



# Ryebank Park



Figure 20: Ryebank Park Character Area  
Source: FINC Architects

## Built Form

The NDG states that well-designed places have:

"...compact forms of development that are walkable, contributing positively to well-being and placemaking;  
- recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility; and  
- memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion"

## Proposed Flatblocks

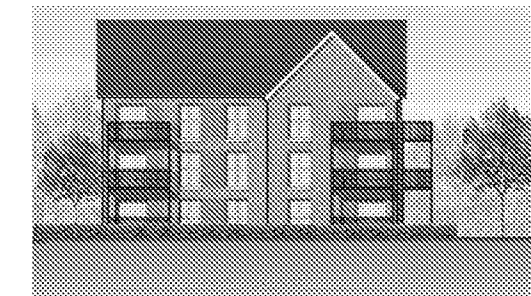
All flatblocks on the site front either onto the linear park or the main spine road and can be used as way-finding focal buildings along those 2 areas. Due to their 3 storey height, they provide enclosure and overlooking onto the more prominent areas of the site. All flatblocks on the site are bespoke, with feature materials and detailing dependant on their character area.



Flatblock 162-170



Flatblock 134-141



Flatblock 214-221



Figure 21: Proposed Flatblock Elevations  
Source: FINC Architects







# Proposed Streetscenes

Each street displays a distinct sense of character depending on where it is in the site and provides a range of interesting sights as users wander the site whether they are in a vehicle or on foot.

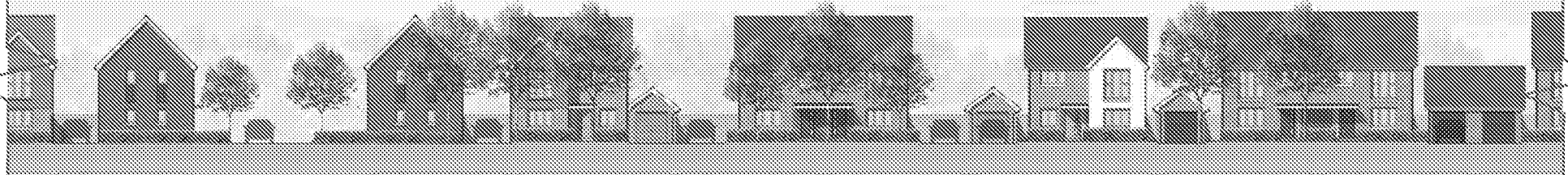
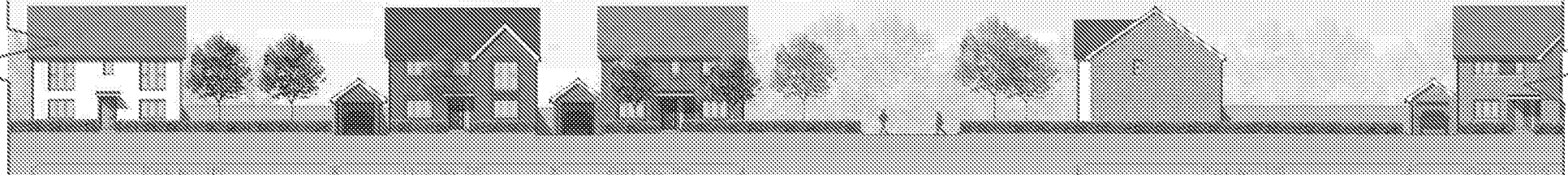


