

4.7 Southern Gateway



KEY

1. National Cycling Network Route 88
2. NCN 88 cross track via historic Victorian railway bridge
3. Meadow created on existing mound
4. New pedestrian and cycle route with 7m change in level down to school
5. LEAP (Local Equipped Area for Play)
6. Taller Key Building on promontory overlooks LEAP
7. School with community facilities
8. Community facilities entrance
9. School drop off point
10. School bus stop
11. Retained landscape corridor to plateau edge
12. Infiltration basins
13. Swales



This image is illustrative of how the required elements could be arranged

4.7 Southern Gateway



View from Southern Gateway LEAP

5.0 STREET TYPOLOGIES

5.1 Overview








The streets will have a clear hierarchy.

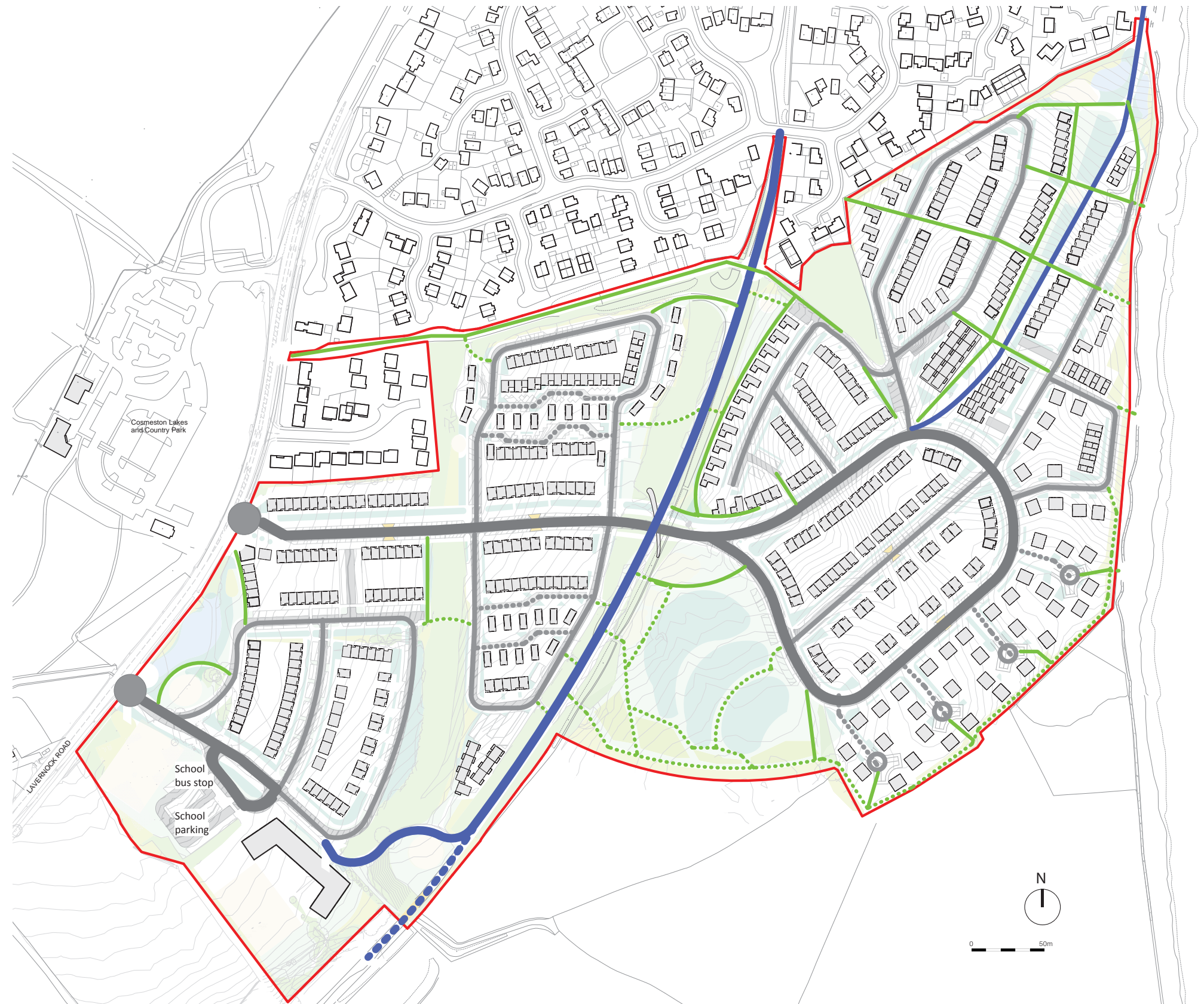
The Main Boulevard is of significant width and also characterised by sustainable drainage swales. This Primary Access Road has a 'lasso' layout to enable potential future bus services to navigate the development. A further Primary Access Road provides access to the school and western plateau development. Bus turning will be provided with the school development.

