

Phasing Strategy

July 2023
DRAFT

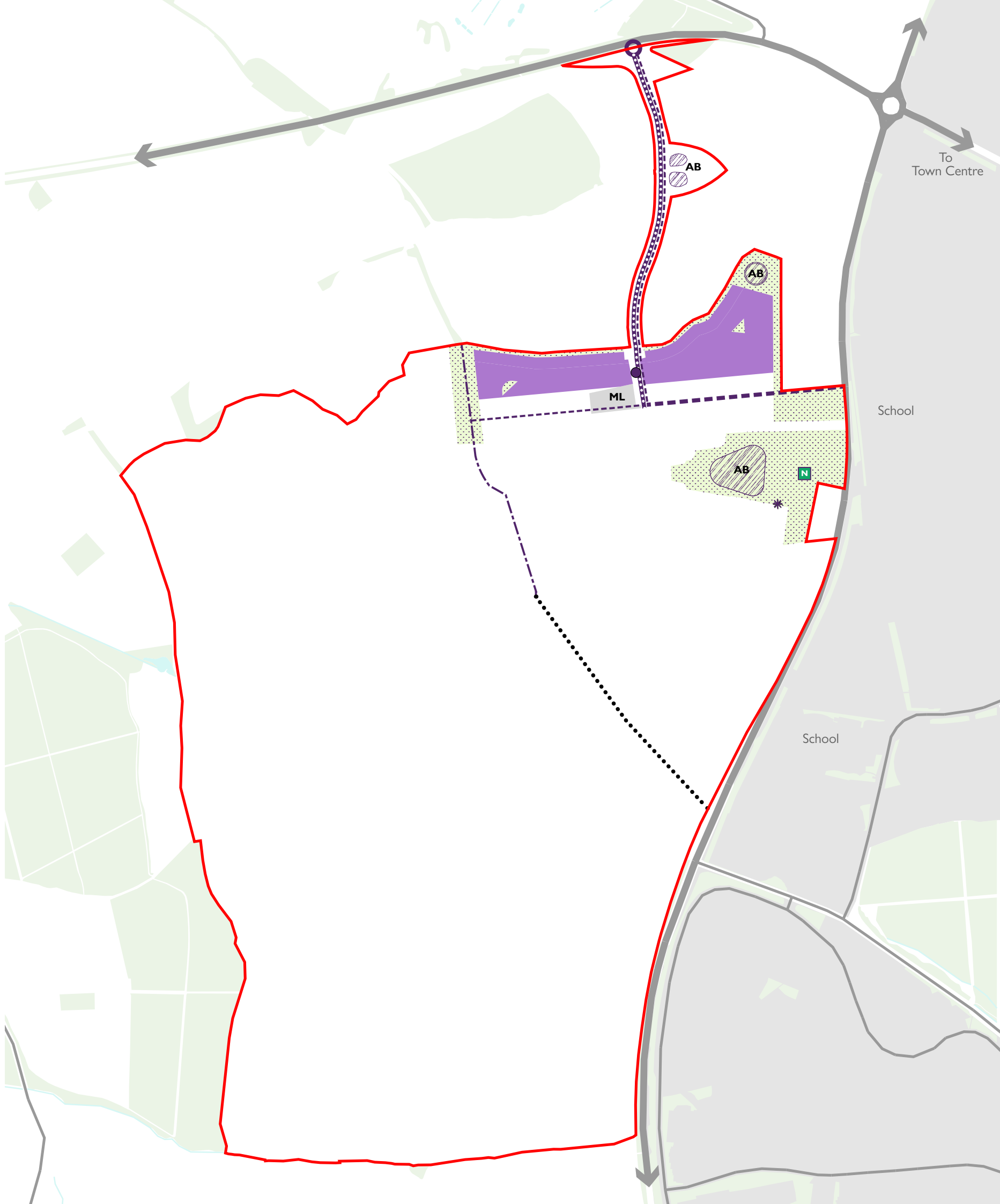
Phase 1

349 Dwellings

- Site Boundary
- Phase 1 - Residential
- Phase 1 - Primary Road
- Phase 1 - PRow / Bridleway
- Phase 1 - Existing PRow / Bridleway
- Phase 1 - Foot / Cycle Way
- Phase 1 - Temporary Bus Route & Stop
- Phase 1 - Construction Access***
- Phase 1 - Play Area
- Phase 1 - Open Space
- Phase 1 - Attenuation
- Phase 1 - Pumping Station

*** with Segregated Pedestrian/Cycle Access

Note: Alignment of routes and infrastructure are indicative.



