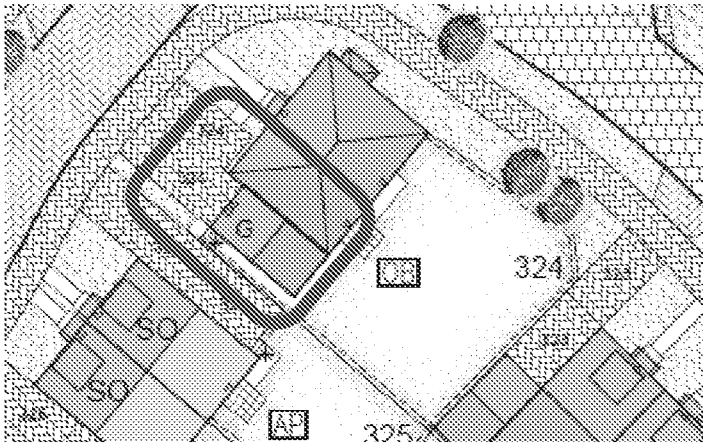
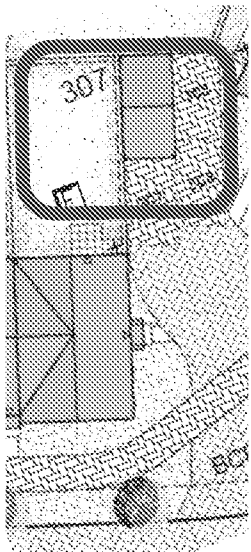


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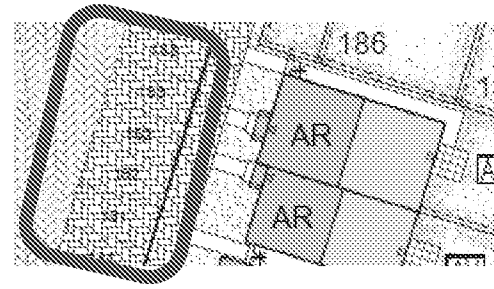
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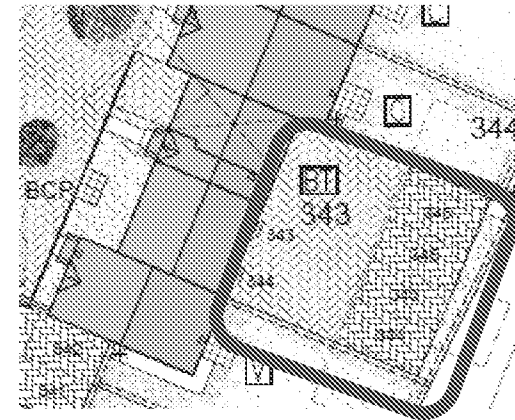
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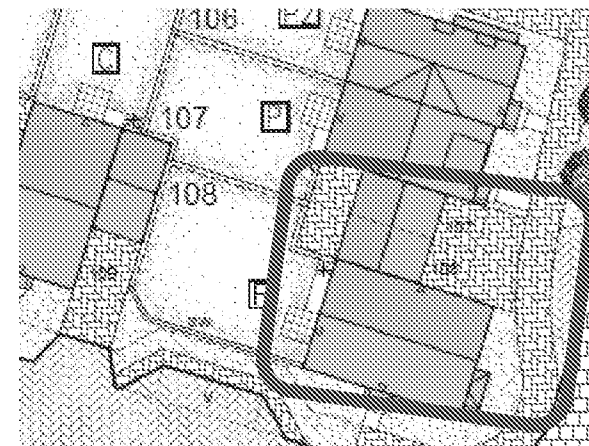
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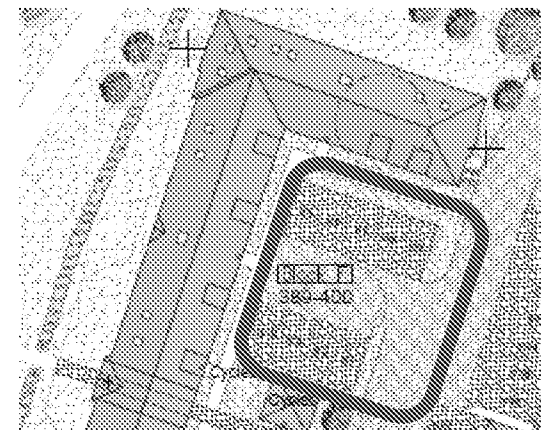
5



6



7



Parking generally to ensure that streets are not vehicle dominated. Majority of spaces therefore to be within garage, on plot at side (with or without car port) or courtyards located behind buildings.

