

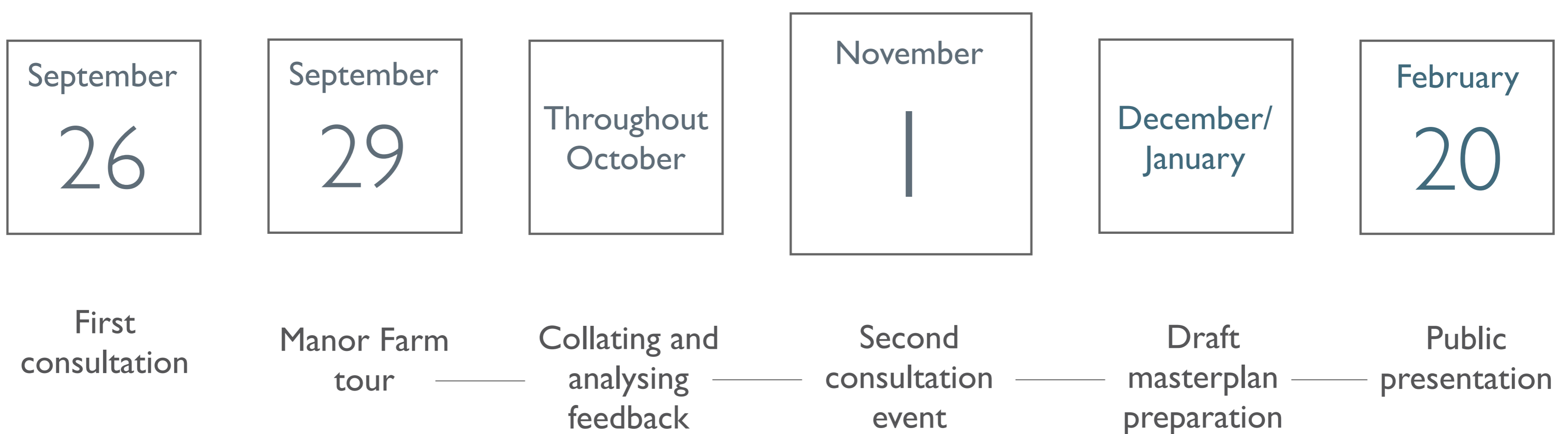
# Engagement Strategy



## Aims for today's event:

- Present the feedback and research gathered so far.
- To establish, with the community, the basis of a design brief from which proposals can begin to be drawn up. This is to include scale, types of facilities wanted, an understanding of a sense of place, zoning of the site, sustainability criteria etc.
- Suggest Indicators for success which can be used to assess proposals:
  1. Ensure good connections between the new development and the village
  2. Minimise the impact of the development on the village setting and enhancing the setting in the landscape
  3. Provide road safety/traffic calming improvements to High Street
  4. Provide a selection of house types and rental/purchase options.
  5. Balance new development with capacity of facilities.
  6. Provide adequate parking within the new development.
  7. Encourage pedestrians and cycle use through design, and minimise car use.

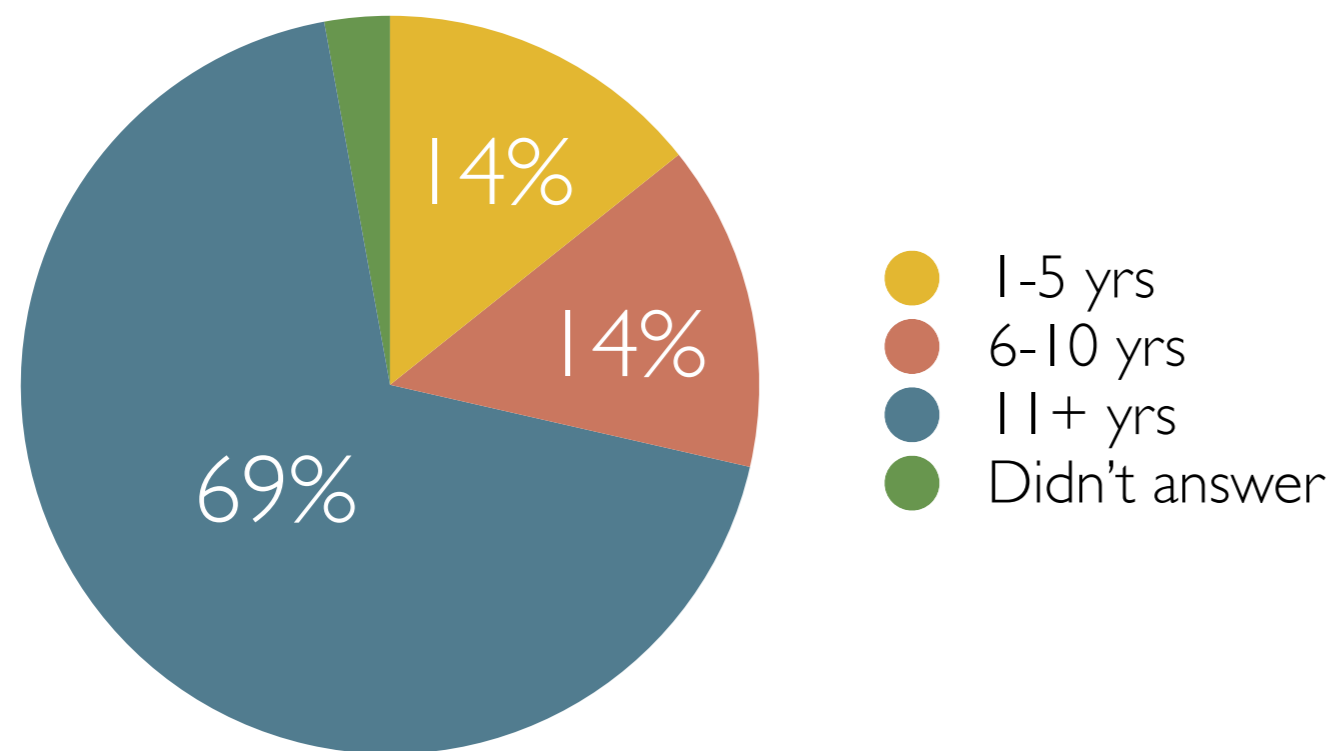
## Timeline:



