

Road Hierarchy

6.9 To ensure legibility and ease of access throughout the development, a hierarchy of street types will be established. This is founded on local and best practice approaches, where settlements are typically represented by a descending hierarchy of street and routes, all of which are connected to a principal street or thoroughfare. It is important for legibility that the development's street types have their own character. This will be determined by variations in street width, the types of buildings (their height and form), their orientation within the plot, frontage treatment, and by landscape design.

6.10 As illustrated on Figures 43 and 44 the site includes:

- a primary or 'Estate Road' which links Haverhill Road with Chalkstone Way via a proposed new local centre, and which forms a loop to the east of the site via a second local centre
- Secondary or 'Side Roads' form smaller looping routes off the primary route, distributing traffic into each neighbourhood.
- Tertiary or 'Lanes' provide access off either primary or secondary routes to serve individual housing groups. Tertiary routes also frequently front and provide access to the site's public open spaces.

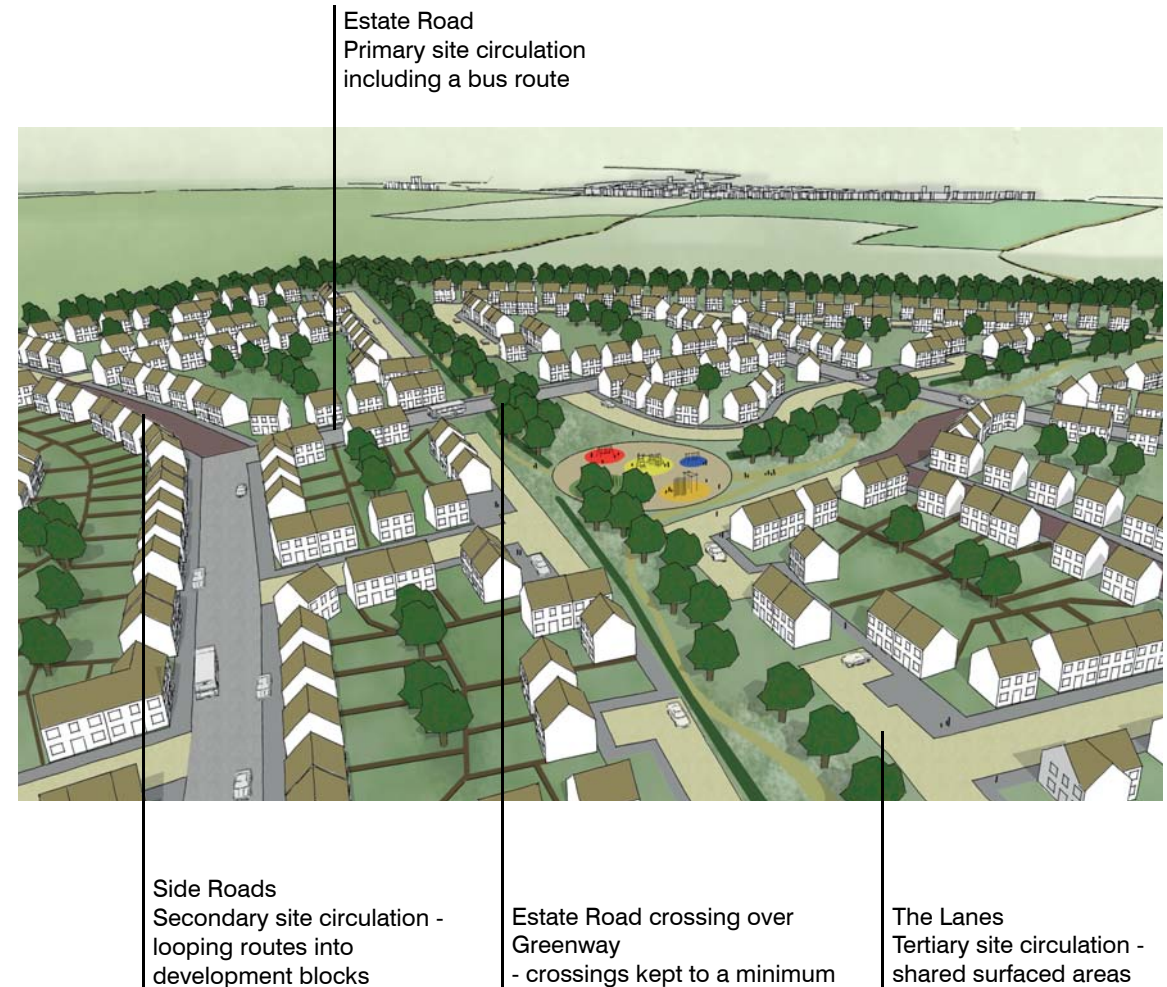


Figure 43:
ROAD HIERARCHY

Primary Routes - Estate Road

6.11 The main thoroughfare into and through the development will provide access to the heart of Great Wilsey Park, linking the two access points from Haverhill Road and Chalkstone Way and important points of destination such as the two local centres.

6.12 The 'Estate Road' will include the following key elements;

- The 'Estate Road' will include focal dwellings which punctuate junctions and serve to aid visual progression through the Site. The use of linked buildings fronting the street will be encouraged;
- Parking will generally be provided to the side or rear of the housing plots, with some on-street parking at the front of dwellings. This would be located in bays interspersed with tree planting to provide active traffic calming measures;
- Buildings will be designed to either wrap around corners, be offset from the kerb line to create a deflected junction, or to frame a connecting street; continuous frontages within minimal setbacks will create a sense of definition and enclosure to the Street;
- Some localised widening of the carriageway and adjacent footways will be used to help develop a more diverse streetscene;
- The street width should incorporate the main carriageway, footpaths, verges with street trees and on-street parking, with landmark buildings.
- Estate Roads should include opportunities for features such as public art in order to create focal points and enclosure;

