



# North West Preston Masterplan

## Doc 03: East West Link Road Corridor Design Guidance

March 2017

**SPD Document 03**

#### Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
Document Title	Project No. 47074822	Preston City Council	AECOM Ltd.	January 2016	Ben Castell

#### Revision history

Revision	Revision date	Details	Authorised	Name	Position
02	February 19, 2016	1st draft issued to PCC	Project Manager	Tom Jonson	Associate
03	April 18, 2016	2nd draft issued to PCC	Project Manager	Tom Jonson	Associate

**Disclaimer** – please note that all plans are **indicative only**. The masterplan should be seen as a long term indicative vision (over 20+ years). The plans will therefore be subject to periodic review, change and refinement over the long term. Every effort has been made to ensure plans are correct at time of publishing.

# Doc 03 Contents

01 Introduction .....	5
02 Overall Vision and Character Areas .....	9
03 Design Guidance .....	20
3.1 Western approach to Local (Village) Centre .....	24
3.2 Local (Village) Centre .....	28
3.3 Proposed Primary School Area.....	34
3.4 Western approach to (Main) Local Centre .....	38
3.5 (Main) Local Centre .....	42
3.6 Tabley Lane.....	52
3.7 Car Parking Options .....	54
04 Potential Public Realm Treatments.....	56
05 Traffic.....	65
Appendix A - Appraisal of the two (Main) Local Centre junction options .....	67
Appendix B - Key Places / crossings required .....	69

Two thin black lines intersect in the top-left corner of the page. One line is nearly vertical, and the other is diagonal, sloping downwards from left to right.

**Introduction**

**01**

---

# 01 - Introduction

---

## 1.1 About this document

This document provides design guidance for the East West Link Road (EWLR), which forms an integral part of the North West Preston Masterplan. The guidance seeks to balance the highway needs of the road with the place-making aspirations of the Masterplan. It provides guidance for the spaces and buildings fronting onto the EWLR.

## 1.2 Planning status

This document is part of the wider suite of documents guiding development in North West Preston. It is to be considered as a material consideration when determining all planning applications within the North West Preston Masterplan area.

## 1.3 Background to the commission

The North West Preston Masterplan was produced to provide a comprehensive framework to guide development proposals to achieve sustainable and attractive new communities. One of the key aspects of the Masterplan was the movement framework, underpinned by a new strategic route running east-west; the EWLR. This route will be the main thoroughfare for access/egress throughout the Masterplan area.

Due to its strategic importance, the route will be one of the main elements knitting the north and south of the Masterplan area. The wrong configuration and design features would create a clear divide and dislocation between parts of the new settlement, putting the needs of motor vehicles above all others. This document seeks to create a sustainable sense of place and cohesion building on the characteristics set out in the Masterplan.

AECOM was appointed to develop a series of design studies and concepts that would define the character of the EWLR. They needed to challenge its narrowly defined function as a distributor road by creating a cohesive public space; a street rather than a road.

The production of this guidance has been carried out within the context of a number of planning applications already consented, submitted or going to appeal. It has been necessary to engage with developers as well as the local and county authorities to find solutions and approaches that would benefit the design of the EWLR, whilst also taking consideration the complex planning context. Further to this, it has also been produced within the context of a number of different land ownerships as seen in Figs.1.1 and 1.2.

The design process has culminated in a series of recommendations; this Design Guide, which will inform the design of the EWLR itself, as well as the future planning applications interacting with the route. This Design Guide is the result of an iterative process of discussion, negotiation and testing of design solutions with a wide number of stakeholders.

For simplicity, we will refer to this street as the East-West Link Road, although its design and features are more akin to those of a street that unifies neighbourhoods.

## 1.4 Structure of Document

This Design Guide is divided into five main chapters along with Appendices which provide additional background information. The chapters are set out below:

- Chapter 1 is the introduction setting out the background of this commission and how to use the document;
- Chapter 2 sets out the overall vision and defines the broad character areas that form the basis of the design guidance in this document;
- Chapter 3 shows the particular design concept, aspirations and guidance for each of the character areas. It presents a possible layout illustrating the design principles, as well as the suggested palette of materials and treatments;
- Chapter 4 illustrates the particular public realm treatments for the different areas of the EWLR;
- Chapter 5 sets in context the traffic requirements of the East-West Link Road as a multi-modal transport corridor;
- Appendix A presents the finding of a multi-faceted appraisal of two options for a junction within the main centre.
- Appendix B presents the Key places / crossings required at key locations along the East-West Link Road.

## 1.5 How to use this document

This document should be read jointly with the North West Preston Masterplan and associated documents which define the type of development desired.

The guidance provided in Chapter 3, illustrates by means of indicative design solutions, the aspirations and principles sought by this guide. These are the reference elements that should be considered when assessing EWLR related planning applications.

# 01 - Introduction



Fig.1.1 North West Preston Masterplan area with current EWLK alignment in dashed line and main land ownerships (as of March 2017).

# 01 - Introduction

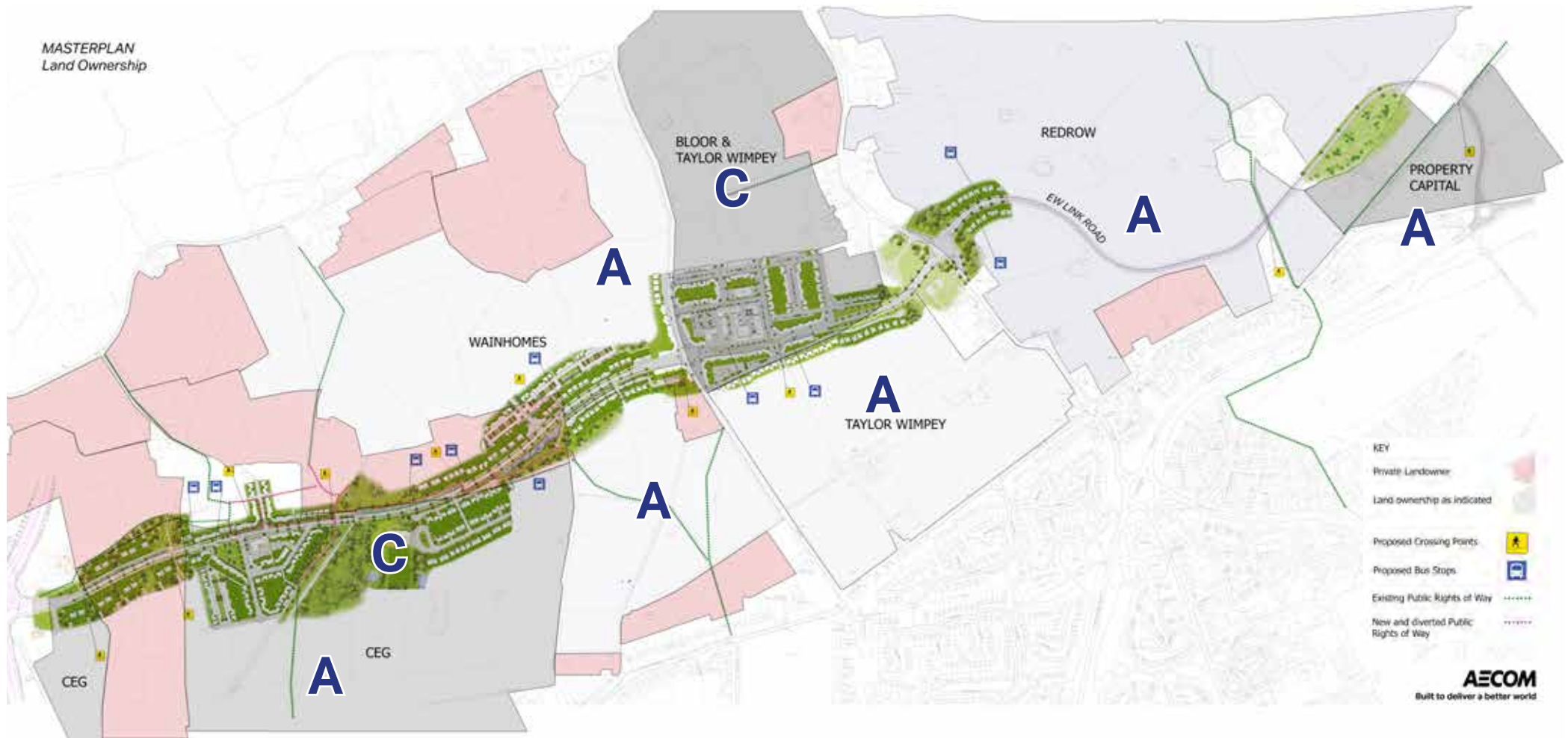


Fig.1.2 North West Preston Masterplan area with current EWLR alignment and areas with different proposals and consents in place (as of March 2017).

