

5. THE MASTERPLAN



5.1. THE MASTERPLAN

The masterplan for Wolsey Grange 2 adheres to the design principles established at the outset of the project and has evolved through various on-going conversations with stakeholders on heritage, flooding, drainage, landscape and biodiversity, and spatial planning elements.

This masterplan illustrates the result of the iterative design process that was followed over the last 4 years, with Taylor Wimpey's vision for Wolsey Grange 2 always at heart; that to create a sensitive, high-quality sustainable development set within a unique landscape setting that promotes health and wellbeing.

Accordingly, the layout presents a sensitive design solution shaped by the topography and composed of three main development parcels that straddle Hadleigh Road.

A key aspect of the development proposal is the network of green corridors, in particular the Green Valley Park, open spaces, and pedestrian and cycle routes that will be provided to knit this new development into the wider fabric of Ipswich. The wide range of generous green spaces and corridors will retain existing trees, hedgerows and streams, and offer opportunities for leisure and recreation while at the same time enhancing biodiversity.

The setting of the Red House Farm complex has been carefully considered, with suitable retained landscape and screen planting proposed between the Grade II complex and the new development parcels.

The proposal will deliver up to 750 new homes consisting of a wide range of dwelling types and sizes to suit the needs and aspirations of the local community. The masterplan also includes a 3ha area of land for a future 2-form entry school.

The masterplan has informed the parameter plans submitted for approval as part of this application, which set out the proposed extent of development, access, density and maximum building heights.

The Parameter Plans are landscape and heritage-led and have been informed by in depth discussions with Place Services (Landscape and Heritage).

Total area - Ha		
53.01ha/131ac		
Land Use*	Ha	Ac
Residential	18.44	45.56
School	3	7.41
Public open space (total)**	28.78	71.09
Infrastructure including roads	2.79	6.89

* Approximated areas based on the proposed Land use Framework Plan
** Refer table below

Open Space Standards			
Green open space	Required Standards for 1,000 pop	Required for 750 units (1800 pop)	Provided for 750 units (1800 pop)
	(Ha)	Ha	Ha
Parks and public gardens	1	1.8	2.1
Amenity greenspace & Natural greenspace	1	1.8	21.52
Provision for children and young people	0.1	0.18	0.2
Proposed attenuation basins	-	-	3.45
Drainage structure approved under planning application ref. DC/21/01815	-	-	1.51
Total open space	2.4	4.32	28.78

KEY

- 1 Green Valley Park
- 2 School site - 3ha
- 3 Play areas and open spaces
- 4 Pedestrian green link connecting the Site to Chantry Park
- 5 Potential pedestrian link to employment area?
- 6 East-west green corridor guided by historic and new field boundaries;
- 7 Cross valley link
- 8 Noise buffer
- 9 New/improved access/junction with safe controlled access for pedestrians;
- 10 Existing planting retained;
- 11 Existing PRoW with proposed cycle route;
- 12 New screen planting to Red House Farm complex (listed buildings);
- 13 Exit only point to A1214 London Road



Fig 30. Illustrative masterplan

Wolsey Grange 1

A1071

A1214 London Road

Horsleigh Road

Chantry Park

Not to scale

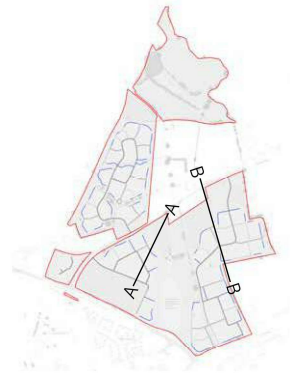
SITE SECTION



SECTION A_A



SECTION B_B



5.2. DEVELOPMENT PARAMETERS

LAND USE

The Land use parameter plan indicates the uses proposed as part of the Wolsey Grange 2 masterplan which include:

- An area of 18.44ha for residential development for approximately 750 new homes
- 3ha for a new 2-Form Entry Primary School
- Over 50% (28.78ha) of the overall Site allocated for new public open spaces including the Green Valley Park/ central corridor and the Covenant land
- An indicative location of proposed basins
- Areas for suitable noise attenuation measures along the A14 and the A1071
- Buffer zones to sensitive edges; Chantry Park and Springvale building

The Land use parameter plan forms part of the Outline application submission pack and is a plan for approval.