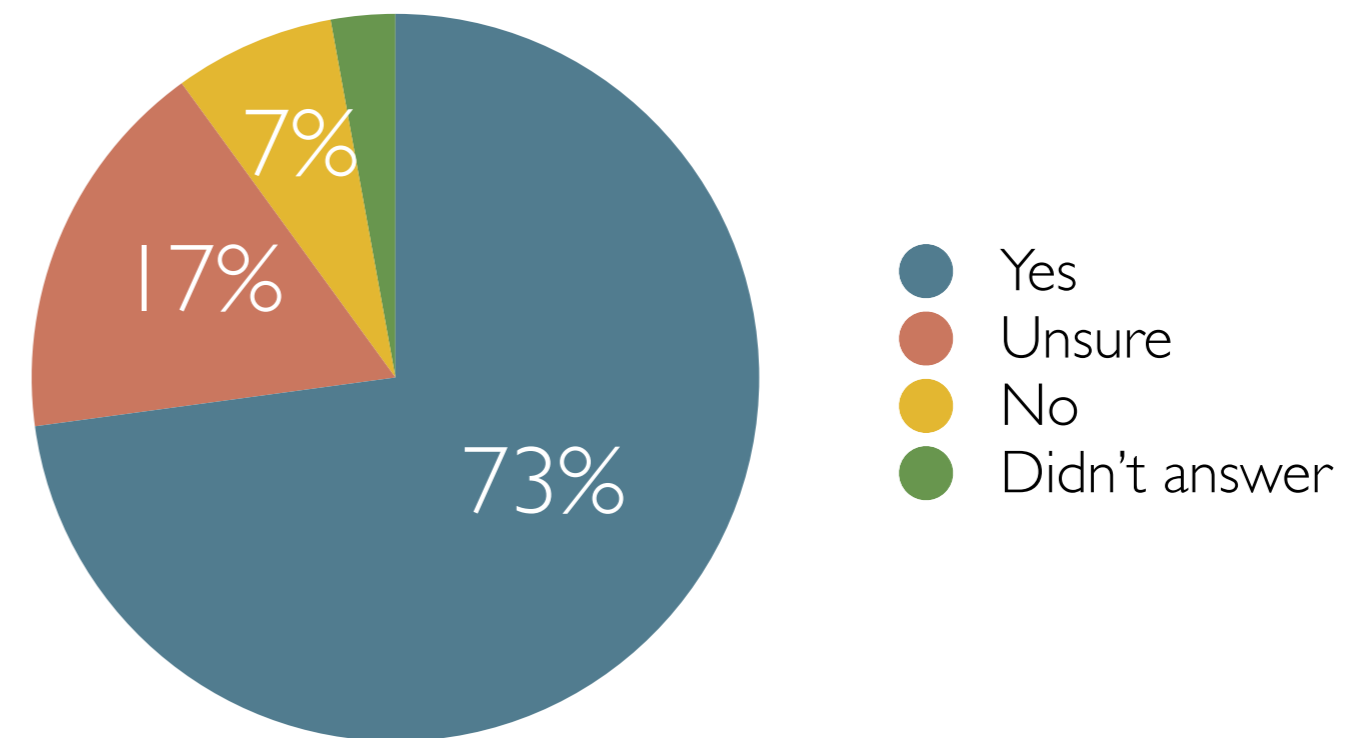
# Response from community so far

At the first public event held in September we had 125 people attend to learn about and give their initial response to the project. We received 70 feedback forms as well as comments on flags pinned into the map of the site. 97% of people who responded either lived or worked in Wilburton or Stretham (3% didn't answer).

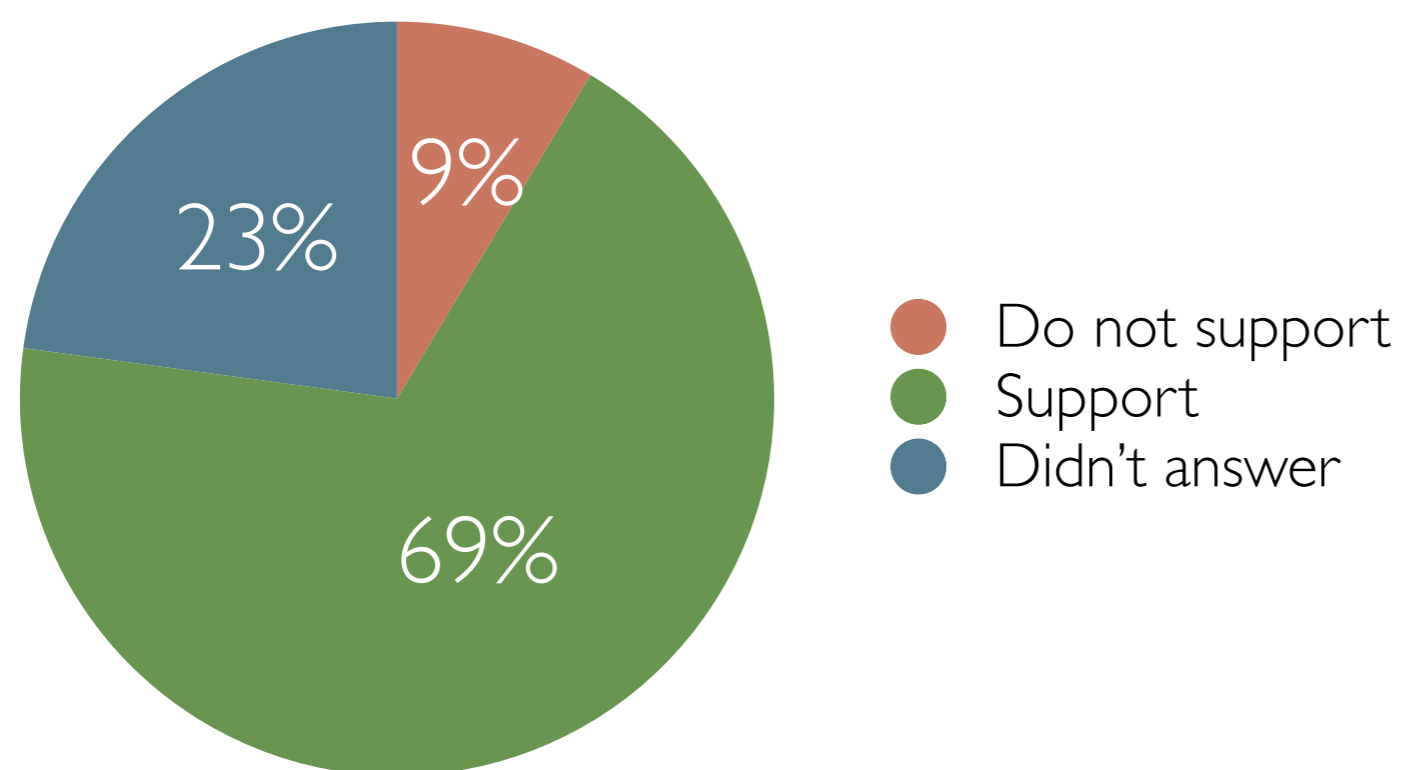
How long have you lived in Wilburton/Stretham?



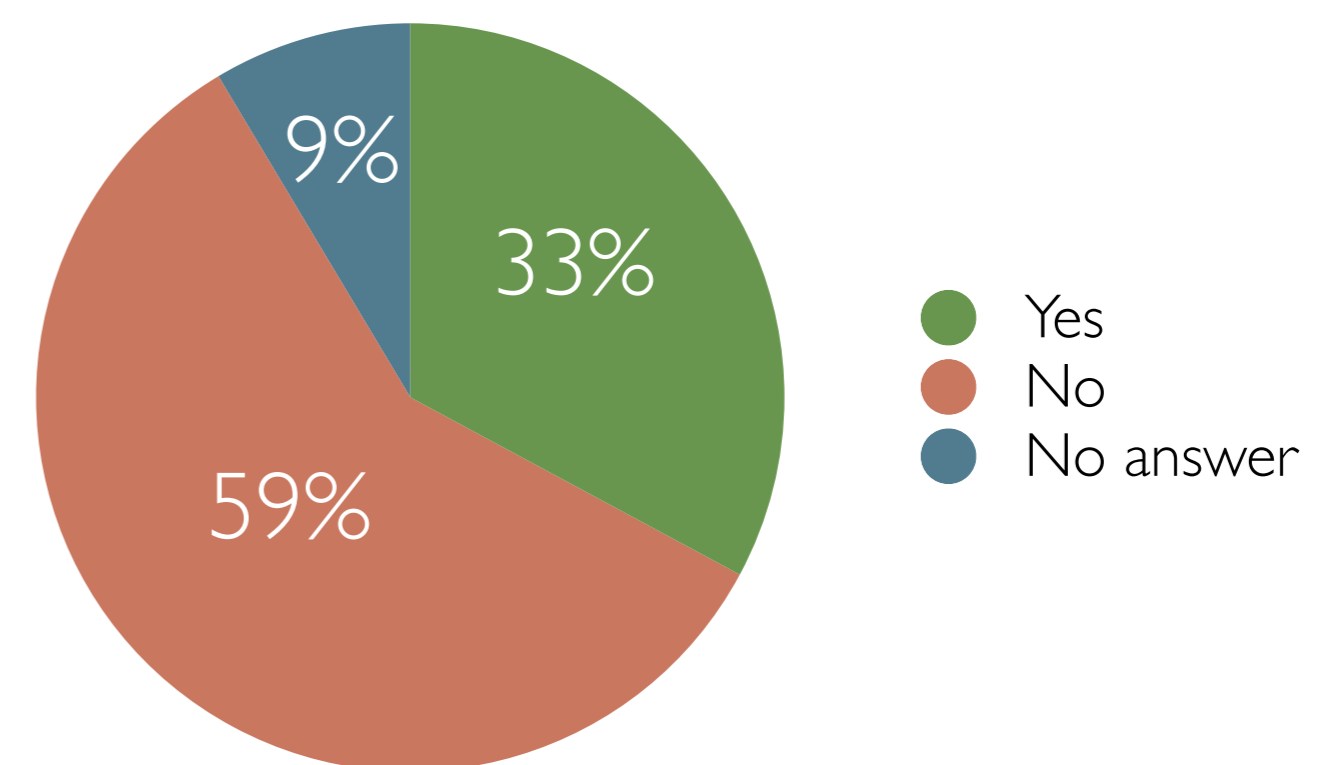
Is reserving affordable housing for people with strong local connections important to you?



