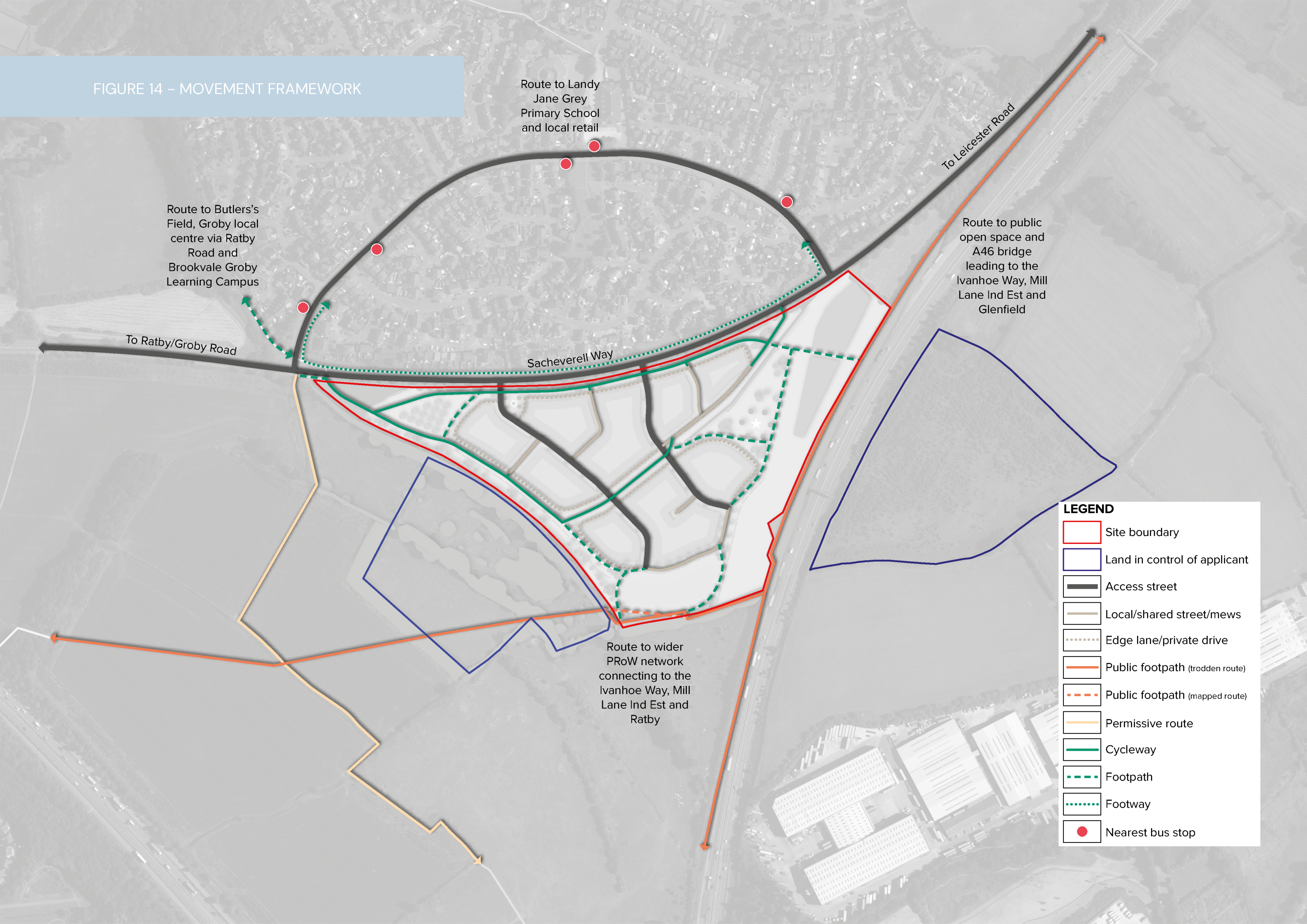


FIGURE 14 – MOVEMENT FRAMEWORK



ACCESS STREET

Within the context of this development, this will be a residential street that provides access into the development areas from Sacheverell Way. Its primary role will be reinforced by the relationship of the built form and the uniform application of a selected number of unit types, materials and architectural details and the inclusion of street trees.

