WELBORNE WAY: PLANTING

Effect / Character	• Formal avenue tree planting with native grassland rich in local wildflora • Continous, consistent character through three Landscape Character Areas
Arrangement	• Trees located centre to the verge strip at regular intervals • Specimen trees placed at junctions or in strategic locations shall enhance and frame views • Native species-rich grassland beneath • Street light columns distance to be min. 5m from tree stem. Refer to lighting column guidance • Tree planting to provide a continuous canopy effect and enhance both pedestrain and cyclist experience
Tree type	• Trees to have neat, conical crown canopy shape • Large tree species over 10m • Tree species compatible with SuDS system where located within swales • Semi-mature single clear-stem species (min 2.1m) to avoid visibility issues and clashes with vehicles • Seasonal interest trees as landmak trees are supported in association with footway junctions and resting places
Verge Types	• Species-rich grassland with diverse native wildflora to provide functional biodiversity gain and aesthetic benefit for street character and quality. The diverse grassland overlies a permeable tree planting zone as a continuous trench that will support healthy establishment and long-term growth. Careful placement of root directing barrier will protect below-ground utilities. Surface water will attenuate via the root zone by the sensitively integrated drainage design, enabling vegetation to support silt and nutrient level reduction. from surface water run-off. The cutting regime will maintain a high-quality appearance, for higher infiltration rates and to encourage species diversity

1. Tree planting
2. Verge grassland
3. Private hedgerows

INDICATIVE STREET TREES

1. Quercus palustris
2. Platanus x hispanica
3. Fagus sylvatica

SPECIES MAY INCLUDE	GIRTH (cm)	SOIL VOLUME (m^3 min)
Quercus palustris (Pin Oak, Large)	35-45	$36m^3$ of Stockholm System, which is equivalent to $28m^3$ of Topsoil
Platanus x hispanica (London Plane, Large)	35-45	
Fagus sylvatica (Beech, Large)	35-45	

INDICATIVE LANDMARK TREES

1. Liquidambar styraciflua
2. Liriodendron tulipfera
3. Quercus robur

SPECIES MAY INCLUDE	GIRTH (cm)	SOIL VOLUME (m^3 min)
Liquidambar styraciflua (Sweet Gum, Large)	35-45	$36m^3$ of Stockholm System, which is equivalent to $28m^3$ of Topsoil
Liriodendron tulipfera (Tulip Tree, Large)	35-45	
Quercus robur (Pedunculate Oak, Large)	35-45	

INDICATIVE VERGE GRASSLAND

SPECIES MAY INCLUDE
A carefully selected combination of finer, low-growing grass species as an open matrix for wildflora:
Birds-foot-trefoil, Buttercup
Clover
Cowslip
Eyebright
Knapweed
Lawn Chamomile
Ragged Robin
Selfheal
Yarrow

Species selection to respond to Landscape Character Area

KNOWLE ROAD

Note: This is an existing shared cycle/pedestrian route

All measurements in metres

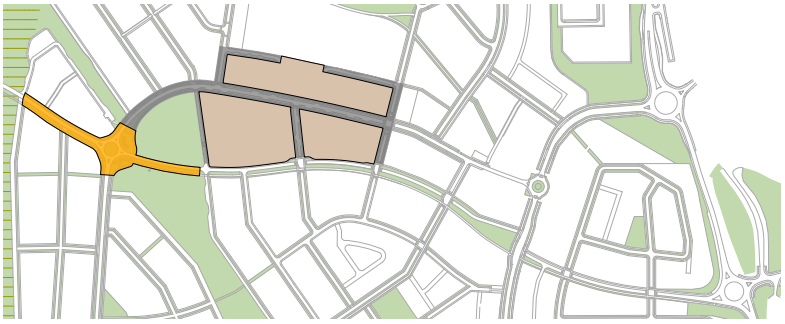
Knowle Road is a one-off secondary street. It is based on the alignment of the existing road, with some realignment. The existing 50mph speed limit will be lowered. It retains existing planting where possible and introduces additional tree planting. Planting should celebrate the Woodland Landscape Character Area.

Verge planting includes existing grassland planting where retention is possible on the southern verge with lawn and meadow planting on the northern verge.

STREET TYPE: KNOWLE ROAD	
Character	Woodland and Downland Landscape Character Areas
Design speed	Exiting 50mph to be lowered
DESIGN ELEMENTS	
Desired Radii	6.0m
Trees	In verge
Planting character	Bespoke character incorporating existing planting. Planting responds to Landscape Character Area
Lighting	✓
Bus route	N/A
On-street car parking	Parallel
Traffic calming	Junction spacing, squares, positioning of buildings and trees, activity
Utilities	Existing and proposed under footway and cycle route
Drainage channels	At edge
MATERIALS	
Materials palette	Typical treatment

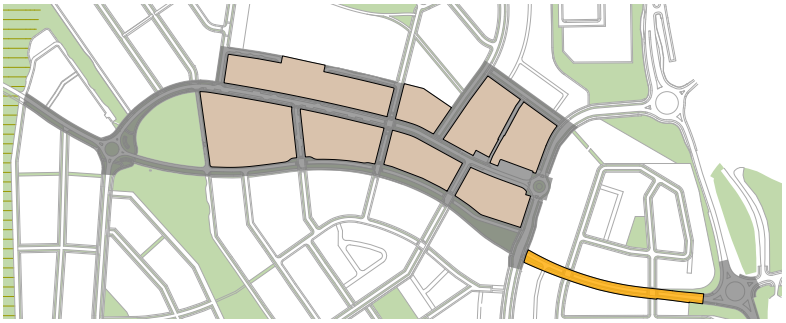
KNOWLE ROAD

PHASING AND DELIVERY



Phase 1 – Construction works to Knowle Road from the western site boundary to Welborne Park Roundabout. This section of Knowle Road to remain 6.7m in width.

Phase 2 – Construction works to Knowle Road from Welborne Park to Welborne Way. Road width reduced to 5.5m. 2a delivered with adjacent residential units 2b delivered with Village Centre.



Phase 3 – Construction works to Knowle Road from Welborne Way to A32. Road width reduced to 5.5m.

SPPED CONTROL CAPACITY

To reduce the travelling speed along Knowle Road it shall be narrowed to 5.5m.

The provision of the raised junctions will slow traffic.

Where Knowle Road crosses Welborne Way, the junctions will be staggered to reduce conflict at the crossing. The cycleway and footpath shall remain on the current and most direct alignment.

Complete construction of Dashwood Avenue and open the route to traffic

↓

Partial closure of Knowle Road to traffic

↓

Narrow the existing Knowle Road carriageway

↓

Reopen Knowle Road to traffic

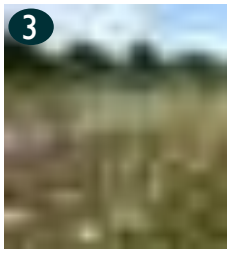
↓

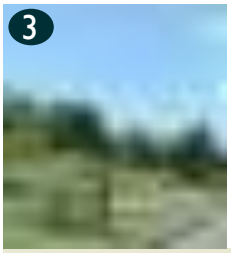
Commission speed surveys to check traffic calming measures have been effective

↓

Apply for a Traffic Regulation Order to implement a 30mph limit

KNOWLE ROAD: PLANTING





1. Northern verge: Formal tree spacings, Medium street trees with landmark trees at junctions or ends of parking bays. Use of smaller ornamental multistem trees and hedge species within understory verge
2. Southern verge: Informal spacings, individual trees, clusters and groups, retaining existing trees and shrub planting where possible, inclusion of rich understory of hedge/shrub species and flowering and ornamental multistems
3. Existing planting retained where possible
4. Additional tree planting within retained grassland area
5. Proposed verge and planting to respond to Woodland Landscape Character Area
6. Hedgerows species to respond to Woodland Landscape Character Area

INDICATIVE TREES

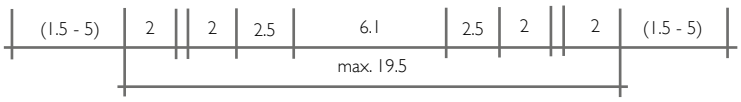
SPECIES MAY INCLUDE	GIRTH (cm)	SOIL VOLUME (m^3 min)
Northern verge: Street trees		
Acer campestre (Field Maple, Medium)	30 - 40	26m^3 of Stockholm System, which is equivalent to 20m^3 of Topsoil
Alnus cordata (Italian Alder, Medium)	30 - 40	
Ulmus 'New Horizon' (resistant Elm, Medium)	30 - 40	
Northern verge: Landmark and ornamental street trees		
Juglans regia (Walnut, Large)	30-40	36m^3 of Stockholm System, which is equivalent to 28m^3 of Topsoil
Quercus robur (Pedunculate Oak, Large)	30-40	
Tilia cordata (Lime, small-leaved, Large)	30-40	
Southern verge: Street trees		
Existing retained trees and shrubs		
Acer campestre (Field Maple)		
Prunus Avium (Wild Cherry)		
Corylus avellana (Hazel)		
Quercus robur (Oak)		

PRIMARY STREETS

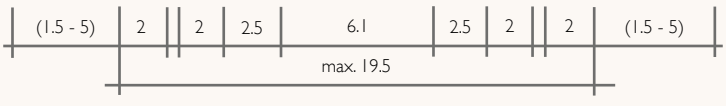
Primary streets provide the main green infrastructure within the masterplan. They are the widest streets, with footways and tree verges on either side and taller buildings than on other routes.

