






HOUSING SQUARE	MEWS COURTYARD	INTEGRAL GARAGE	ATTACHED GARAGE	DETACHED GARAGE
				
<p>Parking arranged around landscaped central space where streets meet</p> <p>Typically unallocated (must be, if on public highway)</p> <p>Can also be used in less formal arrangements within shared surfaces, public squares and in home zones</p> <p>Pedestrian desire lines to and across the central space should be properly provided for</p>	<p>Terraced garages or carports with accommodation over (flat over garage units). Garages serve both off plot and on plot dwellings</p> <p>Allocated</p> <p>Often used in perimeter blocks or mews streets to add visual interest and improve security</p> <p>Blank ground floor facades can be unattractive</p>	<p>Garage within footprint of house gives access to dwelling, accommodation continues above or around</p> <p>Allocated</p> <p>Risk of inactive streets, so better used with double fronted bay windows for surveillance. Garage doors placed close to highway</p>	<p>Garage is located to side of house, giving access to dwelling, often with 'bonus' rooms over. May be paired with neighbour</p> <p>Allocated</p> <p>Garage placed close to highway</p>	<p>Garage is located to side of house, giving indirect access to dwelling. Option of accommodation over. May be paired with neighbour</p> <p>Allocated</p>
CORE				
✓	✓	✓	×	×
PRINCIPAL STREET				
×	×	✓	✓	✓
STREETS NORTH AND SOUTH				
×	×	✓	✓	✓
EDGE				
✓	×	×	✓	✓

10 PHASING & IMPLEMENTATION

010

PHASING & IMPLEMENTATION

10.1 PHASING

10.1.1 The phasing strategy for the development is outlined in Figure 10.2 and sets out 4 phases in which to bring development forward over a 15 to 20 year period. The strategy sets out a co-ordinated strategy to bring forward open space with development. A more detailed phasing strategy will be developed as part of a detailed application.

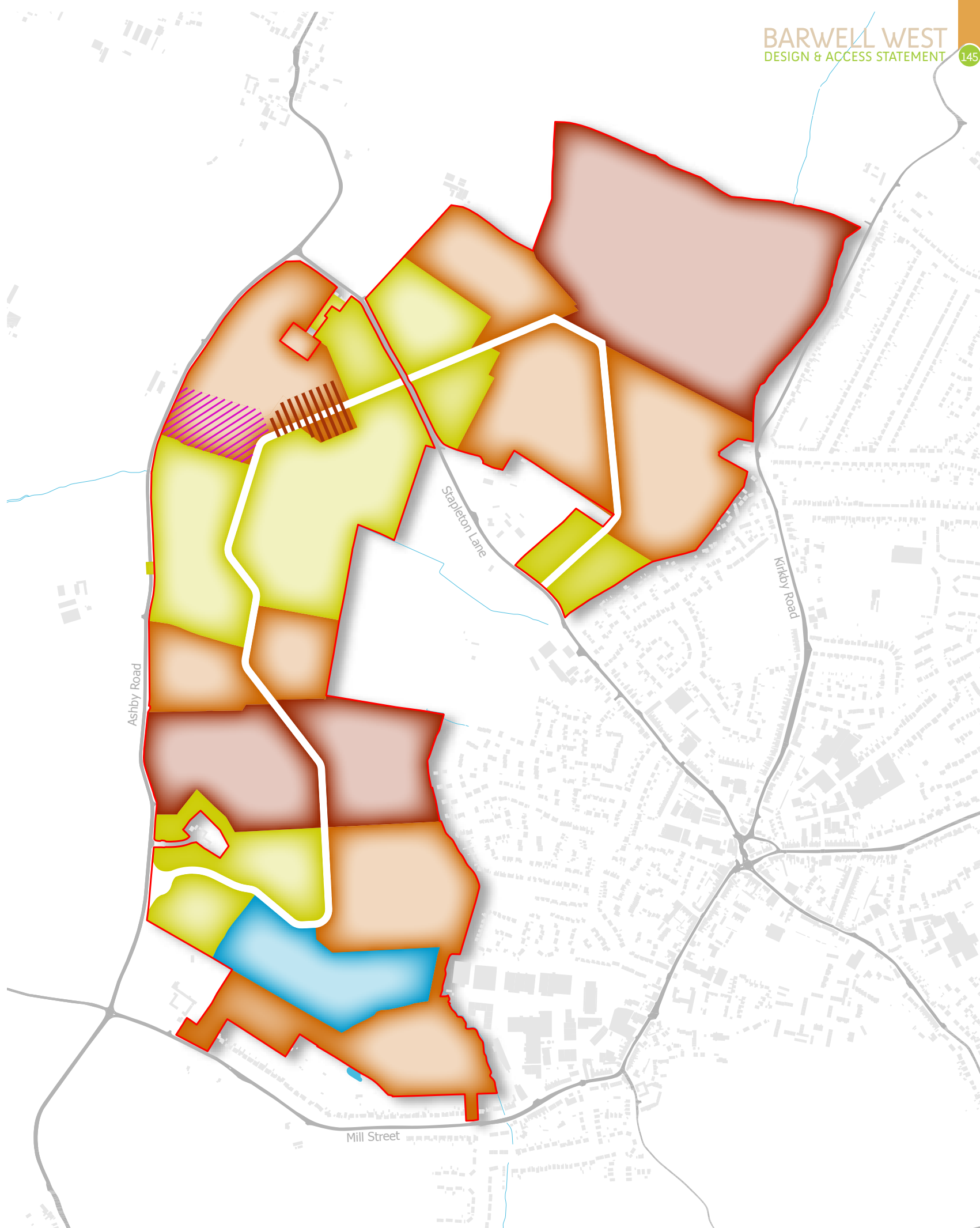
10.1.2 The first phase seeks to provide between circa. 625 and 800 residential units around the 4 new access points situated along Stapleton Lane and Ashby Road. In addition to the implementation of new junctions, the upgrading of the Tweed River corridor will be undertaken that will include the NEAP and respective attenuation features.

10.1.3 Phase 2 realises the a further 830 to 1120 homes to the north and south of the site, as well as the completion of the Core area (circa. XXXX). It is envisaged that the Community Hub and School facilities will be developed within this phase. 2 LEAPS are also to be developed within this phase to supplment the increase in population.

10.1.4 Phase 3 concludes the development of circa. 675 to 920 residential dwellings on the site to the northern boundaary and provision of all play and sports facilities all to the north and south of the site.

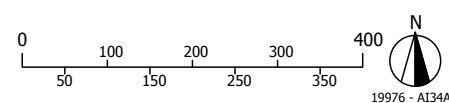
10.1.5 Phase 4 provides the employment components of the site

Phasing to be reviewed in light of infrastructure requirements



- | | | | |
|--|---------------------------------------|--|---------------------------------|
| | Outline Planning Application Boundary | | Phase 3 Residential Development |
| | Phase 1 Residential Development | | Phase 4 Employment Development |
| | Phase 2 Residential Development | | |
| | Phase 2 Mixed Use Development | | |
| | Phase 2 School Development | | |

FIGURE 10.1 PHASING PLAN



11 APPENDICES

11

APPENDICES