Secondary Streets branch off the Primary Access Roads, allowing vehicles, cycles and pedestrians to permeate each development area.

There are two Tertiary Street typologies accommodating cyclists, pedestrians and vehicles closer to homes for access and servicing. These comprise of 'home zones' in either street or courtyard format. These tertiary streets are smaller in scale and designed to prioritise pedestrian movement, invite social interaction and play.

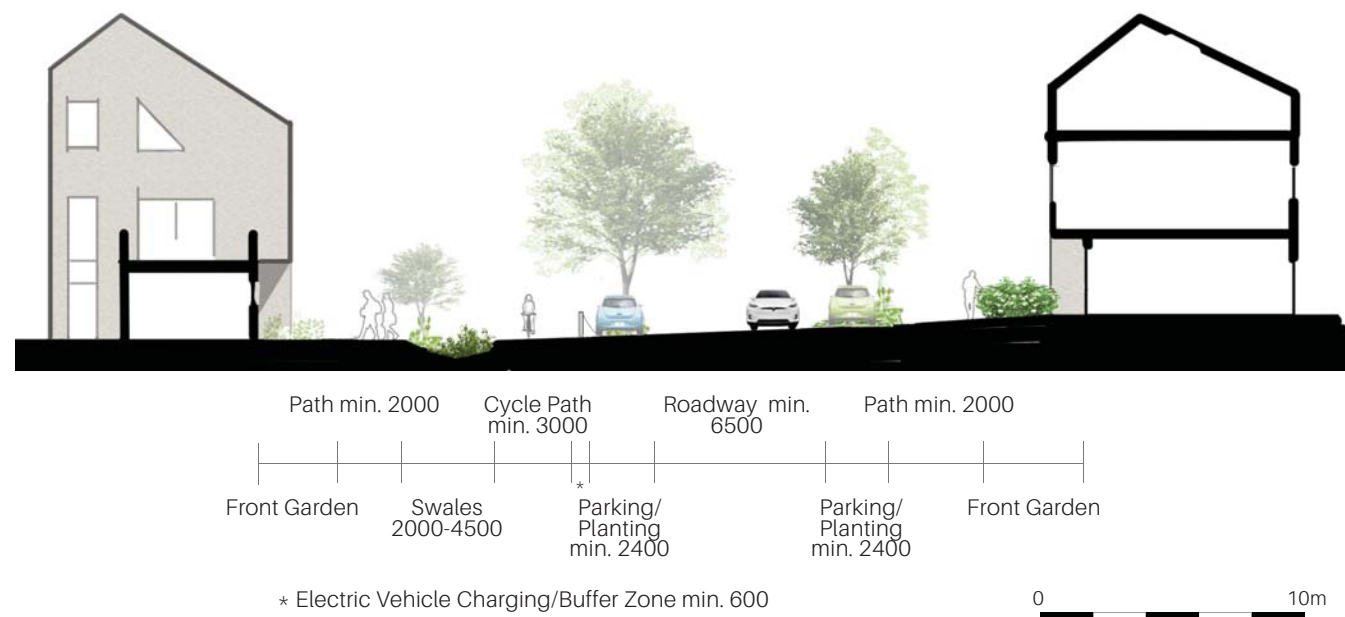
The masterplan sets out the key decisions taken and to be followed with regard to the Primary Access Roads and is indicative of how may be arranged at a future time.