Figure 22: Coloured Streetscene A-A  
Source: FINC Architects

Figure 23: Streetscene A-A Key Map  
Source: FINC Architects

# Proposed Streetscenes

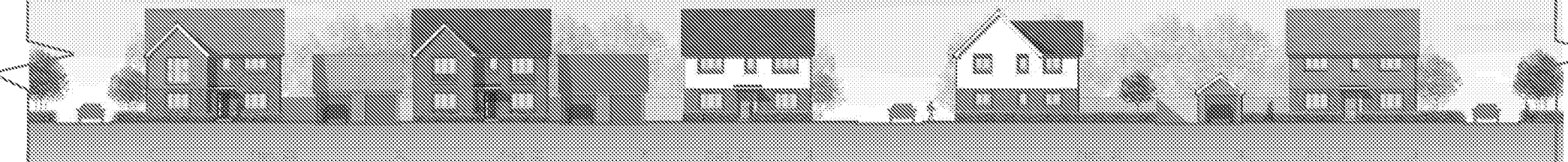
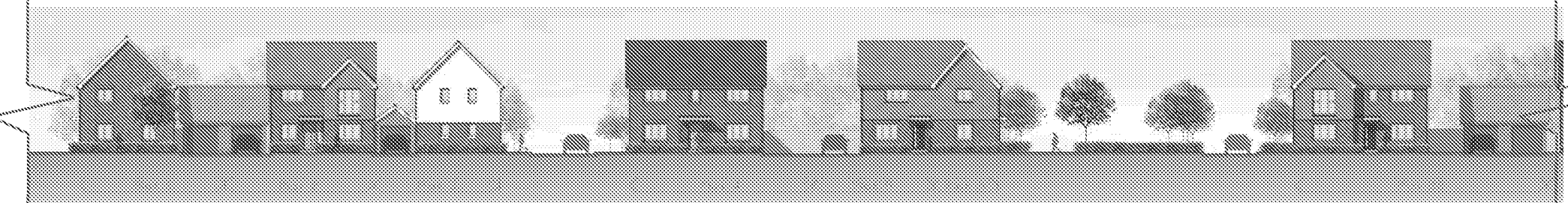
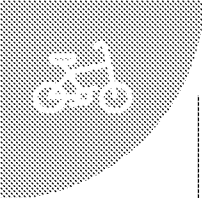


Figure 24: Coloured Streetscene B-B  
Source: FINC Architects

Figure 25: Streetscene B-B Key Map  
Source: FINC Architects



# Movement, Access and Connectivity

The NDG states that a well designed movement network defines a clear pattern of streets that:

- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity."

This is also echoed in the Design Code, leading to our site considering both these documents when designing the extensive movement network, firstly by retaining and enhancing its existing connections to create a permeable and accessible development. Our movement framework follows that of the movement parameter plan set out in the Design code, shown adjacent.

The proposals utilise the existing public right of way that runs through the site east to west, integrating it into the proposals to provide greater connectivity to the wider area, forming sustainable connections into and across the development.

The development's vehicular access is primarily served off of a proposed roundabout located on Yapton Road, on the site's south-western boundary. This then leads north-east up through to the northern part of the development where another access off of Ford Lane is located, creating a through route. These routes meander around the site, connecting the character areas and accounting for its topography.

A loop road with a cycle path branches off from the main spine road, with shared surfaces branching off of this route and other arterial routes, which adopt a more organic approach in their design and encourage lower vehicle speeds, whilst encouraging sustainable methods of movement such as walking and cycling. Private drives and mews streets then branch off of the shared surfaces to serve the development edges. Footpaths also branch away from roads towards the edges of the development, providing connections to existing settlements.