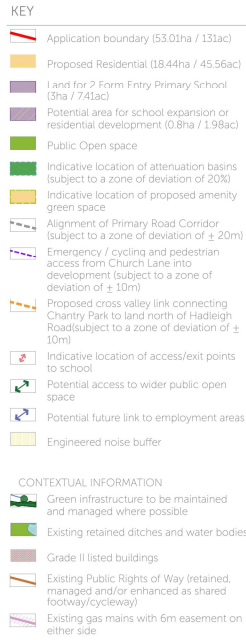


Fig 31. Land use parameter plan

ACCESS AND MOVEMENT

The Access and Movement plan includes the proposed alignment of:

- Primary road corridors
- Emergency, cycling and pedestrian access from Church Lane
- The new link across the valley connecting Chantry Park with land to the north of Hadleigh Road, and other existing and new key links within the development
- Pedestrian and cycle crossings
- The indicative location of access/exit points to school
- The potential link to employment areas to the north

The Access and Movement parameter plan forms part of the Outline application submission pack and is a plan for approval.










KEY	
	Application boundary (53.01ha / 131ac)
	Proposed access points for all modes
	Alignment of Primary Road Corridor (subject to a zone of deviation of ± 20m)
	Emergency / cycling and pedestrian access from Church Lane into development (subject to a zone of deviation of ± 10m)
	Proposed cross valley link connecting Chantry Park to land north of Hadleigh Road (subject to a zone of deviation of ± 10m)
	Indicative location of access/exit points to school
	Potential access to wider public open space
	Potential future link to employment areas
CONTEXTUAL INFORMATION	
	Existing Public Rights of Way (retained, managed and/or enhanced as shared footway/cycleway)



Fig 32. Access and movement parameter plan

DENSITY

The plan to the right shows the density banding that has evolved as a response to the local context of the various development parcels, this includes:

- A development edge fronting onto the Green Valley Park with an average density of between 30 - 35dph.
- A development core with an average density of between 35 - 40dph, and
- A southern development zone that addresses the A1071 and London Road with a higher density of between 40 - 50dph

Family housing is expected to make up a large proportion of the new homes with a small element of apartments included predominantly on the southern development zone. Detached houses will predominantly be found along the more sensitive edges of the development, fronting onto the Green Valley and Chantry Park.

In accordance with Babergh and Mid Suffolk District Councils Joint Local Plan, some 35% of units will be provided as affordable housing. The mix of affordable housing units will reflect the final market mix and the identified requirements of Babergh District Council. The development will, therefore, provide a range of house types, sizes and tenures to maximise choice for potential new residents.

The Maximum Residential Density parameter plan forms part of the Outline application submission pack and is a plan for approval.

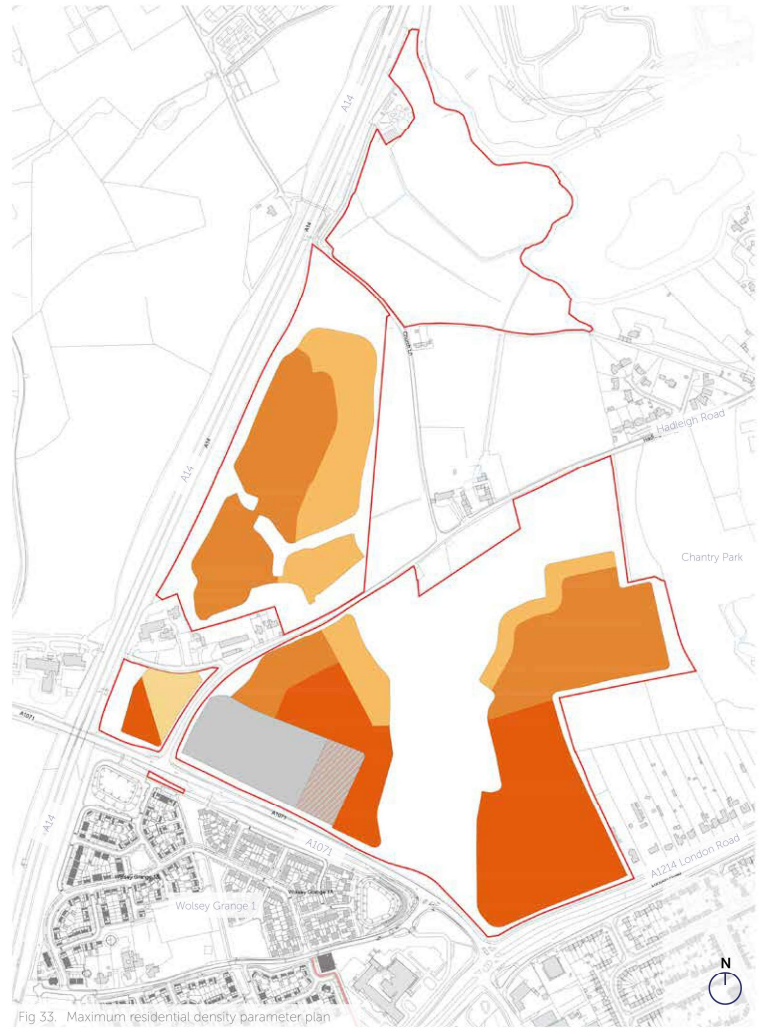
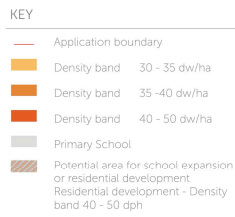