- The Estate Road will be capable of accommodating emergency vehicle access and turning, as well as refuse collection and delivery vehicles; and
- The Estate Road will be capable of accommodating bus movements and will include bus stops to ensure all housing falls within 200m of a stop.

Figure 45:
TYPICAL SECTION - ESTATE ROAD



* Footpath varies between 2m and 3m depending upon whether it is to include a combined footpath / cycleway.

Tertiary Routes - The Lanes

6.15 'The Lanes' are tertiary in character to the 'Estate Road' and the 'Side Roads' and as such the design principle for these streets is to be the least formal in character. They are to be narrower still than the 'Side Roads', typically providing a no-through route to individual houses or small clusters of houses.

6.16 'The Lanes' will include the following key elements;

- Built form is to comprise typically detached and semi-detached dwellings with greater offset distances from the road;
- Spaces are to comprise shared surfaces (i.e. no pavements) designed to ensure a pedestrian friendly environment and reduce traffic speeds;
- The Lanes typically front areas of open space but can equally be located within the centre of a development block;
- Car parking will be mainly situated on the driveways to the side or rear of the dwellings, or within communal garages or parking areas so long as these are well overlooked; and
- Dwellings fronting onto these routes / spaces are to provide informal surveillance of the street, by positioning some houses in neighbourly clusters.

Figure 47:

TYPICAL SECTION - THE LANES



* Where appropriate space is to be provided for car parking.

** The carriageway may vary significantly. The widths quoted above are a minimum. 4m for private roads and 4.8m for adopted roads.

***Gardens are to vary significantly - where housing is to open directly onto the street a minimum 0.5m strip in private ownership is to be provided for services etc and this is to be clearly demarcated.

Parking

On-Street Parking

- 6.20 Some on-street visitor parking will be provided. This will be carefully located within the layout, to positively assist with traffic calming measures and to provide activity within the street. The use of street trees within a wide shared surface area will be explored, to define parking areas and to soften the view of parked vehicles. Views of vehicles should not be obscured in order to ensure active surveillance and deter crime. Accessibility and safety for pedestrians and cyclists is paramount, and large ranks of parked vehicles should be avoided. On-street parking may be found principally on the 'Side Roads' and 'Lanes' adjacent to public open spaces.