These streets are planted with large single tree species selected for their resilience and provision of important habitat. Large canopies will soften and integrate the development within the landscape.

Primary streets will include one way cycle lanes on separate sides of the street.



All measurements in metres



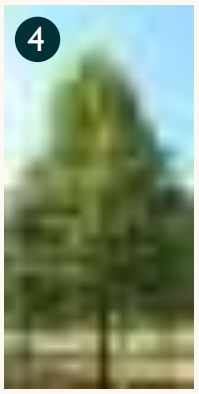
STREET TYPE: PRIMARY STREETS	
Character	More formal design, constant cross section, larger trees, important routes
Design speed	20 mph
DESIGN ELEMENTS	
Desired Radii	6.0m (vehicle tracking to be used)
Trees	In verge
Lighting	✓
Bus route	N/A
On-street car parking	Parallel or chevron (unmarked)
Traffic calming	Junction spacing, squares, bends, positioning of buildings and trees, activity
Utilities	Under footway
Drainage channels	At edge
MATERIALS	
Materials palette	Typical treatment

PRIMARY STREETS

Effect / Character	• Formal tree planting with verge planting • Continous consistent character through 4no. landscape character areas
Arrangement	• Trees located centre to the verge strip at regular intervals • Single species throughout • Specimen trees placed at junctions or in strategic locations shall enhance and frame views
Tree type	• Tall, large tree species over 10m • Trees to have neat, conical crown canopy shape • Single clear-stem species are supported to avoid visibility issues • Semi-mature types are encouraged to balance with the height of proposed buildings along this street type • Flowering and fruiting trees as landmark trees are supported in association with secondary street junctions • Tree planting to avoid fruiting tree species if associated with on-street parking underneath
Verge Type	• Species-rich grassland with diverse native wildflora to provide functional biodiversity gain and aesthetic benefit for street character and quality. The diverse grassland overlies a permeable tree planting zone as a continuous trench that will support healthy establishment and long-term growth. Careful placement of root directing barrier will protect below-ground utilities. Surface water will attenuate via the root zone by the sensitively integrated drainage design, enabling vegetation to support silt and nutrient level reduction. from surface water run-off. The cutting regime will maintain a high-quality appearance, for higher infiltration rates and to encourage species diversity

1. Tree planting
2. Verge grassland
3. Private hedgerows

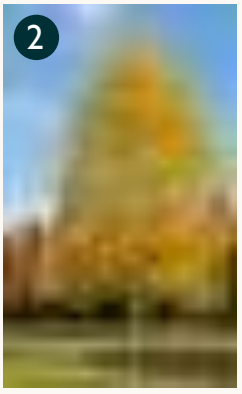
INDICATIVE STREET TREES

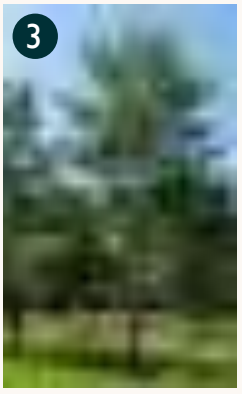


1. Carpinus betulus
2. Corylus colurna
3. Fagus sylvatica
4. Tilia cordata

SPECIES MAY INCLUDE	GIRTH (cm)	SOIL VOLUME (m^3 min)
Carpinus betulus (Hornbeam, Large)	35-45	$36m^3$ of Stockholm System, which is equivalent to $28m^3$ of Topsoil
Corylus colurna (Turkish Hazel, Large)	35-45	
Fagus sylvatica (Beech, Large)	35-45	
Tilia cordata (Small Leaf Lime, Large)	35-45	

INDICATIVE LANDMARK TREES



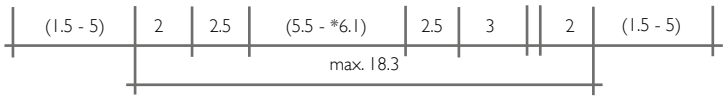


1. Juglans regia
2. Liriodendron tulipfera
3. Pinus sylvestris

SPECIES MAY INCLUDE	GIRTH (cm)	SOIL VOLUME (m^3 min)
Juglans regia (Walnut, Large)	35-45	$36m^3$ of Stockholm System, which is equivalent to $28m^3$ of Topsoil
Liriodendron tulipfera (Tulip Tree, Large)	35-45	
Pinus sylvestris (Scots Pine, Large)	35-45	

Species selection to respond to Landscape Character Area

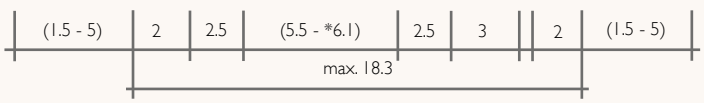
SECONDARY STREETS



All measurements in metres. *6.1 only for bus routes

Secondary streets are the arteries that link the busier primary street network to the heart of each neighbourhood, providing key routes for the tertiary streets and edge lanes to connect into.

Planting will reflect and celebrate the Landscape Character Areas within which the secondary street is located and the existing soil conditions. Verge planting will be predominantly lawn with the option of meadow planting and highlight planting that may be used to enhance spaces such as key junctions, public buildings and school entrances.



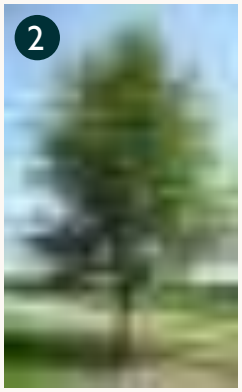
STREET TYPE: SECONDARY STREETS	
Character	Human scale, tree lined, low traffic volume and speed residential areas.
Design speed	20 mph
DESIGN ELEMENTS	
Desired Radii	2.0m (vehicle tracking to be used)
Trees	In verge
Planting character	Responds to 4no. Landscape Character Areas.
Lighting	✓
Bus route	N/A
On-street car parking	Parallel (unmarked)
Traffic calming	Junction spacing, squares, bends, positioning of buildings and trees, activity
Utilities	Under footway
Drainage channels	At edge
MATERIALS	
Materials palette	Typical treatment

INDICATIVE STREET TREES ALONGSIDE FOOTWAYS

1. Acer campestre
2. Alnus cordata
3. Ulmus 'New Horizon'

SPECIES MAY INCLUDE	GIRTH (cm)	SOIL VOLUME (m^3 min)
Acer campestre (Field Maple, Medium)	30-40	$26m^3$ of Stockholm System, which is equivalent to $20m^3$ of Topsoil
Alnus cordata (Italian Alder, Medium)	30-40	
Ulmus 'New Horizon' (Resistance Elm, Medium	30-40	

INDICATIVE STREET TREES ALONGSIDE CYCLEWAYS

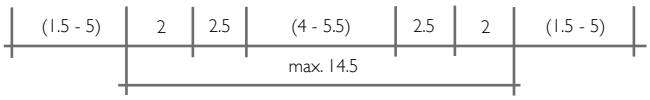


1. Carpinus betulus
2. Fagus sylvatica
3. Tilia cordata

SPECIES MAY INCLUDE	GIRTH (cm)	SOIL VOLUME (m^3 min)
Carpinus betulus (Hornbeam, Large)	35-45	$36m^3$ of Stockholm System, which is equivalent to $28m^3$ of Topsoil
Fagus sylvatica (Beech, Large)	35-45	
Tilia cordata (Small Leaf Lime, Large)	35-45	

Species selection to respond to Landscape Character Area

TERTIARY STREETS 1

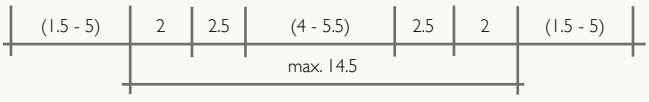


All measurements in metres

Tertiary streets are the most common street type at Welborne and will primarily be low-trafficked residential streets. The carriage way width can vary, depending on the status of the street and intended character.

Access to and from houses plays an important role in the design of tertiary streets. The design needs to both establish a sense of privacy and sense of community. Their ability to contribute to placemaking will be crucial to the development's success.

Tertiary streets will use similar planting types as secondary streets to maintain visual consistency and enhance Landscape Character Areas. They will use a wider variety of smaller tree species, particularly flowering, fruiting and nut-bearing varieties of benefit to wildlife. Planted verges provide an opportunity to maintain the distinctiveness of each Landscape Character Area via wild flower and grass mixtures. Variation in planting treatment for private front gardens shall also reflect Landscape Character Areas. Species will complement fence systems or retaining walls. Where used as private boundary treatments, hedgerows will respond to visibility and safety requirements when associated with access and egress to private dwellings.