Figure 26: Primary Street Example Sections  
Source: Design Code

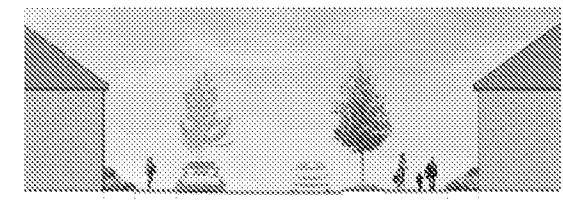


Figure 27: Secondary Street Example Sections  
Source: Design Code

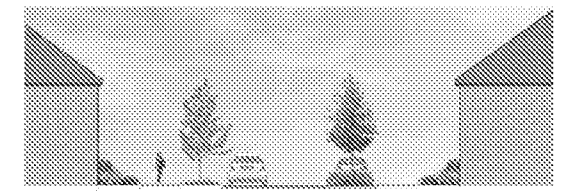


Figure 28: Tertiary Street Example Sections  
Source: Design Code

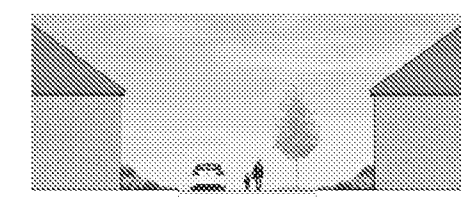


Figure 29: Mews Street Example Sections  
Source: Design Code

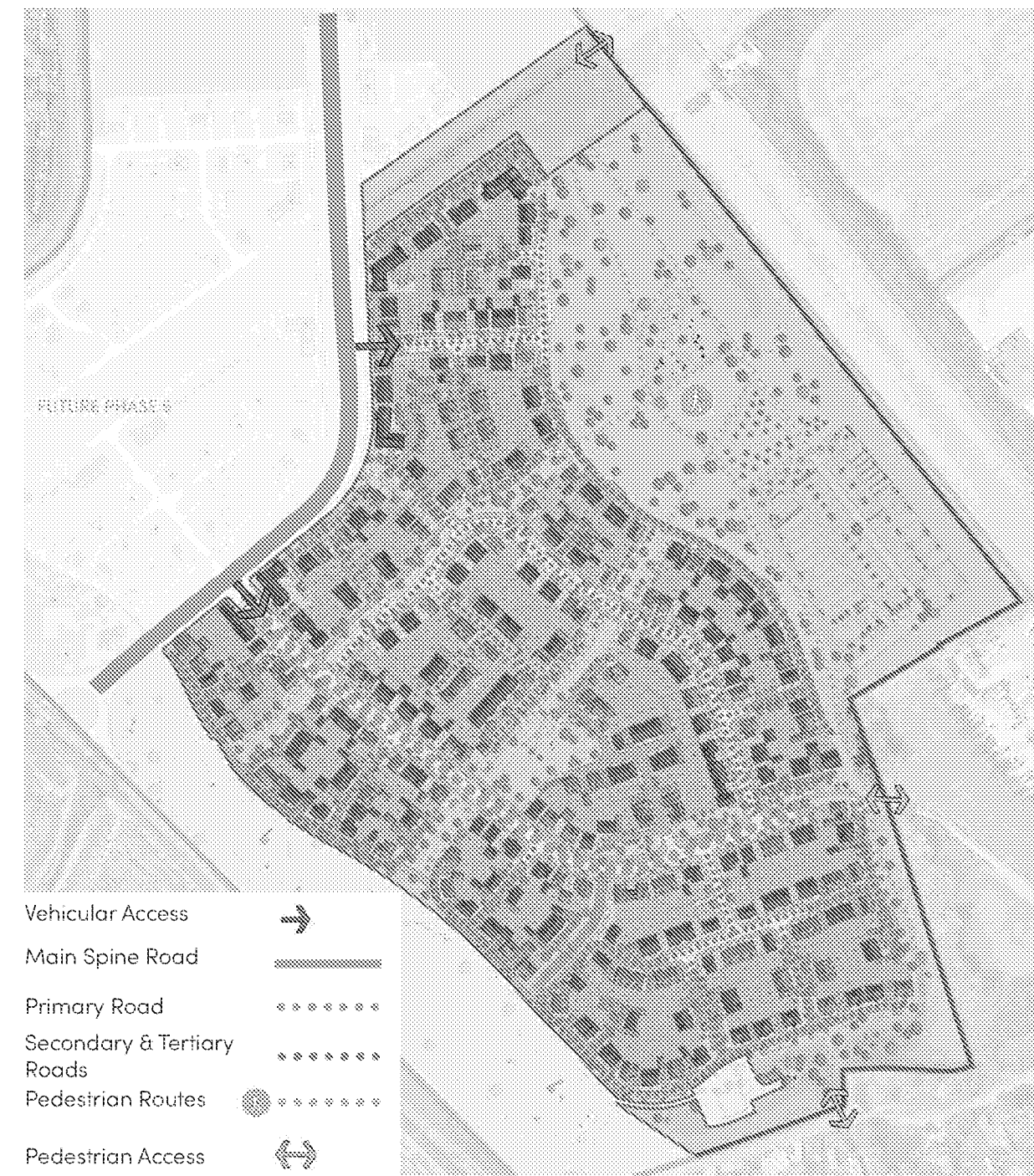


Figure 30: Movement, Access and Connectivity Plan  
Source: FINE Architects

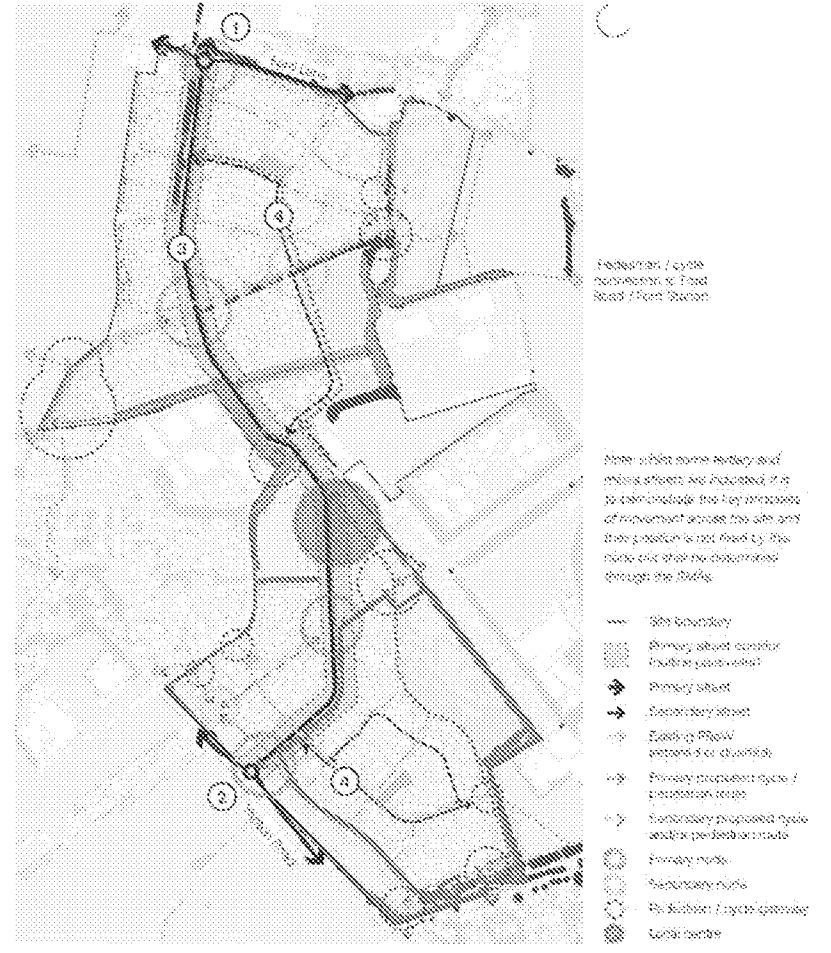


Figure 31: Movement Parameter Plan  
Source: Design Code





# Green & Blue Infrastructure

Key areas of public open space are strategically located both towards the edges development, as well as pockets of green areas and green corridors being located throughout the centre of the site. This will ensure areas of open space are convenient and accessible for all users and residents.

Existing trees that have been retained across the site, with some trees having been removed. The hedgerow to the south along ryebank park was retained in order to maintain screening between the new development and the existing settlement. Where trees have been removed, they are generally considered of low value. Any tree removal will be mitigated within a landscape and ecology strategy that will provide 10% biodiversity net gain on site.

Sustainable drainage attenuation features are spread throughout the development, mostly being located to the south of the site with swales northwards. In retaining trees, proposing new trees and attenuation, the site has maximised opportunities for habitat retention and creation, collectively delivering an integrated drainage, landscape and ecology structure for the development.

Please see the plans adjacent to see how we have followed the parameter plans for both green infrastructure and blue infrastructure set out in the Design Code.

- Attenuation Basins
- Swales
- Allotments
- Open Space
- Green Corridor Links
- Proposed Trees