Shared Courtyard Parking

- 6.21 Used sparingly within 'The Lanes' the design of these spaces should have regard to plot and building arrangement, enclosure, privacy, security, safety, frontage - side details and surface treatment. Courtyards should be overlooked, with some dwellings actively facing courtyard spaces to provide increased security and surveillance. Cars should be located in parking bays or linked garages.

On-Plot Parking

- 6.22 Across Great Wilsey Park parking is generally located to the side or rear of the dwelling within a garage or parking bay. Shared private drives leading to shared garaging should also be used. Garages and parking spaces should be set back from the main building line, allowing motorists to safely "pull in" off the carriageway.

Cycle Parking

- 6.23 Cycle parking will be provided within the confines of each dwelling / garage, and will be secure, well lit and covered from the elements. Public cycle parking will be provided within each local centre, adjacent to each proposed school and close to equipped children's play areas.

Policy

- 6.24 The St Edmundsbury Core Strategy (December 2010): Policy DM46 'Parking Standards' states that the authority will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. All proposals for redevelopment, including changes of use, will be required to provide appropriately designed and sited car and cycle parking, plus make provision for emergency, delivery and service vehicles, in accordance with the adopted standards current at the time of the application. In particular it states that proposals for new mixed use sites will be expected to minimise the provision of car parking where achievable, for example by providing shared use parking, and/or car pooling as part of a Travel Plan.
- 6.25 St Edmundsbury Borough Council has published guidance on parking standards, in which dwellings having four or less bedrooms shall have two spaces with all other dwellings having three spaces. This guidance pre-dates the publication of NPPF, which at Paragraph 39 identifies that local planning authorities should take into account:
- Accessibility of the development:
 - The type, mix and use of development:
 - The availability of and opportunities for public transport:
 - Local car ownership levels; and
 - An overall need to reduce the use of high-emission vehicles.

Pedestrians and Cyclists

6.28 Published best practice identifies five main requirements for pedestrian routes, and wherever possible these should be adhered to when planning for pedestrians within the proposed development:

- Convenience – follow desire lines without any undue deviation from route
- Connectivity – link multiple origin and destinations
- Conviviality – be pleasant to use
- Coherence – be made legible through paving and/or signage
- Conspicuousness – promote security and safety allowing pedestrians to see and be seen by others.

6.29 The 'Guidance for Cycle Audit and Cycle Review' (The Institution of Highways and Transportation, 1998) determines five main requirements for cycle routes. It is highly crucial that these requirements are recognised if the promotion of cycling to the site as a viable and attractive alternative to car use is to be successful:

- Coherence – continuous and to a consistent standard
- Directness – closely follow desire lines as much as possible
- Attractiveness – in aesthetic as well as objective terms
- Safety – designed to minimise risks for cyclists and others
- Comfort – well maintained smooth dry surfaces, flush kerbs and gentle gradients.

6.30 Great Wilsey Park will encourage sustainable methods of transport. Proposed local facilities are located within convenient walking distance, as such at a local level trips on foot or by bicycle for healthcare, school runs and convenience shopping are a realistic alternative to the use of a car.

6.31 Existing footpaths from Great Wilsey Park to the south into Haverhill and to the north into open countryside are available via multiple points along the site's boundary. All existing Public Rights of Way are to be retained. The majority of these routes are to remain unlit with the exception of key routes between development blocks and local centres (refer to Figure 38).