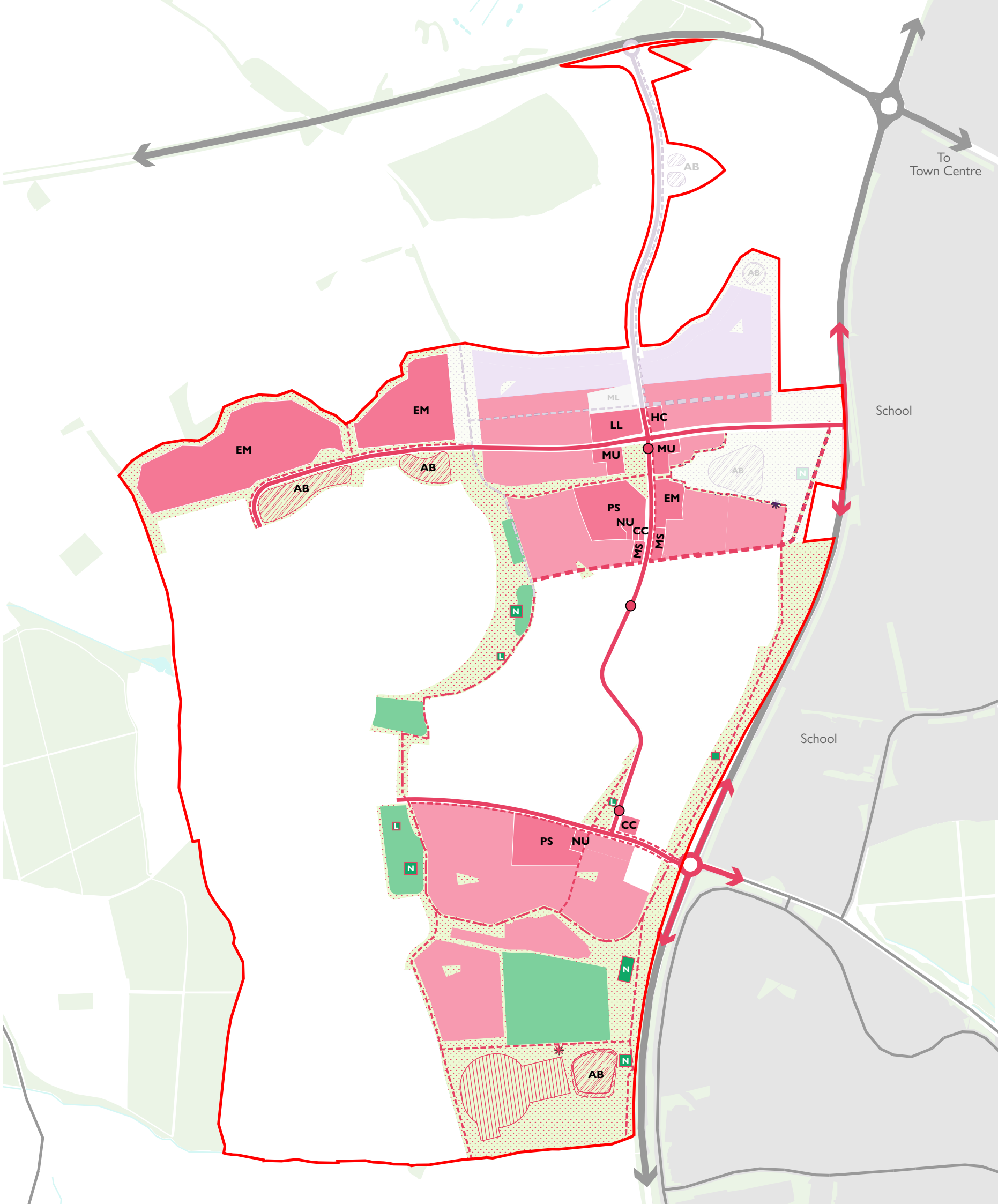
Phase 2

1,500 Dwellings

- Site Boundary
- Phase 2 - Residential
- Phase 2 - Primary School*
- Phase 2 - Nursery*
- Phase 2 - Community Centre*
- Phase 2 - Health Centre*
- Phase 2 - Later Living*
- Phase 2 - Mixed Use**
- Phase 2 - Mixed Use Street**
- Phase 2 - Employment**
- Phase 2 - Primary Road
- Phase 2 - PRow / Bridleway Diversion
- Phase 2 - Foot / Cycle Way
- Phase 2 - Bus Stop
- Phase 2 - Construction Access***
- Phase 2 - Sports Pitches
- Phase 2 - Play Area
- Phase 2 - Open Space
- Woodland
- Phase 2 - Attenuation
- Phase 2 - Pumping Station

* In line with agreed Section 106.
** In line with demand and reserved matters delivery.
*** with Segregated Pedestrian/Cycle Access
Note: Alignment of routes and infrastructure are indicative.