Figure 32: Green and Blue Infrastructure Plan  
Source: FINE Architects

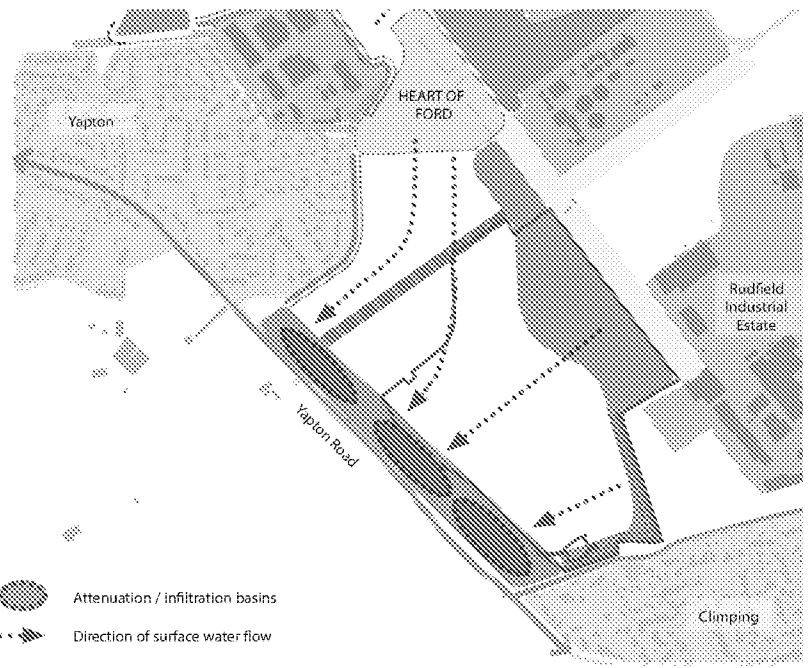


Figure 33: Blue Parameter Plan  
Source: Design Code

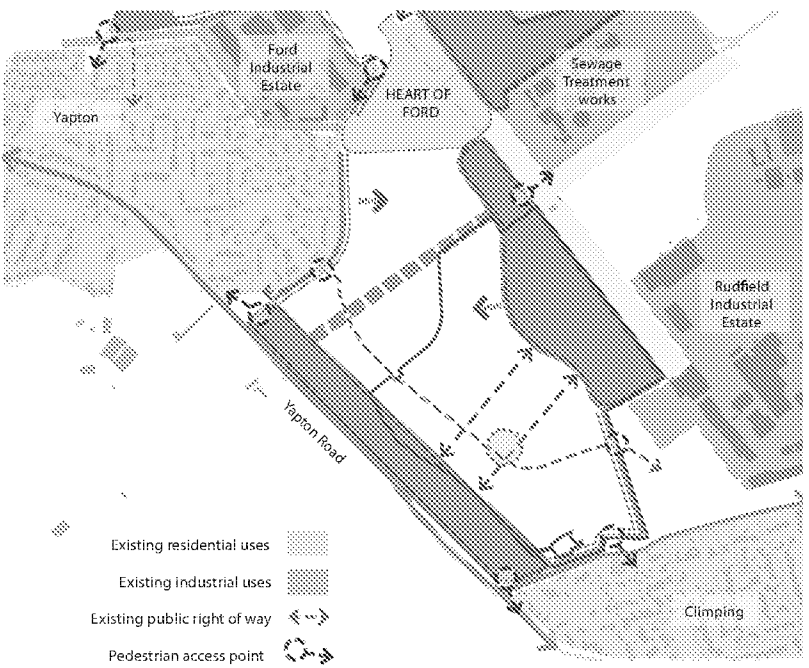
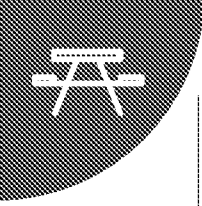


Figure 34: Green Parameter Plan  
Source: Design Code



# Public Spaces, Place-making & The Masterplan

The proposed layout is naturally divided into a number of defined areas and spaces, each within their distinct place-making features.

A hierarchy of public spaces will be provided that range from large amenity and recreational spaces to smaller neighbourhood greens and incidental spaces.

Areas towards the development edges and shared surfaces which front onto either Runway Park or Ryebank Park, are considerably low density in nature and form a 'green edge' to the development. With areas fronting onto the linear park in the Runway have higher density and more storeys to provide enclosure.

Within the development, a number of public spaces are accessible within a 400m radius, which equates to approximately 5-minutes walk.

These spaces include focal points and parks, which serve as both formal destinations and informal recreational areas. Their locations tend to be around the development edges, within the larger open spaces. Ryebank Park had a cluster of 4 LAPs within it, scattered within the open space with plenty of opportunities for play. A larger standalone LAP is located in the pocket open space north of Ryebank Park, and is easily accessible being within the development area. Finally, a LEAP and sensory trail is located in the Runway Park open space, providing play space on this side of the phase 4 development, with a more diverse range of playing equipment. All park areas have their own identities with themes relating to the heritage of Ford, and are easily accessible and within walking distance to encourage usage.