- A- Consented scheme and schemes being built at present
- B- Scheme submitted or about to be submitted for consent
- C- Future proposals

The top-left corner of the slide features two thin, black lines that intersect and extend diagonally across the page. One line is steeper than the other, creating a triangular shape in the upper-left quadrant.

# Overall Vision and Character Areas

# 02



## 02 - Overall Vision

The vision underpinning the design guidance for the EWLR is the creation of a high quality, reliable, multi-functional and sustainable transport corridor which supports the delivery of a successful new district by promoting both movement and place attributes.

At the time of writing, the highways design of the EWLR is being finalised. In the absence of new development and built form to provide context, the highways design has focused on the needs for motor vehicles and speedy access/egress from the masterplanning area. While this in itself is important to achieve, it is important to understand that, in the context of the NW Preston Masterplan, the EWLR will bring communities together and will be a catalyst for a new community, infrastructure and retail.

Therefore, it is fundamental to seize the opportunity to challenge the conventional highways design. Instead of just designing a distributor road with emphasis on the motor vehicle, it is necessary to include design features to create a street that has the quality of a place and includes the needs of pedestrians and cyclists.

This document brings into the equation those qualities and translates them into a flexible but robust design guidance that will help in assessing planning applications and design proposals involving the EWLR.

The vision outlined was derived from existing and relevant design guidance covering both the technical and placemaking aspects. This was also aided by design workshops and discussion with ATLAS (the Homes and Communities Agency's Advisory Team for Large Application), Lancashire County Council (LCC) and Preston City Council (PCC). It aims to balance the needs for a safe, fluid movement of vehicles, with that of creating a safe, welcoming environment for pedestrians and cyclists, as well as creating

interesting and environmentally robust places. The vision has combined the highways requirements of the DMRB (Design Manual for Roads and Bridges) with the more 'placemaking' approach of Manual for Streets and LCC's own guidance outlined in Creating Civilised Streets. Below is a review of the key elements considered relevant from these guidance.

### DMRB

- Walking, cycling and public transport designed to be the most attractive forms of local transport, a design that favours cycling and pedestrian movement.
- Junction spacing – the spacing of junctions needs to comply with DMRB requirements
- Frontage access – no frontage access / loading except where allocated in designed spaces
- Parking – no parking except in designated spaces
- Road safety – to comply with safety standards concerning forward visibility on junctions
- Vulnerable road users – design of pedestrian, cycle and disabled facilities to comply with DMRB

### Manual for Streets:

- Providing a multi-mode route for cars, public transport, cyclist and pedestrians;
- Delivering a safe environment for any type of user, providing safe crossing and encouraging people and cars to share the road and look out for each other at junctions where centres occur;
- Allowing important building to be prominent, providing active frontages as well as access where appropriate;
- Allowing and enabling the use of shared spaces where appropriate;

- Allowing opportunities for placemaking at centres and gateways, prioritising pedestrian and cycling routes;
- Implementing traffic calming events such as landscaped squares, carriageway pinch point and changes in surface material;
- Implementing a range of distinctive and sustainable materials, with modern materials comfortably sitting alongside more traditional ones. In this way this contrast will contribute to a place with variety and interest.

### Creating Civilised Streets:

- Encouraging sustainable travel modes including walking, cycling and public transport use;
- Ensuring the streets are connected to surrounding facilities;
- Making the best use of existing materials and resources creating sense of place and local identity;
- Creating places where people want to live, work and spend time. (refer to Appendix A for appraisal results)

<p><b>Consider First</b></p> <p>↓</p> <p><b>Consider Last</b></p> <p>↓</p>	<b>Pedestrians</b>
	<b>Cyclist</b>
	<b>Public transport users</b>
	<b>Specialist service vehicles (e.g. emergency services, waste, etc.)</b>
	<b>Other motor Traffic</b>

Extract from Manual for Streets (MfS) Page 29

---

## 02 - Overall Vision

---

### 2.1 Vision Statements

From the above guidance, a number of principles have been used to create the Vision statements. Accordingly, the EWLR should:

- Balance the needs and efficient movement of the different modes of travel such as cycling, walking, public transport, as well as motor vehicles;
- Encourage walking and cycling for short trips;
- Strengthen neighbourhood interaction by creating a street knitting communities together and not dividing them;
- Create a safe environment for all transport modes;
- Enhance the accessibility and linkages between different parts of the masterplan;
- Support social interaction and promote civilised behaviour by creating visual and physical relationships between buildings and users;
- Support local distinctiveness by utilising local references to materials and treatments;
- Integrate with its surroundings in relation to natural features;
- Create stopping points that read as places such as the local centres;
- Cater for water management needs as well as micro-climate and biodiversity;
- Provide convenient car parking options;
- Built to last and cater for the current and foreseeable needs of utilities and services networks;
- Encourage a sustainable community and travel modes (See appraisal tool - Appendix A)

### 2.2 Character Areas

The length of the EWLR is significant. To aid the development of design concepts and solutions as well as to enable the distinctiveness, the study area was initially divided into a number of character areas as outlined below:

- The western approach to the Village Centre
- The Local (Village) Centre
- The Approach to the Main Centre
- The Main (Local) Centre
- Tabley Lane
- The Eastern Gateway

These are both places that act as destinations as well as connecting elements between said destinations. For the purposes of this guidance, these connecting elements are called "suburban street type". Figure 2.1 shows the location of the character areas covered by the design guidance in relation to current planning applications, consented schemes and future proposals.

### 2.3 Design Studies

To develop the vision and guidance, a number of design concepts and studies were developed to inform this document. These studies were developed following the character areas outlined earlier.

The diagrams in the following pages, show some of the various iterations, solutions and precedent images that have informed the production of this guidance.

### Local Centres:

In summary the indicative design concepts for the local centres illustrated in this guide are that the western local centre is for a smaller green "village" centre type. The Main local centre concept is indicatively shown as a more "urban" type (higher density) centre.

**NOTE:** any reference to "village" or "main" centres relates to proposed local centres.

## 02 - Character Areas

Note: during the development of this guidance, a planning application dealing with the Eastern Gateway was submitted. As part of this process the appointed designers, PCC and AECOM engaged in constructive conversations to influence the design of this area. As a result the submitted application incorporated the design features discussed. This guidance therefore does not elaborate further on the design features of the Eastern Gateway. The design suggestions made at the time are recorded in the next section as information only.



Fig 2.1 Character Areas developed within the current EWLR alignment.

## 02 - The Western Local Centre: Concept Options

### 2.3.1 The Western Centre: Concept Options



Fig 2.2 The Wynd, Hartlepool



Fig 2.3 Linear Option: EWLR alignment maintained with buildings surrounding it

These design studies explored different configurations to create a small, village centre feel. The original Northwest Preston masterplan envisaged a large country park facing this centre. However during the design studies, it was decided that the place-making aim would benefit from enabling development at the southern area in order to create an enclosed urban form.

**The preferred option** to develop the design guidance is the village green model.



Fig 2.4 Wrea Green, Preston



Fig 2.5 EWLR with a deflection aiming to reduce speeds

#### Preferred Option



Fig 2.6 EWLR alignment maintained and village green introduces as well as new development areas south of the street

## 02 - The Main Local Centre: Concept Options

### 2.3.2 The Main Centre : Concept Options



Fig 2.7 Owestry, Shropshire



Fig 2.8 Main Centre: Poynton Model with a staggered junction arrangement

These studies explored different configurations to create a main centre hosting key facilities such as a supermarket, business units and shops, a nursery and health centre plus some accommodation in the form of flats. A secondary school campus was envisaged by the Masterplan well but during the development of these studies its implementation was brought into question, thus the preferred scheme does not include a secondary school campus.

The different layouts tested intended to create a hub with a denser urban form and a public space where vehicular traffic slows down allowing crossing and joining the north and south parts of the masterplan. **The preferred option** to achieve this is a signalised junction.



Fig 2.9 Poynton, Cheshire



Fig 2.10 Main Centre: Squareabout model

### Preferred Option



Fig 2.11 Main Centre: Signalised Junction

## 02 - Tabley Lane: Concept Options

### 2.3.3 Tabley Lane : Concept Options



Fig 2.13 Tabley Lane : roundabout displaced away from junction and Tabley Lane closed

These studies explored different configurations to create a junction between the existing Tabley Lane and the EWL. For this location there is a need to preserve the existing employment area (indicated in plan). The current highways proposal is a sizable roundabout that is likely to be at odds with the existing rural character of Tabley Lane. Thus, the proposals explored ways to reduce the size and impact of the roundabout.

**The preferred option** is a signalised junction that provides the functional movement requirements of the EWL whilst also reducing the highways land take and impact in the local character.



Fig 2.12 Tabley Lane : images showing the intention to preserve the rural character at this junction. Traffic lights and spacing need to be added.