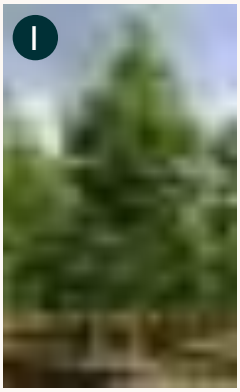
STREET TYPE: TERTIARY STREETS	
Character	Human scale, tree lined, low traffic volume and speed residential areas
Design speed	20 mph
DESIGN ELEMENTS	
Desired Radii	2.0m (vehicle tracking to be used)
Trees	In verge
Planting character	Responds to 4no. Landscape Character Areas
Lighting	✓
Bus route	N/A
On-street car parking	Parallel, intermittent within verge (unmarked)
Traffic calming	Junction spacing, squares, bends, positioning of buildings and trees, activity
Utilities	Under footway
Drainage channels	At edge
MATERIALS	
Materials palette	Typical treatment

INDICATIVE STREET TREES

1. Acer campestre
2. Alnus cordata
3. Ulmus 'New Horizon'

SPECIES MAY INCLUDE	GIRTH (cm)	SOIL VOLUME (m^3 min)
Acer campestre (Field Maple, Medium)	30-40	$26m^3$ of Stockholm System, which is equivalent to $20m^3$ of Topsoil
Alnus cordata (Italian Alder, Medium)	30-40	
Ulmus 'New Horizon' (Resistance Elm, Medium	30-40	

INDICATIVE LANDMARK TREES

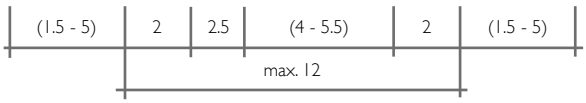


1. Juglans nigra
2. Maytenus boaria

SPECIES MAY INCLUDE	GIRTH (cm)	SOIL VOLUME (m^3 min)
Juglans nigra (Black Walnut, Large)	35-45	$36m^3$ of Stockholm System, which is equivalent to $28m^3$ of Topsoil
Maytenus boaria (Mayten, Large)	35-45	

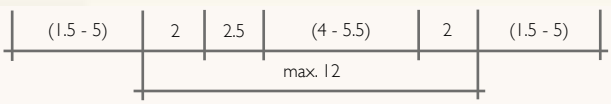
Species selection to respond to Landscape Character Area

TERTIARY STREETS 2



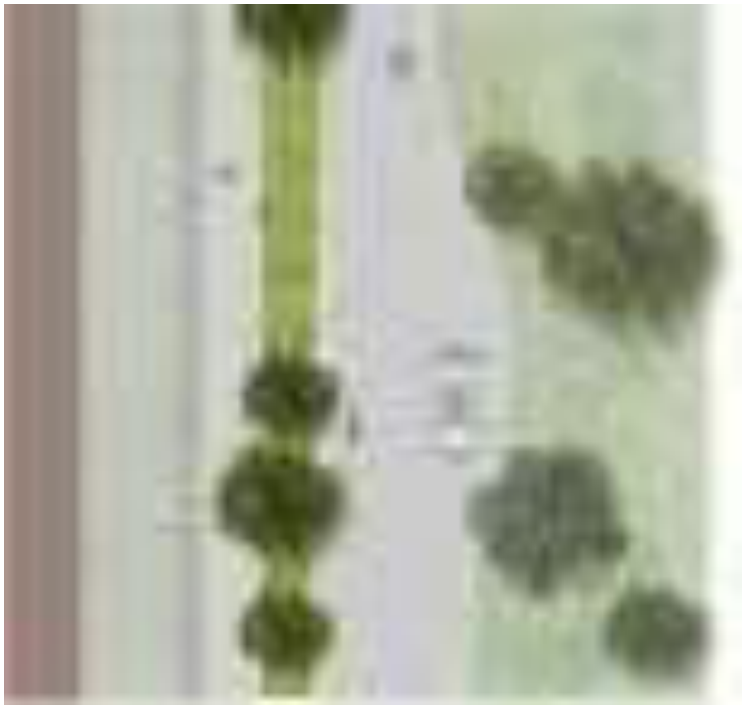
Tertiary streets 2 are a variant of the tertiary street type that has a grassed verge to only one side of the street, with a single line of tree planting. It shall be used for lower-status streets across Welborne.

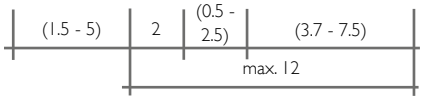
All measurements in metres



Example of tertiary street 2 type

EDGE LANES 1

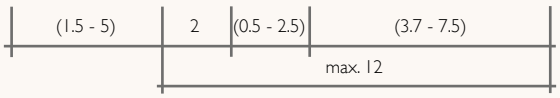




All measurements in metres

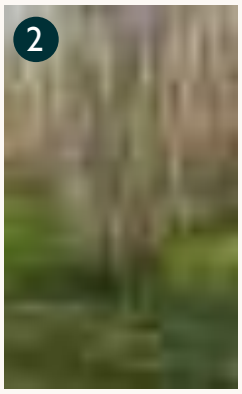
Edge lanes are found on the edges of the Garden Village. They are the interface between the development and open spaces, such as along the northwestern edges facing the Welborne Mile or Dashwood. For these types of road, there is likely to be:

- A carriageway capable of accommodating a single lane of traffic in either direction with a footway on one side
- Homes and private front gardens fronting on to the carriageway on both sides, or on just one side with open space on the other side



STREET TYPE: EDGE LANES	
Character	Shared routes for all modes on green edges of Welborne. Low speed, variable width, level surface, informal parking.
Design speed	10 mph
DESIGN ELEMENTS	
Desired Radii	N/A
Trees	At edges
Planting character	Responds to 4no. Landscape Character Areas
Lighting	To be agreed based on location and Landscape Character Area
Bus route	N/A
On-street car parking	Parallel, informal (unmarked)
Traffic calming	Narrowing to 3.7m, car parking
Utilities	In adjacent green space
Drainage channels	At edge
MATERIALS	
Materials palette	Typical treatment

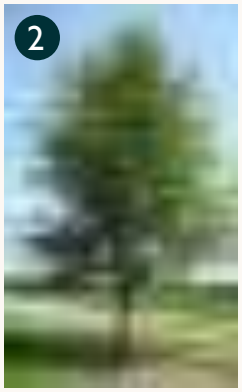
INDICATIVE STREET TREES ALONGSIDE FOOTWAYS



1. Acer campestre
2. Corylus avellana
3. Sorbus torminalis

SPECIES MAY INCLUDE	GIRTH (cm)	SOIL VOLUME (m^3 min)
Acer campestre (Field Maple, Medium)	30-40	$26m^3$ of Stockholm System, which is equivalent to $20m^3$ of Topsoil
Corylus avellana (Hazel Coppice, Medium)	30-40	
Sorbus torminalis (Wild Service Tree, Medium)	30-40	

INDICATIVE STREET TREES ALONGSIDE CYCLEWAYS

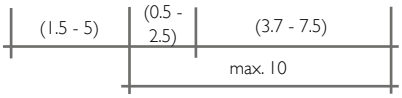


1. Quercus robur
2. Fagus sylvatica
3. Tilia cordata

SPECIES MAY INCLUDE	GIRTH (cm)	SOIL VOLUME (m^3 min)
Quercus robur (Pedunculate Oak, Large)	35-45	$36m^3$ of Stockholm System, which is equivalent to $28m^3$ of Topsoil
Fagus sylvatica (Beech, Large)	35-45	
Tilia cordata (Small Leaf Lime, Large)	35-45	