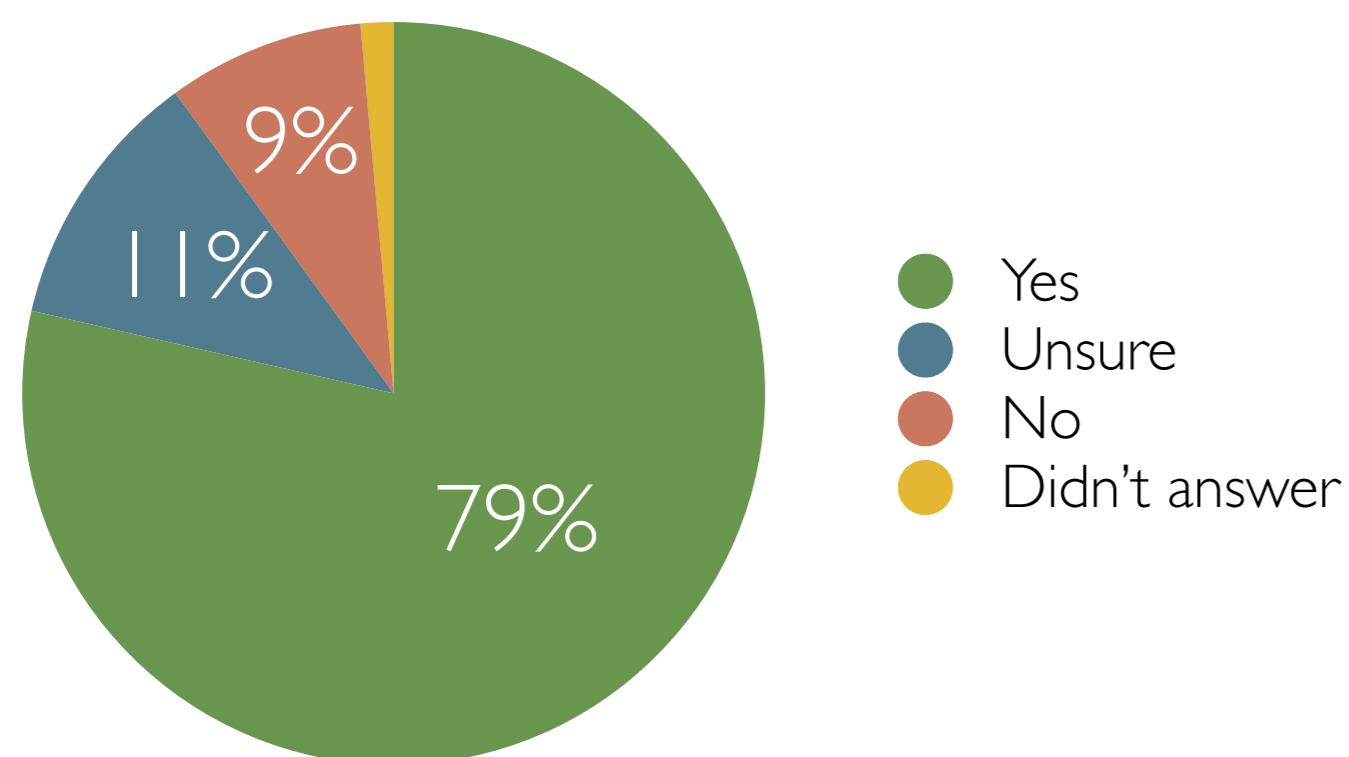
Do you support the idea of cross-subsidising affordable housing/community amenities with market housing?



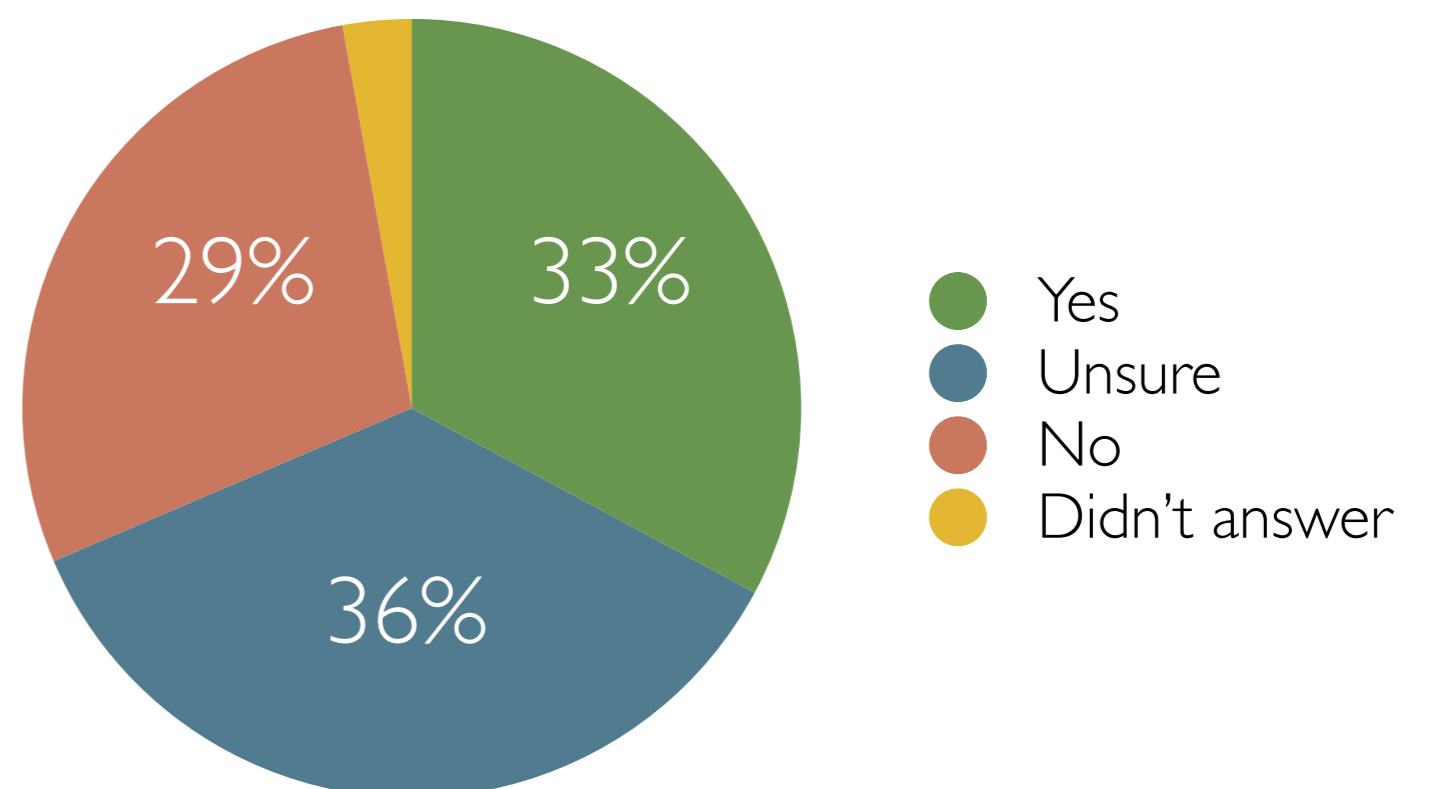
Might you, or someone you know, be interested in a CLT home?