Fig 2.14 Tabley Lane : mini roundabout solution

### Preferred Option



Fig 2.15 Tabley Lane : signalised junction

## 02 - Eastern Gateway: Concept Options

### 2.3.4 Eastern Gateway : Concept Options



Fig 2.17 Eastern gateway : T-Junction with deflections and triangular green



Fig 2.16 Images showing initial ideas of a gateway access based on Elvetham, near Reading (top) and Poundbury in Dorchester (bottom)



Fig 2.18 Eastern gateway : T-Junction with green square

These studies explored configurations to create a gateway access at the eastern end of the EWLR. Options dealing with a T-Junction and a roundabout were developed. At a later date, it became apparent that the highways solution would be a roundabout. At the same time the developer in control of the land, decided to submit a full planning application with the roundabout solution. Thus this was the preferred configuration for the gateway access. The guidance resulted in comments and suggestions to enhance the proposals submitted. For the massing and architecture the approach was to take precedent from other schemes delivered by the same developer.

#### Preferred Option



Fig 2.19 Eastern gateway : roundabout with landscape and building reinforcing the circular configuration

## 02 - Street Ambience: Concept Options

### 2.3.5 Street Ambience : Concept Options

These studies explored configurations for the street sections along the EWLR, the dimensioning and the relationship between buildings and the EWLR.

The aim was to configure and define a series of design principles that would make the EWLR feel like a street rather than a highways dominated road.

A street that would facilitate a segregated cycleway as well as trees to create a boulevard feel whilst also contributing to micro climate and biodiversity. This also includes the possibility to incorporate SUDS alongside the EWLR.

A street that would encourage active frontage with buildings overlooking the EWLR.

A street that could change in character from being a suburban street into the destination or community hub at the local and main centres; by encouraging lower speeds etc.

Some examples of the character sought are portrayed in the following images.



Fig 2.20 A1 in Hampstead Garden Suburb, North London shows a strategic arterial road with significant traffic that manages to have a softer suburb image with buildings facing onto the thoroughfare as well as incorporating large trees



Fig 2.21 Illustrative diagram showing a potential incorporation of SUDS alongside the EWLR as well as material treatments and planting scheme



## 02 - Street Ambience: Concept Options



Fig 2.22 Images showing different options for change of character at centres, with a harder townscape image, possible change of materials and more compact urban form. Left: Poynton; centre: Skipton; right: Lytham St Anne's



Fig 2.23 Images showing UK and European approaches to shared pedestrian and cycle routes as well as crossings





# Design Guidance

# 03

**This section develops the  
design guidance for each  
of the character areas  
along the EWLR**

## 03 - Design Guidance

### Overview

Figure 3.1 shows the preferred approach to manage the relationships between the EWLR and development around it. Similarly it indicates where speed management should be applied in the form of design, materials, landscape, signage or all these elements combined. It shows the key centres and events alongside the EWLR as well as the assumed crossing points, potential location for SUDS and housing development fronting the EWLR.

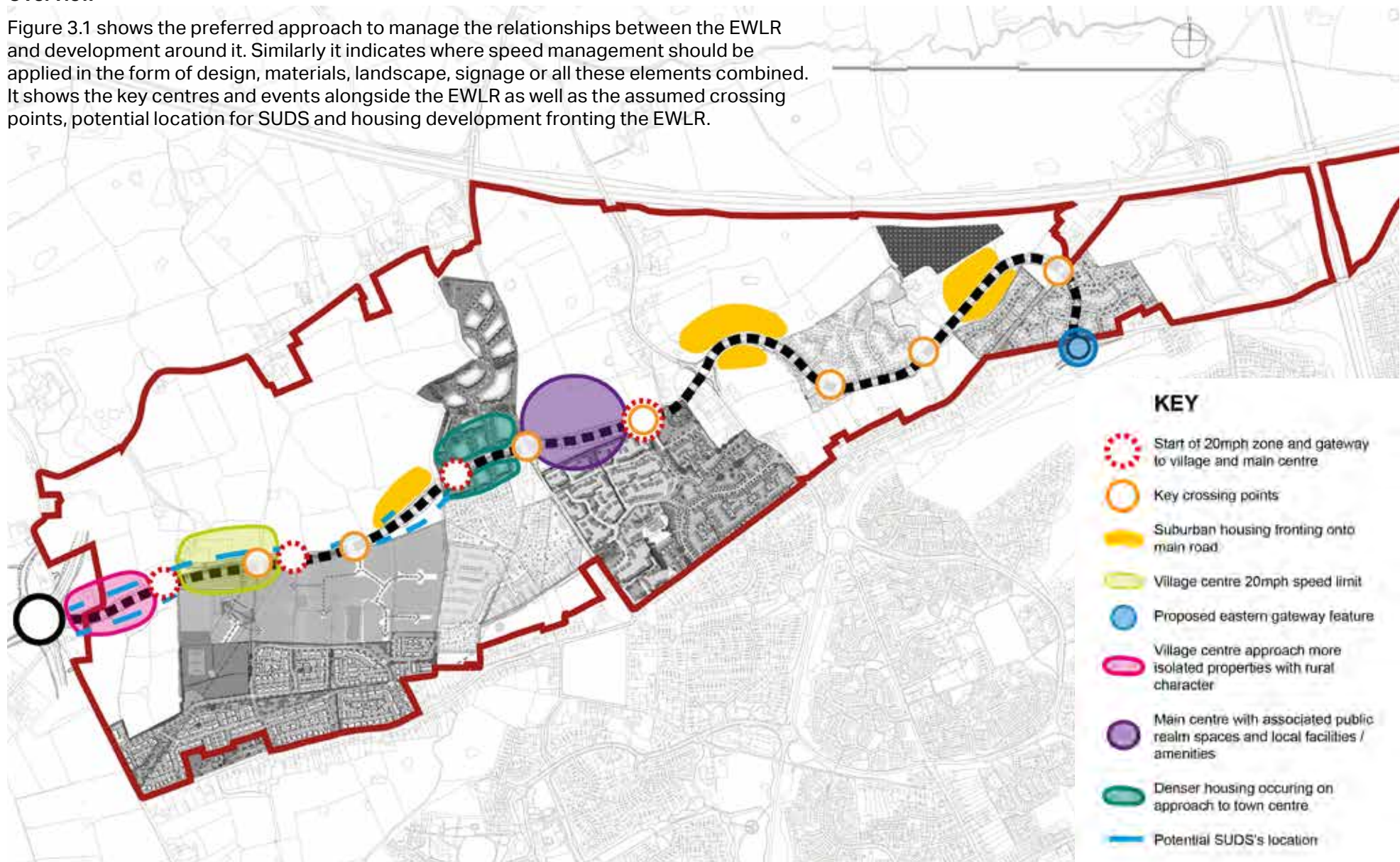


Fig 3.1. General development approach to be followed along the EWLR alignment (concept).

## 03 - General Approach to the EWL

While developing the guidance shown in this document, more detailed design proposals were tested on a number of key areas :

- (3.1) The western approach to the Village Centre,
- (3.2) The Local (Village) Centre,
- (3.3) The proposed Primary School Area,
- (3.4) The western approach to the Main Centre,
- (3.5) The (Main) Local Centre and,
- (3.6) Tabley Lane

### Local Centres:

In summary the indicative design concepts for the local centres illustrated in this guide are that the western local centre is for a smaller green "village" centre type. The Main local centre concept is indicatively shown as a more "urban" type (higher density) centre.

**NOTE:** any reference to "village" or "main" centres relates to proposed local centres.

The development and refinement of the options on these areas led to the formulation of the design guidance outlined in this document. The diagram below (figure 3.2) shows one potential configuration of these areas as a single continuum within the EWL. The emphasis is placed on the EWL public realm and road, with an understanding of how the neighbouring buildings should address the areas along the EWL. As mentioned in the previous section, the Eastern Gateway had already been submitted as a planning application, with design suggestions taking place and being incorporated. As a result, this diagram and the subsequent guidance does not cover this area. The following pages in this section cover in more detail the design aspirations for each key area.

