



KEY

- Site boundary
- Existing PROW
- Existing road
- Detailed part of planning application
- Main route corridor
- Pedestrian/cycle linkage
- View Corridor to St.Mary's Church

* See Note 4



Project **NEoLSUE**

Title **Development Parameters**

4. Access

Client **CEG**

Date **June 2014**

Scale **1:12,500 at A3**

Drawn by **CP**

Drg. No **PS12152 069 Rev H AT**



4. Access

Access Road

From the edge of the detailed part of the application for the southern part of the NEoLSUE access road (point A), the main access road is required to connect to point B and, between points C and D to Hamilton Lane/ King Street.

Within Area E, the road will, for a minimum length of 50 metres, be orientated to provide a view to St. Mary's Church. The residential development to the north/north east will need to be designed to incorporate this view corridor.

Access from Colby Road

A vehicular connection should be provided to the eastern end of Colby Road at point 1. This road will link to the district centre. At some point on the route, access should be time controlled to prevent the creation of a through route at (am/pm) peak hours, subject to agreement with the Highways Authority.

A bus, emergency and service vehicle, pedestrian and cycle only link should be provided from the northern end of Colby Drive into the NEoLSUE at point 2.

Barkby Lane

A minimum of two vehicular access points should be provided from Barkby Lane between points 3 and 4.

Reasonable endeavours should be used to provide at least one cycle/footpath link connection between point 4 and the new development.

Barkbythorpe Lane

Vehicular, pedestrian and cycle access will be required between points 5 and 6. The lane crosses the access road and it therefore may be part diverted or closed provided that access can still be achieved from and between points 5 and 6.

Barkby Thorpe Road

Vehicular, pedestrian and cycle access will be required between points 7 and 8. Barkbythorpe Road crosses the access road and also the strategic green corridor at area B as identified on parameter plan 5. The road may be part diverted or closed provided that access can still be achieved between points 7 and 8 and the spatial requirements of area B are met.

King Street, Hamilton Lane

Vehicular, pedestrian and cycle access will be required between points 9, 10, and 9 and 11. This route passes through the development area and a number of green corridors. The roads may be part diverted or closed provided that access can still be achieved.

New development to south

Reasonable endeavours should be used to provide at least one cycle/footpath link connection between points 12 and 13 and between the new development to the south and the NEoLSUE to the north.

Footpaths cycleways and bridleways

All PROW's as marked should be accommodated within the NEoLSUE unless satisfactory alternative routes form part of the development.

At least two pedestrian/cycle links should be provided where possible between points 14 and 15 and between points 16 and 17. Access between points 14 and 15 is subject to land ownership and between points 16 and 17 subject to EA approval.

To promote sustainable travel, cycle routes and footpaths through the development will also be provided within Green Corridors. These are described within the Landscape Infrastructure Parameter Plan 6.