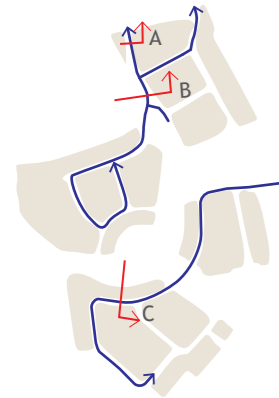
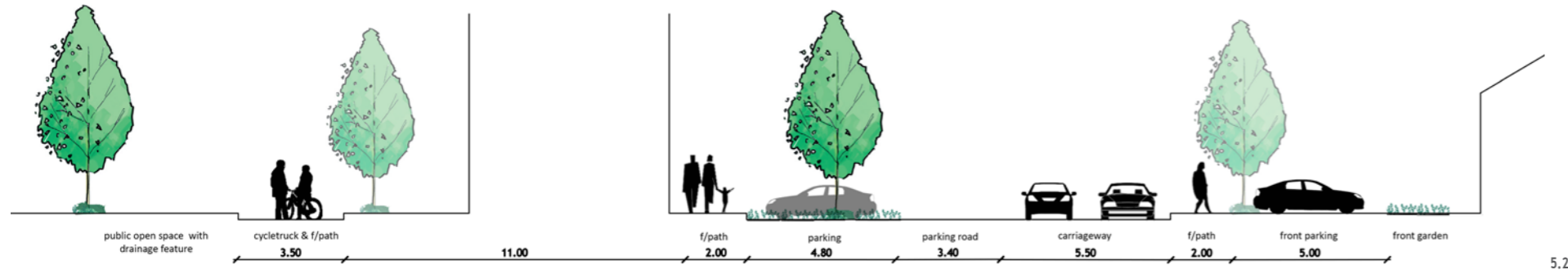


## CHARACTER & APPEARANCE



5.2 Indicative Street Section Major Access Road.

NOTE: Tree positions are illustrative only



5.2

## ACCESS ROAD

Access roads provide direct access to housing and other developments; they are subdivided into three main types which are:

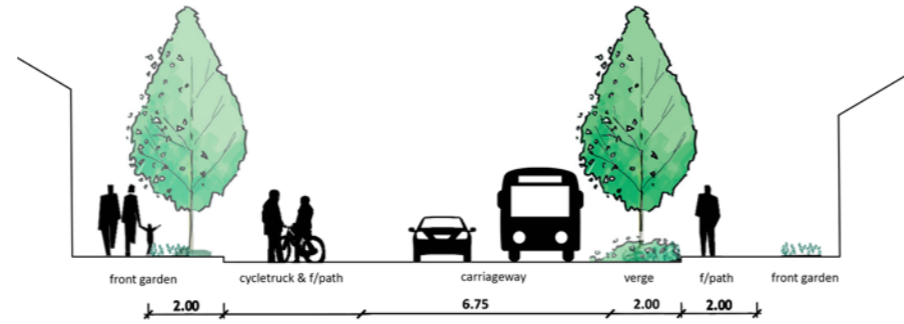
- Main Access Roads
- Minor Access Roads
- Shared Surfaces

2 main access roads one in the Northern Parcel and one in the Southern, are intended to act as the main movement routes through to the wider development. To the North the main access road will provide a connection through the development and the school site from Chiswell Green Ln, to the South instead from Forge End through Southern Village C.A.

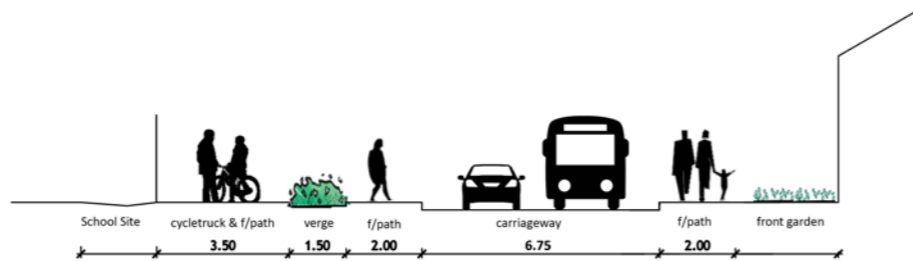
It consists of a 5.5m / 6.75m carriageway (when Bus route) with opportunities of roadside SUDS features and footway on both side and verges at least on one side.