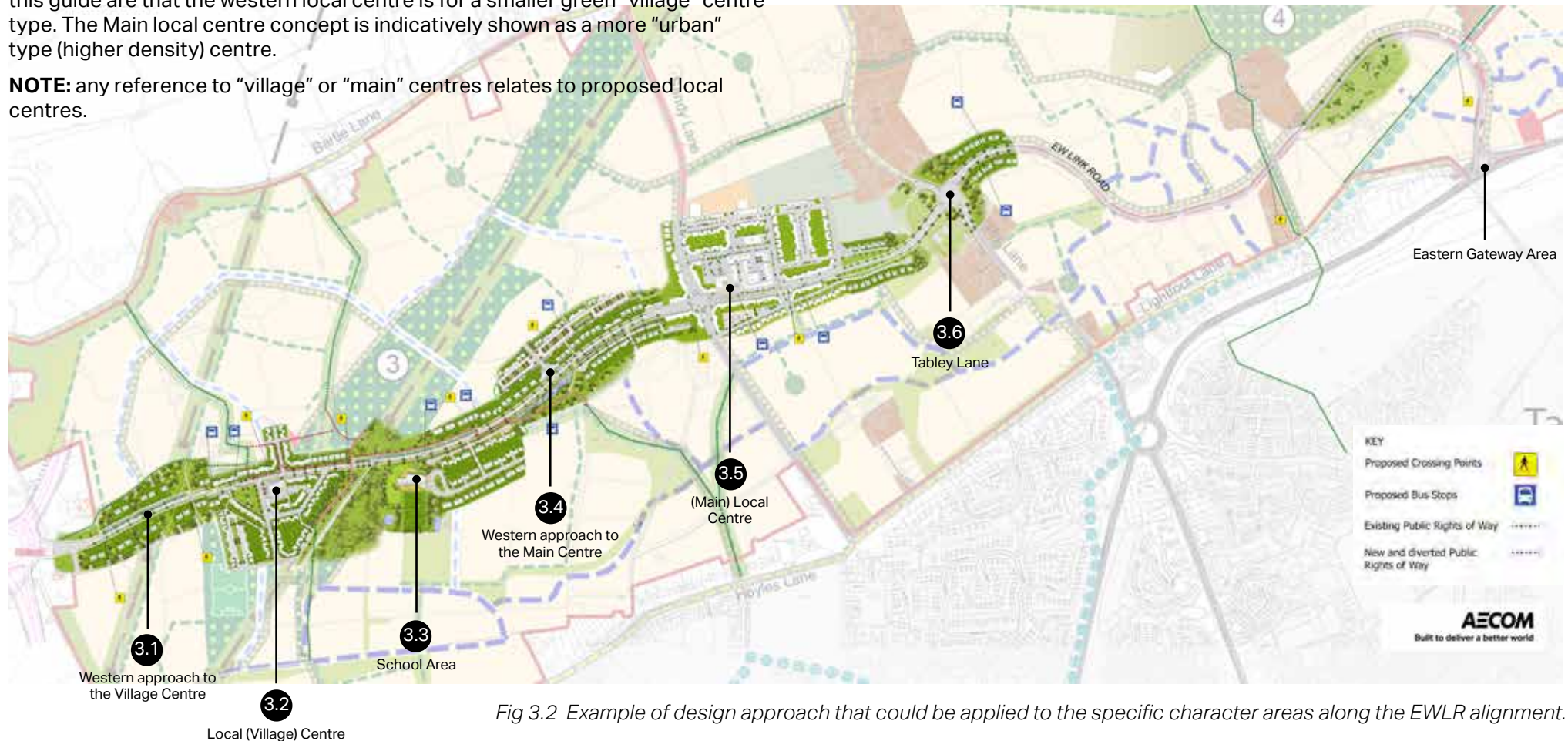
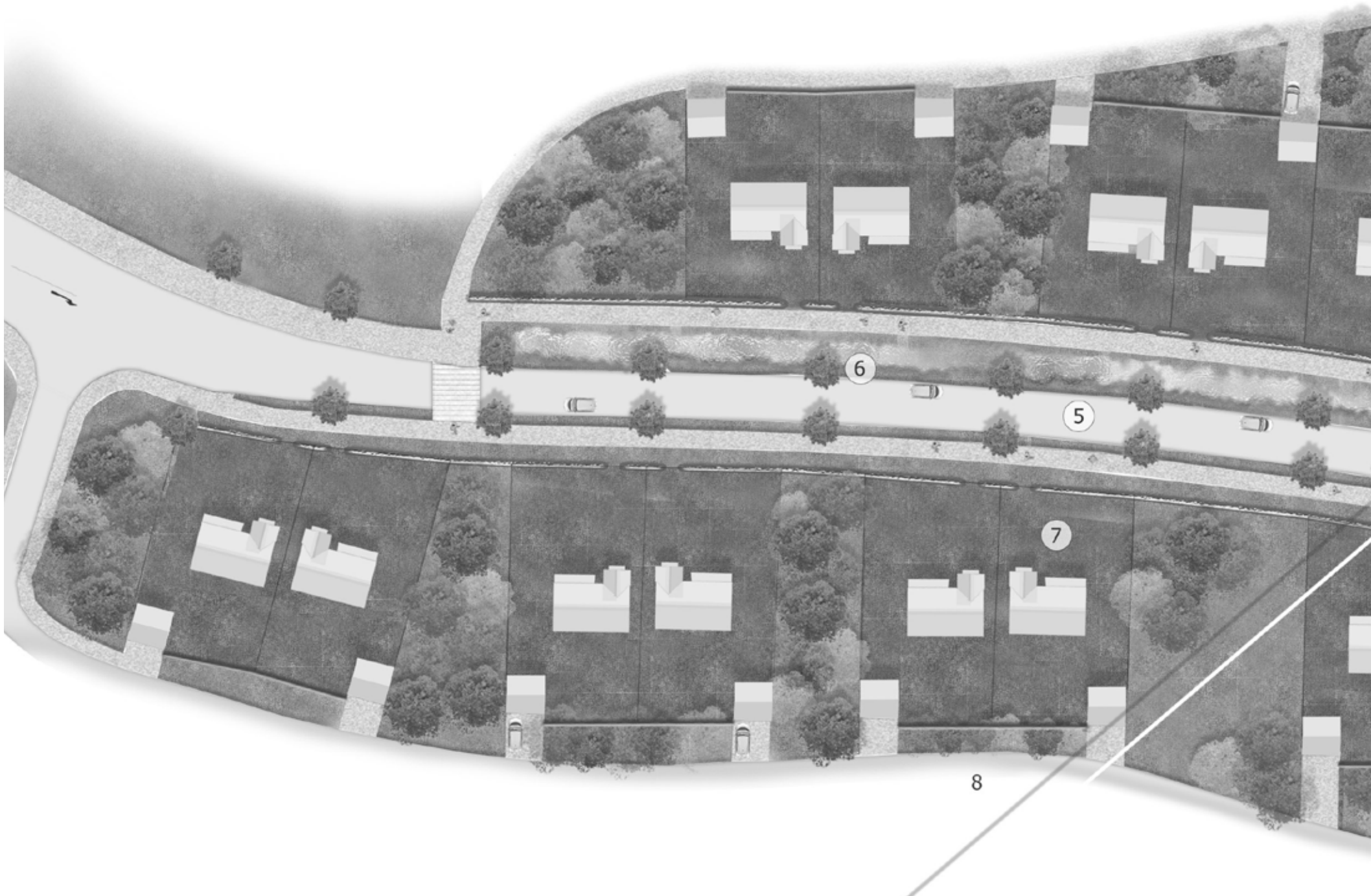


Fig 3.2 Example of design approach that could be applied to the specific character areas along the EWL alignment.





---

## 3.1 - Western approach to Local (Village) Centre

---

# 3.1 - Western Approach to the Village Centre

## 3.1.1 Design Concept

The western most section of the scheme consists of the gateway into the North West Preston Masterplan area from the new Western Distributor road. The proposals aim to set the scene of the emerging residential area by creating a tranquil woodland transition zone upon entering the masterplan area.

This woodland will provide a buffer zone between the residential core and the Western Distributor road. It will also provide a distinctive area in its own right, with different characteristics from the adjacent village centre, where the housing configuration becomes denser.

### Key principles of the Western Approach to the Village include:

- Large detached properties set amongst a framework of woodland planting
- Use of woodland planting to integrate the housing into the broader landscape
- Use of woodland to minimise the visual impact of the existing electricity pylon
- Residential properties set back from the road but fronting onto the new East West Link Road
- Use of a swale along the northern edge of the road between residences at the carriageway
- No parking provision provided for houses directly onto the East West Link Road
- Use of country lane type roads at the rear of the properties for parking. Additional residential properties will front on to these lanes
- Use of boulevard tree planting to assist in creating the garden city residential environment
- Boundary walls to rear gardens to create a secure consistent boundary treatment at the rear
- Hedge planting with estate type railings to front gardens to create a rural character as well as garden city environment
- A 30mph speed limit through this section

The eastern end of this section includes the western approach to the village centre. At this location, a raised stone sett crossing point and village gateway mark the entrance to the new village and start of the 20mph speed limit area.

The crossing point also allows the continuation of an existing public right of way across the new East/West link road. A block of woodland to the north of the carriageway provides a pause along the route and a natural break between this section and the new village centre.

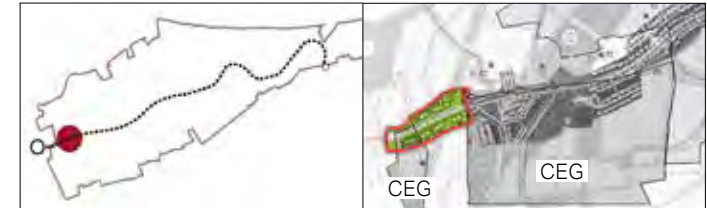


Fig 3.3 Location of the Western approach to the Village along the EWLR alignment.