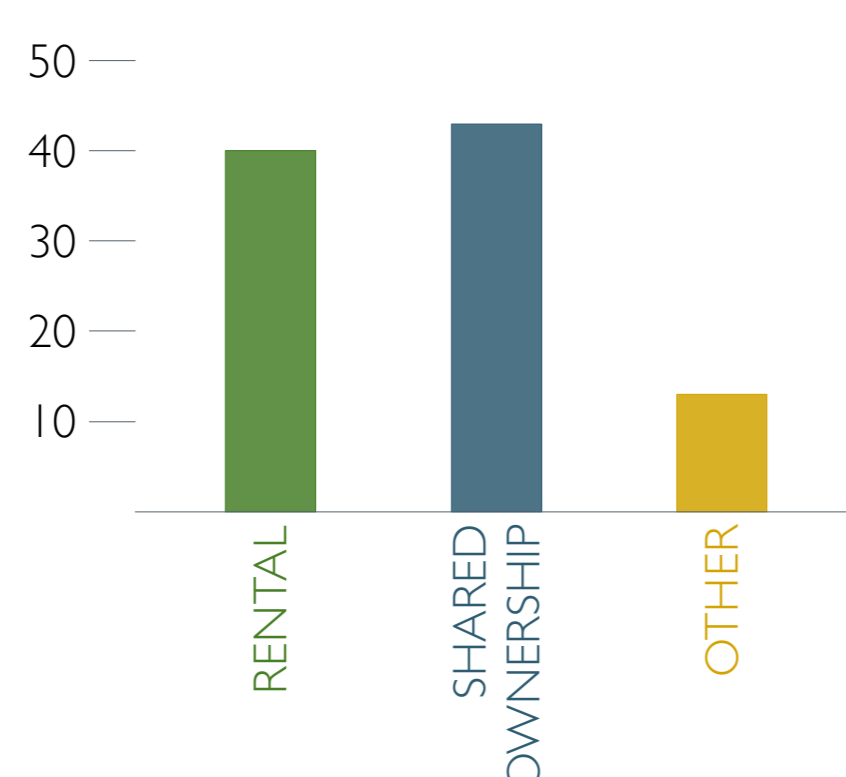
Do you think Wilburton needs more affordable housing?



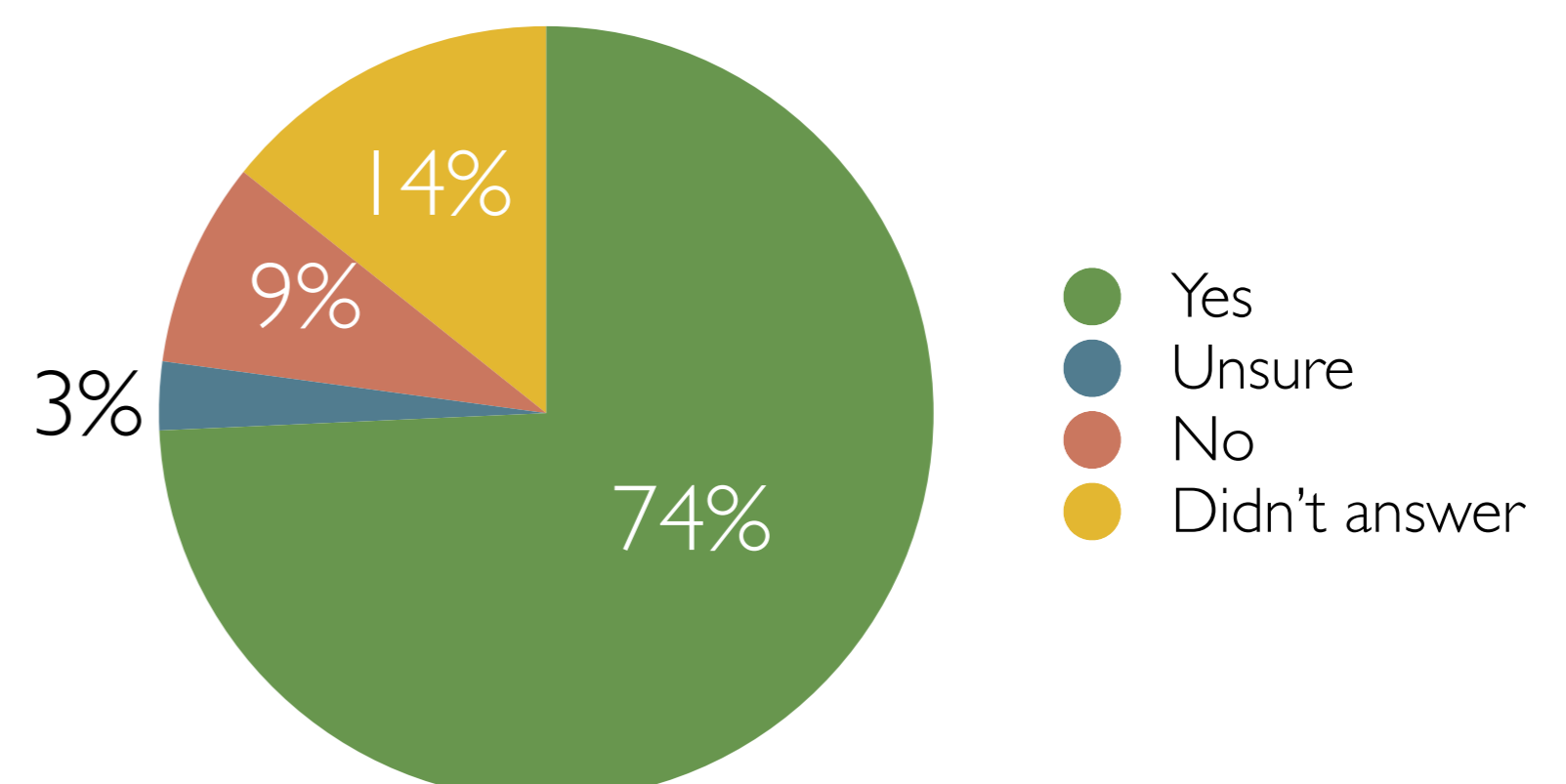
Do you think Camp's field is a suitable site?



What sort of affordable housing do you feel is needed?



Should the 30mph zone be extended/a new pedestrian crossing provided?