1. Garage parking

2. Car port

3. On plot side

4. Frontage parking

5. Parking in small courtyard

6. Partly covered parking

7. Larger courtyards to apartments, which are set behind buildings and away from streets

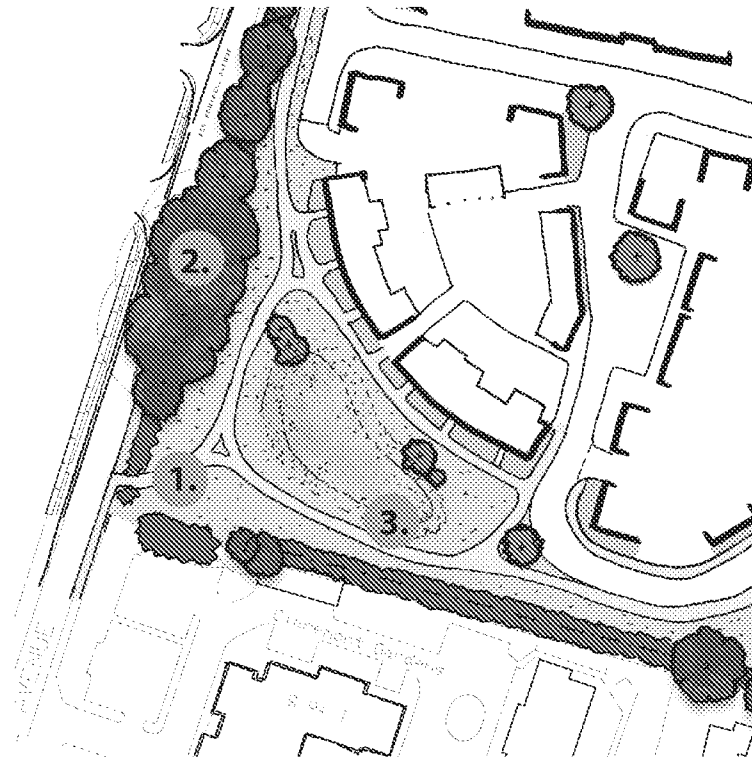


Indicative view from Arundel Road entrance with community building



Cyclist pedestrian entrance from the south of Wandleys Lane

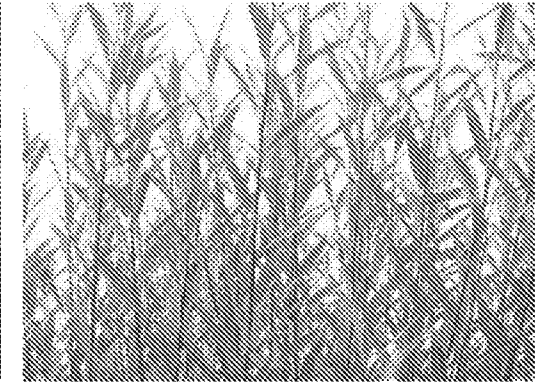
Wetland Area and Pocket Parks



Wetland Area

Design Objectives and Opportunities

1. 3m wide shared cycle footpath link in self binding gravel i.e golden breed on gravel
2. Existing trees retained along Fontwell Avenue
3. Native wetland meadow in the basin and wetland shrubs around themargins.



The Wetland Area is located within the south western corner of the site and provides the pedestrian/ cycle entrance to Fontwell Avenue. The area catches excess surface water within the attenuation pond which in turn is used to create a wetland habitat. Native wetland planting will be specified around the margins of the pond to provide opportunities for wildlife and natural play; creating a naturalistic outlook for the residents and a relaxing local amenity.