Open Space



Play Trails



LEAPs



Figure 32: Green and Blue Infrastructure Plan  
Source: FINE Architects

Figure 35: Public and Play Spaces Plan  
Source: FINE Architects

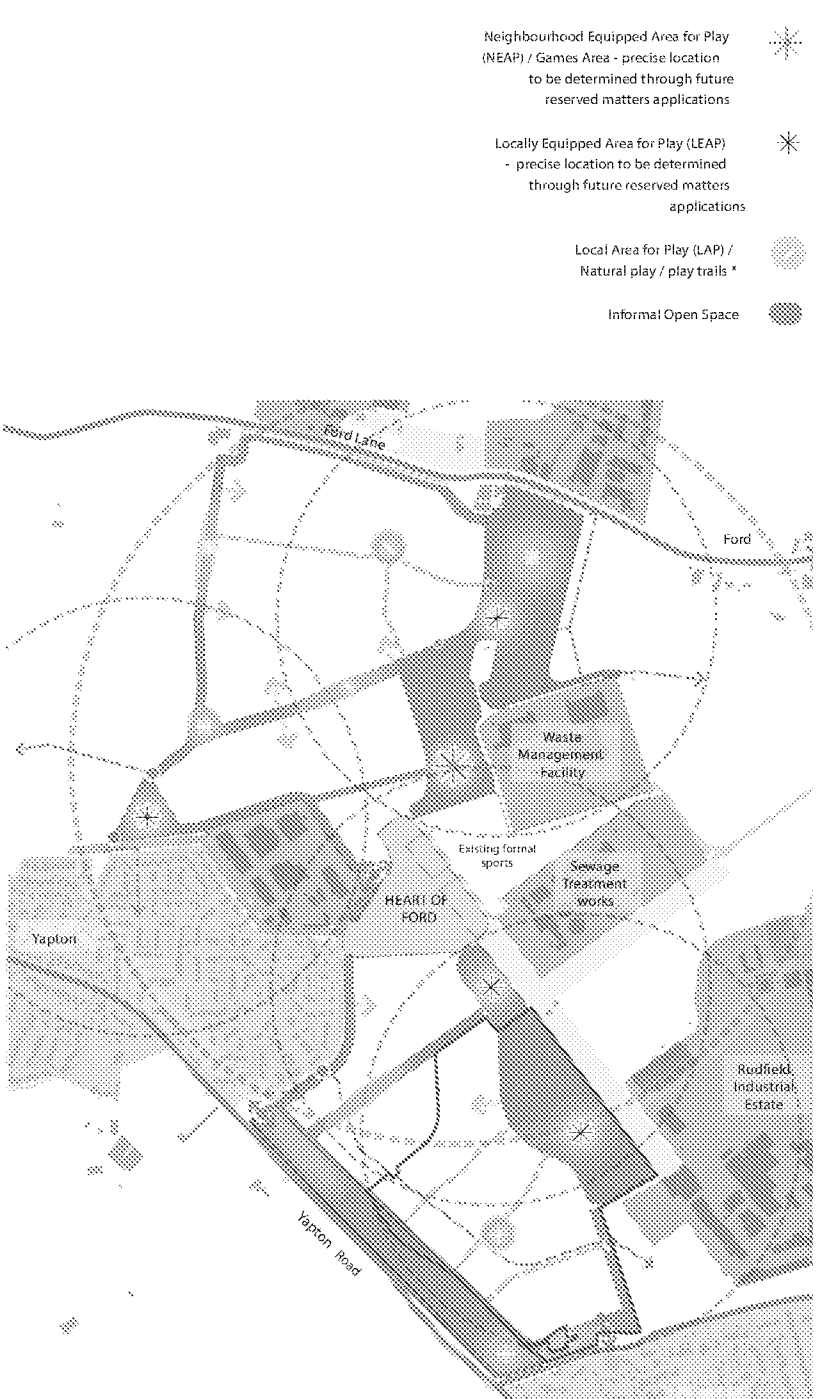


Figure 36: Play Parameter Plan  
Source: Design Code