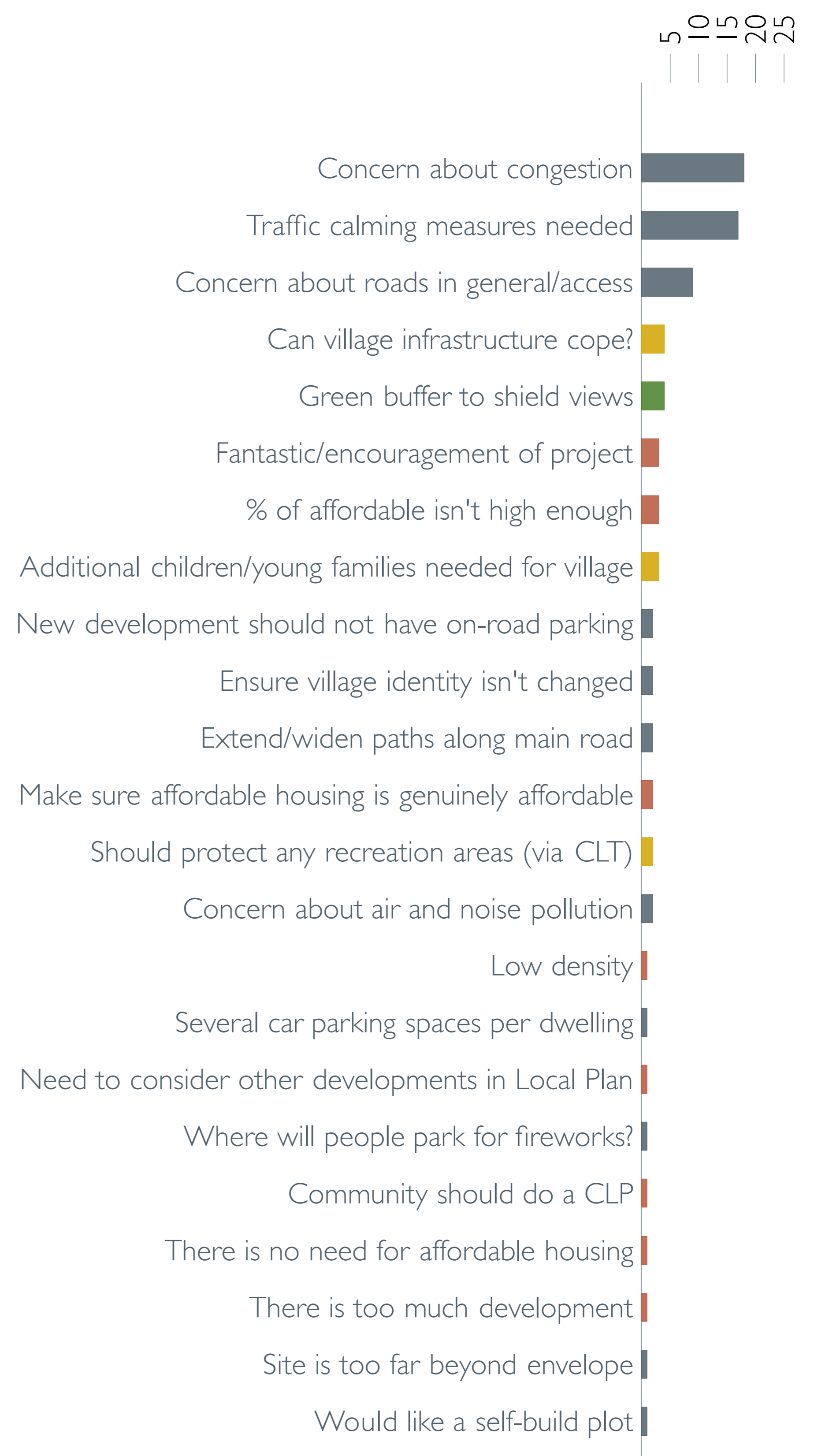
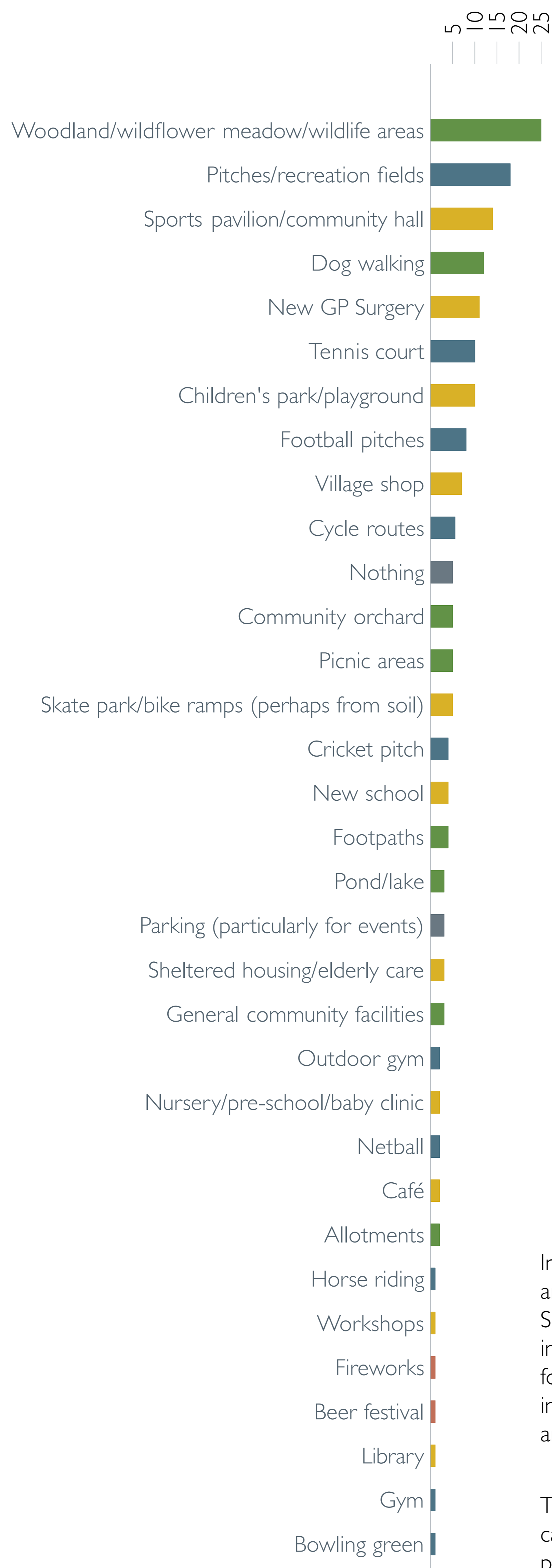


There was good representation from local people, who in general believe that Wilburton needs more affordable housing and support the idea of cross-subsidising affordable housing/community facilities with market housing. People felt that a mix of rental and ownership options would be useful, with a particular interest in smaller houses/bungalows/starter homes. About a third think the site is suitable, just under a third think it is unsuitable, and just over a third are unsure. There is strong support for traffic calming in the village.

# Response from community so far

## What recreation facilities would you like to see in the village?

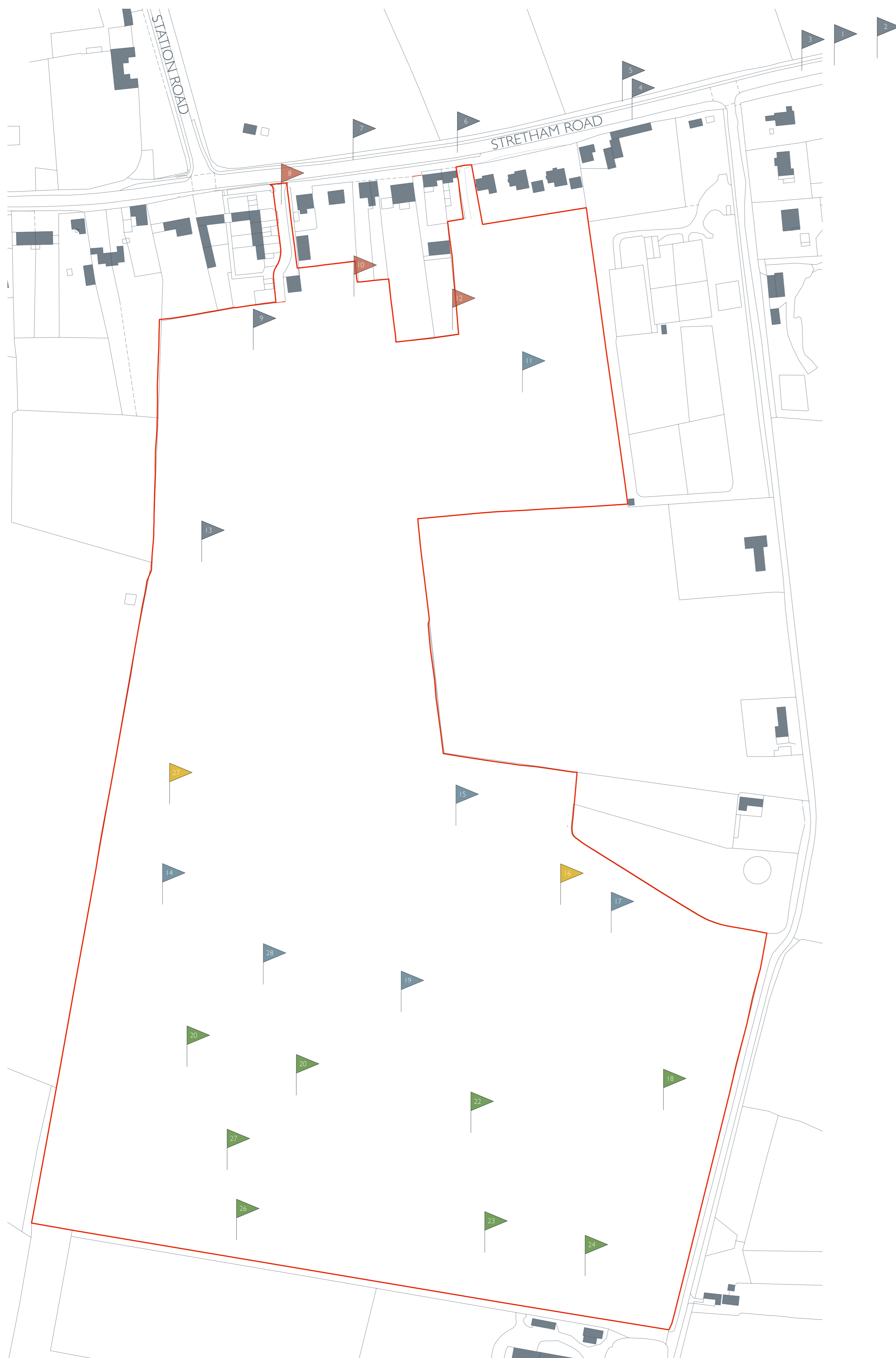
## Any further comments?



