

5.0 Design Development

5.1 CONCEPT DEVELOPMENT

The site layout has been developed to create focal points within the site, aiding transition through the site and between the different blocks. These points could be the termination of vistas, gateway buildings or elements of façades at a change in direction within the site.

Blocks to the front of the site have been aligned to both the green buffer to the entrance of the site and the College Way access into the site. Block edges have been introduced to begin to contain the green spine amenity in the centre of the site and introduce linked landscaped open spaces as punctuation to the pedestrian movement through the site.

Formalised pedestrian/cycle route has been further considered to enhance the north/south connection in a legible, attractive manner, free of highways barriers or views of tertiary car park spaces.



FIG 28 - STRATEGIC PLANNING FRAMEWORK

- Built Frontages
- Built Context
- Open Space
- Podium Courtyard
- Focal Point
- Primary Road
- Secondary
- Pedestrian & Cycle
- Public Square
- Community
- Residential

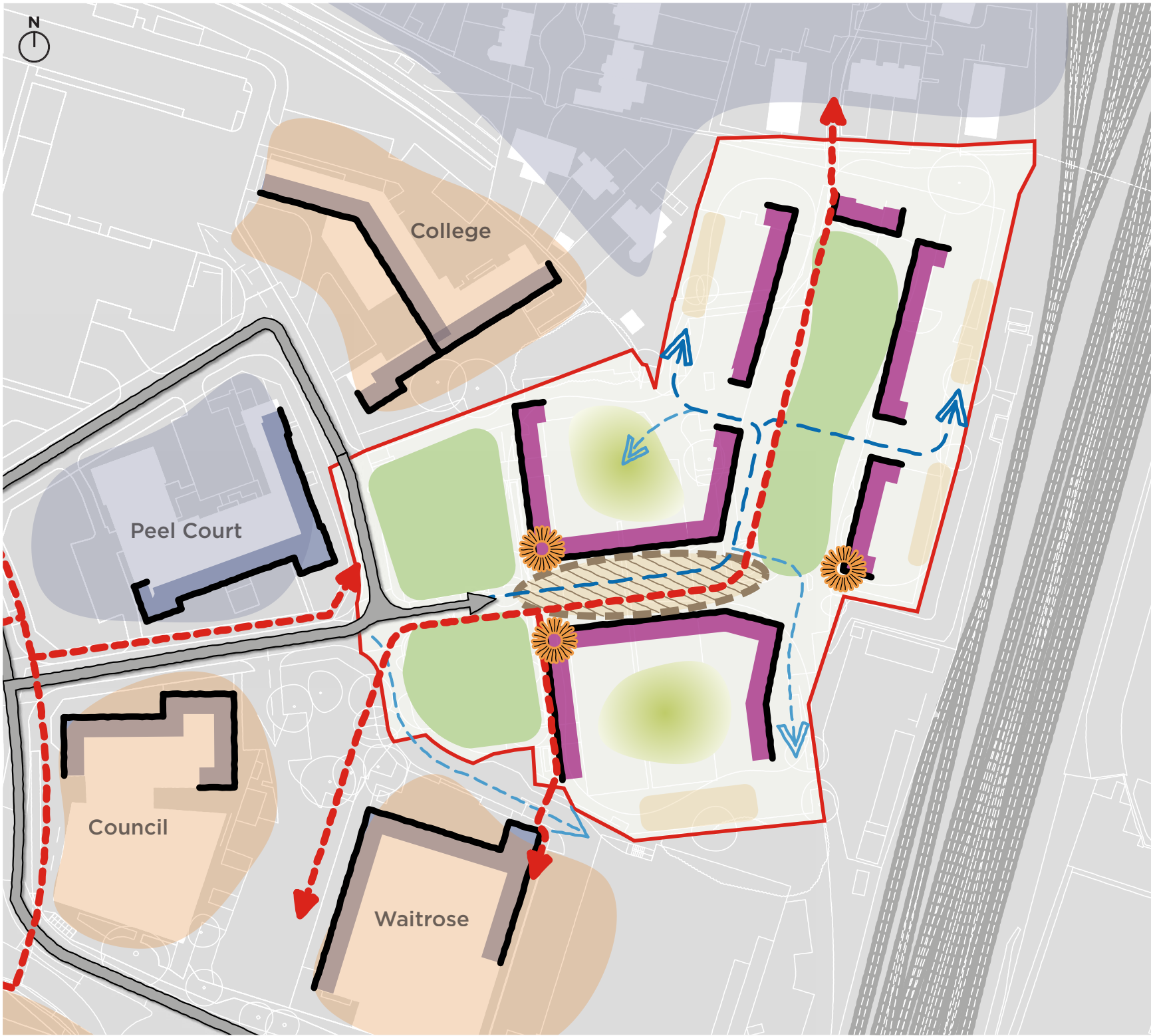


FIG 29 - CONCEPT PLAN

5.2 MASSING PLAN

An armature plan was developed to begin to introduce block depths and therefore form a better understanding of the areas remaining for car parking and ancillary purposes.

The creation of a new vehicle access through the mature tree belt to the front of the site has been further developed to inform how secondary routes could feed the connections to off-site third party plots which need to be retained during and after delivery of the site. This also informed the location of the parking at the peripheral edges of the layout, ensuring an uninterrupted and attractive green central spine.

Access to podium level parking was explored to remove further car park spaces from surface level. This access was developed to capitalise on natural topography and located at the lowest point of the site, accessed from secondary routes on the site. This helped maintain the formal principal elevations of the public-facing 'front' façades of the front blocks within the Town Centre Conservation Area.

The vehicle and pedestrian movements through the central spaces were developed further to better understand the space available for a central landscaped amenity and the principle of a central pedestrian/cycle route through site was further explored as to how this movement could frame the adjacent landscaping, including the enhancement of ecology/biodiversity proposals and how they could provide a positive addition to the public open space proposals.

- Site Access
- Pedestrian|cycle links
- Vehicle Route
- Blocks
- Key Frontages
- Parking
- Landscaping
- Key Views of Site



FIG 30 - ARMATURE PLAN