Phase 1	349
Phase 2	1,500
Total	1,849



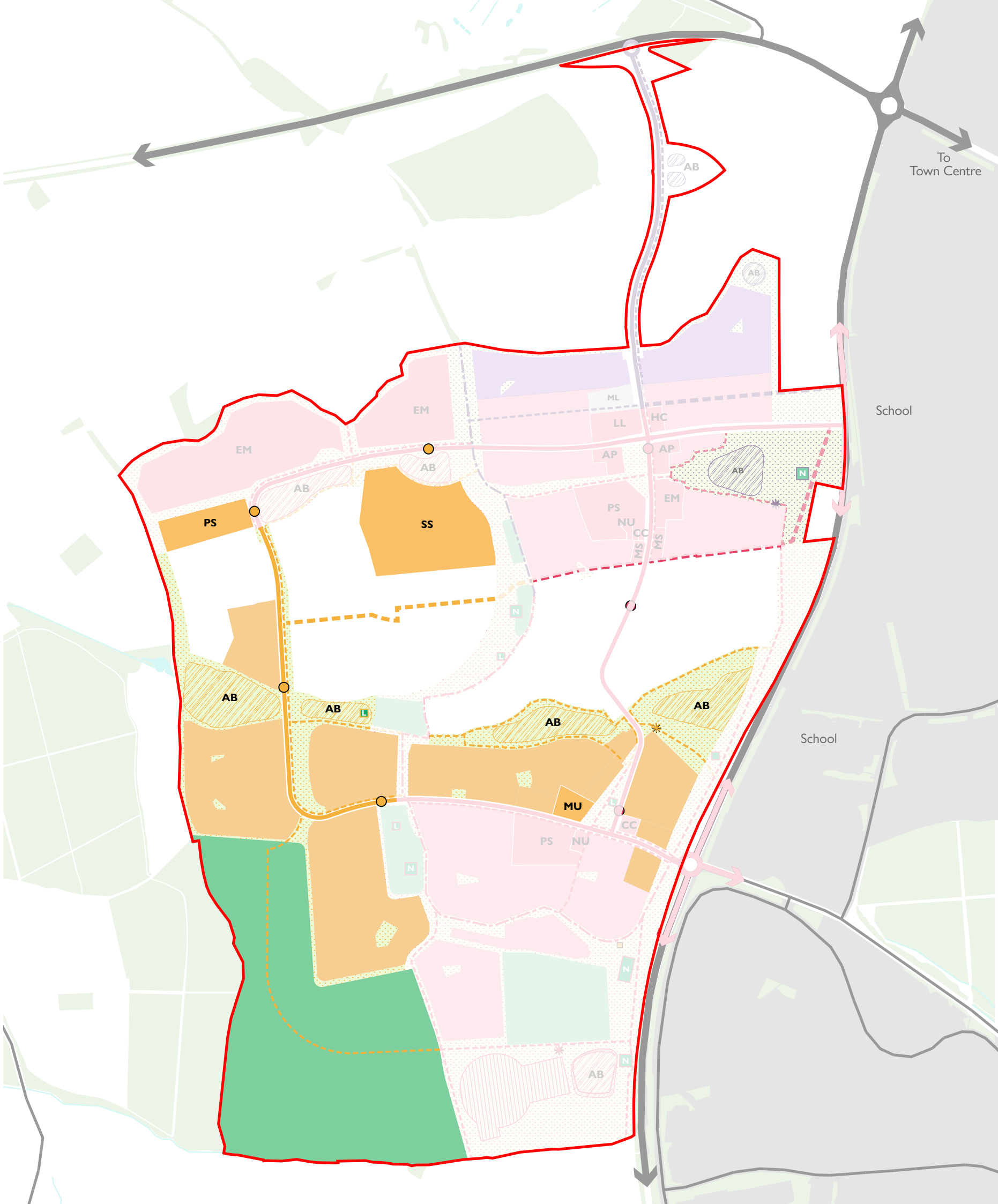
Phase 3

1,100 Dwellings

-  Site Boundary
-  Phase 3 - Residential
-  Phase 3 - Primary School*
-  Phase 3 - Secondary School*
-  Phase 3 - Mixed Use**
-  Phase 3 - Primary Street
-  Phase 3 - Foot / Cycle Way
-  Phase 3 - Bus Stop
-  Phase 3 - Construction Access***
-  Phase 3 - Play Area
-  Phase 3 - Open Space
-  Woodland
-  Phase 3 - Attenuation
-  Phase 3 - Pumping Station
-  Phase 3 - Primary Sub-Station

* In line with agreed Section 106.