On street visitor parking responds to the Council's standards and will be designed without detriment to the overall urban design, landscape and open space objectives of the scheme.

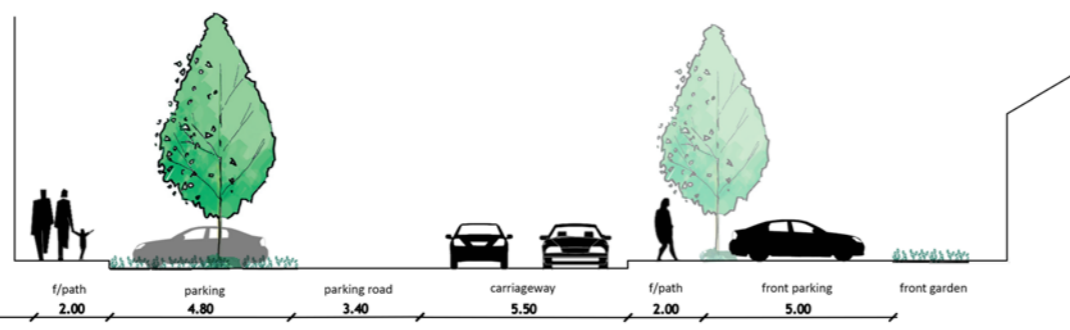
## TYPOLOGY A



## TYPOLOGY B



## TYPOLOGY C



## SHARED SURFACE STREETS

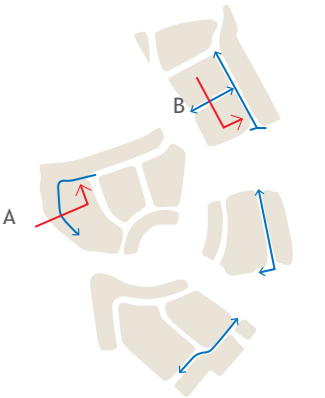
In the absence of conventional kerbs, footways and carriageways are not longer separated hence pedestrian and vehicles share the same surface within a relatively calm traffic environment.

Shared Surface streets will always have a demarcated pedestrian route or protected zones for pedestrian. Texture surface and colour contrast will provide a demarcation between the shared zone and the protected zone to aid navigation for people with a visual impairment and helping to control vehicle movements.

As per the MfS, shared surface streets are often constructed from paviments rather than asphalt, which help emphasise their difference from conventional streets