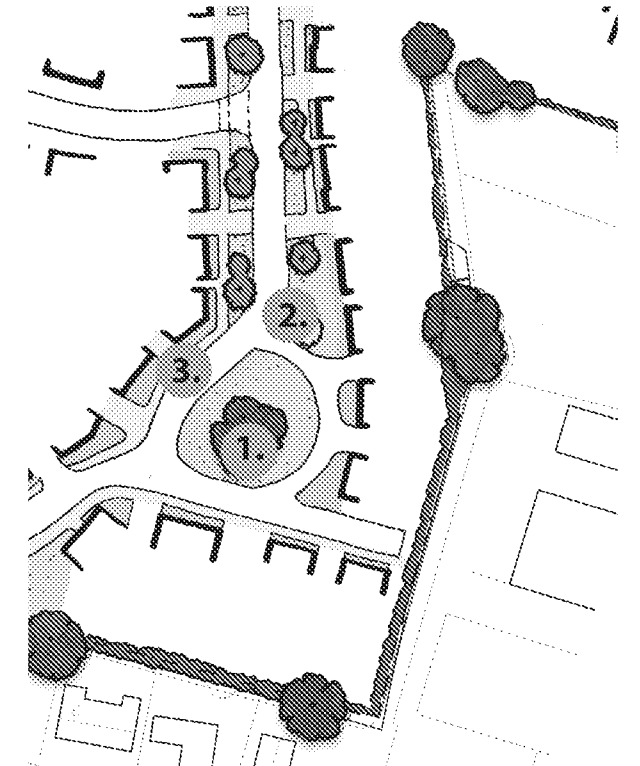


Where existing stands of trees have been used to shape the development small incidental spaces are created. Within these spaces there will be small natural play elements and occasional site furniture that the local community can use to enjoy outside space in an enclosed environment. Seasonal interest will be provided with spring bulb planting, flowering trees and native shrubs.

Pocket Parks

Design Objectives and Opportunities

1. Existing trees retained and used as focal point in the development
2. Natural play logs create informal play opportunities