In terms of recreation facilities people were very keen on improving access to nature and wildlife and comments included picnic areas, orchards, lakes, dog walking etc. Sports infrastructure was another point of interest - multiple sports were mentioned including tennis, football, cricket, netball and horse riding, with lots of general support for pitches and a new pavilion/community hall. Interest in other new buildings included a GP, shop, café, nursery (both child & elderly care were mentioned), library and a gym,

There was concern about congestion and access, with people suggesting that traffic calming measures would be useful. Parking was mentioned, both to avoid on street parking in the new development and for community events.

# Response from community so far



## Traffic/Access

1. Crossing needed here to Millfield Place
2. Path needed on this side too to Millfield Place
3. Move 30 MPH zone
4. Concerns about access – too narrow, too busy
5. Safety of access eg. turn right on High Street during rush hour. Already 'pot' luck turning off Twentypence road
6. Access road too narrow. Infrastructure concerns
7. Safe places to cross the road. Wide footpaths to push a pushchair/wheelchair. Cycle route paths. Woodland walks and play area
9. Where will all the cars on Bonfire Night go if this field is not available?
13. All houses should have enough parking spaces for several cars to avoid on-road parking

## Nature

18. Heritage orchard and/or vineyard
20. Dog walking/ walking/ picnic area/ GP/ pond/ new nursery
22. An area to walk suitable and accessible to all
23. Country park – dog walking, kids playing, prams, nature, routes
24. Woodland and wildflower meadow
25. Safe horse riding and events
26. A covenant placed on part of the land such that it cannot be developed in the future ie. allocated to permanent woodland/ orchard

## Sports/

11. Sports field
15. Lots of places for recreation eg. tennis court, football pitch, outdoor gym
28. Outdoor gym equipment

## New Facilities

14. Gymnasium
16. Cricket. 2 x squares, £32,000 each. Plus pavilion, storage and nets
17. Cricket. 2 adjacent pitches, pavilion (food), nets, storage shed, parking, floodlights
19. Children's park
27. Gym

## Neighbouring Houses

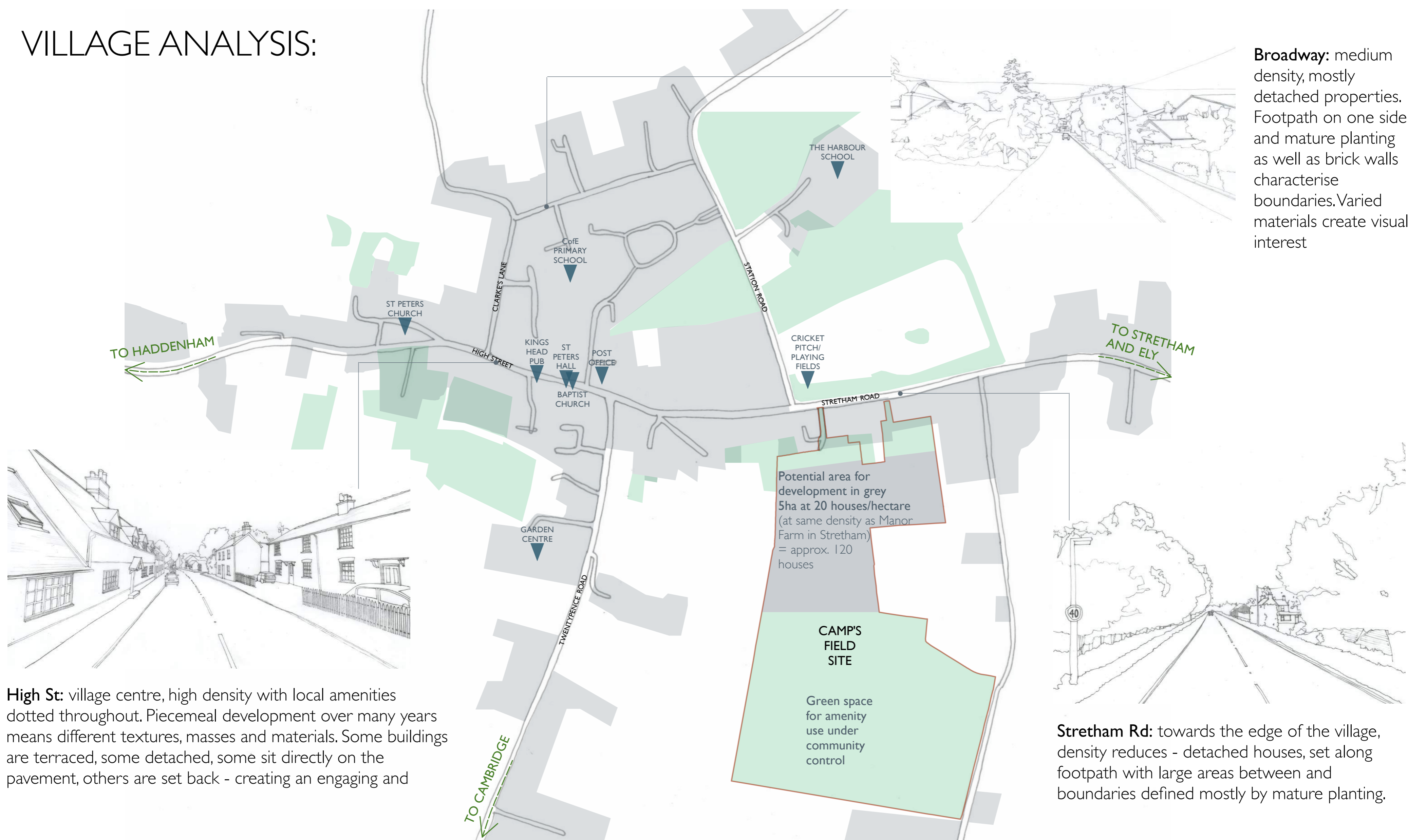
8. Unsuitable to be used as pedestrian or cycle access. People who live in Townsend Mews are 8/9ths responsible for it
10. Would security be compromised if public open space is at the rear of properties? Would the gardens affected be provided with fence/wall?
12. Woodland to protect the houses already there rather than housing to overshadow existing