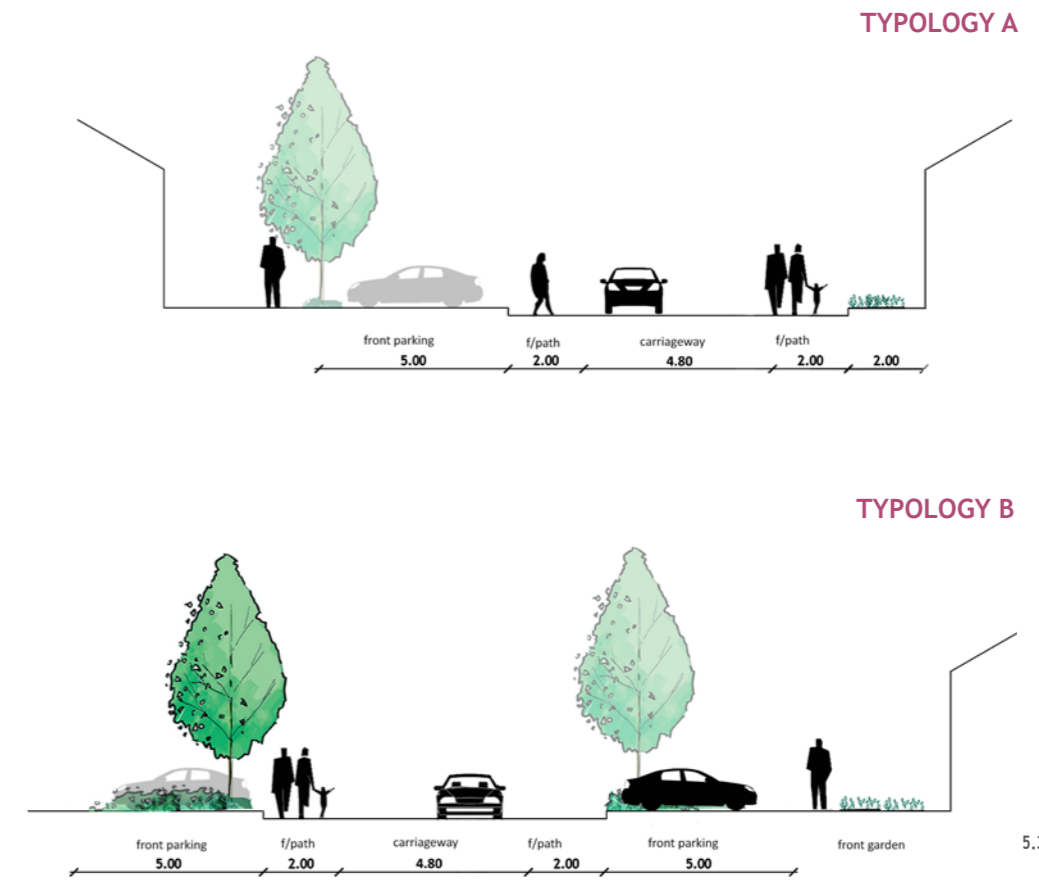
Finally shared surface scheme will improve a more flexible use of the public space even though they require a greatest attention to the details of finishes and landscape at an early stage.

## CHARACTER & APPEARANCE



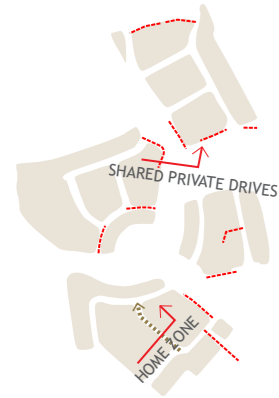
5.3 Indicative Street Section Shared Surfaces Streets.

NOTE: Tree positions are illustrative only



5.3

## CHARACTER & APPEARANCE



5.4 Indicative Street Section Home zones and Shared Private Drives.

NOTE: Tree positions are illustrative only

## HOME ZONES

Home Zones will function as shared spaces, where layout and materials will ensure that pedestrian movement are prioritised and vehicular speed reduced. In these spaces which limits will be always marked by gateway features, motorists feel like they are guests in a pedestrian environment

The key benefit of a Home Zone is that it turns a residential street into valued public space, and not just a place for movement.

Vehicle speeds shall be kept to substantially less than 20mph by means of street furniture, landscaping features, vehicle parking bays and changes in direction of the traffic route.

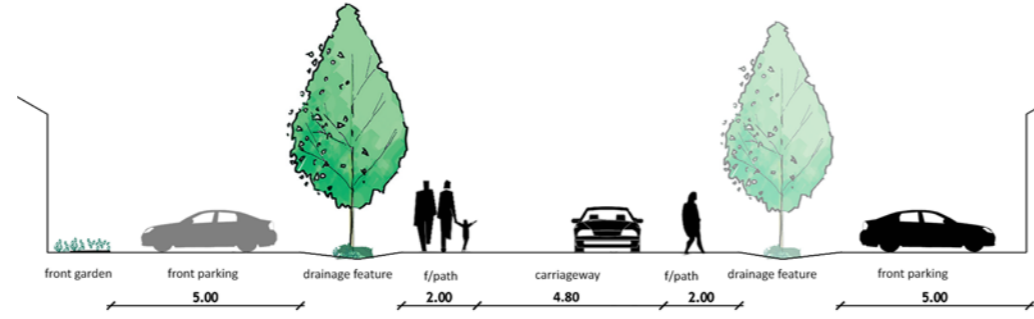
Tactile Paving and appropriate transition features are to be used to designate a safe route for vulnerable users within shared surface areas.