Species selection to respond to Landscape Character Area

EDGE LANES 2



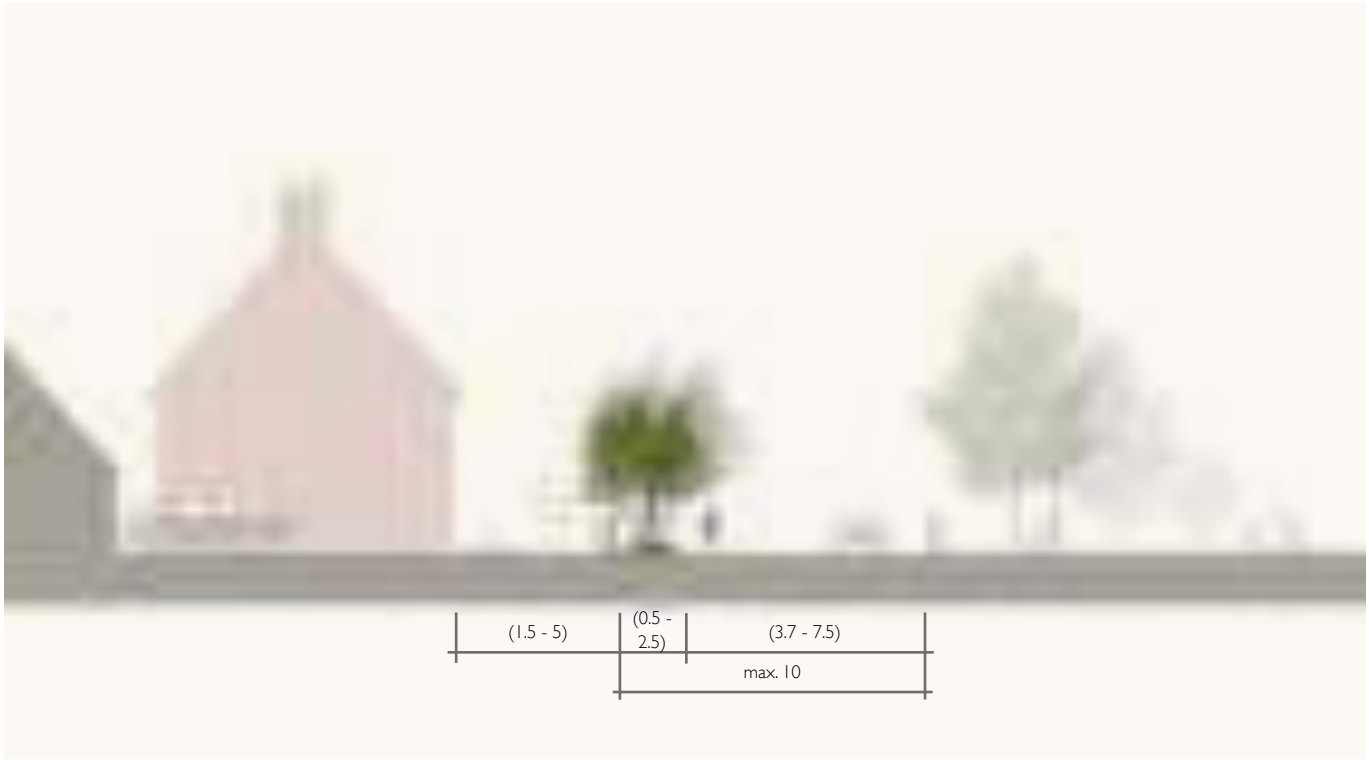
All measurements in metres

The planting character of edge lanes should respond to the Landscape Character Area it is located within and the open space it is fronting.

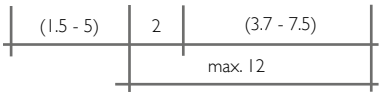
Tree verges may be combined with parking spaces. Trees within verges may vary between single to multi-stem, and will use smaller species corresponding to the Landscape Character Area.

Trees may be planted at irregular intervals to offer an informal, looser character. (For trees within open space refer to the Strategic Design Code.)

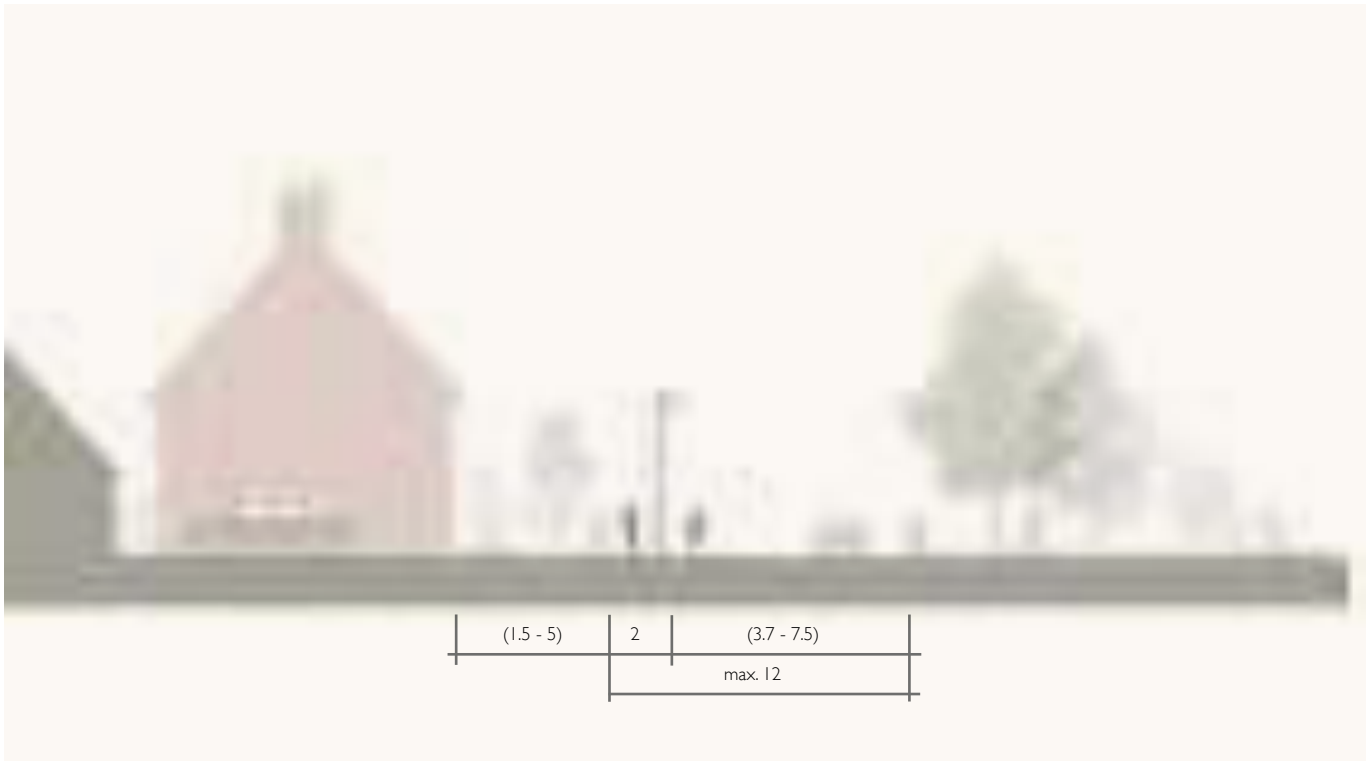
Boundary treatments vary between Landscape Character Areas. These may be hedgerows, fencing or earth mounding. They should be appropriate for the anticipated use of the adjacent open space.



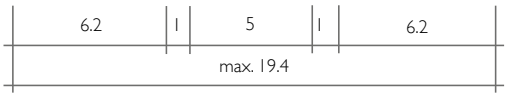
EDGE LANES 3



All measurements in metres



COURTYARD LANES

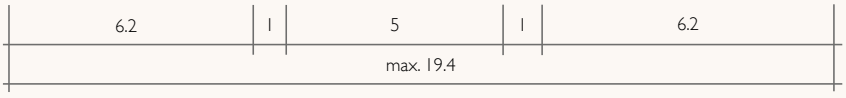


All measurements in metres

Courtyard lanes provide a secondary network of movement routes. They are shared surface streets providing vehicular and parking access to the rear of properties. The design should prioritise pedestrian movement.

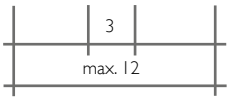
Courtyard lanes shall be used by refuse vehicles for collections and so the lanes need to be designed and vehicle tracked to accommodate this.

It shall be important that sufficient space is allowed for the inclusion of trees and planting areas. This shall be used to break up runs of parking and rear boundaries and to make the lanes enjoyable routes for pedestrians and cyclists.



