

Layout

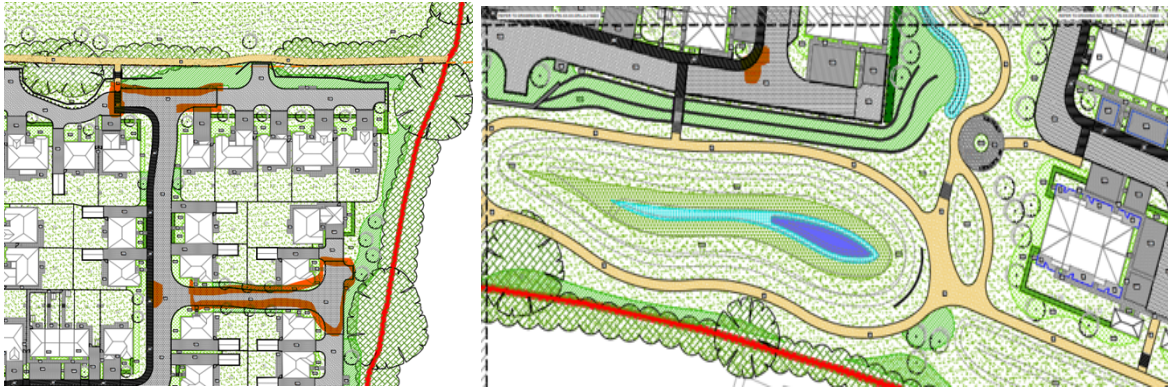
WSCC has considered the proposed site layout and there are still a few locations that need to consider how a visual or mobility impaired person would navigate the transition from footway into shared use surface at the following locations in orange in plans 1,2 & 5, and also the provision of dropped kerbs and tactile paving to help people cross over in plans 1,2,3,4 & 5. Please can updated hard landscaping layout plans include the above please and re-submit for approval.

1.



2.

3.



4.



5.



Street hierarchy and materials

Street hierarchy plan A1192 shows the site will have a street hierarchy of the main spine road with a footway either side, and then secondary roads with a footway on one side only, and then private drives serving no more than 7 dwellings. WSCC are satisfied this works however we have noticed there is one secondary road which has a footway on either side and does not fit into the proposed street hierarchy.

Hard surfacing plan A1192 has been considered and the use of tarmacadam for the main spine road and secondary roads, for carriageway and pavements are accepted. Block paving will be used in the private driveway areas and brindle block paving on the car parking areas.

EVC

All dwellings will have EVC points as per 'EVC Plan' A1192 and building regs. This is no longer a planning consideration but welcome the provision of these in all new developments.

Car & Cycle Parking

Parking for the whole site in 'Parking Plan' A1192 shows the provision of 307 private parking spaces, 16 visitor spaces evenly distributed, 52 integrated garages, 8 temporary sales parking, 12 pump track parking and 1 sub station parking space.

This has been checked against the WSCC car parking guidance for new developments and the 'House Distribution Plan' A1192. Where the site falls into Parking Behaviour Zone 1 and based on the mix of dwellings proposed WSCC would expect to see the following:-

Table 2: Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

12 x 1 bed dwellings (1.5) = 18

29 x 2 bed dwellings (1.7) = 49.3

64 x 3 bed dwellings (2.2) = 140.8

38 x 4 bed dwellings (2.7) = 102.6

7 x 5 bed dwellings (2.7) = 18.9

Total = 330

As per WSCC car parking guidance: *‘To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%.’*

Additionally, in the WSCC guidance it states, *‘it may be appropriate to allow for additional demand for Visitor parking of 0.2/spaces per dwelling’* (DCLG, 2007, *Residential Car Parking Research*). **$0.2 \times 160 = 32$ visitor spaces**

Comparing the standards against the parking plan WSCC are comfortable with the proposed parking strategy.

Cycles

Cycle stores will be provided for every dwelling and as per the ‘Cycle Storage Plan’ A1192 will be provided for in garages, sheds and designated storage compounds.

Accessible Movement Plan

WSCC has checked this plan, and we can see that the internal footpaths are accessible to all throughout the development, with just a few exception areas however there are alternative options available.