** In line with demand and reserved matters delivery.
*** with Segregated Pedestrian/Cycle Access
Note: Alignment of routes and infrastructure are indicative.

Phase 1	349
Phase 2	1,500
Phase 3	1,100
Total	2,949



Phase 4

1,551 Dwellings

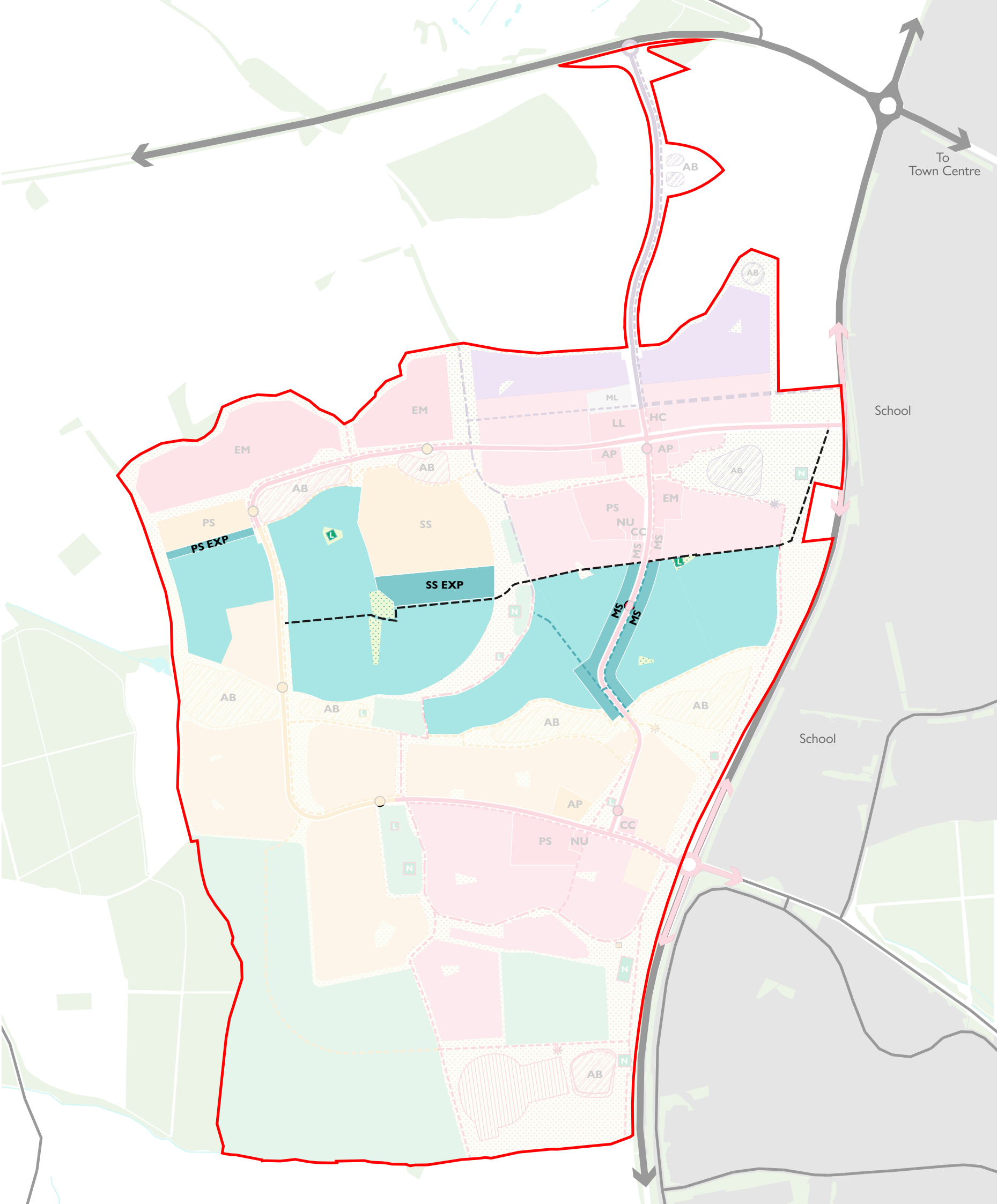
-  Site Boundary
-  Phase 4 - Residential
-  Phase 4 - Primary School Expansion Area*
-  Phase 4 - Secondary School Expansion Area*
-  Phase 4 - Mixed Use Street**
-  Phase 4 - Haul Road
-  Phase 4 - Foot / Cycle Way
-  Phase 4 - Play Area
-  Phase 4 - Open Space