STREET TYPE: COURTYARD LANES	
Character	Informal combining residential parking and pedestrian and cycle movement routes.
Design speed	20 mph
DESIGN ELEMENTS	
Desired Radii	6.0m (vehicle tracking to be used)
Trees	Between parking spaces, adjacent to boundary walls
Planting character	Responds to 4no. Landscape Character Areas
Lighting	✓
Bus route	N/A
On-street car parking	Allocated private parking with some visitor parking
Traffic calming	Bends, narrowings, positioning of buildings, trees, activity
Utilities	In designated service margin
Drainage channels	At edge or centrally
MATERIALS	
Materials palette	Typical treatment

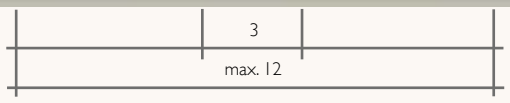
GREENWAYS

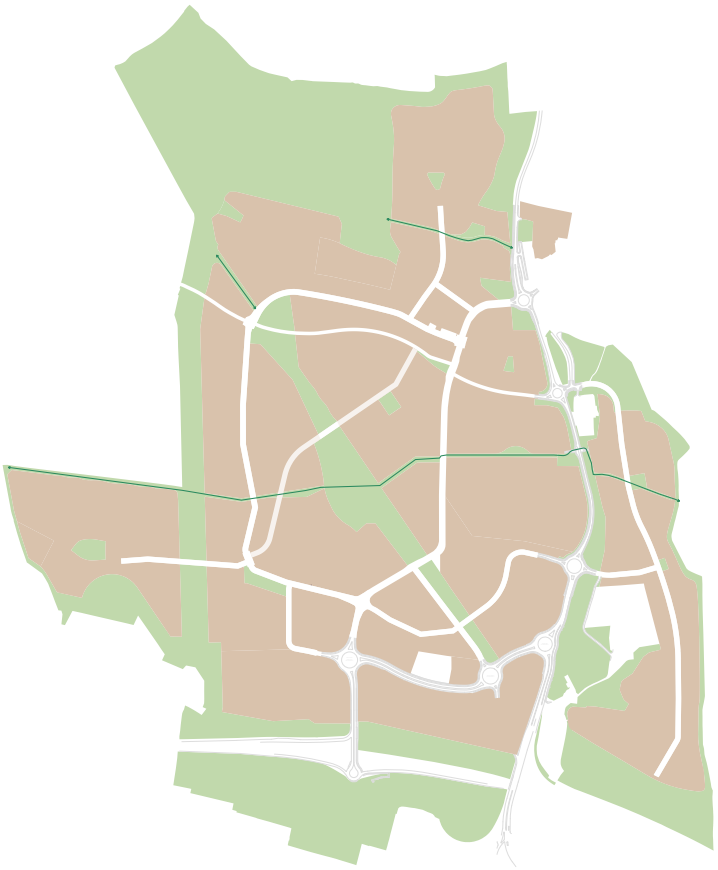


All measurements in metres

Greenways provide multifunctional, continous green routes through the development. They are a key part of the green infrastructure that:

- Provide site-wide strategic east–west non-vehicle infrastructure for pedestrians, cyclists and horse riders
- Incorporate existing, diverted or upgraded Public Right of Ways
- Contain medium–large tree planting to break up the visual mass of the development when viewed from the south
- Generally have development either side
- Incorporate neighbourhood play and fitness trails, as per the Play Strategy
- Provide a range of natural habitats and continous corridors for wildlife



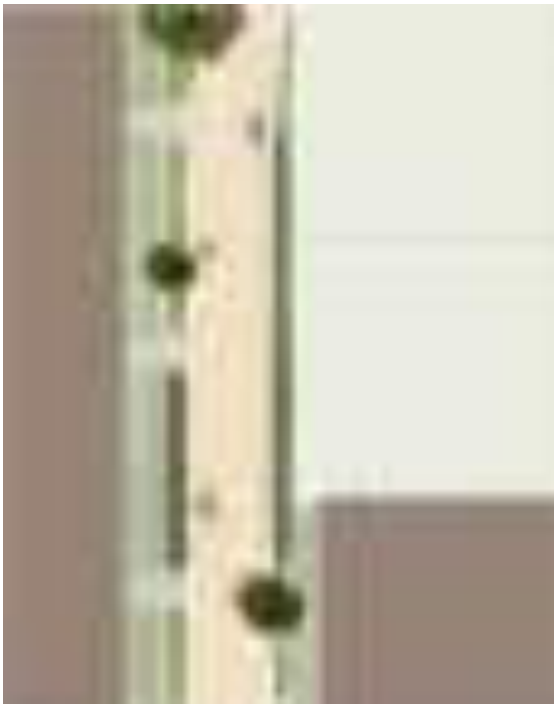


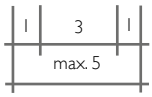
- Vary in width to accomodate uses and facilities (min. 12m)
- Prioritise safety, through lighting (where approporiate) and natural surveillance from neighbouring uses
- Be easily accessed at regular intervals without barriers
- Provide resting points

The planting character should respond to the Landscape Character Area it is located within, with a focus on native and natural planting. To achive this, planting may include species identified in the Strategic Design Code planting appendix.

STREET TYPE: GREENWAYS	
Character	Shared green pedestrian and cycle movement routes
Design speed	N/A
DESIGN ELEMENTS	
Desired Radii	N/A
Trees	
Planting character	Responds to 4no. Landscape Character Areas
Lighting	✓
Bus route	N/A
On-street car parking	N/A
Traffic calming	N/A
Utilities	
Drainage channels	N/A
MATERIALS	
Materials palette	Informal treatment

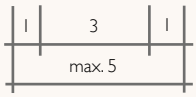
GREEN LINKS





All measurements in metres

Green links provide designated pedestrian and/or cycle movement routes across Welborne. They typically connect open green spaces to the tertiary street network. The width of the green links shall vary but will provide a 3m wide pedestrian and cycle link. They will provide safe spaces, with lighting where appropriate and natural surveillance from neighbouring uses. The landscape design provides opportunities for tree planting, a range of natural habitats to increase biodiversity, places to meet and rest and, in some instances, larger areas that could accommodate local food growing or neighbourhood play spaces. The planting character will respond to the Landscape Character Area within which it is located.



OPEN SPACE ROUTES

All measurements in metres

Precedent example of an open space route

Open space routes run through the green spaces surrounding the development parcels and provide semi-natural and safe movement routes. They are divided hierarchically:

- Multi-user paths: footway/cycleway/ bridleway catering for pedestrians, cyclists and horse riders; some are also combined with upgraded or diverted PRoWs.
- Footways and cycleways: Generally 3m-wide shared paths for pedestrians and cyclists.
- Footways: Formal paths up to 2.5m wide that provide desire lines through the development linking residential areas with the wider footpath network, open spaces and facilities.
- Tertiary footpath: Informal pathways up to 2m wide that provide a more rustic character to residential areas and/or a more convoluted, scenic route through open spaces.

Their design will ensure that:

- Surface finishes for each footway, footpath, cycleway and bridleway are appropriate for its location, purpose and frequency of use. Surfacing to be continuous such as self-binding aggregate or buff-coloured asphalt.
- Routes are of an accessible gradient, appropriately shaded and include regular resting stops.
- Lighting is provided in appropriate locations based on levels of usage; lighting design to consult with ecologists where necessary.
- Routes do not allow access to vehicles except for maintenance and access to infrastructure.
- Planting character responds to the Landscape Character Area it is located within.

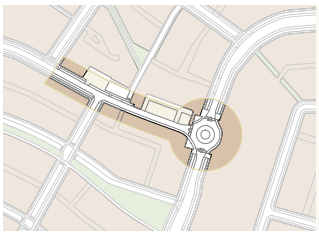
Numerous cycle and/or pedestrian only accesses into the development will be provided or enhanced. Open space routes will incorporate signalised and informal crossing points, with the crossing design appropriate to its location and users.

7b. KEY JUNCTIONS & SPECIAL PLACES

The following junctions and special places have been identified as locations that will require a non-standard street and junction design solution.

The detailed coding regarding the design of these spaces shall be provided in the relevant Neighbourhood Design Codes.

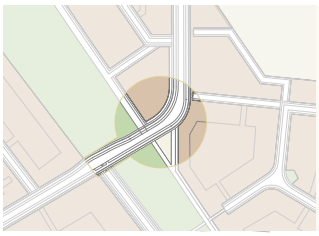
1



Village Centre

Linking to Welborne Way, the Village Centre shall be a focal square with commercial buildings, parking and specimen tree planting. The junction between the primary road network and Welborne Way will be incorporated as part of the public space design.

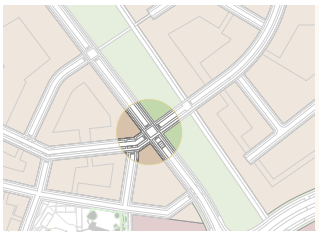
2



District Centre

This shall be the principal civic space within the settlement. Welborne Way will pass through the space. The design shall give priority to pedestrian movement by reducing vehicle speeds but with maintained traffic flow.

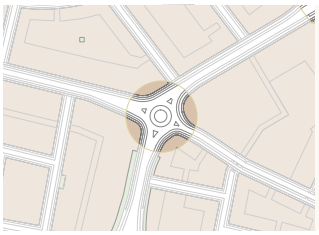
3



Welborne Park South

A key junction where a primary street and secondary street meet adjacent to Welborne Park. It will be designed to prioritise pedestrian east-to-west movement across the park.

4

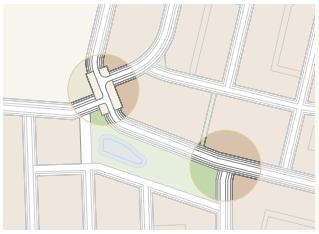


Primary Road Network South

A proposed roundabout junction that connects the primary road network with the M27 link. It will be designed as a special roundabout feature with non-standard geometry.