Fig 33. Maximum residential density parameter plan

BUILDING HEIGHTS

The building heights plan to the right sets out maximum limits to the heights of buildings across the development. The heights proposed have been carefully considered to respect and minimise the visual impact on the setting of key heritage and landscape assets including the Red House Farm complex and Chantry Park.

- Building along the sensitive green edges of the development will have a maximum of 2 storeys
- Buildings within the internal core of the development will have a maximum of 2.5 storeys
- Buildings on the southern zone close to London Road and the A1071 will have a maximum of 3 storeys
- The school building will be a maximum of 2 storey (i.e. 12m to ridge)

The above heights banding will create a transition through the development with building heights decreasing towards the Green Valley Park to provide a softer interface with the landscape.

The Maximum Residential Building Heights parameter plan forms part of the Outline application submission pack and is a plan for approval.

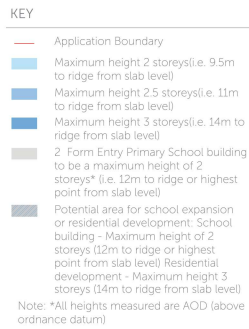


Fig 34. Maximum residential building heights plan

MASTERPLAN FRAMEWORK

The masterplan framework plan gives further detail about the primary and main secondary routes within the development and illustrates a potential subdivision of the main development parcels into smaller indicating net development areas.

The plan also highlights some important townscape considerations to create a legible and high quality development, these include the indicative location of:

- Key spaces
- Key frontages
- Landmark/key buildings
- Important views

The Masterplan Framework plan forms part of the Outline application submission pack and is intended for illustrative purposes only.

KEY	
	Application boundary (53.01ha / 131ac)
	Wolsey Grange 1 boundary
	Land reserved for off-site biodiversity improvements (9.11ha / 22.51 ac)
	Proposed Residential (18.44ha / 45.56ac)
	Land for 2 Form Entry Primary School (3ha / 7.41ac)
	Potential area for school expansion or residential development (0.8ha / 1.98ac)
	Public Open space
	Play Provision
	Proposed attenuation basins
	Proposed access points for all nodes
	Proposed primary road corridor
	Proposed secondary and corridor
	Proposed on-street filtered drains
	Emergency / cycling and pedestrian access from Church Lane into development (subject to a zone of deviation of ± 10m)
	Proposed cross valley link connecting Chantry Park to land north of Hadleigh Road (subject to a zone of deviation of ± 10m)
	Proposed indicative traffic calming sections
	Indicative location of access/exit points to school
	Potential access to wider public open space
	Potential future link to employment areas
	Engineered noise buffer
TOWNSCAPE CONSIDERATIONS	
	Frontages
	Key Buildings
CONTEXTUAL INFORMATION	
	Green infrastructure to be maintained and managed where possible
	Existing retained ditches and water bodies
	Grade II listed buildings
	Existing Public Rights of Way (retained, managed and/or enhanced as shared footway/cycleway)
	Existing gas mains with 6m easement on either side



Fig 35. Masterplan framework plan

5.3. STREET HIERARCHY & CHARACTER

Wolsey Grange 2 provides a well connected network of streets and routes to encourage walking and cycling and assist wayfinding within the new neighbourhood.

The street network is designed with a clear hierarchy of streets. Each street typology with its own distinctive character and designed in accordance with Highways Authority standards to reflect their importance within the Site and to accommodate the relevant levels of anticipated usage.