3. Bulb planting creates seasonal interest



8 Street Structure

The movement framework presents a connected network of routes, focal and arrival spaces. Five types of residential streets, with a hierarchy defined by key design principles for the design speed, street width, pavement width, parking arrangement, building setbacks, plot boundaries, materials and tree planting.

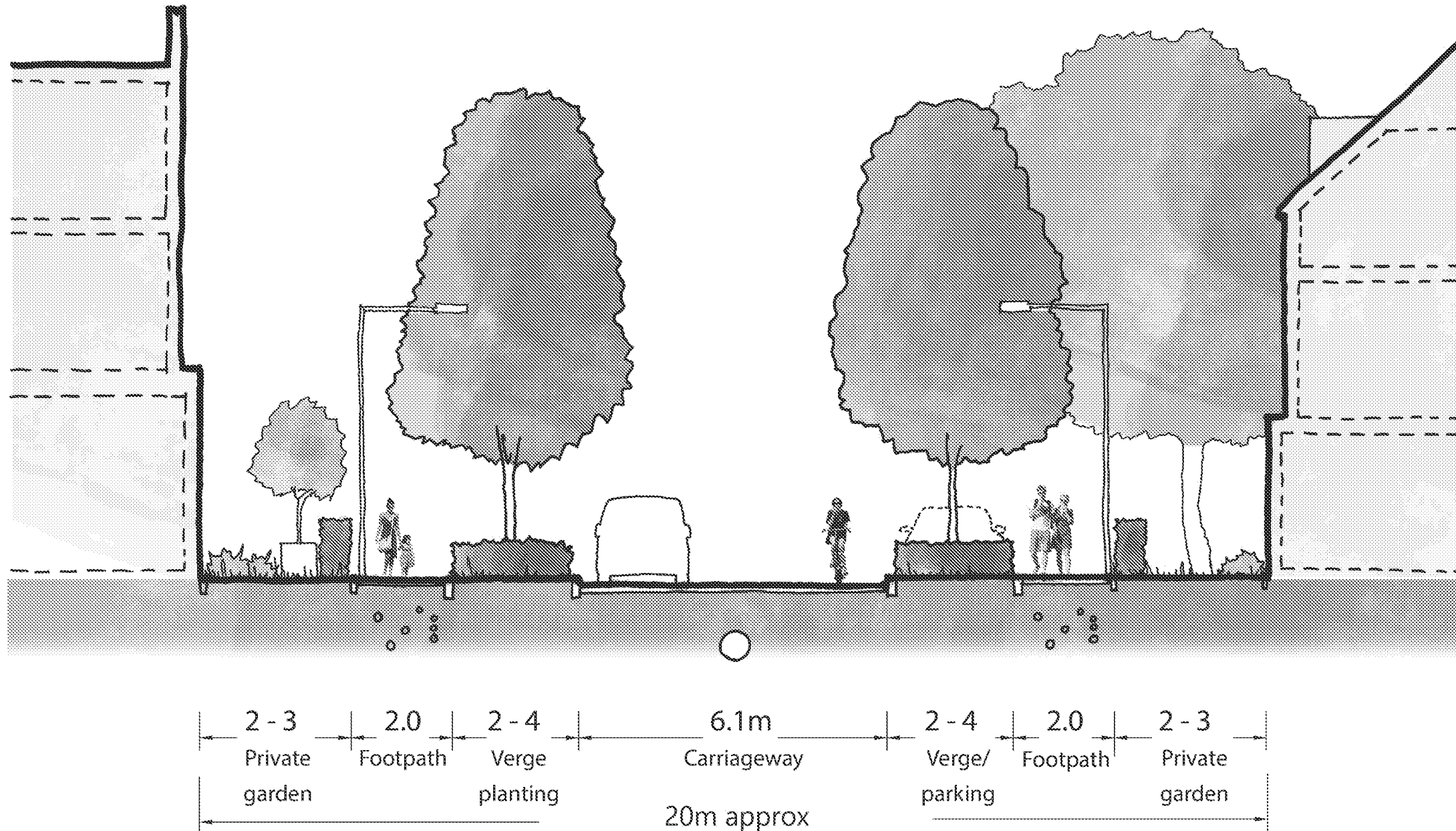
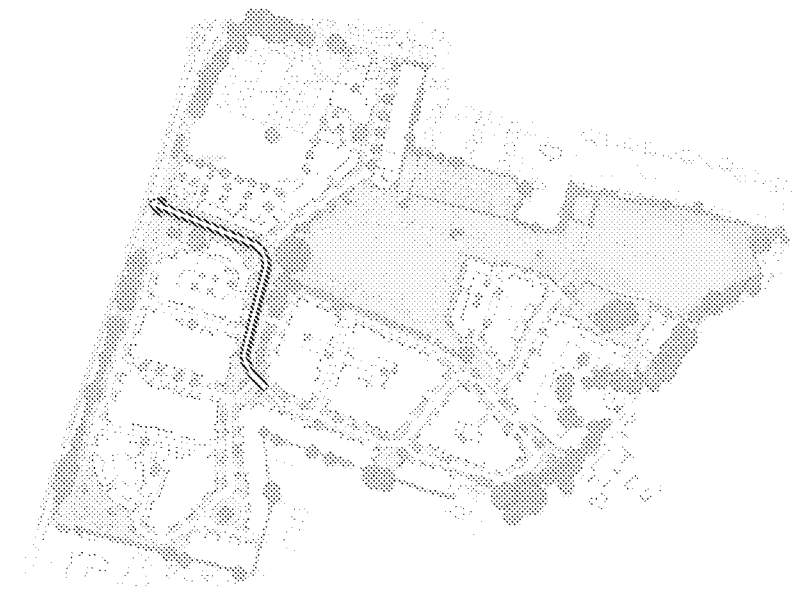
The character principles for these routes are highlighted in the typical section arrangements..

