Access

Primary Access to the site will be via the existing roundabout off the M181/A1077. The access road is part of the Full Planning application submission and would be delivered over two phases (Phases 1 & 3). The second phase of the road would also include a north-south section that terminates before Brumby Common Lane, and would serve future phases of the Lincolnshire Lakes masterplan. Primary roads are bounded by green buffers, shared pedestrian and cycle paths, and landscaped swales. They would eventually create a network of 'green fingers' running through the site as envisaged in the AAP & SDG. Please see the rendered sample plan and section in the Landscape DAS for additional illustrative information.

Pedestrian & Cycle Routes

Shared pedestrian and cycle corridors run parallel to the primary access road linking the development site to the wider network. As part of the Phase 1 works, a new share path with associated landscaping will be provided running parallel to Brumby Common Lane, and linking the development plots to Scotter Road, and the wider area. This pedestrian and cycle corridor will be segregated from Brumby Common and will be LTN1/20 compliant.

An informal network of footpaths will also run through the site and its associated landscaped green spaces.

Public Transport

The site is in an accessible location, which will be further reinforced in this and future phases of development. The first phase of the primary access road, as part of the Full Planning application, will include a bus stop for future use by local bus networks. The highways design has allowed for the phased approach to the road, by proposing temporary bus loops at the end of each phased element to allow easy turning. The new pedestrian/cycle link to Scotter Road will also give access to alternative bus routes in that location.

Parking

Residential developments should look to incorporate a variety of different parking options to deliver the Council's parking requirements for each dwelling. Garages should be set back into the site and subservient to the dwelling house, whilst front parking should be evenly split between front andside parking to allow for greater landscaping along the streetscape, and not one that is dominated by hard standing and parked cars. A considered approach to visitor parking, its location, materiality and use should also accompany all new applications. Parking for each plot will be agreed at the Reserved Matters stage.

The local centre should meet the council's parking requirements for this use-class and location. The opportunity exists to integrate this into the design of an urban square as envisaged by the SDG. Large expanses of front parking to retail units should be avoided where possible.

Image of proposed Brumby Common by Oobe

KEY

Proposed Primary Access Road

Proposed Secondary Access Road - as part of this application this will provide a pedestrian and cycle link to the proposed pedestrian and cycle access above Brumby Common. No vehicular access will be provided between the Proposed Primary Access Road and Brumby Common Lane.

Proposed indicative vehicular access points to site

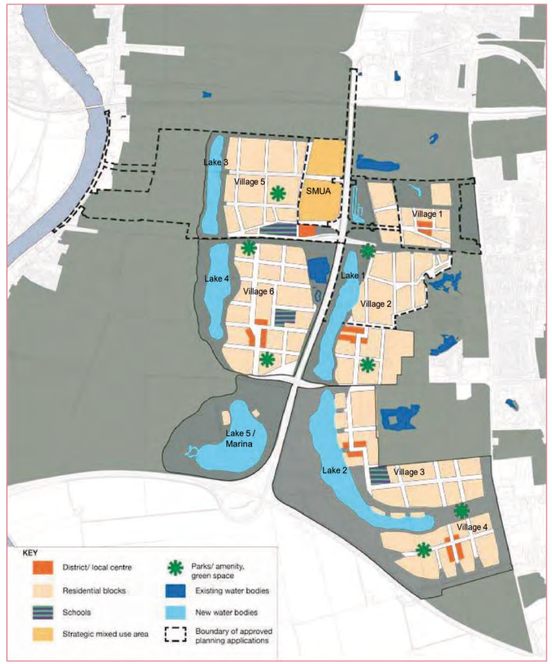
Brumby Common Lane - current vehicular road to be retained.

Proposed pedestrian and cycle access to be provided to the north of Brumby Common.

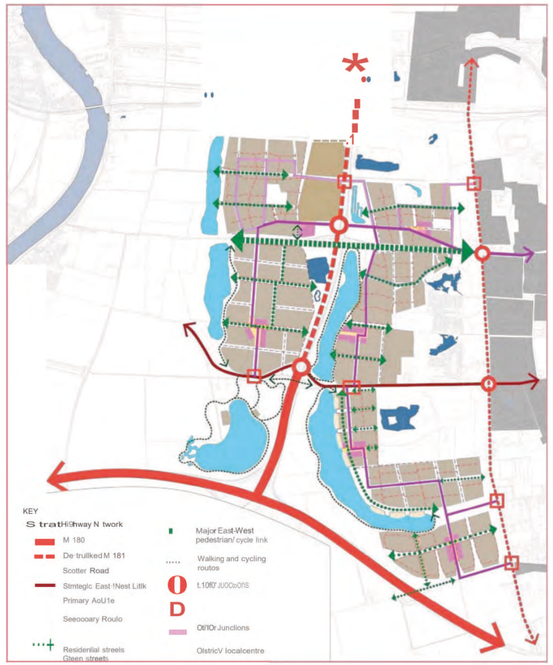
Image by Oobe of Brumby Common Lane

6.0
APPENDIX

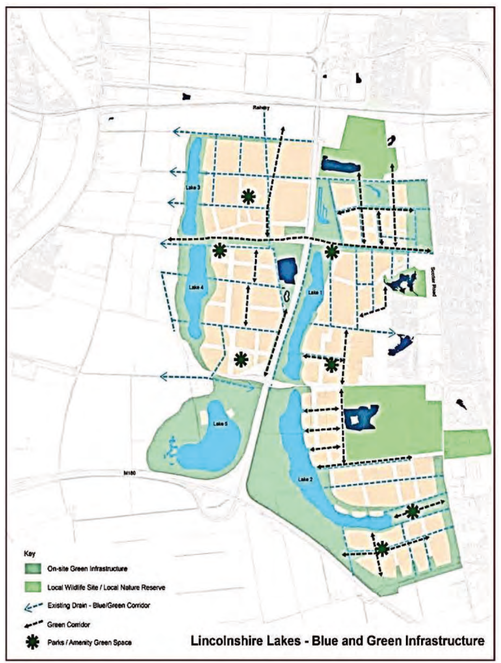
Lincolnshire Lakes Masterplan Framework Plan



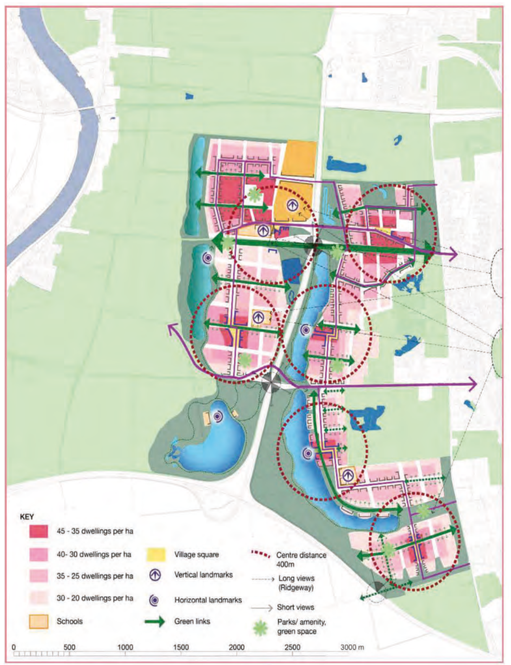
Lincolnshire Lakes Movement Framework



Lincolnshire Lakes Green and Blue Infrastructure Framework Plan



Lincolnshire Lakes Village Design Framework



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