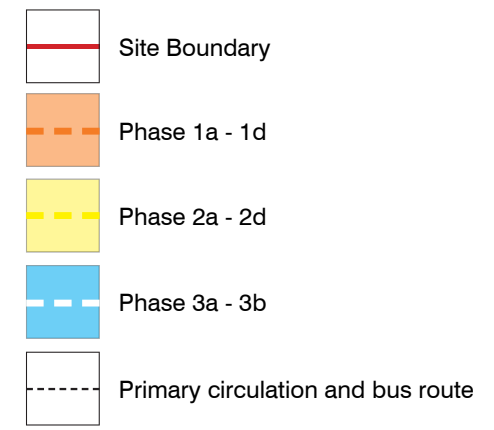
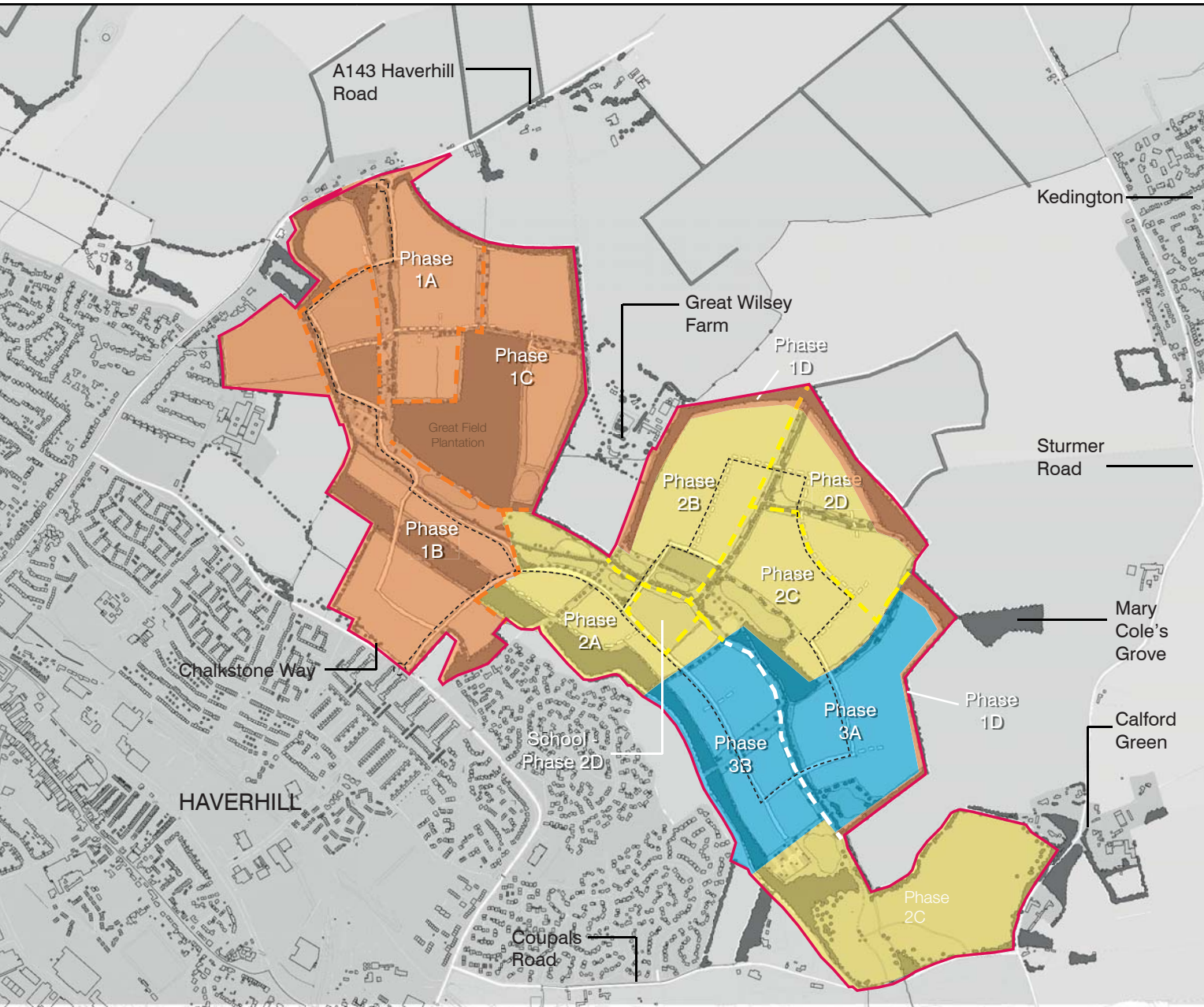
6.32 The existing footpath network is to be extended with shared and surfaced footpath and cycle routes.

6.33 Road crossings over green spaces are to be kept to a minimum, however where footpaths and cycleways are proposed to cross Greenways and / or the Country Park the road is to narrow, the footpaths either side of the crossing are to be widened, and the crossing itself demarcated using both signage and surfacing. All crossings are to be lit.