-  **Avenue Gateway**
-  **Focal Green**
-  **Arrival Avenue**
-  **Residential Avenue**
-  **Residential Street**
-  **Stray Street**
-  **Edge Lanes**
-  **Courtyard**

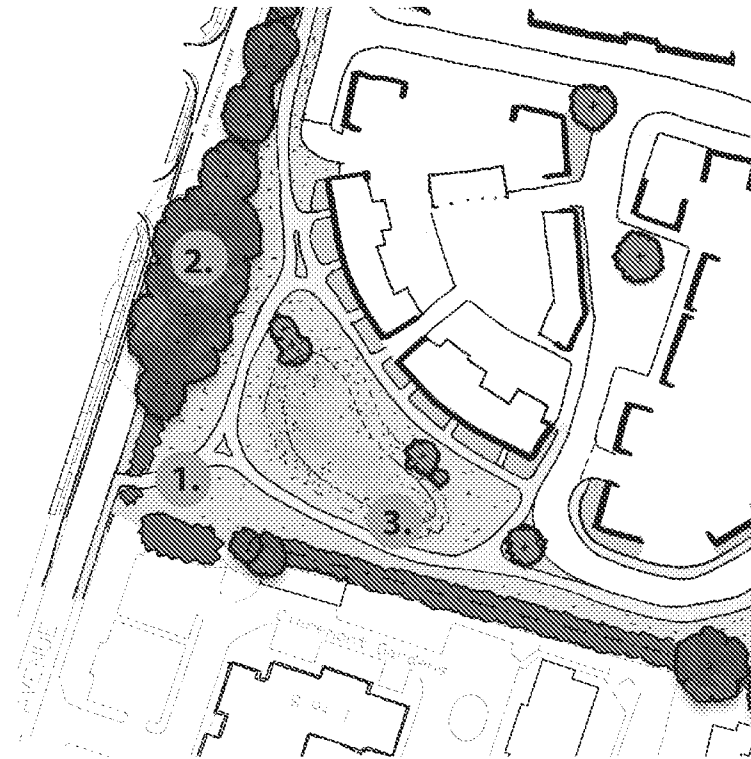


8.1 Arrival Avenue

- Main access street and connection to Fontwell Avenue
- Formal tree lined street
- 6.1m width carriageway
- Consistent width grass verge and footway to each side
- 2.5 - 3 storey building frontage enclosing street
- Landscape / hedge planting defines plot frontage
- Some defined on-street parking bays



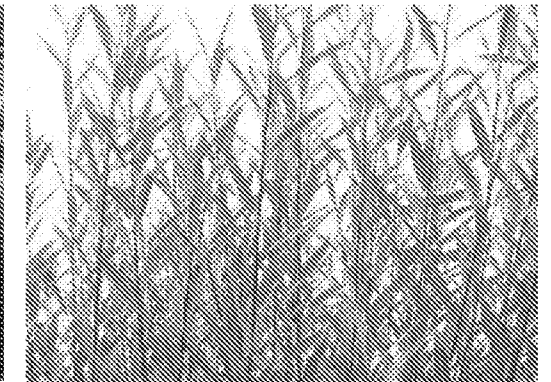
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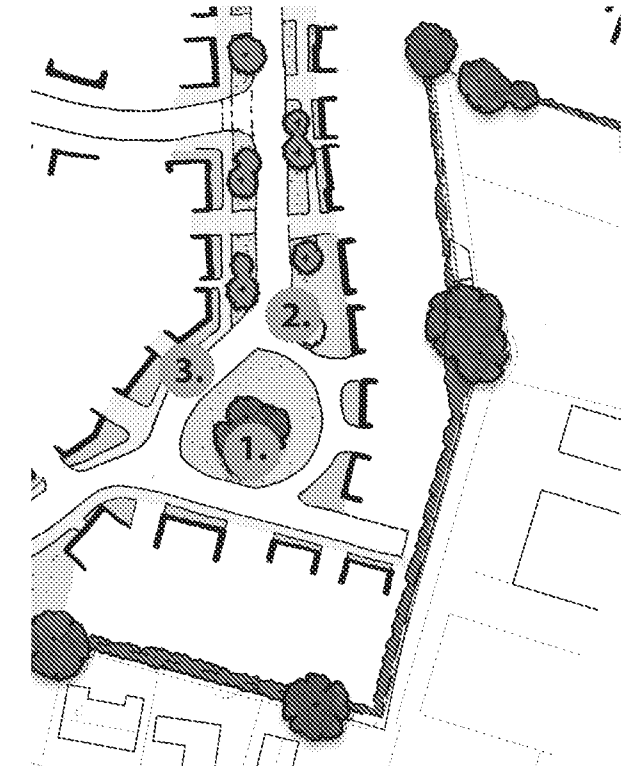