5

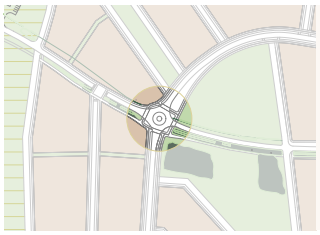
6



Primary Road Network South West

Two junctions of secondary streets adjoining the primary road network that shall require non-standard solutions.

7



Knowle Road West

The junction where the primary road network meets Knowle Road adjacent to the northern end of Welborne Park.

KEY JUNCTIONS PLAN

KEY

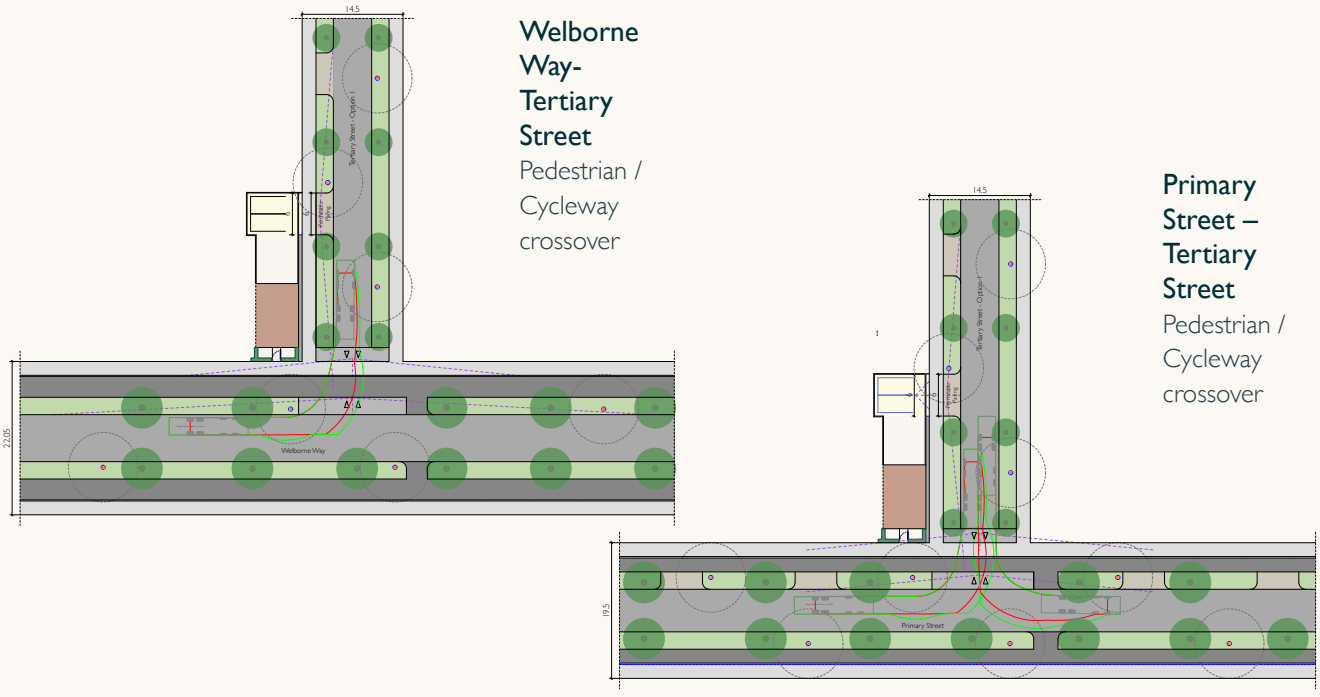
Key junction

7c. TYPICAL JUNCTIONS

Junctions have been designed to prioritise pedestrians and cyclists by the creation of crossovers. These occur on Welborne Way, primary streets and secondary streets. The following diagrams show the typical street-type junctions.

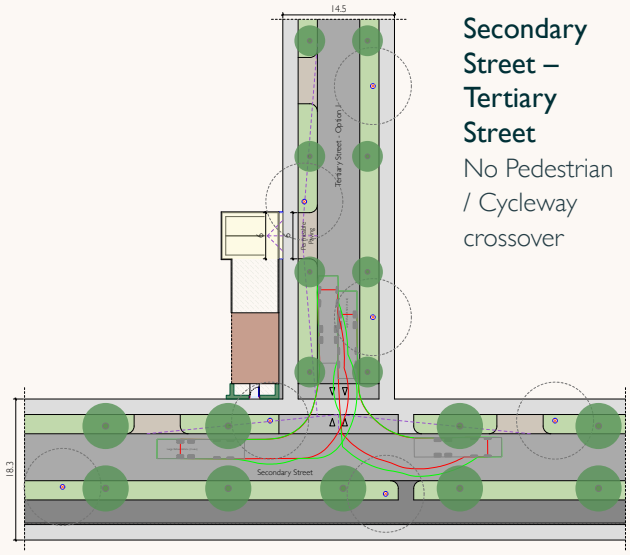
Welborne Way – Secondary Street
Pedestrian / Cycleway crossover

Primary Street- Secondary Street
Pedestrian / Cycleway crossover

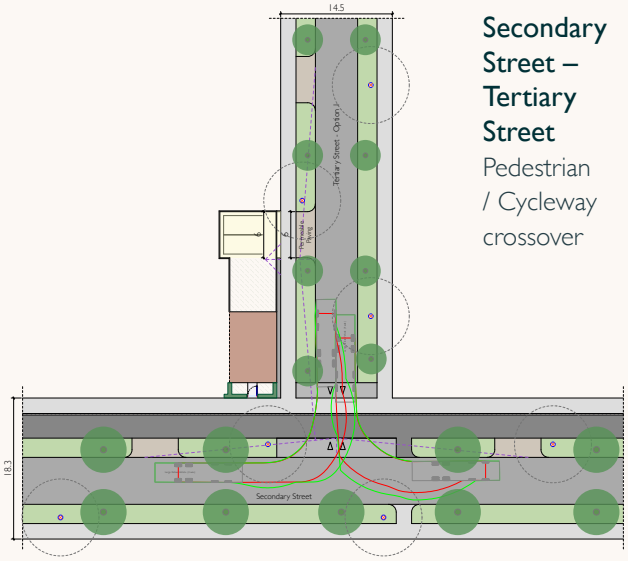


Welborne Way- Tertiary Street
Pedestrian / Cycleway crossover

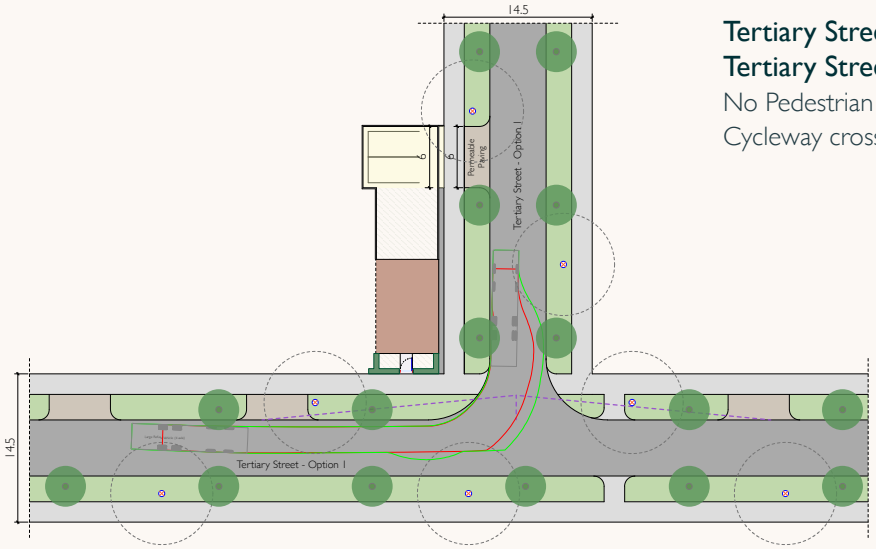
Primary Street – Tertiary Street
Pedestrian / Cycleway crossover



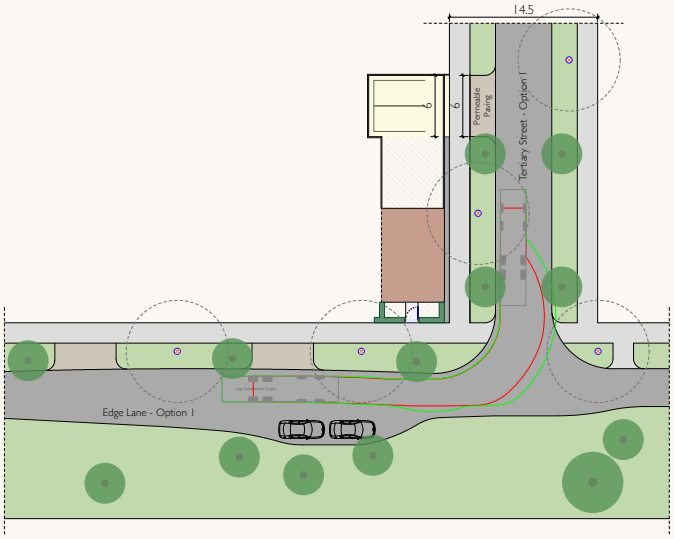
Secondary Street – Tertiary Street
No Pedestrian / Cycleway crossover