SECTION 7

PHASING



economic

SECTION 8

SUSTAINABILITY

environment

social

8.7 At present, the Carbon Compliance and Allowable Solution requirements are emerging through national policy. The development at Great Wilsey Park will therefore look to comply with national policy as these are defined and required in the development by legislation in due course.

Sustainable Construction, Energy And Waste

8.8 In this context a holistic approach to sustainability has been taken by the design team, with the overall aim to reduce the carbon footprint of the development, particularly when compared to other similar forms of development.

8.9 The aim is to deliver a high quality, environmentally, socially and economically sustainable form of development. Integral to the scheme are the following initiatives:

- a low energy design;
- the use of renewable technologies;
- the enhancement of biodiversity;
- sustainable drainage (SuDS);
- the encouragement of non-car modes of travel transport, and
- the provision of community facilities, at the centre of walkable neighbourhoods; and
- The provision of interconnected public open spaces for recreation as well as for children's play space and community allotments.

Passive Design

8.10 Reducing the overall demand for regulated energy (energy used for heating, lighting and hot water) by building warm, draft free homes is a primary focus for all new developments. New development at Great Wilsey Park is no exception. Building designs will employ energy efficiency features across the development, including high levels of insulation in all elements (floors, walls, ceilings) to minimise energy requirements.

Energy Efficiency

8.11 Orientation and layout will have a significant effect on reducing the heating and cooling requirements in the Development. As far as practicable all living and working areas will be laid out to be south facing, ensuring solar gain is maximised during winter. Units will be designed to include high window to wall ratios and roof lights where feasible, to increase internal day time natural light and reduce the requirement for artificial lighting.

Water Consumption

8.12 Measures will be taken to minimise water use, with a target 125 litres per day per person. This can be achieved through the use of low flow taps, showers and aerators, dual flush toilets and low volume baths, where applicable. Each unit will be fitted with main drainage fed water butts for rainwater storage.

8.13 Grey and rainwater handling equipment for reintroduction into toilets will be considered at the Reserved Matters stage.

Resources

- 8.21 A careful approach will be considered for the efficient and safe use of development resources. The following factors will be implemented:
- Material resources will be efficiently managed and sourced with respect to the area.
 - Construction and operational waste will be managed and the proportion sent to landfill minimised through efficient design, waste segregation, reuse and recycling.
 - Heritage or archaeologically important features will be conserved or preserved where appropriate.
 - Measures will be taken to reduce the environmental impact of materials used during the construction of the infrastructure and throughout the whole development.
 - Sustainably sourced and managed materials will be used.

Ecology and Green Infrastructure

- 8.22 Great Wilsey Park will be designed to maximise the ecological value of the site. It is anticipated that green corridors will link the proposed development to the site's existing Green Infrastructure which in turn will be enhanced with new habitat creation. The proposed development will incorporate a high level of new biodiverse open spaces which will include informal wildflower grassland, native hedgerows and woodland.

Adaptable Buildings and Lifetime Homes

- 8.23 The proposal acknowledges the need to incorporate design features that will create a flexible blueprint for accessible and adaptable housing / working environments.

Private or shared space

- 8.24 The Great Wilsey Park will comprise a variety of densities of residential units all of which will have access to clearly defined private amenity space as well as open space for public amenity.

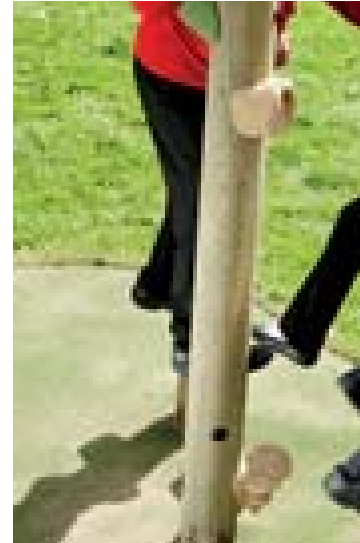
Community - Walkable Neighbourhoods

- 8.25 The layout will ensure that the development offers:
- A compact and well-designed layout providing recreation and exercise space for all residents of the proposed development within a five minute walk.
 - Neighbourhoods with community facilities at their heart. These facilities will be located within walking and cycling distance to all homes
 - Provision of multifunctional green spaces through a well-connected green network easily accessible to all.
 - Provision of spaces that encourage sustainable living and a sense of community pride and ownership.