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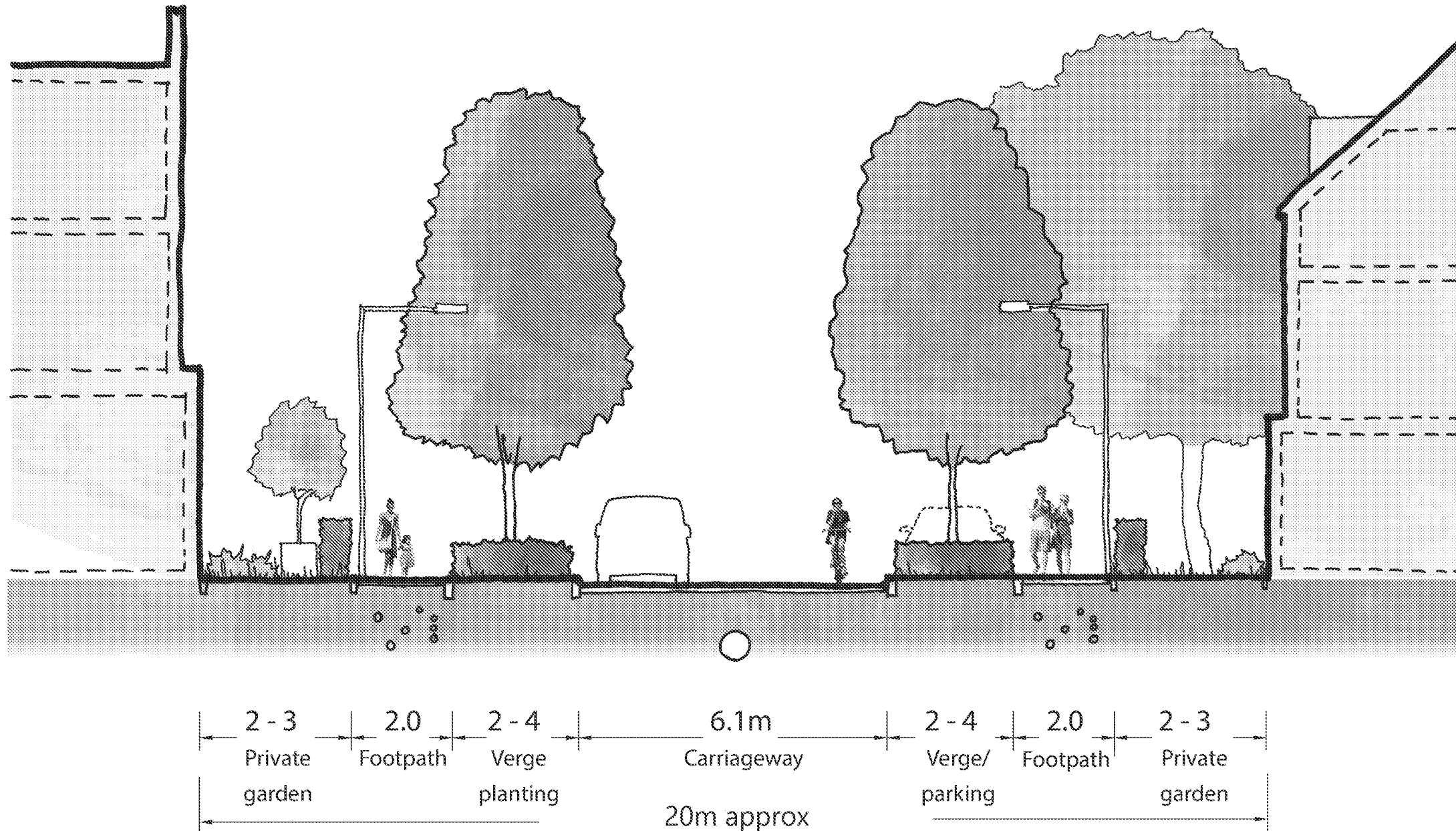
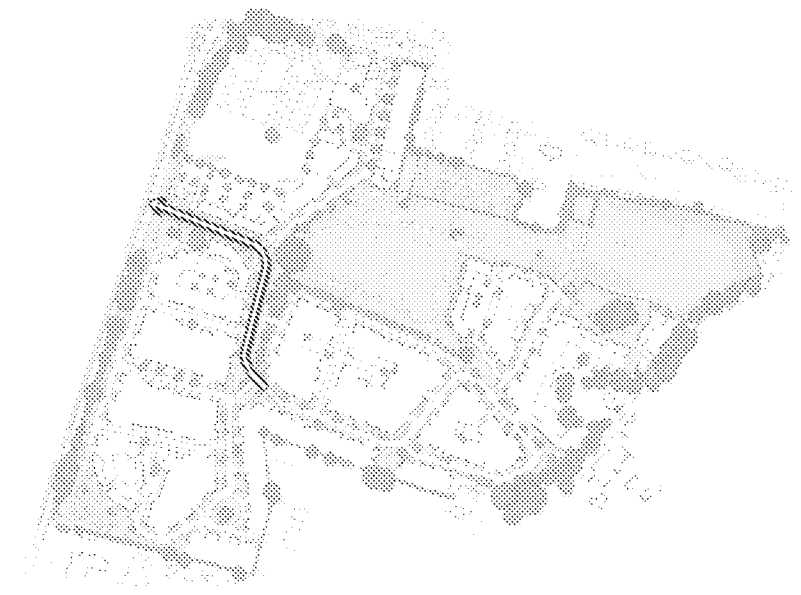
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- Landscape / hedge planting defines plot frontage
- Some defined on-street parking bays



8.2 Residential Avenue

- Secondary residential streets leading from the Arrival Avenue
- Tree lined (typically to one side of street but can alternate side)
- 5.5m width carriageway
- Grass verge (typically to one side of street)
- Footway to one side or both
- Small private plot frontage defined by hedges
- Defined on-street parking bays

