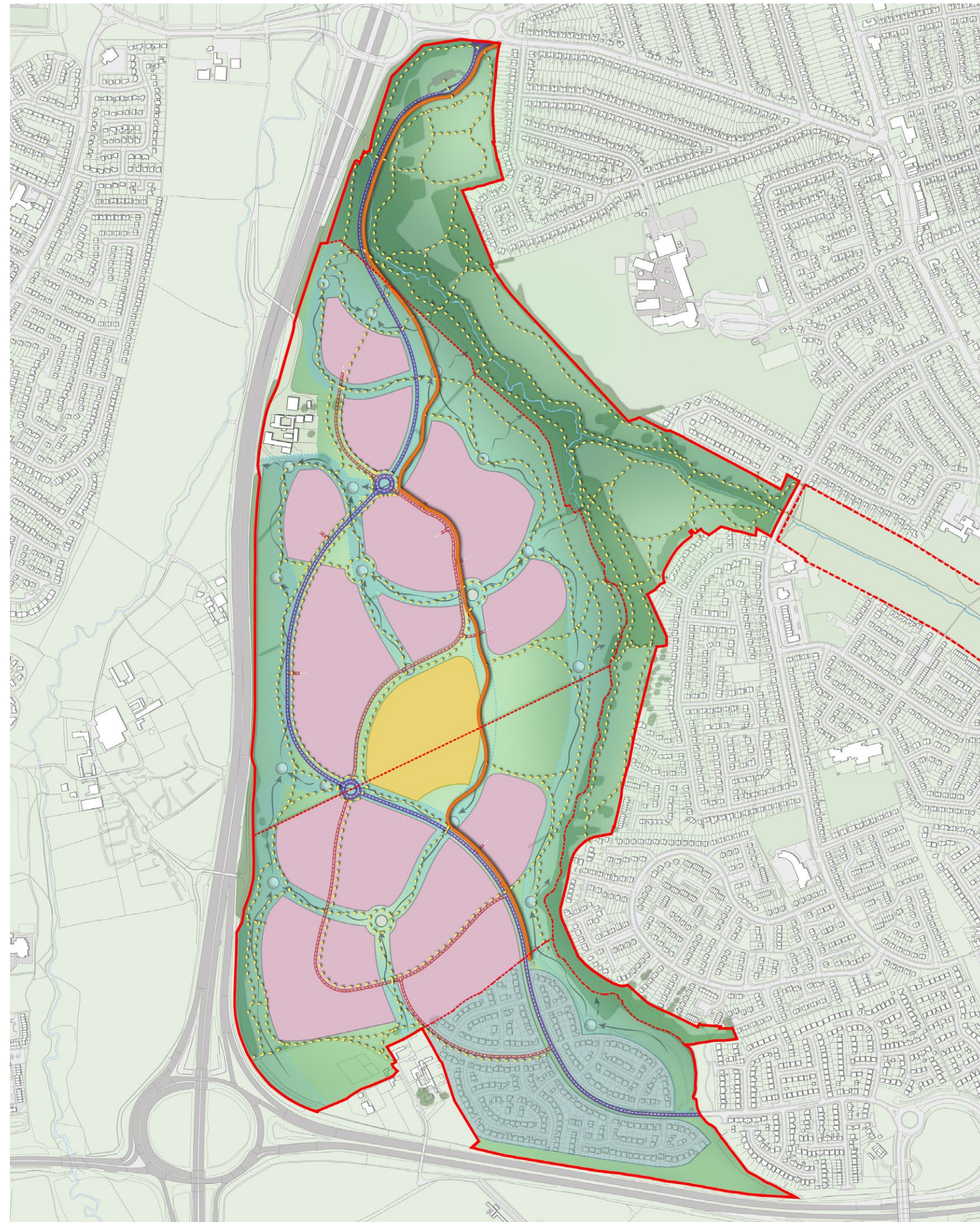
#### 3.5 Strategic Cycle Route

A strategic cycle route is then thread through the site, defining a priority through route that doesn't incorporate any road crossings. This route, as expanded on in Section 4.0 Landscaping, is significant in driving local connectivity within and beyond the site, prioritising a sustainable public network.

#### 3.6 Network of Paths

The final layer to be applied to the design development will be a network of paths, connecting and tie together all aspects of the masterplan layers.

The path structure, as its developed, will navigate through all the Landscaping conditions creating a network of hierarchy throughout the site. Each development area should be able to access all areas of the site through this integrated path structure. See further studies in 4.0 Landscaping, section 4.5 Paths & Routes. At this stage all paths are shown as principles for indicative purposes.