All streets consider the needs of pedestrians striking the right balance between safety, accessibility, place, and movement.

The proposed street hierarchy, along with pedestrian/cycle links ensures that the new community can be well integrated with the surrounding local facilities, in line with planning policy requirements.

The character of the street typologies is illustrated by way of street sections on the following pages.



Fig 36. Precedents of different types of streets

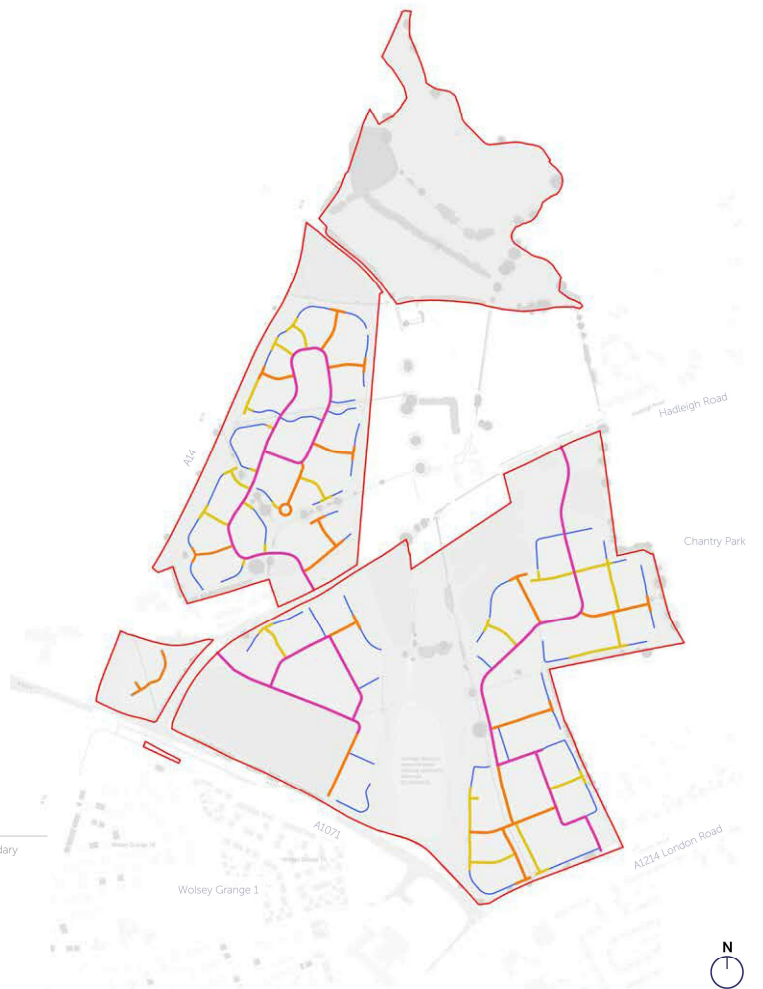


Fig 37. Street hierarchy plan

NEW PROPOSED ACCESS POINTS FROM HADLEIGH ROAD

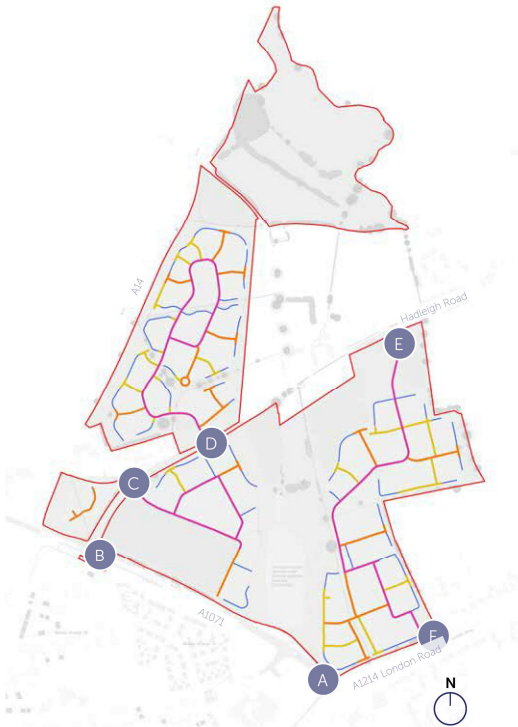


Fig 40. Highway improvements and access location plan

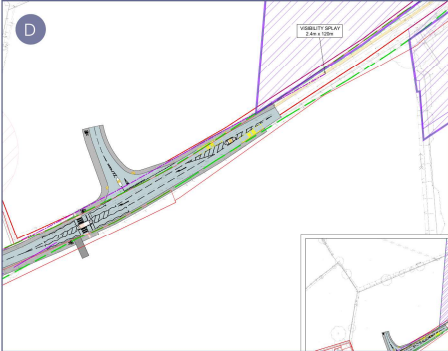


Fig 41. Access junction to northern parcel



Fig 43. Access junction to eastern parcel

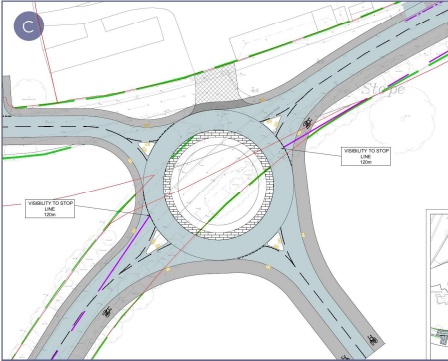


Fig 42. 4 arm roundabout with cycle lanes

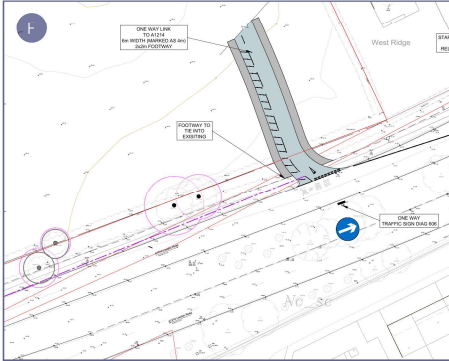
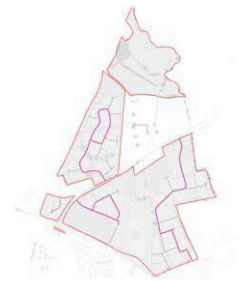


Fig 44. London Road - Exit only junction

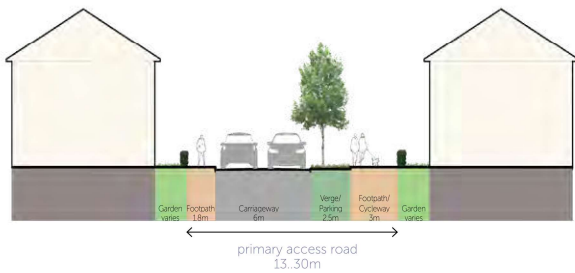
PRIMARY STREETS

Primary access through the site is provided off Hadleigh Road in the form of traditional streets; with a clear separation of carriageway and footway. Each parcel of development has its own primary street which will act as the main vehicular loop route connecting with secondary and tertiary streets. These streets are tree lined to one side and some contain swales as part of the side verge.

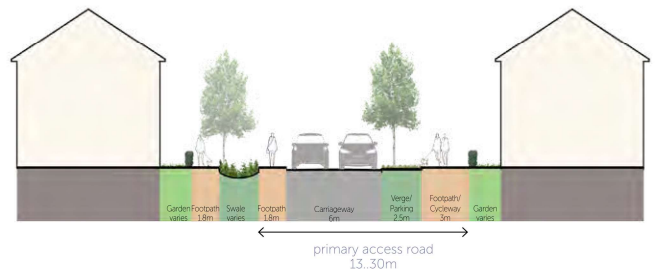