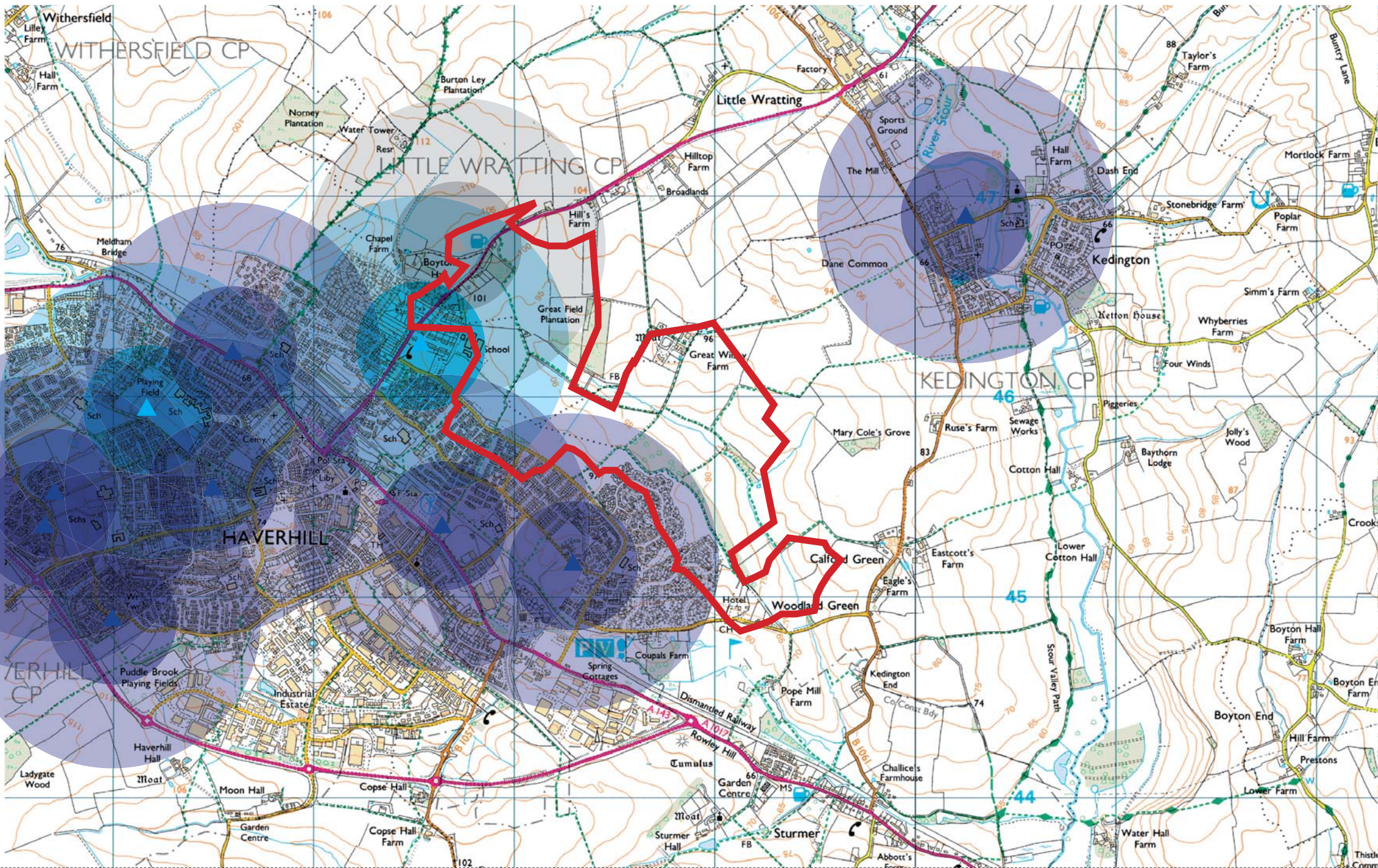
Security

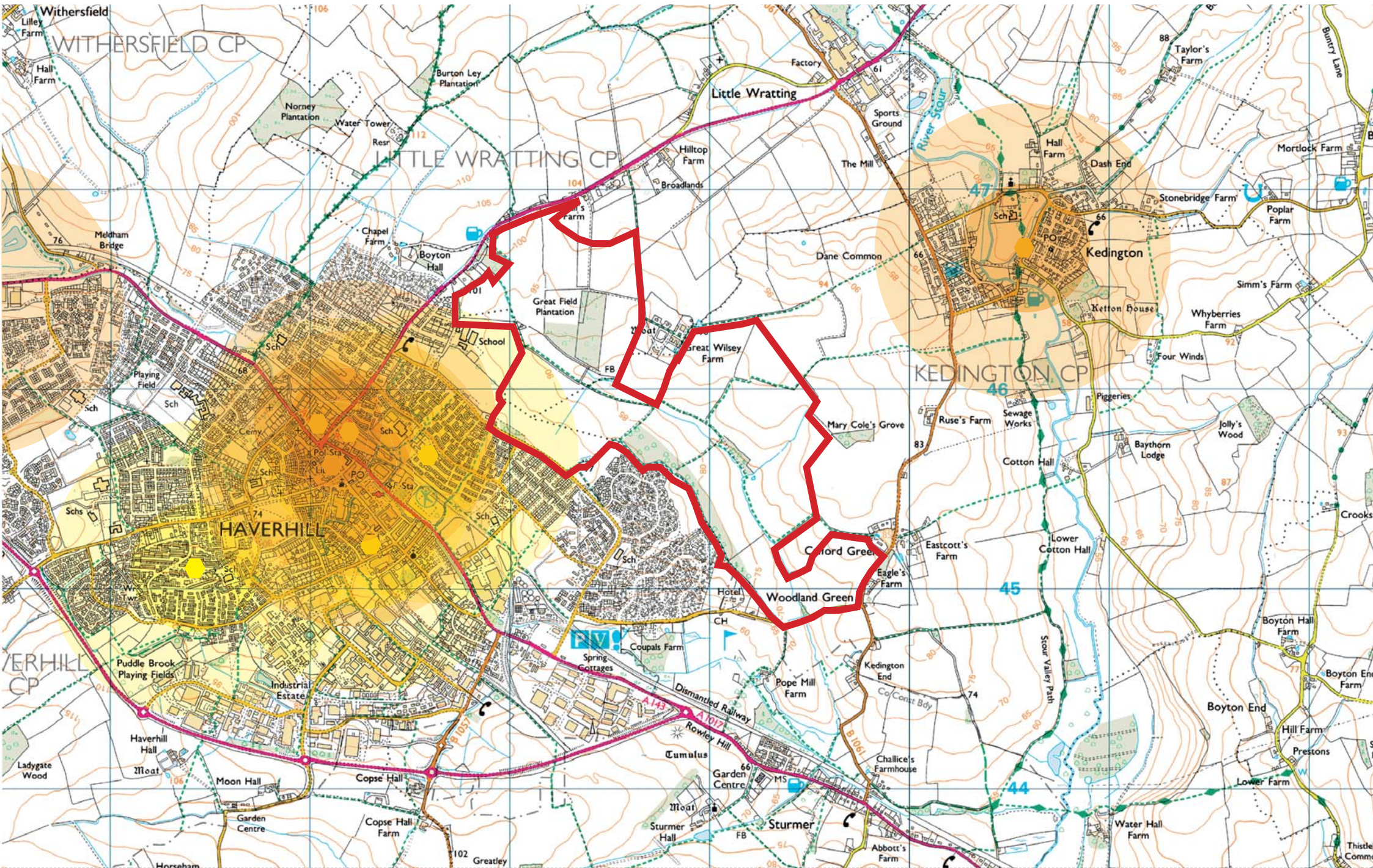
- 8.26 The Proposed Development will be designed to ensure that residents feel safe and secure, where crime and disorder, or the fear of crime, does not undermine quality of life or community cohesion.