Secondary Street – Tertiary Street
Pedestrian / Cycleway crossover



Tertiary Street – Tertiary Street
No Pedestrian / Cycleway crossover



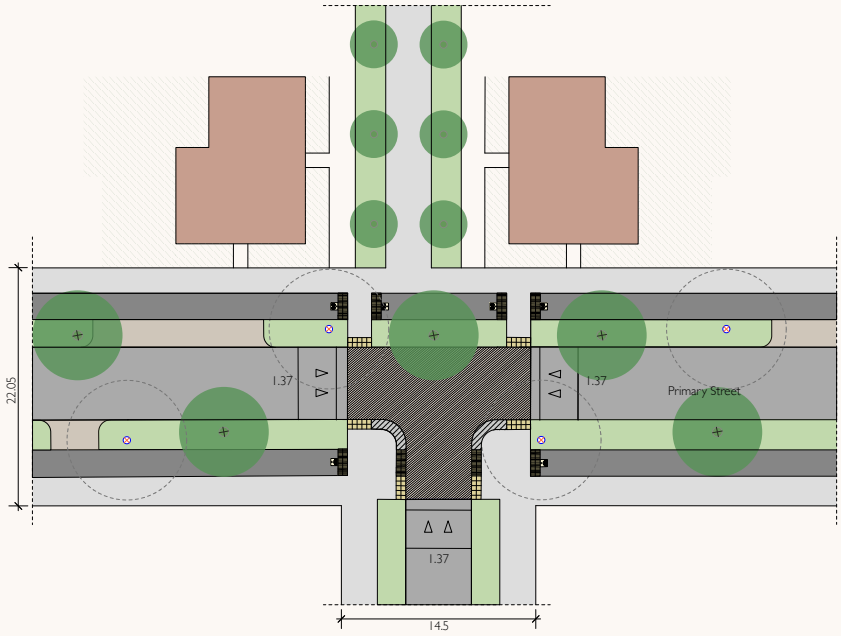
Tertiary Street – Edge Lane
No Pedestrian / Cycleway crossover

KEY

- Building block
- Front / Rear Garden
- Driveway
- Footpath
- Permeable Paving
- Segregation Strip
- Cycleway
- Carriage Way
- Raised Table
- Shared Cycleway
- Hedge
- Verge / Privacy Strip
- Street Lamp
- Trees
- Tracking

7d. RAISED CROSSROADS & JUNCTIONS

The following diagrams show the typical raised crossroad and raised junction details.



Raised Junction Detail

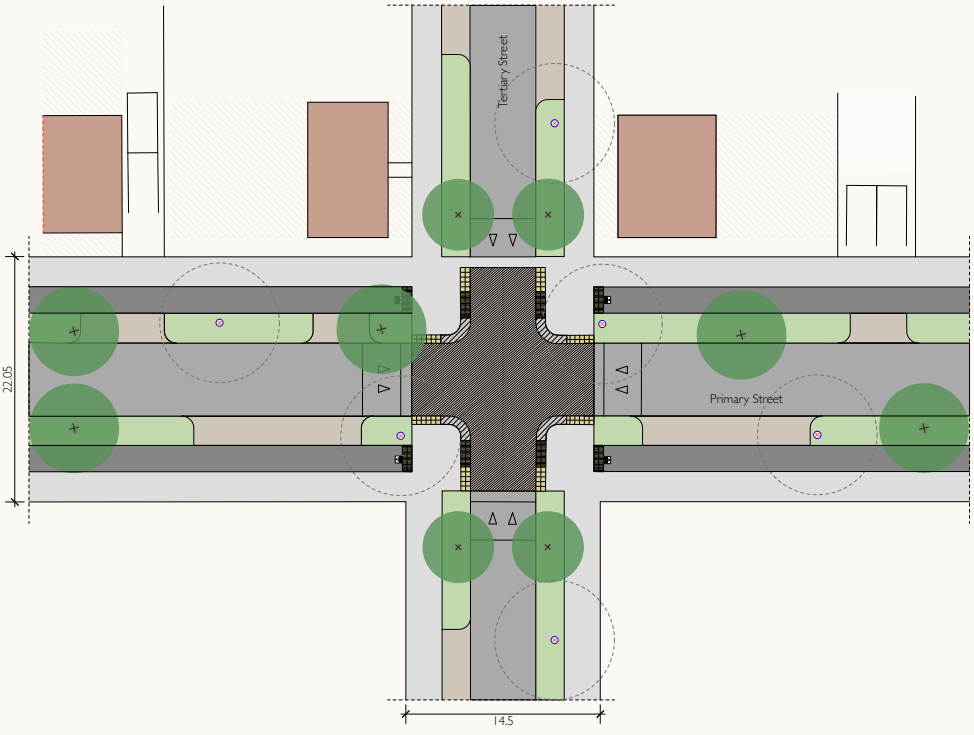
Pedestrian and cycle priority with level surface crossing and change of surface material

Resin bonded gravel to be used on primary and secondary streets for change of surface material. Setts maybe used on tertiary streets and edge lanes

Raised Crossroad Detail

Pedestrian and cycle priority with level surface crossing and change of surface material

Resin bonded gravel to be used on primary and secondary streets for change of surface material. Setts maybe used on tertiary streets and edge lanes

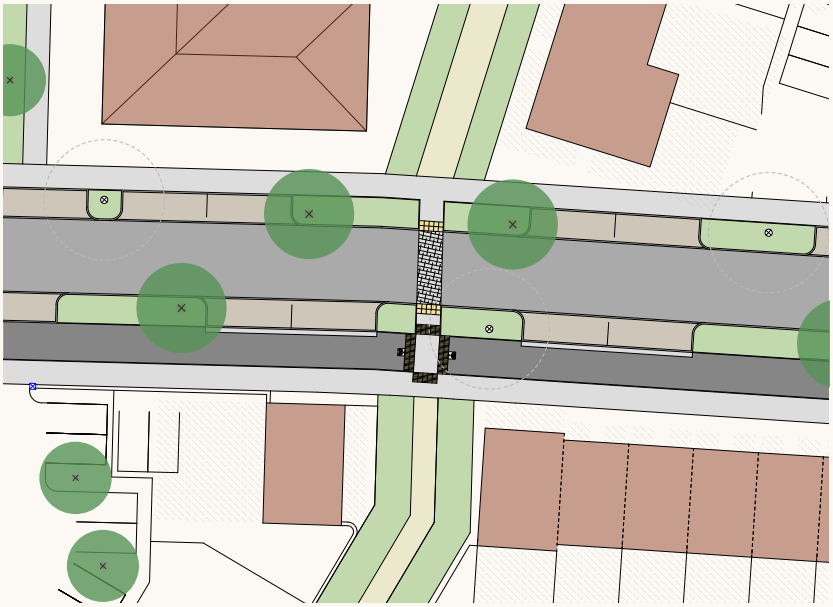


7e. TYPICAL CROSSING DETAILS

The following diagrams show typical instances where a important pedestrian route such as a green link crosses a street.

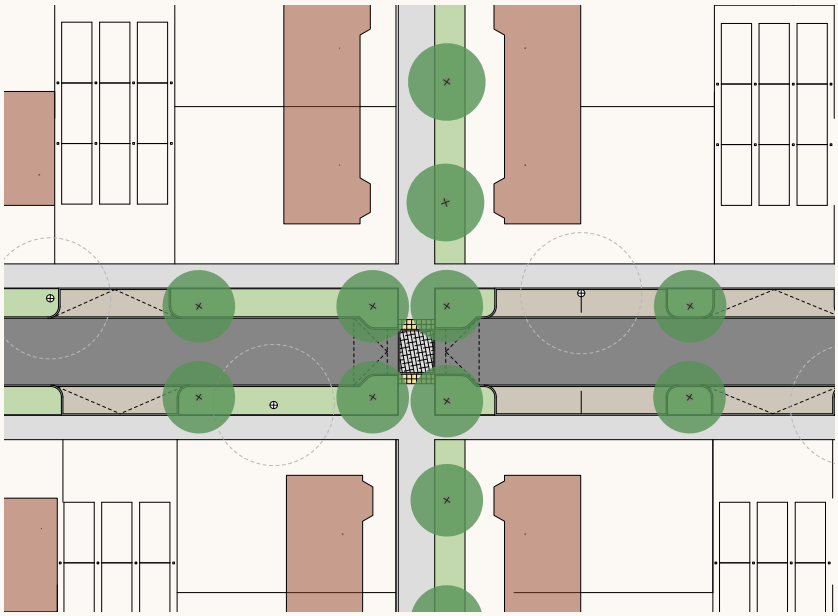
Primary/ Secondary Street Crossing

These will be identified with a change of surface (Resin bonded gravel)