7.5 INTERNAL ROAD STRUCTURE

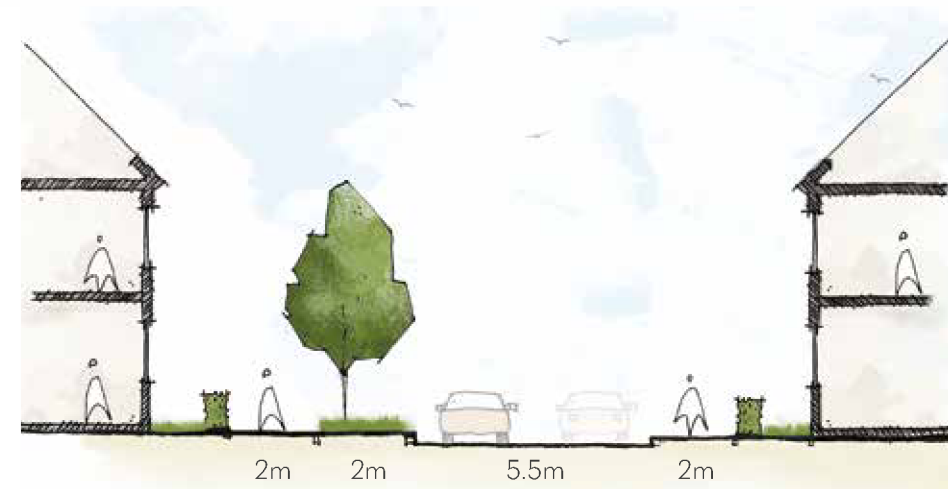
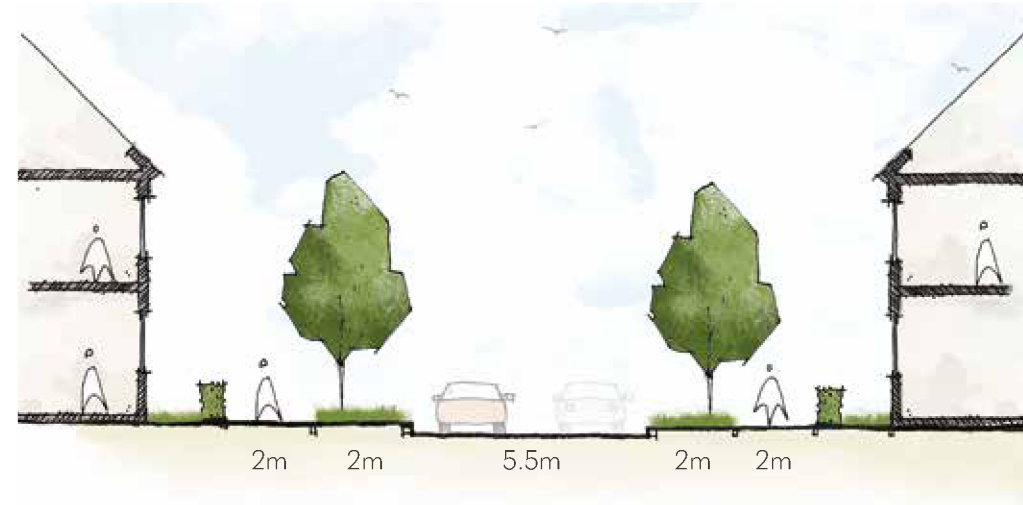
7.5.1 The detailed road arrangement has not yet been designed. However, the envisaged road hierarchy is set out in Figure 14 and the principles of each typology are set out overleaf in accordance with the LCC Highways Design Guide.

7.5.2 The access streets will form spine roads within the development at a gradient no steeper than 1 in 20 to promote easy access. Traffic calming features, such as changes in surface materials and / or deflections in the carriageway, may be used to slow traffic and promote pedestrian movement throughout the site.

7.5.3 Off these spine roads, local streets, shared streets and private drives will allow access to building frontages, with the design of each street typology reflecting the type and volume of users to establish a clear movement hierarchy. Alongside the perimeter open spaces and green corridors, low traffic streets and private drives are envisaged to minimise the vehicular impact on these features where possible.

7.5.4 The movement and street hierarchy defines the ways that people will move around the development, but will also fulfil a range of functions; providing active travel routes to encourage people to walk and cycle, community spaces for surrounding residents to meet, and access to properties for residents, servicing and emergency vehicles.

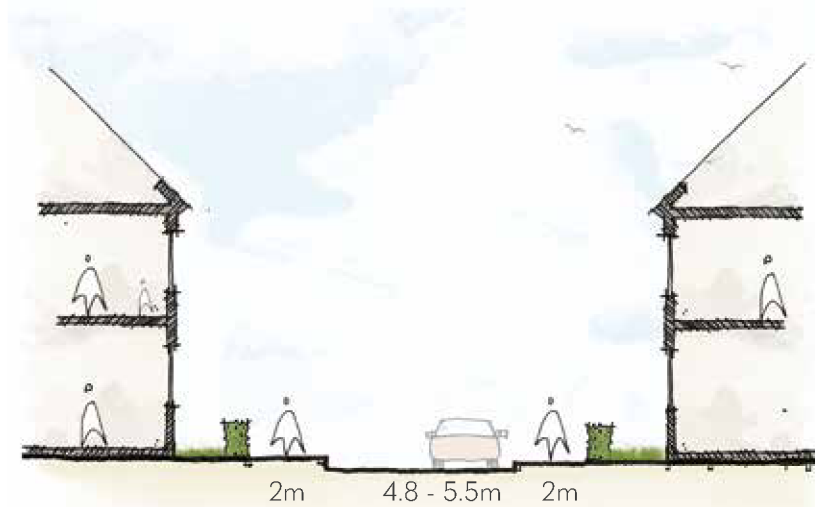
7.5.5 A key element in making the development legible to visitors and residents will be the easily recognisable street hierarchy and network of active travel routes that is proposed.