## 3.1.2 Design Principles

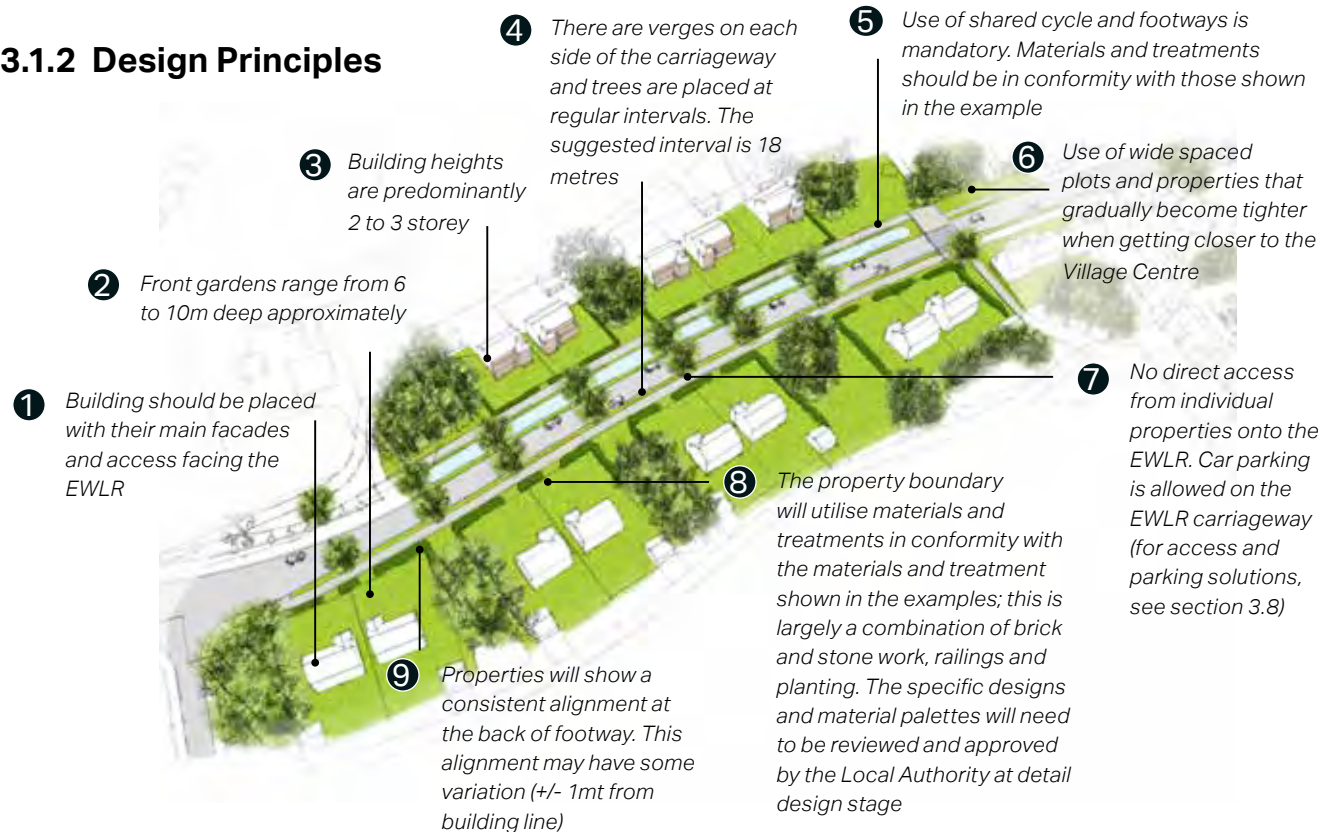


Fig 3.4 Western approach to the Village Centre illustrative Layout showing design principles applied



# 3.1 - Western Approach to the Village Centre

## 3.1.3 Materials and treatments



Fig 3.5 Diagram showing the desired materials and treatments for the western approach to the Village Centre.

