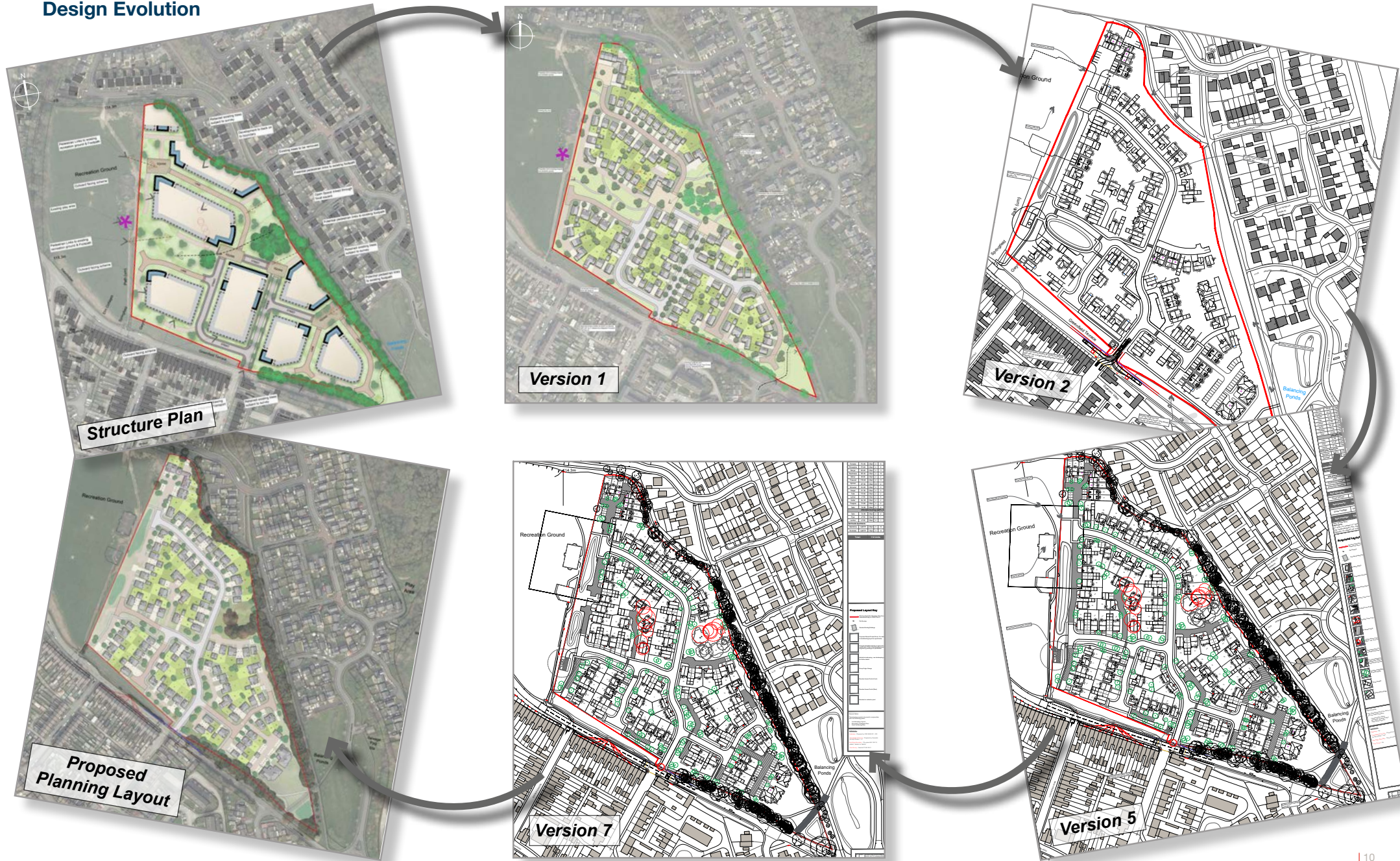


Character

Design Evolution



The Design Proposals

The design responds directly to the character of the landscape and local context, and to the opportunities presented by the landscape features within the site and the proposed off site pedestrian links. Three key concepts are illustrated on the adjacent diagrams:

Pedestrian Movement

The creation of a direct, attractive and safe route through the site will provide a pleasant green corridor to pass through, enhancing connectivity through the site via new pedestrian connections to the off site existing pedestrian movement networks encouraging local travel by non-car means.

Greenspace Network

The network of existing landscaping and proposed green infrastructure will frame and define the development site. This will be designed to ensure that opportunities for informal and formal recreation and ecological enhancement are both maximised.

Creation of Local Distinctiveness

The access into the site was approved at outline stage and will be planned to reinforce the sense of place within the development with green buffers to the site frontage containing new pedestrian links



Figure 5 - Design proposal concept

Vehicular Movement

The design sets in place a well defined and easily understood framework of development parcels, street and greenspace with a clear hierarchy of pedestrian and vehicular movement. The starting point is making good connections with the existing streets and footpaths.

In accordance with Manual for Streets (DfT/CLG 2007), streets will be designed as high quality places with five principal functions: place, movement, access, parking and utilities. Of the five principles, place and movement will be the most important in determining character. This development creates a clearly understood, high quality, attractive and safe street.

The road within the development is formed with direct access locations from Gatewen Road. The roads are in the formation of a 5.5m carriageway with footways either side serving the primary movement of the proposals. The hierarchy of streets is formed by traditional 5.5m carriage ways with 2m footpaths either side and 4.8m shared surface lanes.



Figure 6 - Vehicular movement

Townscape and development pattern

The proposed development morphology will strengthen the existing character by working with the sites constraints.

The proposed Townscape and Development Framework sets out a well defined, easily understood pattern of development parcels, streets and green infrastructure. This further strengthens local landscape character and provides a well structured, more positive pattern of development framed by the existing landscaping.

The layout creates strong gateways for both pedestrians and vehicles creating a sense of enclosure, with buildings to reinforce key arrival points, junctions and connections.



Figure 7 - Townscape and development pattern

Development blocks and active frontages

The development blocks are designed to be capable of having buildings fronting each edge to create active, lively streetscapes with a strong defensible inner core and semi-private frontages that together enhance the security of the scheme as a whole.

Nodes, focal points and view-lines - The buffers to the site development edges allows for an informal, open feel due to the existing landscaping creating a rural backdrop.

The arrangement of development blocks creates a number of key views and feature spaces within the development. Recognising where these occur enables the development to be designed with a unique character and a sense of place. Nodes are to be created throughout the development. These spaces aid orientation and navigation through the development. Nodes are emphasised by the placement of focal buildings at the end of view lines and the placement of gateway buildings to frame views.



Figure 8 - Active Frontages