- To adoptable standards.
- Carriageway width of 5.5m.
- Traffic speed designed for 20 mph.
- 2m wide footway on one or both sides.
- No segregated cycle facilities required due to low traffic speeds. Cycling will be accommodated within the highway.
- Verge to be sufficient width to accommodate street trees/visitor parking on one or both sides. Elsewhere trees will be retained/ provided within areas of open space.
- Deliveries and refuse collection from the front of the property.
- Buildings front onto the street and take their main access from it.
- Direct access to properties.

LOCAL STREET

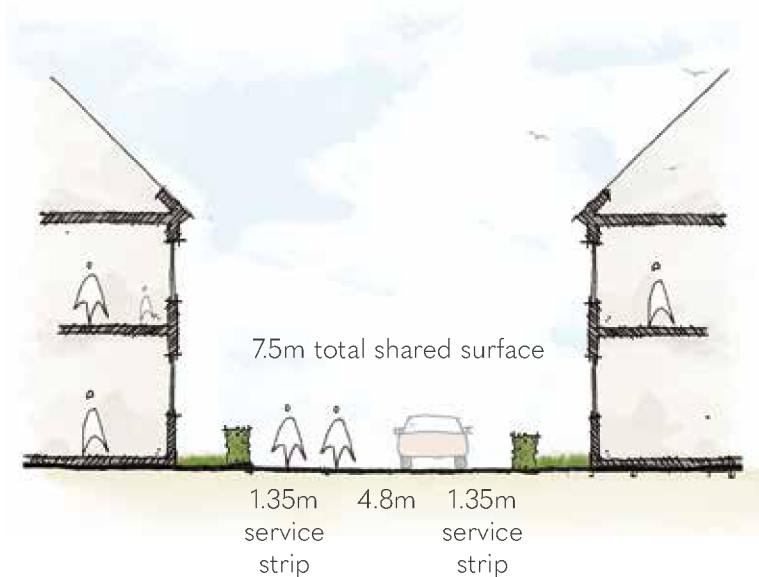
Residential streets with managed traffic flows to prioritise active travel. They will provide access to homes, provide a safe residential environment, and support active travel, social interaction and health and well-being.



- To adoptable standards.
- Typical carriageway width of 4.8–5.5m.
- 2m footway on both sides.
- Traffic speed designed for 20 mph.
- No grass verge.
- No segregated cycle facilities required due to low traffic speeds. Cycling will be accommodated within the highway.
- Deliveries and refuse collection from the front of the property.
- Buildings front on to the street and take their main access from it.
- Direct access to properties.

SHARED STREETS

These more intimate streets will provide access to small groups or clusters of homes. They can be lanes, mews or cul-de-sacs. They should provide a safe residential environment for all users.



- To adoptable standards.
- Typical carriageway width of 7.5m shared surface.
- May include additional width for localised perpendicular parking arrangements.
- 1.35m service strip on both sides.
- Traffic speed designed for 15 mph.
- No grass verge – trees set within tree pits/grilles or planted strips to break up frontage parking areas.
- No segregated cycle facilities required due to low traffic speeds. Cycling will be accommodated within the highway.
- Deliveries and refuse collection from the front of the property.
- Buildings front on to the street and take their main access from it.
- Direct access to properties.
- Use of contrasting surface materials to define zones and entrances within the street.

PRIVATE DRIVES/EDGE LANE

These will be short stretches of access roads (private drives un-adopted) serving a small number of properties, usually on the edge of an open space.



- Edge lanes adopted. Private drives Unadopted.
- Serves a small number of properties.
- Carriageway width varies – 4.25m to serve 2–5 dwellings, 4.8m to serve 6–25 dwellings or 5m if over 25m in length.
- No footway required.
- Traffic speed designed for 5 mph
- Buildings typically front on to the edge lane/private driveway and take their main access from it.
- Direct access to properties.
- Use of contrasting surface materials to clearly define threshold between private drive and adopted roads.
- Refuse collection along private drives permitted.