# Site Analysis

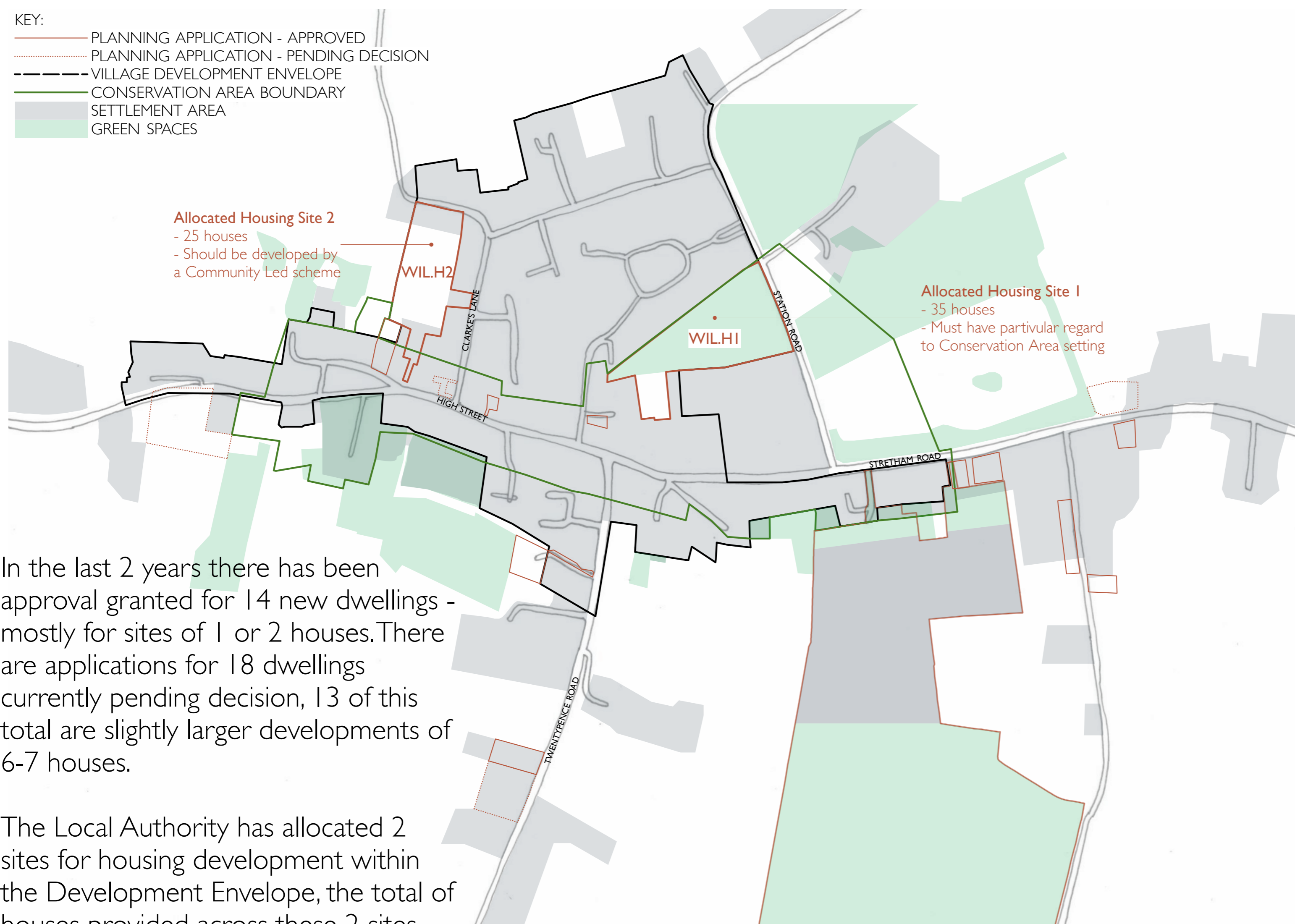


# Contextual Analysis

## VILLAGE ANALYSIS:



## PLANNING CONTEXT:

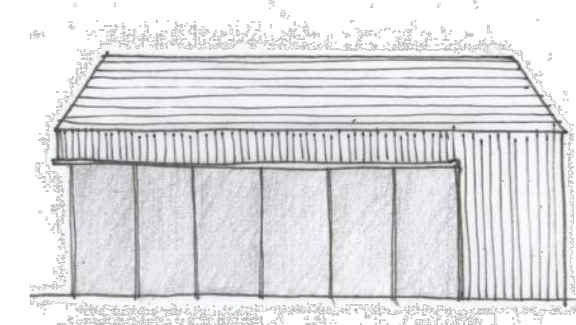


In the last 2 years there has been approval granted for 14 new dwellings - mostly for sites of 1 or 2 houses. There are applications for 18 dwellings currently pending decision, 13 of this total are slightly larger developments of 6-7 houses.

The Local Authority has allocated 2 sites for housing development within the Development Envelope, the total of houses provided across these 2 sites should be 60.

The Local Authority has identified infrastructure improvements needed by the village:

- Improvements to sports/ open spaces + new pavilion



- Improved pedestrian/ cycle routes

- Parking provision for community/village hall



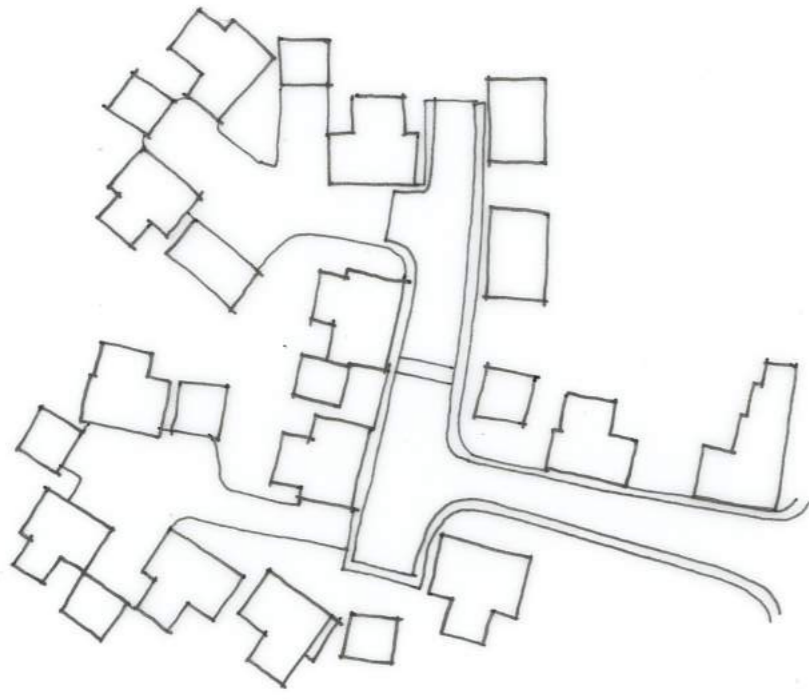
- Road safety and pedestrian facilities improvements (particularly at Twentypence Rd and High St)