## 3.1.4 Precedent Examples



Fig. 3.7 Example of attractive public right of way



Fig. 3.8 Example of country lanes without footpaths



Fig. 3.9 Example of local boundary treatments



Fig. 3.10 Example of footpath in a rural setting

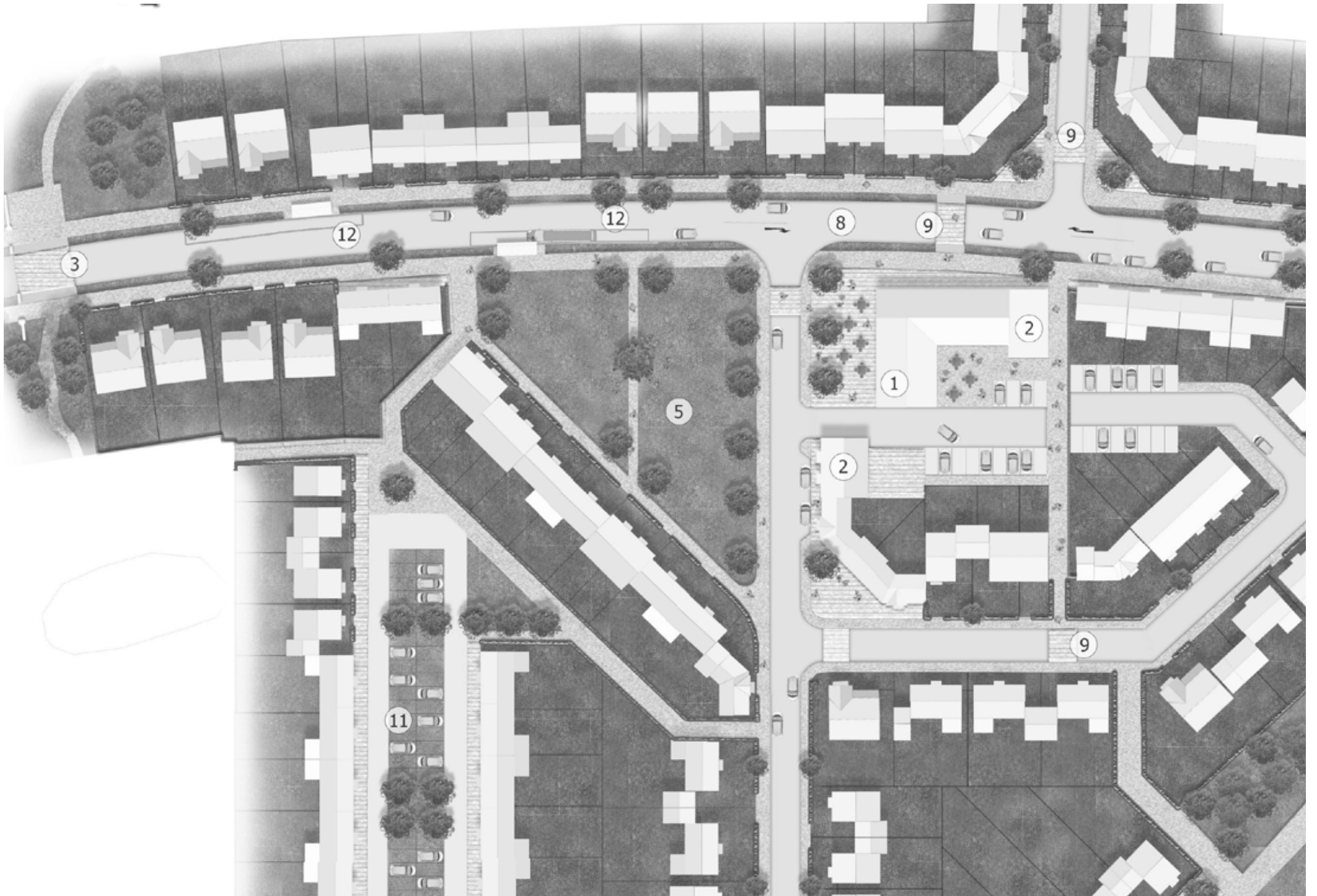


Fig. 3.11 Example of local boundary treatments

## 3.1.5 Street sections



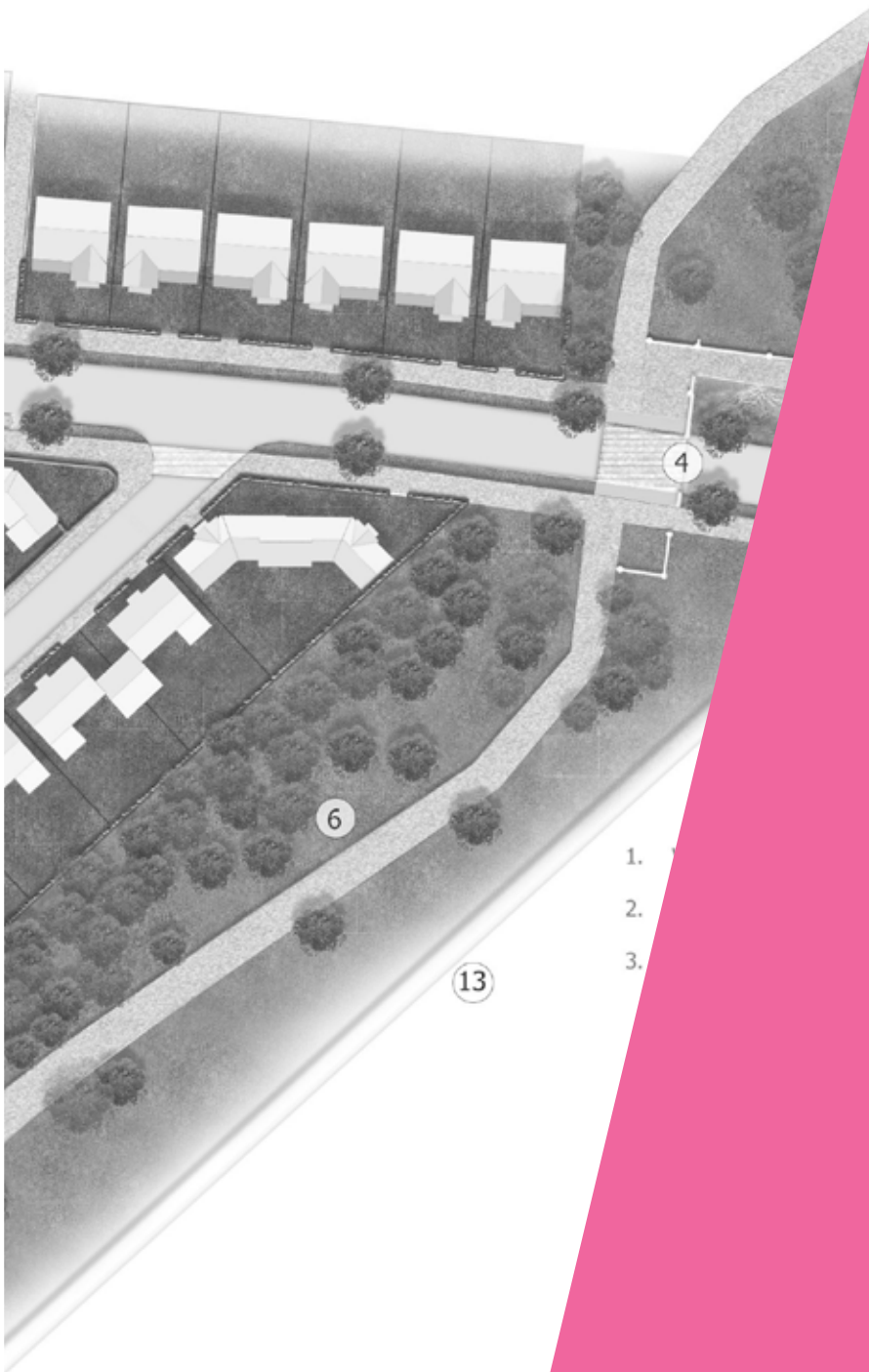
Fig. 3.6 Indicative Section and location plan (NTS)



---

## 3.2 - Local (Village) Centre

---



## 3.2 - Local (Village) Centre

### 3.2.1 Design Concept

The village centre section of the scheme consists of a collection of residential properties and public amenities arranged around a central core in order to create a reasonably compact local centre. This central core area consists of a triangular shaped village green which is adjacent to the main carriageway but overlooked by the village pub and village shop. A collection of informally arranged terraced cottage type properties lie immediately along the southern edge of the village green. Whilst having a close relationship with this public space, these residential properties also face onto the green and provide natural surveillance.

Other key spaces include the fore court to the village pub which provides space for outside dining. There is also civic space associated with the new shops. Bus stop locations have been provided close to crossing points but away from busy junctions. Buildings along the main road maintain a close relationship with the street in order to create an intimate village type environment.

At the western and eastern extremities two village gateways mark the village entry points as well as the start of the 20mph speed limit along the East/West link road. The stone sett crossing points allow for the continuation of public footpaths across the East/West link road. The eastern crossing is particularly important as it connects the north and south sections of the new linear park.

#### Key principles of the Village Centre include:

- All properties within the village centre face either directly onto the main East West Link Road or other side roads
- Properties facing onto the East West Link Road are to have car parking provided as rear parking courts since no access for parking is provided directly from the East West Link Road
- A village green will lie at the heart of the village in order to create a key civic space
- Other than properties fronting onto the green buildings along the main street shall have small front gardens. This will maintain a close relationship with the street/East West Link Road
- New and existing public rights of way are integrated into the new village layout, in order to make the new village fully accessible and permeable
- New gateway zones act as traffic calming, mark entrances to the village as well as marking the 20mph speed limit which continues through the centre of the village
- Good access to village shops and other facilities
- Boundary treatments shall consist of low walls with hedge planting or metal estate railings with integrated hedge planting
- Boundary treatments to rear gardens shall be high walls or high fences with associated hedge planting
- Central carriageway parking shall incorporate underground attenuation and permeable paving such as grasscrete to form part of a SUDS system
- Boulevard trees shall create a more human scale environment and species will reflect the scale of the village setting
- Paths and public routes will connect with the new country parks and a multi-user route will continue through the village on both sides of the East West Link Road
- Public realm elements along this route will aim to reflect the semi-rural character of this part of the master plan area and include:
  - Use of bonded gravel surfacing to foot paths in order to create a more informal semi-rural character
  - Strong use of planting to the front of plot boundaries such as native mixed hedge planting combined with herbaceous planting
  - Use of stone setts for road crossings, to define semi-private spaces and to provide traffic calming
  - Use of bespoke fencing at the gateways by public artist to help define the entrances to the village
  - Use of low walls and railings to front boundaries of properties fronting the East West Link Road
  - Metal estate type railings and native hedge planting to plot boundaries of properties fronting side roads



Fig 3.12 Location of the Western Centre along the EWLR alignment.

## 3.2 - Local (Village) Centre

### 3.2.2 Design Principles



Fig 3.13 Village Centre illustrative layout showing design principles applied

# 3.2 - Local (Village) Centre

## 3.2.3 Materials and treatments

1. VILLAGE PUB
2. VILLAGE SHOPS
3. WESTERN GATEWAY TO VILLAGE - WITH CROSSING POINT AND GATEWAY FEATURE.
4. EASTERN GATEWAY TO VILLAGE WITH ROAD CROSSING POINT AND GATEWAY FEATURE
5. VILLAGE GREEN
6. COUNTRY PARK
7. MULTI-USER ROUTE
8. EAST WEST LINK ROAD
9. PROPOSED CROSSING POINTS
10. PROPOSED SWALES
11. PARKING BAYS WITH GRASSCRETE (SUDS) SURFACING
12. BUS STOP LOCATIONS
13. EXISTING PYLON
14. ACCESS TO REAR - PARKING AREAS



Fig 3.14 Diagram showing the desired materials and treatments for the Village Centre.

## 3.2.4 Precedent Examples



Fig. 3.16 Local landmark provides a focal point for village



Fig. 3.17 Local vernacular in Lancashire



Fig 3.18 Aerial View of village green in Sedgfield, Co Durham.



Fig. 3.19 Local amenities at Wynyard village



Fig. 3.20 Village green at Wharton Village in County Durham

## 3.2.5 Street sections

Fig. 3.15 Indicative Section and location plan (NTS)