On the eastern parcel, the primary access route is designed to accommodate a possible future bus transport link, which will connect Hadleigh Road with London Road.



OPTION A - TREE LINED



OPTION B - TREE LINED AND SWALE



DESIGN CONSIDERATIONS

Movement Function	Maximum design speed	Carriageway width	Footway / cycleway	Verge	Bus access	On-street parking	Traffic calming measures	Service strip	Direct access to properties	Surface materials
Key connecting street with Hadleigh Road and London Road. High levels of movements. Designed for all modes, including local bus services.	20 mph	6.00m minimum (widening to provide right turn lanes where required).	1.8m footway on one side. 3m shared footway and cycleway on one side.	2.5m on one side (including trees and street lighting). Some street also include swales. Bus stop infrastructure including bus shelters and hardstanding to be located within the verges adjacent to the carriageway.	Only on primary street within eastern development parcel	Limited - 2m layby parking spaces	Yes; controlled by design; surface treatment, junctions spacing and pedestrian crossings.	Within shared footway/cycle way	Limited	Hot rolled asphalt to adopted standard with HB2 concrete kerbs

SECONDARY STREETS

Secondary streets are key internal connectors that link the whole of the development with the main access (primary) road. They are designed as traditional streets with the carriageway and footway clearly demarcated and provide a greater level of enclosure.