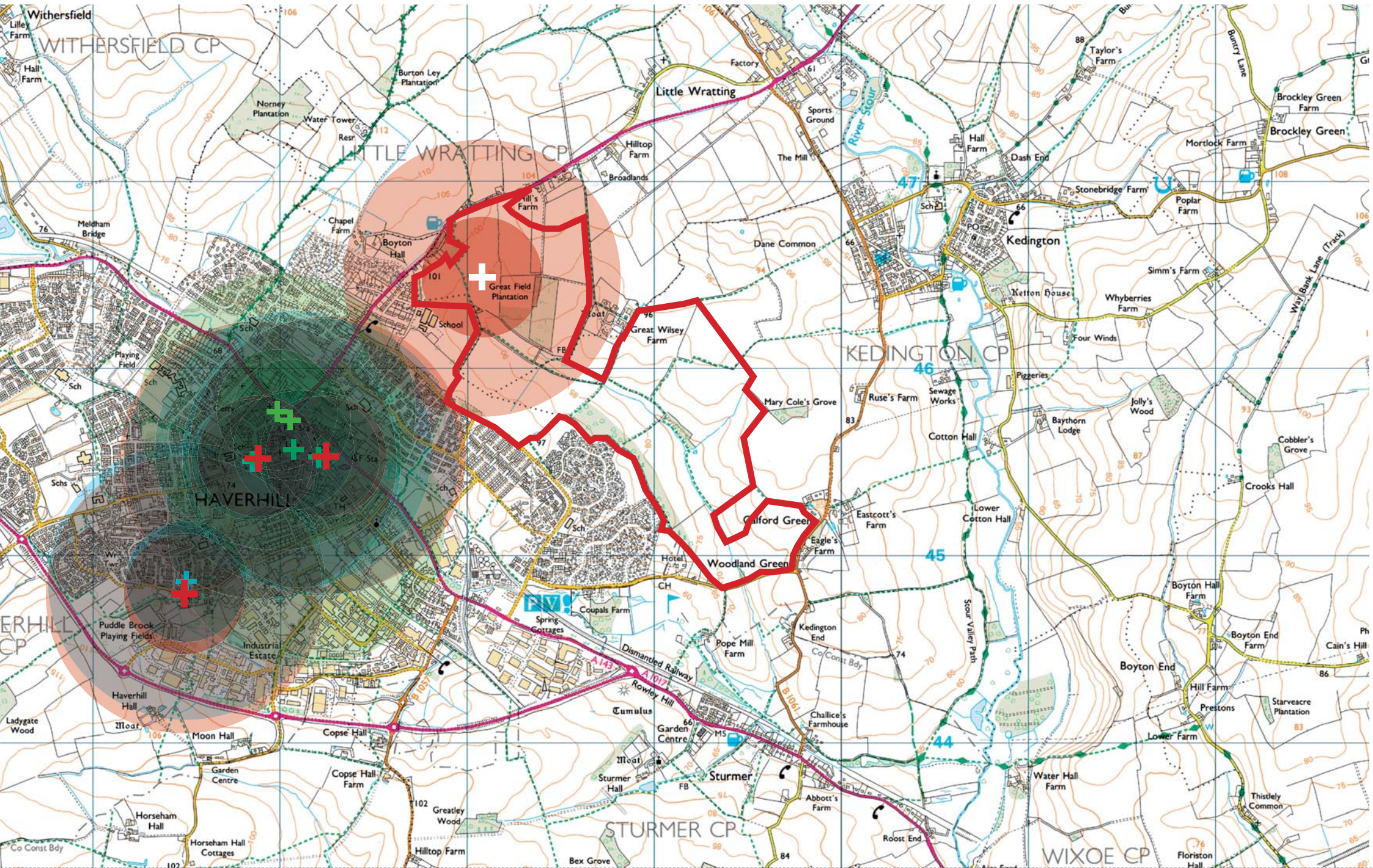
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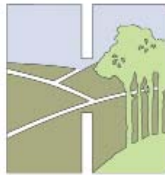


APPENDICES









**Hallam Land
Management**