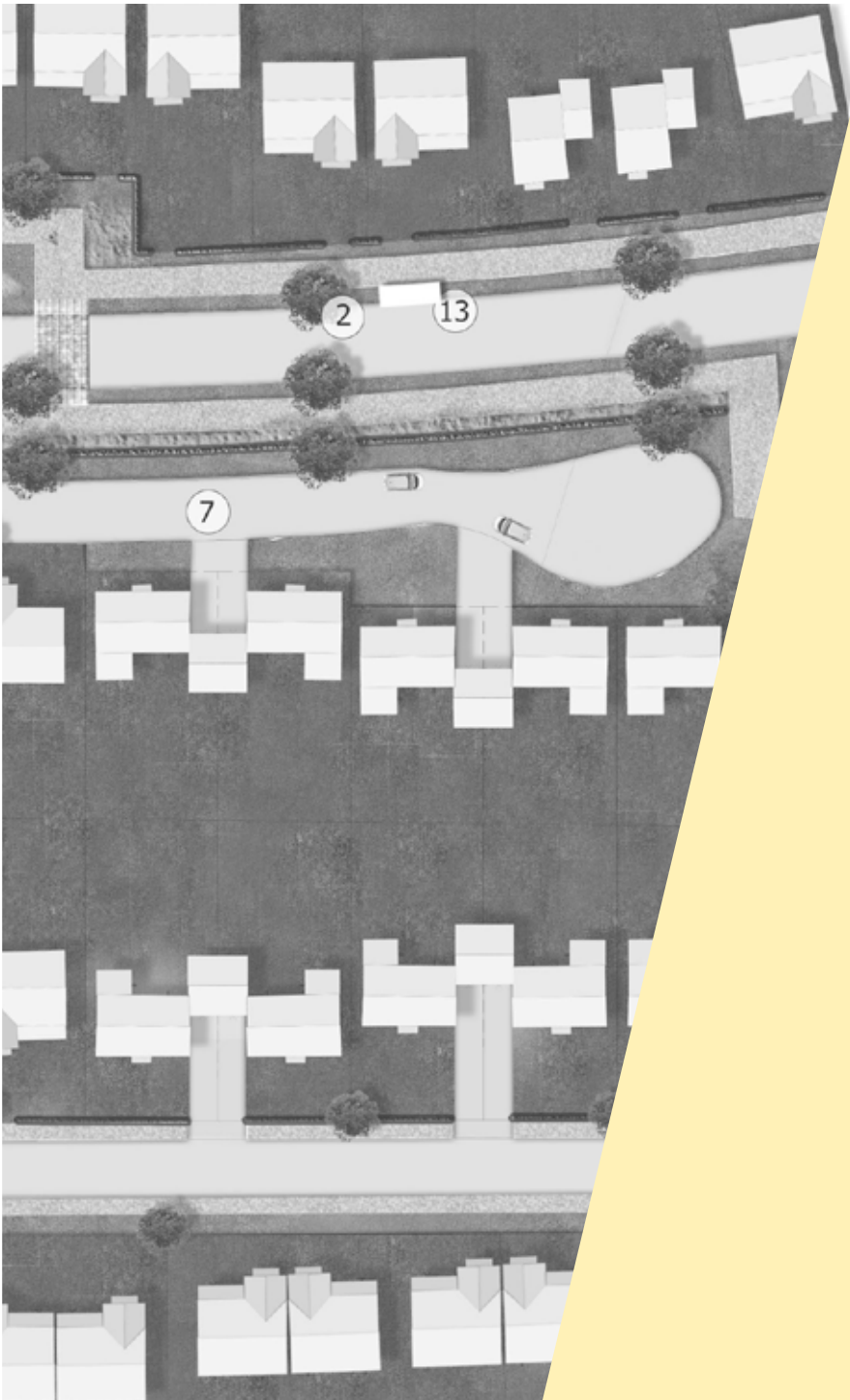
## 3.2 - Local (Village) Centre



*Village Centre Visualisation*







---

### 3.3 - Proposed Primary School Area

---

## 3.3 - The Proposed Primary School Area

### 3.3.1 The Proposed Primary School Area

The proposed primary school is located to the east of the new country park. Whilst clearly visible from the new East West Link Road, it sits within a framework of new woodland planting in order to give the school a rural setting.

The woodland will also provide an ecologically and visually diverse learning environment for the children. A new bus stop is located adjacent to the school and a crossing point with traffic calming connects residential properties to the north of the new school. A footpath also connects the multi-user route directly to the new school building.

Discrete car parking and a turning area are provided to the west of the school building providing a buffer between the school and residential buildings. All residential buildings front onto the East West Link Road although parallel access roads provides vehicular access to on-plot parking for properties to the south of the new link road. Parking for properties to the north shall be catered for with rear parking counts. A swale is located along the northern edge of the carriageway and forms an attractive edge to the new country park.

#### Key principles of the Proposed Primary School Area include:

- All properties to face directly onto the main East West Link Road
- On plot parking at the front of properties to be provided via a separate access road
- New primary school to be given a woodland setting in order to provide an ecologically and visually diverse learning environment
- New school should have good access to the new country park
- Boulevard trees to provide a garden city environment
- New crossing points will connect the school with residential areas to the north
- Crossing points to have traffic calming measures to reduce vehicle speeds
- 2 bus stops will provide public transport access to the school
- Boundary treatments to front gardens shall consist of low walls with hedging or metal estate railings with integrated hedging.
- Public realm elements at this location will aim to reflect the garden suburb environment character and include:
  - Use of bonded gravel surfacing to footpaths in order to provide a continuation of the materials from the village centre
  - Use of stone setts for road crossings and traffic calming areas
  - Metal estate type fencing and hedge planting to plot boundaries on side roads
  - Low stone/brick walls with hedge planting to plot boundaries facing onto the East West Link Road

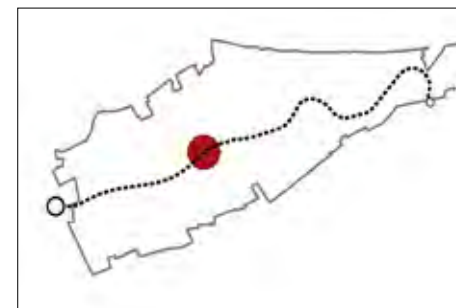


Fig 3.21 Potential location of the Primary School site

# 3.3 - The Proposed Primary School Area

## 3.3.2 Materials and treatments

1. EAST WEST LINK ROAD
2. BOULEVARD TREES
3. PROPOSED SWALES
4. EXISTING POND
5. NEW PRIMARY SCHOOL
6. TURNING HEAD & PARKING TO SCHOOL
7. ACCESS TO RESIDENTIAL PROPERTIES
8. SPORTS PITCH
9. HARD PLAY SPACES
10. SOFT PLAY SPACE
11. WOODLAND BUFFER PLANTING
12. COUNTRY BARN
13. PROPOSED BUS STOPS
14. PROPOSED MULTI-USER ROUTE

- KEY
- PROPOSED TREE PLANTING
  - PROPOSED GRASS AREAS
  - PROPOSED WOODLAND PLANTING
  - PROPOSED BONDED GRAVEL SURFACING
  - PROPOSED HEDGE PLANTING
  - PROPOSED SHRUB PLANTING
  - PROPOSED FENCING
  - PROPOSED PLOTS



Fig 3.22 Diagram showing the the desired materials and treatments for the Primary School Area.

## 3.3.3 Street sections

F-F'



G-G'

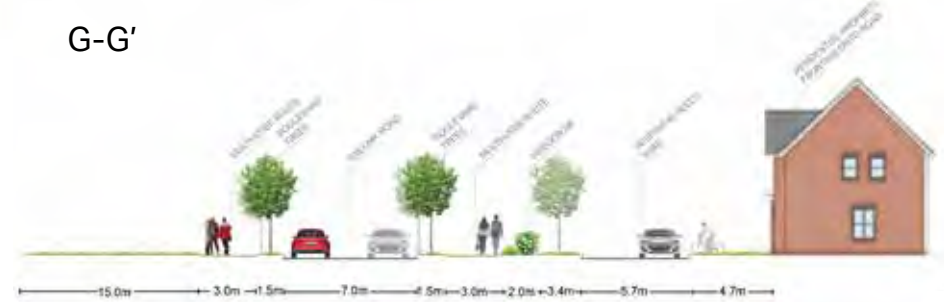


Fig. 3.23 Indicative Section and location plan (NTS)





