

5.2 ACCESS AND CIRCULATION

Vehicular Access

The proposed street and movement hierarchy is based upon low traffic volumes and speeds achieved by the creation of cul-de-sacs and short street lengths.

The main access into the site is from the existing highway Spitfire Road on the eastern boundary.

Emergency and refuse vehicles

The development has been designed to provide ease of movement for refuse and emergency vehicles, and both private and adoptable areas have been designed to provide adequate turning facilities for service and emergency vehicles.

All internal rooms in dwellings are within 45m of adoptable or built to adoptable highways for appropriate access of fire vehicles.

Pedestrian & Cycle Movement

Pedestrian access will enter the site from the new junction onto Spitfire Road and run along the proposed main route into the site, creating formal access to the new Local Centre. The route will form a loop through the core of the development alongside the carriageway and along shared surface streets to areas of open space.

Cyclists will utilise the existing cycle track alignment which enters the site from the north on Abberd Lane and which abuts the future Local Centre. A link will be provided from this northwestern corner back into the heart of the development where cyclists can rejoin the carriageway along low-speed and traffic streets.

Inclusive Access

Due consideration has been given to keep vehicular speeds slow and facilitate the movement of wheelchair, scooters and all residents in general throughout the development site.



LEGEND:



PRIMARY STREET



SECONDARY STREET



TERTIARY STREET



SHARED PRIVATE DRIVE



PROPOSED ACCESS & MOVEMENT PLAN

PRIMARY STREET

Role and Function

The Primary Street will provide the main access serving the development and is of a specific width to serve the Local Centre before reducing to 6.2m where serving the housing.

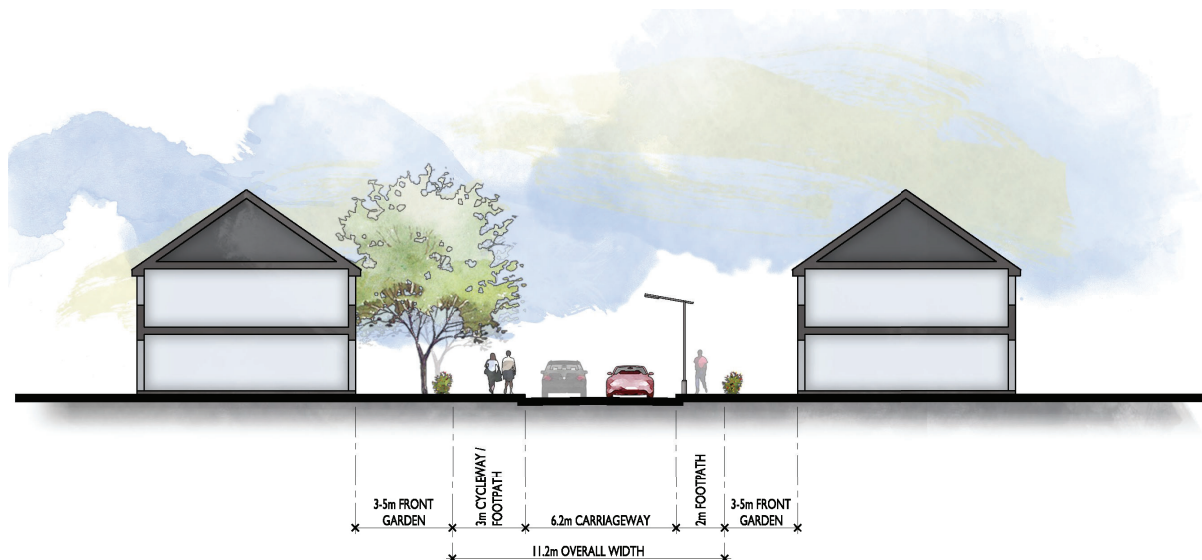
This street will provide access to a Secondary Street as well as direct access to on-plot parking and will be of sufficient width to contain on-street visitor parking.

Character

The street will be formal in character with detached and semi-detached properties predominating supplemented by a consistent parking typology. It will be finished in tarmac and defined by tree lined frontages to one side with a footpath to the southern side and a footpath/cyclepath running alongside the northern side of the carriageway. A strong and consistent building line will form the street frontage.

Landscape & Public Realm

Landscaping will include structured, formal tree planting to aid legibility along the route. Front gardens will be enclosed by railings and hedgerow.



Primary Street Key Dimensions



Primary Street Location

SECONDARY STREET

Role and Function

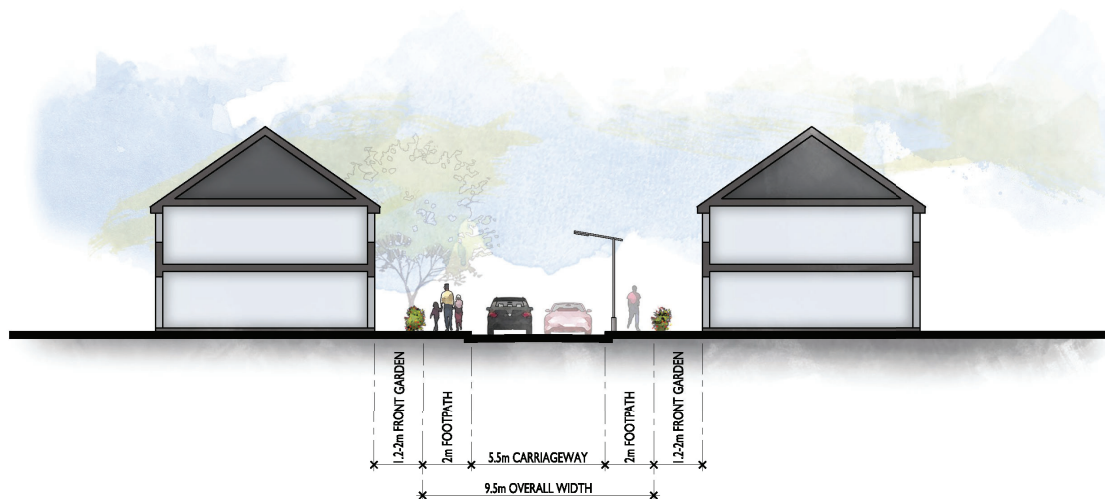
The Secondary Street will form a short loop and will provide direct access to private driveways and the Tertiary Streets. Along its route it will form two feature spaces, identified by the framed buildings, contrast surface material and raised platforms, forming shared spaces for ease of movement.