- 01 Main Boulevard/Primary Access Road

- 02 Secondary Street

- 03 Tertiary Street - HomeZone levelled surface street

- 04 Tertiary Street - HomeZone levelled surface courtyard

- 05 Active Travel Corridors/National Cycle Route 88

- 06 Pedestrian Path

- 07 Sensitive Pedestrian Connections through landscape corridors




The location and arraignment of Sensitive Pedestrian Connections on the plan is illustrative

Street Typology: 01 Main Boulevard/Primary Access Road



KEY

1. Swales
2. Permeable surface parking
3. Electric vehicle charging station
4. Front gardens
5. Cycle path
6. Pedestrian path
7. Street trees



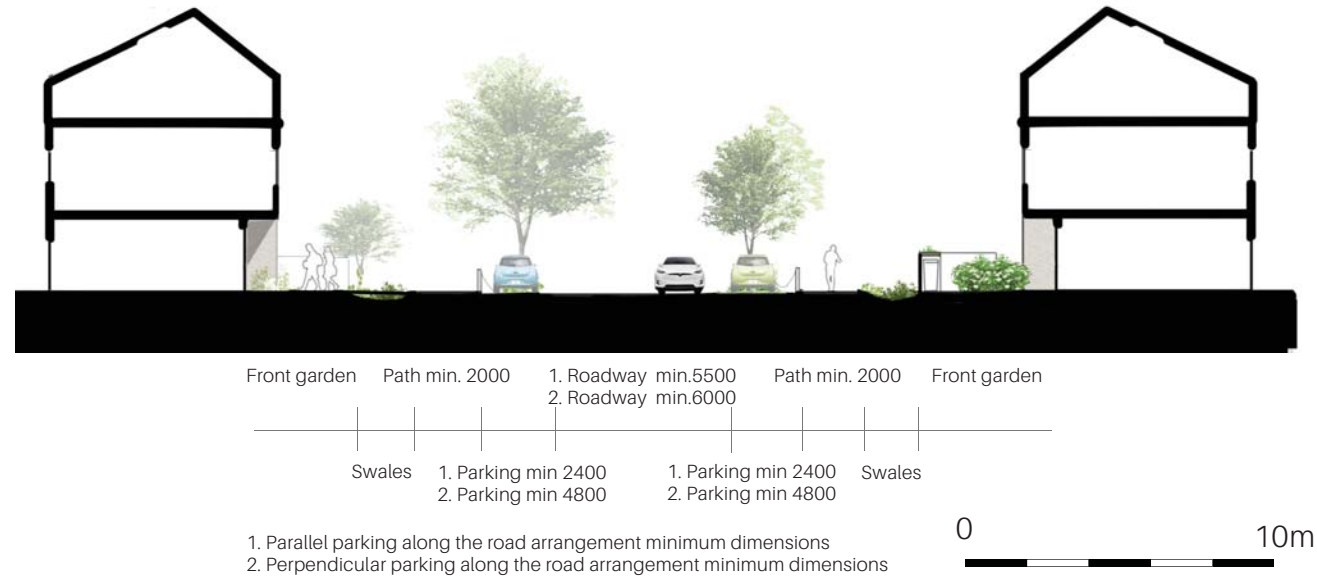
Avenues Mermoz & Pinel, Lyon, France
Gautier+Conquet Architectes