## SHARED PRIVATE DRIVES

Shared private drives are unadopted paved areas which should serve no more than 5 dwellings.

Within the development they will run along the edge of the development, carriageway width to be designed to suit fire and private vehicle tracking.

Private drives serve a limited number of plots and do not provide a through route.



5.4

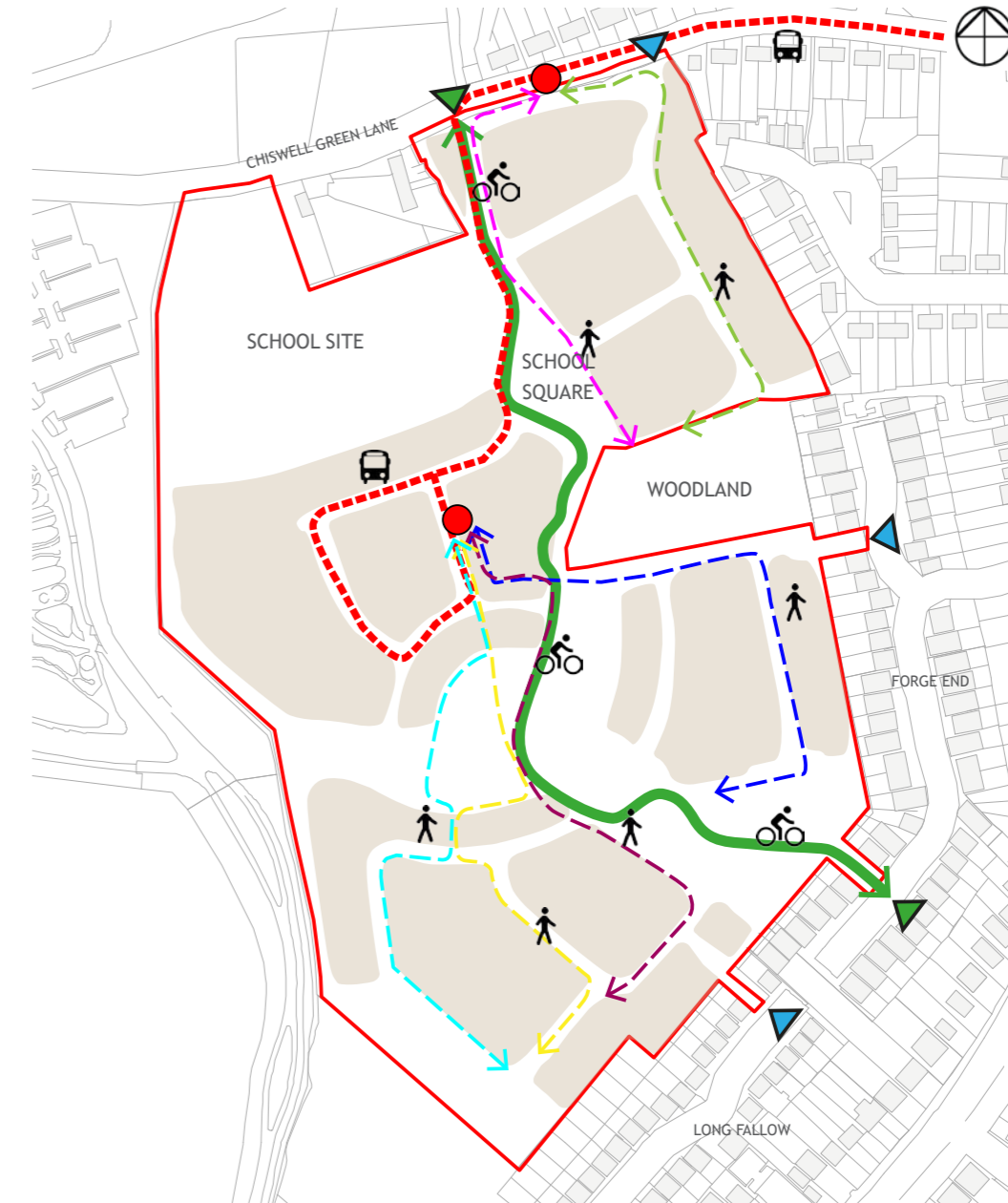
## PEDESTRIAN / CYCLE MOVEMENT /PUBLIC TRANSPORT

Sustainability, transport and drainage are at the core of the design of this new development. Overall the need for a safe and pleasant living environment for people and communities takes a key role over the provision for the car.