Character

The street will have a tarmac finish and provide a pedestrian footpath on both sides where dwellings are present with a grassed verge otherwise. It will be formal in character and have a varied setback but that provide consistent build lines to include both side and frontage parking.

Landscape & Public Realm

Landscaping will include tree planting with ornamental shrub planting or low hedgerows to front gardens which is also utilised to assist screening frontage areas of parking.



Secondary Street Key Dimensions



Secondary Street Location

TERTIARY STREET

Role and Function

The Tertiary Streets will be designed as shared surfaces, designed like urban mews streets for vehicles, pedestrians and cyclists to share together. They will have an overall width of between 6-6.5m, determined by the positioning of perpendicular car parking.

The street will be of sufficient width to contain on-street visitor parking.

Character

The street will be finished in tarmac and to the core of the site have a mix of detached and attached properties which will diminish in density as the streets move to the fringes, with detached predominating and the street terminating as an edge lane.

Parking will be on-plot side but occasionally to the front with informal visitor parking within the street.

Landscape & Public Realm

The landscaping will comprise low amenity shrubs or hedges and tree planting set within the street/gardens and/or amongst parking spaces to ensure visually the street is not dominated by extensive runs of parking.



Tertiary Street Key Dimensions



Tertiary Street Location

SHARED PRIVATE DRIVE

Role and Function

The Shared Private Drives will form a short length of driveway for direct access to serve up to five properties.

Some may be designed to be built to adoptable standard to facilitate access by refuse and/or emergency vehicles.

Character

The drive will be narrow in width, generally short in length and of a tarmac finish. It will be informal in character and have a varied building setback with parking located behind the buildline and inbetween properties. Detached properties will predominate in a lower density setting.

Landscape & Public Realm

Landscaping will include informal tree planting with ornamental shrub planting and/or hedgerows to front gardens.



Shared Private Drive Key Dimensions



Shared Private Drive Location

RESIDENTIAL PARKING KEY DATA

PARKING SPACE SIZE MIN -
OFF STREET
2.5M X 5M



GARAGE SIZE
(INTERNAL DIMENSIONS)
MINIMUM



3M X 6M - SINGLE GARAGE



6M X 6M - DOUBLE GARAGE

PARKING SPACE SIZE MIN -
ON STREET
2M X 6M



PARKING SPACE LENGTH - IN
FRONT OF GARAGE
6M



PARKING RATIO (MINIMUM)



1 BED APARTMENT
1 SPACE



2-3 BED DWELLING
2 SPACES



4 BED DWELLING
2 + SPACES

CYCLING PARKING KEY DATA



2 BED DWELLING
2 SPACES



3+ BED DWELLING
4 SPACES

5.3 PARKING

The following sets out the parking requirements for the site.

Residential Parking

The level of parking being provided meets the requirements of the Council, providing a minimum of one space per 1 bed apartment, two spaces per 2 & 3 bed house and three spaces per 4 bed house.

Visitor Parking

The level of visitor parking is proposed at a level appropriate for the site and will generally be sited on street where street widths allow.

The level proposed should equate to circa 1 space per 5 dwellings.

Cycle Parking

Cycle storage will be provided within garages where these are provided.

For dwellings without a garage, lockable cycle stores will be provided in their private rear garden. The apartments will have a separate dedicated cycle store.

5.4 LAND USE AND AMOUNT

The proposed land use plan across sets out the locations of the various proposed land uses for the site, identifying the proposed residential (use class C3) and the retained green infrastructure, notably to the north and west.

Residential

The application comprises of 90 residential properties which are made up of 63 open market dwellings of 2, 3 and 4 bed houses and with 27 affordable dwellings made up from 1 bed apartments and 2, 3 and 4 bed houses.

The mix of tenures and sizes reflect the requirements based on the S106 legal agreement and its flexibility to agree a final mix as part of the reserved matters submission.

Green Infrastructure

Green infrastructure is retained along all four site boundaries to maintain the enclosure of the site and its landscape character to the fringes.

The hedges to the south and east are future protected through the creation of maintenance corridors which will be privately maintained and managed.

Extensive newly proposed trees are proposed throughout the development, notably forming a treed main street linking the entrance to the eastern boundary and in a north-south direction to complement the retained hedge which breaks up the development area.

Provision of various forms and functionality of open space is provided as part of the overall green infrastructure strategy, the quantum of which was based on unit numbers. These forms include equipped play, dark corridors for habitat retention and protection, and amenity open space.

This is in line with the expectations of the approved Ecological Parameters Plan.

Ecological Parameters Plan v Proposed Land Uses

The approved plan identified the various key land uses in the following simple categories:

- Developed Sealed Surface
- Developed Sealed Surface & Vegetated Gardens
- Amenity Grassland
- Meadow Grassland

The comparison between the approved and that proposed shows that the areas and use intentions have been adhered to with incredibly minor differences merely as a result of the more detailed design.

