



Block layout strategy- showing key active frontages, streets and spaces

3.3 Streets and spaces

Streets and the landscaped or formal urban spaces. These should be well-connected making them easy places to move through. Landmark buildings may occupy corner plots. Recognisable spaces, occupied by active uses, should be developed.

Streets should 'open up' into squares, adding an element of surprise, or wind around corners, creating a sense of anticipation or exploration. A similar series of linked spaces and streets will be needed to establish a sense of identity for the new development.



The use of simple focal urban spaces adds interest and identity to development

3.4 Existing context and built form

The new development must acknowledge the scale, character and form of the adjoining development, together with the location of key linkages and local facilities. It will also be used as a means of reducing conflicts with key transportation corridors and other noisy or potentially polluting activities.

The issues analysis plan in Section 2 sets out the key contextual issues, which will help guide the form of development in regard to the local context.

3.5 Integration

A key objective of the development is to ensure that it is well integrated with the existing community. This will be achieved through a number of means including the provision of shared open spaces, a connected public transport system, footpath and other links, visual integration of streets and strong relationship between the form and character of existing and new houses.

The development should not take place in isolation of the local context, but should be seen as a progression and extension that will enhance identity and support and improve facilities and local infrastructure. The development should also acknowledge the landscape in terms of topography and important tree and hedge lines.

Residential streets will be designed for low speeds (20 or 10mph), appropriate for the character and uses envisaged in such areas. Many streets could be shared surface and could use the principles of "homezones", which will help to ensure that pedestrians and cyclists can move as freely and safely as possible. In effect these streets are modern and safer versions of the local 'snicket' streets. Design should ensure that the risk moving traffic presents to children is cut to a minimum.



A wide range of building forms adjoin the site, including chalet bungalows at the end of High Ridge Road

Residential streets can then become more than a means of accommodating moving vehicles, being multi-functional spaces, suitable for children's play and informal meetings. The streets will be a crucial element in promoting social interaction and a sense of community.

3.6 Movement and transport

The movement strategy has been developed in line with current and emerging policy guidance promoting public transport, walking and cycling as the primary modes of movement within and to and from the site whilst recognising the need to accommodate trips by the private car.

Site access and circulation

Two access points are required. However there should be a direct link between the two access points for buses at least. Access should be designed to encourage the use of Featherbed Lane to serve the majority of the new housing, with the remainder served via King Edward Street.

The appropriate split and how this can be achieved is being considered by the Highways Authority.

Site entrance



View looking east from A417 bridge towards Featherbed Lane - access to site to right of bridge



View looking down King Edward Street from the point of access into the site

Site entrance



View from King Edward Street looking towards site entrance

Details of the access arrangements will be agreed in a programme of works prior to development.

New access to Two Waters School is required from the new development to allow for bus and car waiting and dropping off.

Featherbed Lane railway bridge

Residents and the Highway Authority have highlighted deficiencies in the access provided by the Featherbed Lane railway bridge. A number of options were considered during the public participation process. Solutions based upon options 3 and 4 from the public consultation process will be implemented.

Option 3, with a new bridge solution, is the preferred approach to providing a high quality access point to the Manor Estate.

Due to the amount of work required and the need for detailed approvals with Network Rail, which includes works to relocate an overhead electric gantry, a short-term interim solution is necessary. This will incorporate temporary junction improvements, along the lines of option 4, which will be carried out at the bridge crossing and help facilitate construction traffic along to Featherbed Lane and for new works to the bridge.

The temporary improvements will be put in place before the development of Local Plan Housing Proposal Sites TWA3 and 4.

The new bridge following option 3 principles is required. The timing of the implementation of the new bridge will be linked to the level and phasing of the development on the site. The Council requires the implementation of the bridge at an early point in the development of the site. The developers must provide a clear justification as to the timing of this and are required to refer to the Local Plan Inquiry Inspector's Report conclusion that the bridge should be implemented upon the completion of 50 dwellings. The Council regards this figure as a firm indicator. The Council will make a judgement as to the adequacy of the justification provided and will take advice from the Highways Authority.

The works must be scheduled to minimise inconvenience to residents. Any road closures must be advertised in advance.

The provision of the bridge will be subject to conditions and agreements tied to the planning approval for the development. This may include payment of a bond.

Highway improvements including those for construction access (see below) will be subject to a specific programme of works to be submitted with the planning application for the approval of the local highway authority and local planning authority. This should include a programme of works programmed with Network Rail.