The key component of the sustainable ethos that underpins this development is the ability for walking and cycling to be an attractive alternative to the private motor vehicle. The existing and enhanced green infrastructure of mature trees and hedgerows lines become integral part of a robust pedestrian and cycle network of routes and paths reinforcing the idea to make this a walkable neighbourhood where car use is discouraged.

A sustainable transport strategy allows pedestrians and cyclists to move through the built environment by taking the shortest and most pleasant routes by ensuring permeability for non-motorised traffic through the whole development from North to South and safer routes to the school for children and parents.

On this diagram it has been shown in red the potential diversion / extension to the existing bus route from Watford Road along Chiswell Green lane and into the Northern part of the site. There is the possibility that bus route 321 can be diverted into the site to ensure that all dwellings are within 5 minutes walk from the bus stop. This is a loop road which would enable a bus to enter and exit without turning on-site and ensure all of the development is within a 5 minute / 400 mt walk of two potential new bus stops (red dots).



5.5

## CHARACTER & APPEARANCE

KEY:

- INDICATIVE SITE BOUNDARY
- PROPOSED CYCLETRACK SHARED WITH PEDESTRIAN
- POTENTIAL NEW BUS ROUTE 321
- POTENTIAL NEW BUS STOP
- WALKING JOURNEY (VARIOUS COLOURS) TO THE PROPOSED BUS STOPS (400 MT)
- PROPOSED MAIN CYCLE ACCESS
- PROPOSED MAIN PEDESTRIAN ACCESS

5.5 Pedestrian, cycle and public transport diagram.

5.3 CHARACTER AREAS & SPECIAL PLACES

The character of each area within the master plan, starts to be determined by intertwining the proposed development within the wider context, setting the layout, grains, pattern of streets, landscape and spaces, movement network and arrangement of development blocks in order to create a coherent identity for new residents and the existing community to identify with.

Within the proposed master plan we have identified four main character areas as follow:

- **Northern Gateway.** Located at the top of the proposed development, this area represents the main gateway to the northern extent of the site. Visually connecting and completing the built form along Chiswell Green Lane, it is enclosed by existing trees and vegetation which visually connect this area to the rest of the site and the Green Core. Both the “Northern Gateway” and the “Neighbourhood” visually benefit from the presence of deciduous woodland even though outside the ownership boundary and not open to the public to access, that works as a green heart for the new community which will benefit from the views towards` this protected woodland.
- **Neighbourhood.** This area is bound by proposed and retained hedgerows and trees along both eastern and western border and backing on to the School site. The formal open space to the South is providing the opportunity to define a community friendly neighbourhood integrating the school setting, the proposed residential development and the foot/ cycle connectivity to the wider open space. Radial alignment of secondary roads combined with topography generate key vistas towards the Green Core which becomes a visually attractive feature to be used by new residents but also by the wider community.

- **The Green Core.** The Green Core area is the focal space of the proposed development, centred around a substantial open space which combines informal recreation and leisure features with the enhanced existing vegetation. Green and pedestrian/cycle links from other parts of the development will lead into the green core. This formal space will be enclosed by a set piece architectural treatment, with symmetrical character distinct from the rest of the site. This area with its own strong sense of identity is the central feature of the site completely open to the public and well connected to the wider community.

- **Southern Village.** Located to the southern part of the site, this area represents a more intimate part of the scheme. The “Southern Villages” will draw influence from the formal characteristic and the architectural style of Forge End and Long Fallow, which have both legible structure and strong sense of community. The amenity area framed by a V shaped line of poplars is the special place, point of contact between the new residents and the wider community.



5.6 Character areas diagram.