7.6 CAR AND CYCLE PARKING STRATEGY

- 7.6.1 Car parking will mainly be provided on plot, within driveways to the front or side of properties. Where parking is recessed to the side of properties the building line will help to screen cars from view. Appropriate street trees and / or shrub planting will help soften car parking when located to the front of dwellings. Some on-street parking is anticipated for either visitors or delivery / refuse / emergency vehicles and, where this is required, defined parking bays or suitable road widths should be provided to avoid obstructions.
- 7.6.2 Cycle storage will be designed to enable storage facilities to be provided within the curtilage of each dwelling in either secure sheds or garages. If apartments are located on the site, cycle parking should be located on the ground floor close to the buildings entrance.
- 7.6.3 The amount of car and cycle parking provided will be in accordance with the LCC standards.

7.7 INCLUSIVE ACCESS

- 7.7.1 The detailed design of the proposed development will enable everybody to move around freely without encountering unnecessary obstructions. This is particularly important for pedestrians and cyclists and those less able to move about, such as the elderly or disabled / impaired people. The inclusive access principles as defined by the former Commission for Architecture and the Built Environment (CABE) will be considered in bringing forward the detailed proposals at reserved matters stage, to ensure that the development is:
- Inclusive – so everyone can use it safely, easily and with dignity.
 - Responsive – taking account of what people say they need and want.
 - Flexible – so different people can use them in different ways.
 - Convenient – so everyone can use them without too much effort or separation.
 - Accommodating – for all people, regardless of their age, gender, mobility, ethnicity or circumstances.
 - Welcoming – with no disabling barriers that might exclude some people.
 - Realistic – offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all.



Other Considerations



8.1 DESIGNING OUT CRIME

- 8.1.1 The Masterplan has been developed with regard to the principles set out in the Secured by Design initiative, in particular the document Secured by Design: New Homes 2019. This includes:
- Designing vehicular and pedestrian routes to ensure that they are visually open, direct and well used.
 - Reducing legitimate access to the side or rear of properties and unnecessary segregated footpaths.
 - Providing clearly defined boundaries between public and private areas, with building frontages arranged to overlook the street (improving community interaction and offering informal surveillance) and private areas (including gardens) located to the rear.
 - Providing appropriate boundary treatments to define the private / public threshold, including more visually permeable boundaries along the street frontage (such as railings) to allow good natural surveillance and more solid, robust boundaries (such as walls or timber fencing of a minimum height of 1.8 metres) to the rear.
 - Ensuring communal areas, such as seating areas and playgrounds are well overlooked by surrounding buildings and are not located to the rear of dwellings.
 - Where possible, providing parking within the curtilage of the dwelling. Where communal car parking areas are necessary they should be in small groups, close and adjacent to homes and within view of active rooms. Rear parking courtyards are discouraged but where used they should be gated.
 - Incorporating a mix of dwellings to enable greater potential for homes to be occupied throughout the day and increase the amount of natural surveillance.

8.2 STORAGE

- 8.2.1 Secure cycle parking will be provided with each dwelling.
- 8.2.2 Bins will also be stored to the rear of properties with an external access for each property, to allow bins to be brought out to the front for emptying. In terms of bin collection distances, the layout will be designed to adhere to the Building Regulations that are summarised in Manual for Streets. That is:
- 8.2.3 Residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point; and
- 8.2.4 Waste collection vehicles should be able to get to within 25m of the storage point for two-wheeled containers and 10m for four-wheeled containers.

8.3 SUSTAINABLE CONSTRUCTION & ENERGY

- 8.3.1 Sustainable construction, energy efficiency and fabric first methods will be incorporated into the scheme proposals at the detailed design stage, promoting a high standard of build and construction for the development.
- 8.3.2 Best practice sustainable principles will be embraced and the following principles will be incorporated in finalising the site layout:
- Optimum plot orientation for solar gain with south facing windows to be incorporated where site constraints allow to maximise sunlight.
 - Ensuring that buildings can be easily adapted to suit different occupiers needs allowing for the expansion of living areas and storage needs, and where practicable making better use of roof spaces.
 - The provision of facilities for refuse, recycling stores, composting and water butts.
 - The use of environmentally friendly and sustainable materials, such as locally sourced / recycled materials, aggregates and recycled timber.
- 8.3.3 Resource / energy efficient buildings will be used, potentially with:
- Efficient heating systems, which might include energy saving micro combined heat and power units.
 - Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use.
 - Low carbon lighting, energy controls and management.
 - Double and triple glazing, and improved insulation.

8.3.4 Building Regulations set the standards for most aspects of a building's construction. Part L specifically addresses the requirement for energy conservation and power.

8.3.5 Renewable energy can be incorporated into the scheme, however, pursuing fabric first approaches in the first instance will ensure that all occupiers benefit from reduced electricity bills and will achieve reductions in CO2 production.





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