These streets are designed to cope with a medium level of traffic movement, as they are connector roads.



DESIGN CONSIDERATIONS

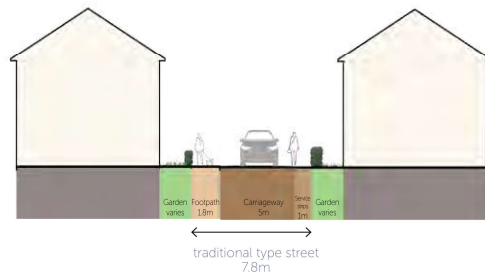
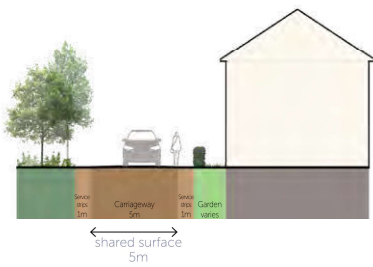
Movement Function	Maximum design speed	Carriageway width	Footway / cycleway	Verge	Bus access	On-street parking	Traffic calming measures	Service strip	Direct access to properties	Surface materials
Key internal connections to the north and south of the development. Medium levels of movements.	20 mph	5.50m minimum	1.8m footway on both sides. Cycle share carriage way of 5.5 m.	N/A	N/A	Yes on limited areas. 2m layby parking spaces	Yes; controlled by design; surface treatment, junctions spacing and pedestrian crossings.	Within footway.	Yes	Hot rolled asphalt to adopted standard with HB2 concrete kerbs

TERTIARY STREETS

Tertiary streets include a mix of traditional streets, shared surface streets and courtyards.

- Traditional streets have a clear demarcation of footway and carriageway
- Shared surface streets are shared by all users with no formal footpaths and tend to have even lower levels of traffic than traditional streets
- Courtyards are designed as shared surface spaces and include parking and landscape features

Traditional and shared surface streets connect secondary streets and edge streets together, acting as through routes but with lower levels of traffic.



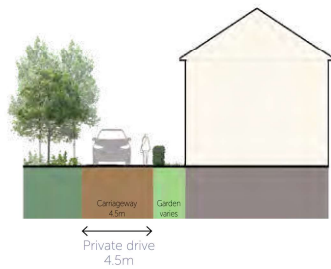
DESIGN CONSIDERATIONS

Movement Function	Maximum design speed	Carriageway width	Footway / cycleway	Verge	Bus access	On-street parking	Traffic calming measures	Service strip	Direct access to properties	Surface materials
<p>Access to small residential areas.</p> <p>Include a mix of traditional streets, shared surface streets and courtyards.</p> <p>Use by pedestrians and cyclists.</p> <p>Low levels of movement.</p>	10-15 mph	4.80 / 5.00m	<p>Separate footway on traditional type of streets only.</p> <p>Cycle share carriage way</p>	No	N/A	Yes on limited areas.	Yes; controlled by design (alignment of streets and parking), and surface treatment.	Within footway or within edge of carriageway.	Yes	Tarmac and block paving.

EDGE STREETS / PRIVATE DRIVES

Edge streets/private drives are informal more organic/winding streets that typically serve a small number of properties. They are shared surface streets enclosed by both development and landscape or open land.

These streets have a more private feel than the tertiary streets, as they are limited in length and not through roads. This street typology is located in sensitive areas along the Green Valley Park and are not intended for adoption.



DESIGN CONSIDERATIONS

Movement Function	Maximum design speed	Carriageway width	Footway / cycleway	Verge	Bus access	On-street parking	Traffic calming measures	Service strip	Direct access to properties	Surface materials
Streets only serving a small number of properties.	10 mph	4.50m, but varies to suit design approach	Shared surface with cars and pedestrians.	N/A	N/A	Yes on limited areas.	Yes; controlled by design (alignment of streets and parking), and surface treatment.	Within edge of carriageway.	Yes	Block paving