#### KEY

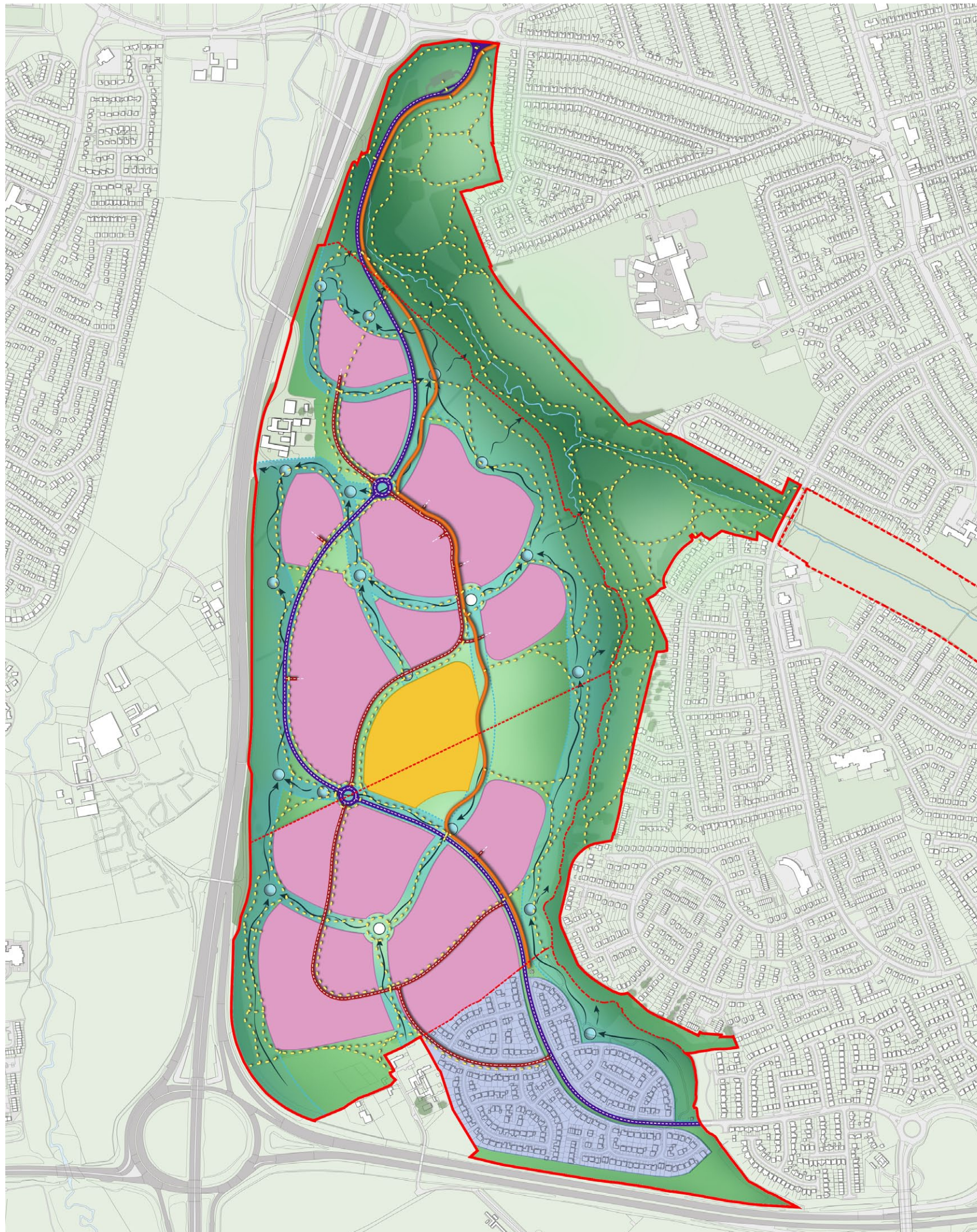
- Strategic Cycle Route
- - - Indicative Path Network



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#### 3.7 Site Strategy Summary

These layers are brought together to begin to develop an overview of how the revised Masterplan has been informed. The detailed design principles are established in the subsequent sections as a result of this.



#### KEY

-  Existing Trees
-  Existing Easement
-  Phase 1 Development
-  Primary Road
-  Primary Road Potential Extension
-  Concept Green Landscape Strategy
-  Concept SuDs Landscape Strategy
-  Residential Development Zones
-  Central Hub Zone
-  Secondary Road
-  Strategic Cycle Route
-  Indicative Path Network





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#### 3.8 Green Space Calculation

The adjacent Diagram 3.7.1 indicates the strength of the landscaping proposal by displaying the extent of green space in comparison to development area, explored further in section 4.0.

The diagram highlights a primarily landscape setting for development clusters with connecting infrastructure.

An equivalent area to over **53%** of the total site is to be retained as green space.