---

## 3.4 - Western approach to (Main) Local Centre

---

## 3.4 - Western Approach to the Main Centre

### 3.3.1 Design Principles

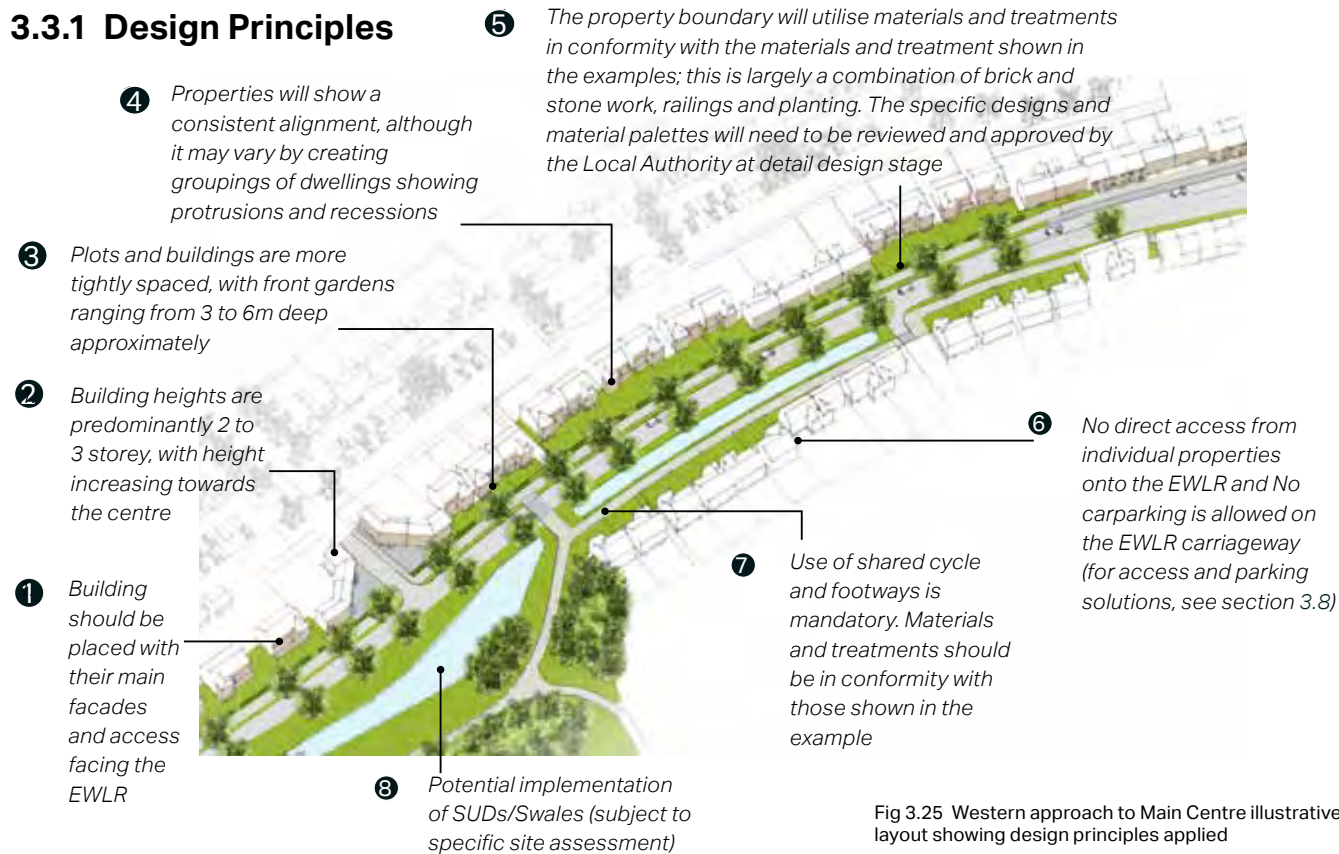


Fig 3.25 Western approach to Main Centre illustrative layout showing design principles applied



Fig 3.24 Location of the Western approach to Main Centre along the EWLR alignment.

### Key principles of the Western Approach to the Main Centre include:










- All properties should face directly onto the East West Link Road
- Bus stops are to be provided adjacent to the main crossing point
- The existing public rights of way are to be integrated into the new development, linking into new footpaths and crossing points
- Boundary treatments shall consist of hedge and low walls or railings to reflect the suburban character of the area
- Boulevard trees are to be placed within the verges in order to maintain the garden city character of the new residential development
- Central carriageway/courtyard parking shall incorporate underground attenuation and permeable paving to form part of a SUDS system
- Swales and surface water attenuation should be integrated into the scheme and used to enhance the character and appearance of the public realm
- Public realm elements along this section of the East West Link Road will aim to reflect the suburban character of this part of the master plan area and include:
  - Continuation of the bonded gravel surfacing to footpaths and new multiuser route
  - Use of stone setts for crossing points to enhance traffic calming
  - Use of low walls or railings with hedge planting to front boundaries of properties facing the East West Link Road
  - Swales and attenuation area to be planted with wildflowers and marginal aquatic plants to maximize biodiversity and create visual interest

## 3.4 - Western Approach to the Main Centre

### 3.3.2 Materials and treatments



Fig 3.26 Diagram showing the desired materials and treatments for the Approach to the Main Centre.

- KEY**
-  PROPOSED TREE PLANTING
  -  PROPOSED GRASS AREAS
  -  PROPOSED WOODLAND PLANTING
  -  PROPOSED RESIN BONDED GRAVEL SURFACING
  -  PROPOSED HEDGE PLANTING
  -  PROPOSED SWALES
  -  PROPOSED SHRUB PLANTING
  -  PROPOSED STONE SETTS
  -  PROPOSED PLOT
1. PROPOSED CROSSING POINT
  2. BOULEVARD TREES
  3. PROPOSED SWALES
  4. PROPOSED ATTENUATION
  5. PROPOSED PUBLIC OPEN SPACE WITH MULTI-USER ROUTES
  6. PARKING BAYS WITH GRASSCRETE (SUDS) SURFACING
  7. PROPOSED BUS STOPS
  8. PROPOSED PARKING COURTS
  9. LINKS TO EXISTING PUBLIC RIGHT OF WAY
  10. PROPOSED MULTI-USER GRUOP

### 3.3.3 Precedent Examples



Fig. 3.27 Residential properties set back from main road



Fig. 3.28 Example of local materials and boundary treatment



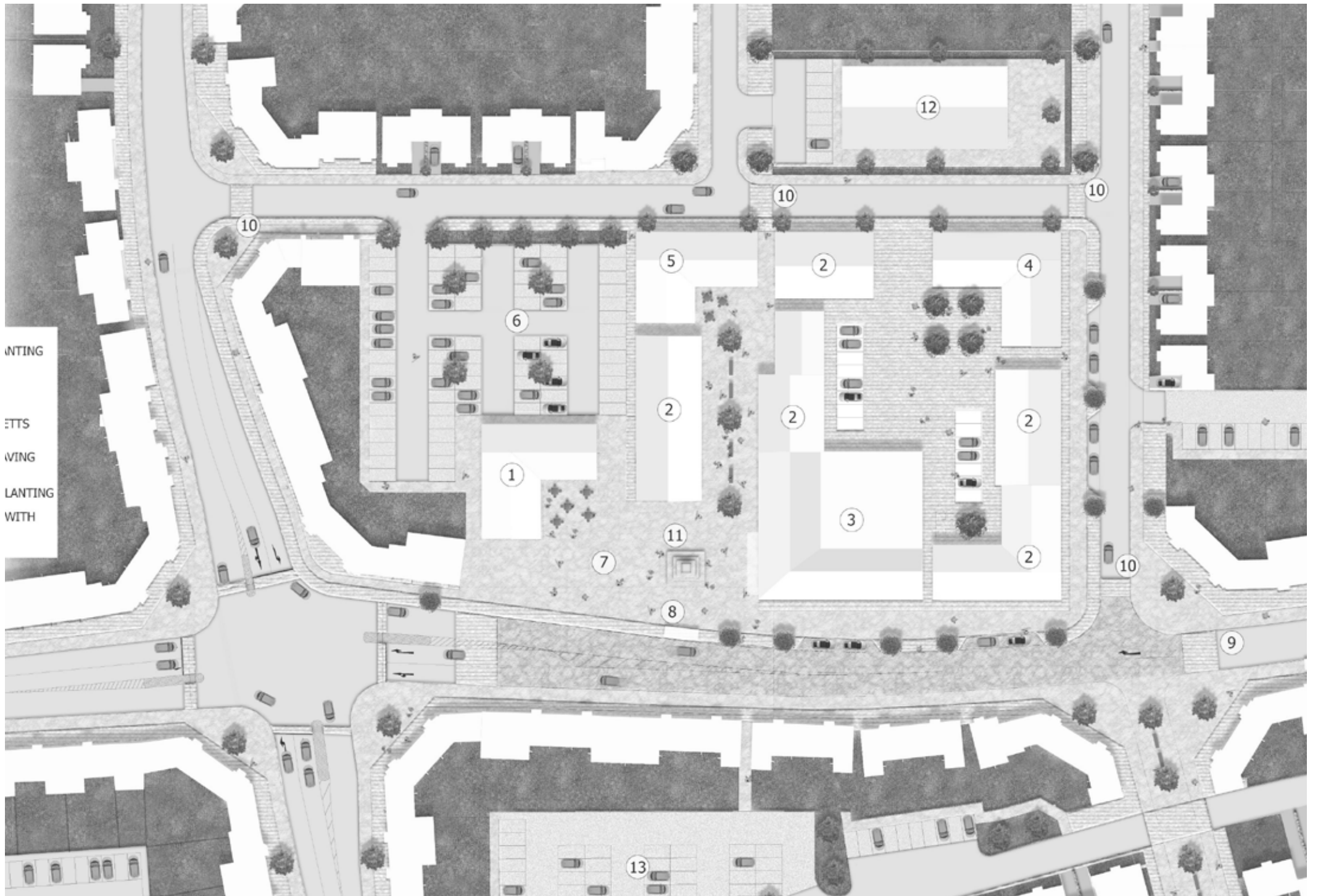
Fig. 3.29 Example of soft boundary between access route and housing



Fig 3.30 Street View of Hampstead Garden City



Fig 3.31 Street view of Letchworth Garden city.



PARKING

OFFICES

LIVING

DINING WITH