Tertiary Street/ Edge Lane Crossing

These may include a raised surface with a narrowing and/ or a change of surface (Resin bonded gravel or Setts)

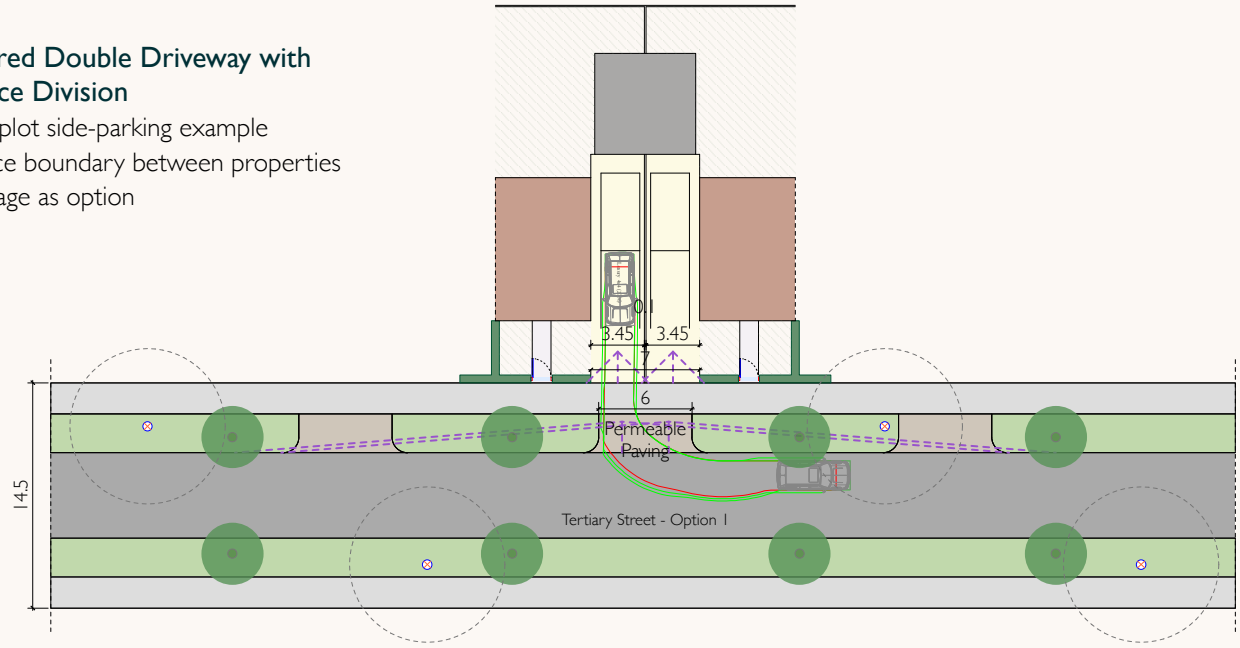


7f. TYPICAL DRIVEWAY DETAILS

The following diagrams show the typical driveway crossover details. Visibility splays are shown in accordance with the coding detailed in Section 5g.

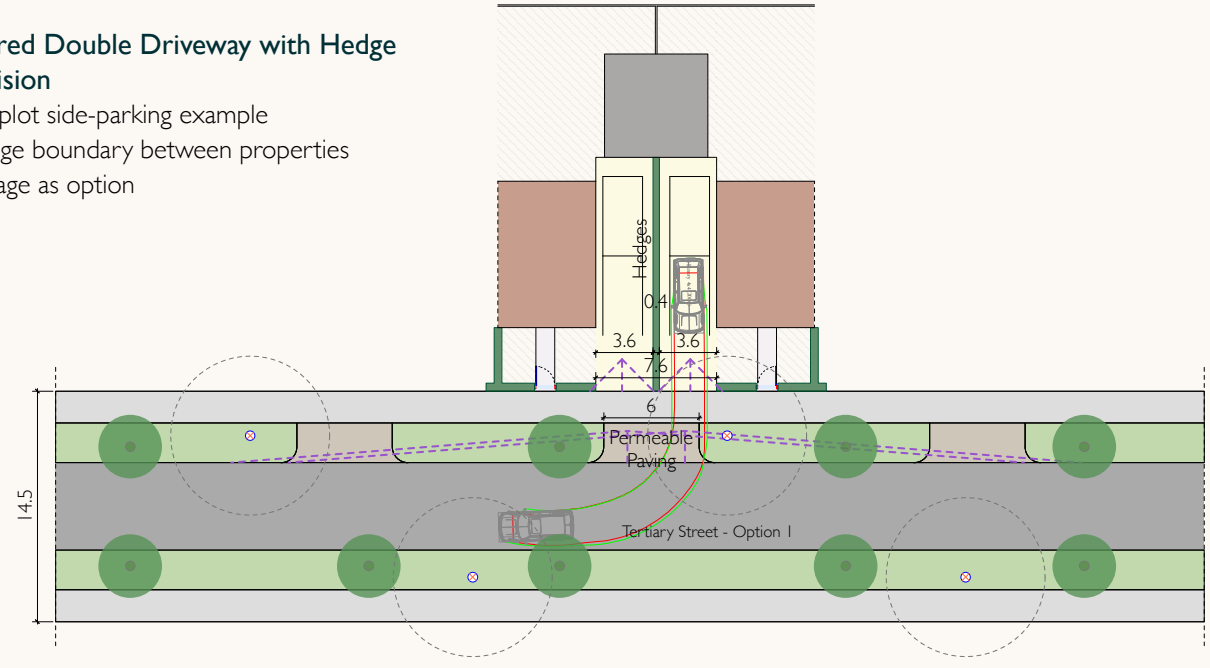
Shared Double Driveway with Fence Division

On-plot side-parking example
Fence boundary between properties
Garage as option



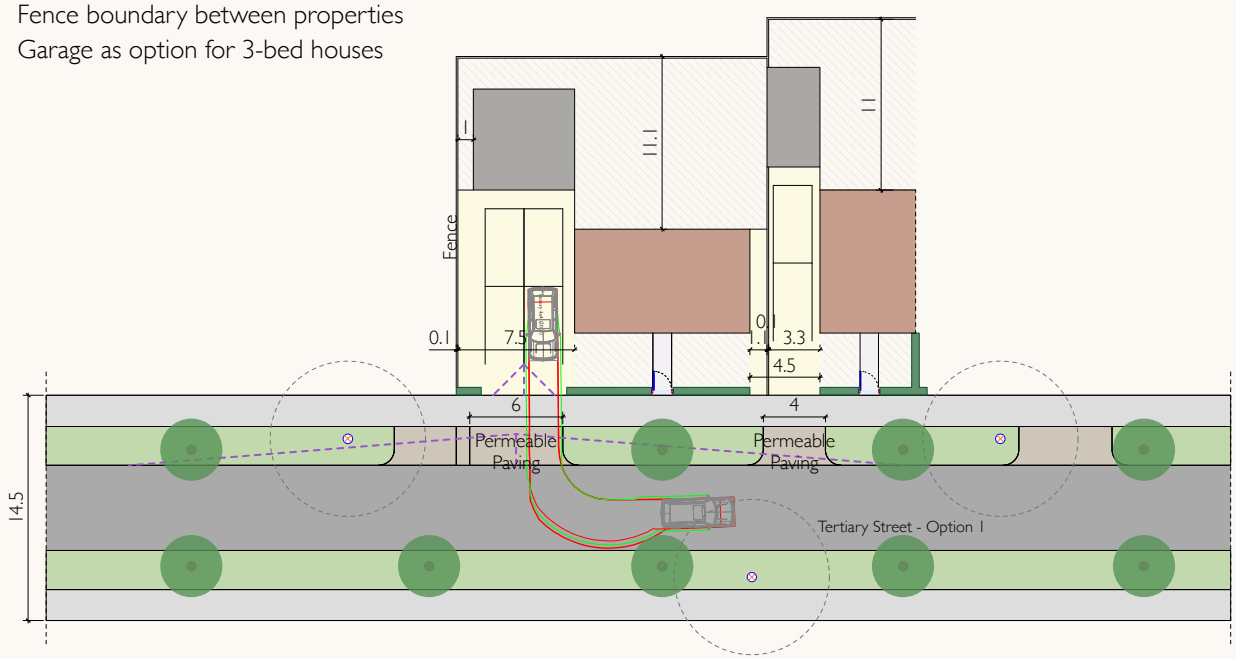
Shared Double Driveway with Hedge Division

On-plot side-parking example
Hedge boundary between properties
Garage as option



Detached Plot with Fence Boundaries

On-plot side-parking example
Fence boundary between properties
Garage as option for 3-bed houses



Detached Plot with Hedge Boundaries

On-plot side-parking example
Hedge boundary between properties
Garage as option for 3-bed houses