Street Typology: 01 Main Boulevard/Primary Access Road



Street Typology: 02 Secondary Street



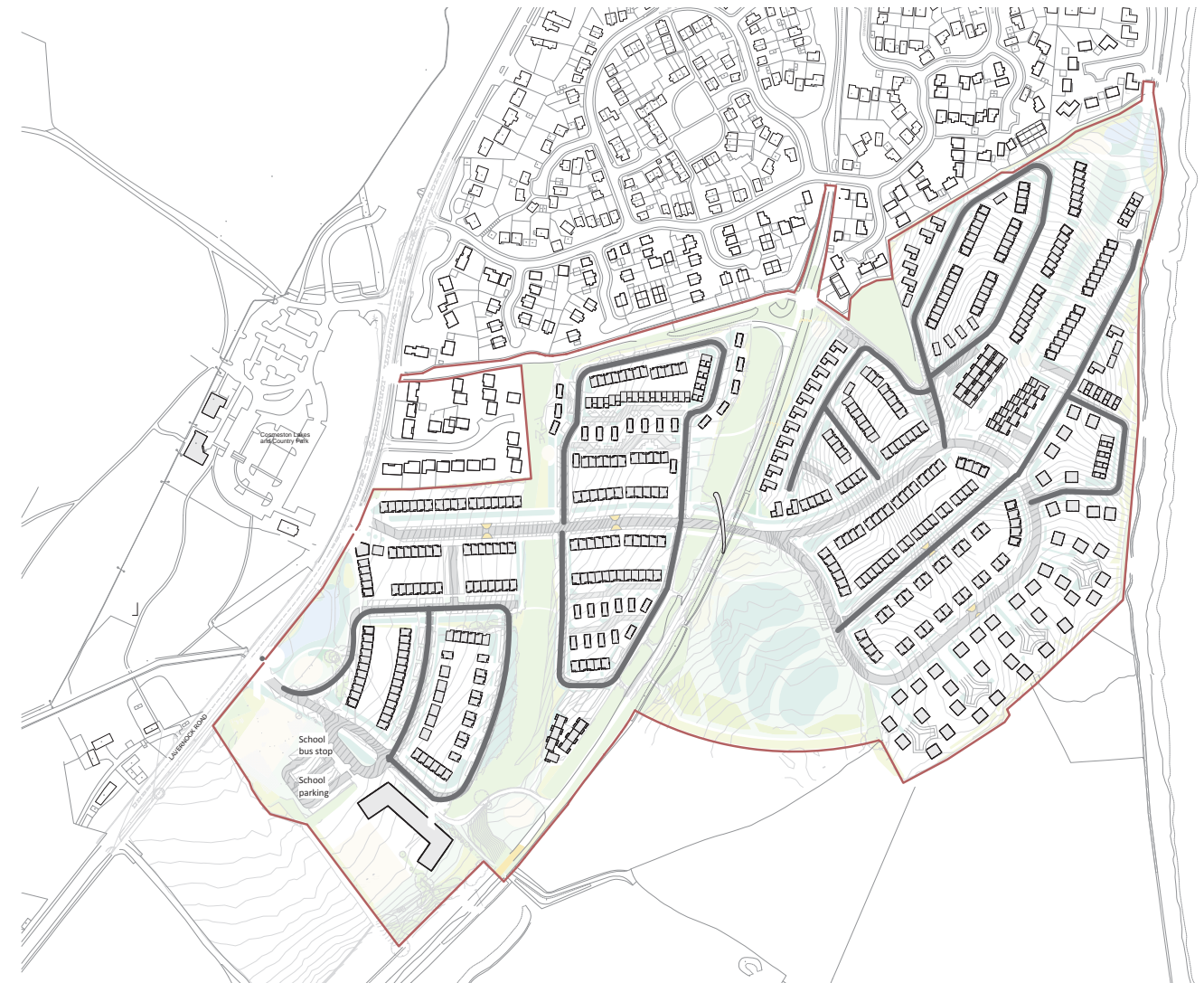
KEY

Roadway subject to parking arrangements; example shown with parallel parking

1. Swales
2. Roadway
3. Permeable surface parking
4. Electric vehicle charging station
5. Front gardens
6. Pedestrian path
7. Street trees
8. Bin/cycle storage



Kop Zuidas, Amsterdam



Street Typology: 02 Secondary Street



Streets Typology: 03 - Home Zone Street



Northmoor Homezone, Manchester



Design principles key

Speed limited to 10 Mph

1. Entrance to the Home Zone should be clearly signposted and include gateway features such as change of paving material and colour, road narrowing framed by street trees and/or art, tactile paving
2. Adopt the minimum carriageway dimensions with passing places
3. Install bollards, electrical vehicle charging posts, trees and street furniture to limit vehicle access and protect housing and other home zone areas
4. Limit straight road sections to 30m to slow vehicle speed. Use street parking patterns and other landscape elements to create horizontal carriageway realignments
5. Use the pattern of paving or surface material to distinguish the carriageway from other areas
6. Incorporate rain gardens and allow for small areas of planting to the front of the housing
7. Include sitting and informal playareas