* In line with agreed Section 106.

** In line with demand and reserved matters delivery.

Note: Alignment of routes and infrastructure are indicative.

Phase 1	349
Phase 2	1,500
Phase 3	1,100
Phase 4	1,551
Total	4,500



Phasing Strategy

4,500 Dwellings

- Site Boundary
- Phase 1 - Residential
- Phase 2 - Residential
- Phase 3 - Residential
- Phase 4 - Residential
- PS

Phase 2 - Primary School*
- PS

Phase 3 - Primary School*
- SS

Phase 3 - Secondary School*
- PS EXP

Phase 4 - Primary School Expansion Area*
- SS EXP

Phase 4 - Secondary School Expansion Area*
- NU

Phase 2 - Nursery*
- CC

Phase 2 - Community Centre*
- HC

Phase 2 - Health Centre*
- LL

Phase 2 - Later Living*
- MU

Phase 2 - Mixed Use**
- MU

Phase 3 - Mixed Use**
- MS

Phase 2 - Mixed Use Street**
- MS

Phase 4 - Mixed Use Street**
- EM

Phase 2 - Employment**
- Phase 1 - Primary Road
- Phase 2 - Primary Road
- Phase 3 - Primary Street
- Phase 1 - PRow / Bridleway
- Phase 2 - PRow / Bridleway Diversion
- Phase 1 - Foot / Cycle Way
- Phase 2 - Foot / Cycle Way
- Phase 3 - Foot / Cycle Way
- Phase 4 - Foot / Cycle Way

Phase 1 - Temporary Bus Route & StopPhase 2 - Bus StopPhase 3 - Bus StopPhase 1 - Construction Access***Phase 2 - Construction Access***Phase 3 - Construction Access***Phase 4 - Haul RoadPhase 2 - Sports PitchesPhase 1 - Play AreaPhase 2 - Play AreaPhase 3 - Play AreaPhase 4 - Play AreaPhase 1 - Open SpacePhase 2 - Open SpacePhase 3 - Open SpacePhase 4 - Open SpaceWoodlandPhase 1 - AttenuationPhase 2 - AttenuationPhase 3 - Attenuation

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Phase 1 - Pumping Station

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Phase 2 - Pumping Station

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Phase 3 - Pumping StationPhase 3 - Primary Sub-Station

* In line with agreed Section 106.

** In line with demand and reserved matters delivery.

*** with Segregated Pedestrian/Cycle Access

Note: Alignment of routes and infrastructure are indicative.

Phase 1	349
Phase 2	1,500
Phase 3	1,100
Phase 4	1,551
Total	4,500