- Improvements to play areas and additional education facilities



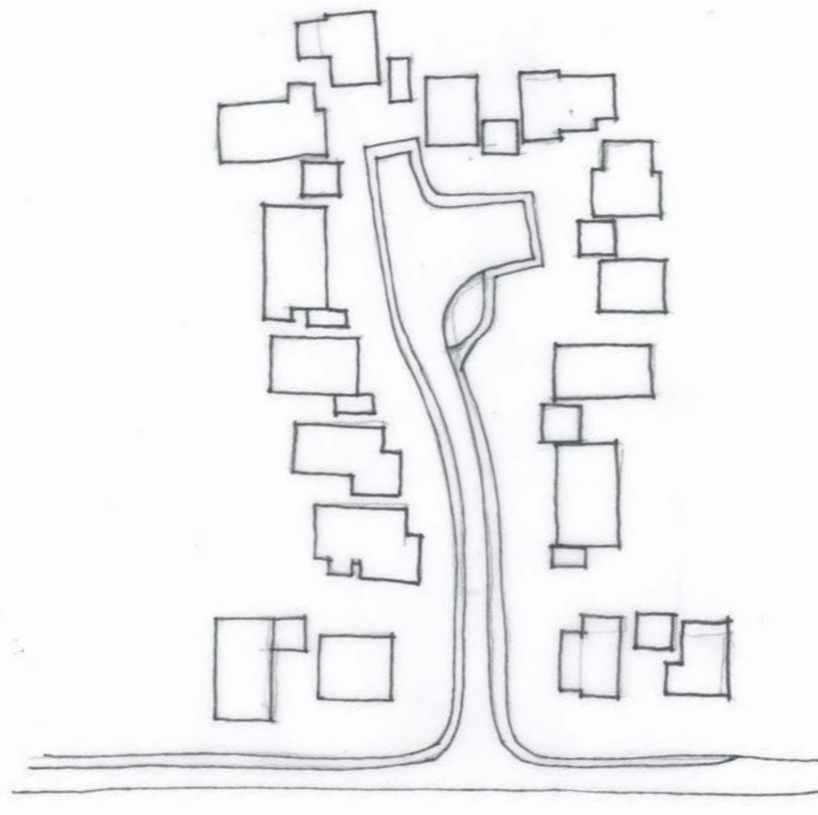
# Place-making considerations

## Patterns of development:



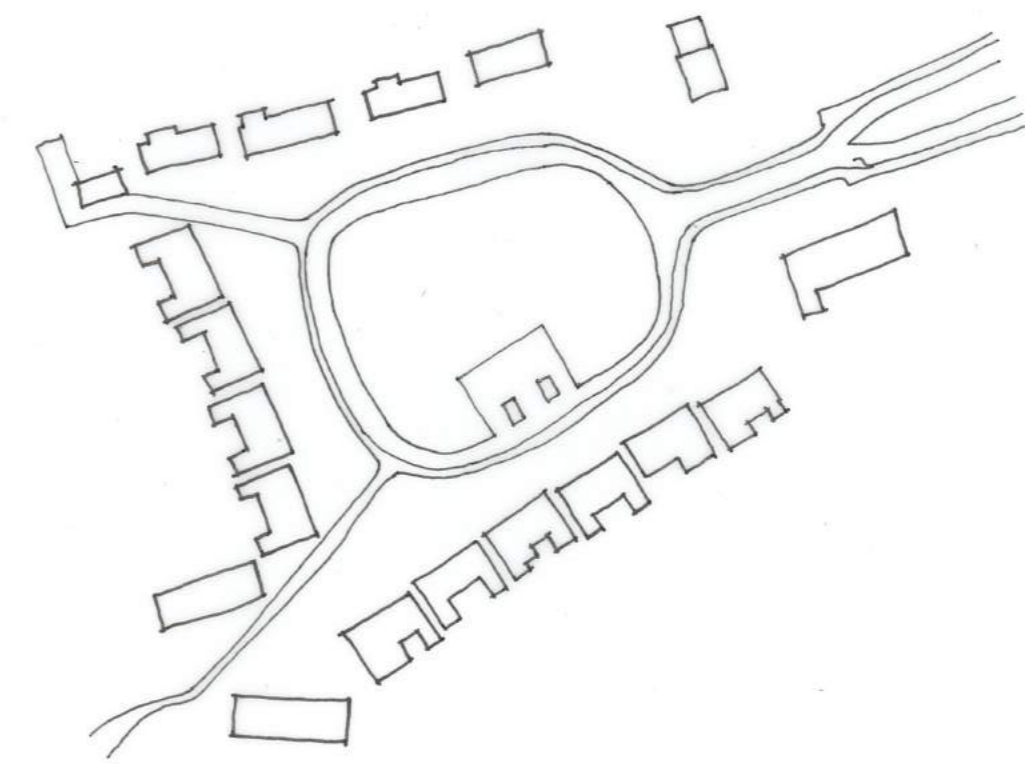
### Modern market development:

- Medium-high density
- Houses are turned away from each other to minimise overlooking - no street
- Non-varied material palette
- Mostly detached houses
- Parking prioritised - lack of pedestrian facilities and prominent garages
- No public realm



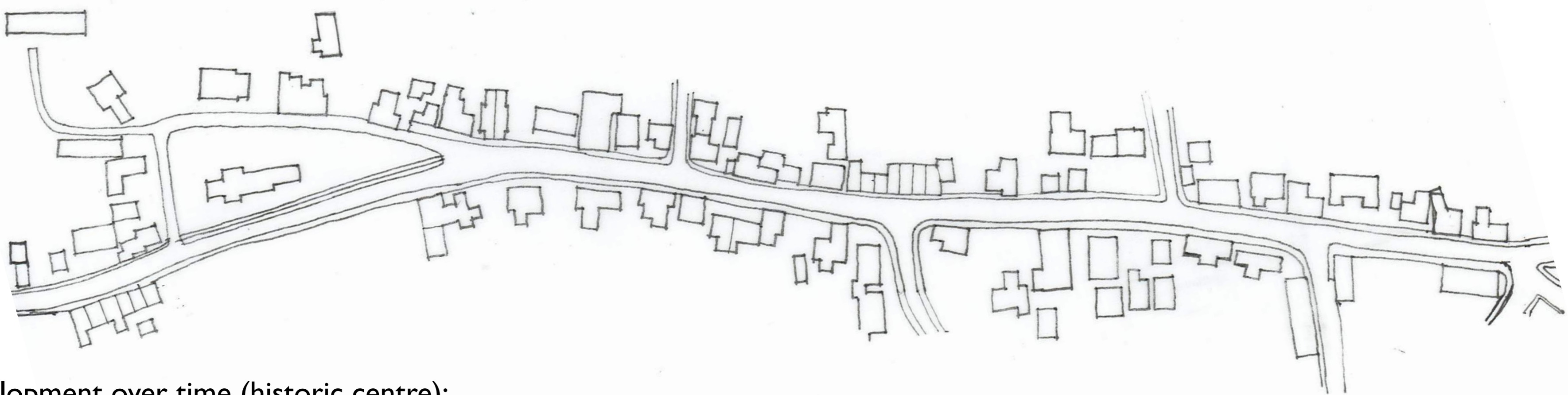
### Late C20 development:

- Low density (single storey)
- Houses relate to each other, although across a wide street with pavements either side and front gardens
- Road layout based around turning circle - does not lead anywhere
- Little variation in materials used
- Prominent garages
- Little public realm (single tree)



### Mid-century development:

- Medium density
- Houses relate to large public realm in centre - few trees but mostly grass
- Road layout circular - no turning heads
- Non-varied material palette
- Mostly off-road parking
- All semi-detached

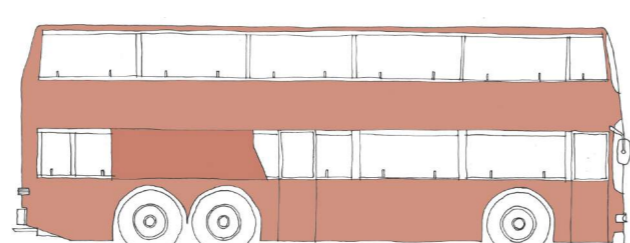
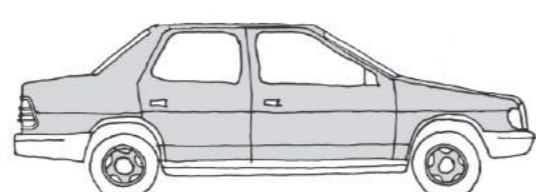


### Development over time (historic centre):

- High density
- Houses have strong relationships with each other and street
- Various materials and types/sizes of houses (terraced, detached and semi detached)
- Public realm within the street, amenities and areas of green dotted throughout
- Parking options vary, sometimes on driveways/within courtyards - road leads from one village to another and is heavily used

## Parking and road use:

- Do you prefer on street, driveway, garage or remote parking options? Maybe a mixture of options for different houses would suit?
- Who should have priority when using the roads within the new development?



## Public open space/landscaping:

- The spaces around the housing are as important as the homes themselves.
- How should the homes relate to these spaces?
- What should they include?
- Should they be planted/landscaped?
- Should the boundaries between houses and the public realm be hard or soft, high or low?



## Traffic calming:

- There was significant support for extending the 30MPH zone and providing a pedestrian crossing on Stretham Road
- There may be potential to introduce traffic lights at the junction of Twentypence Road/High Street to improve safety (depending on community priorities/size of development).



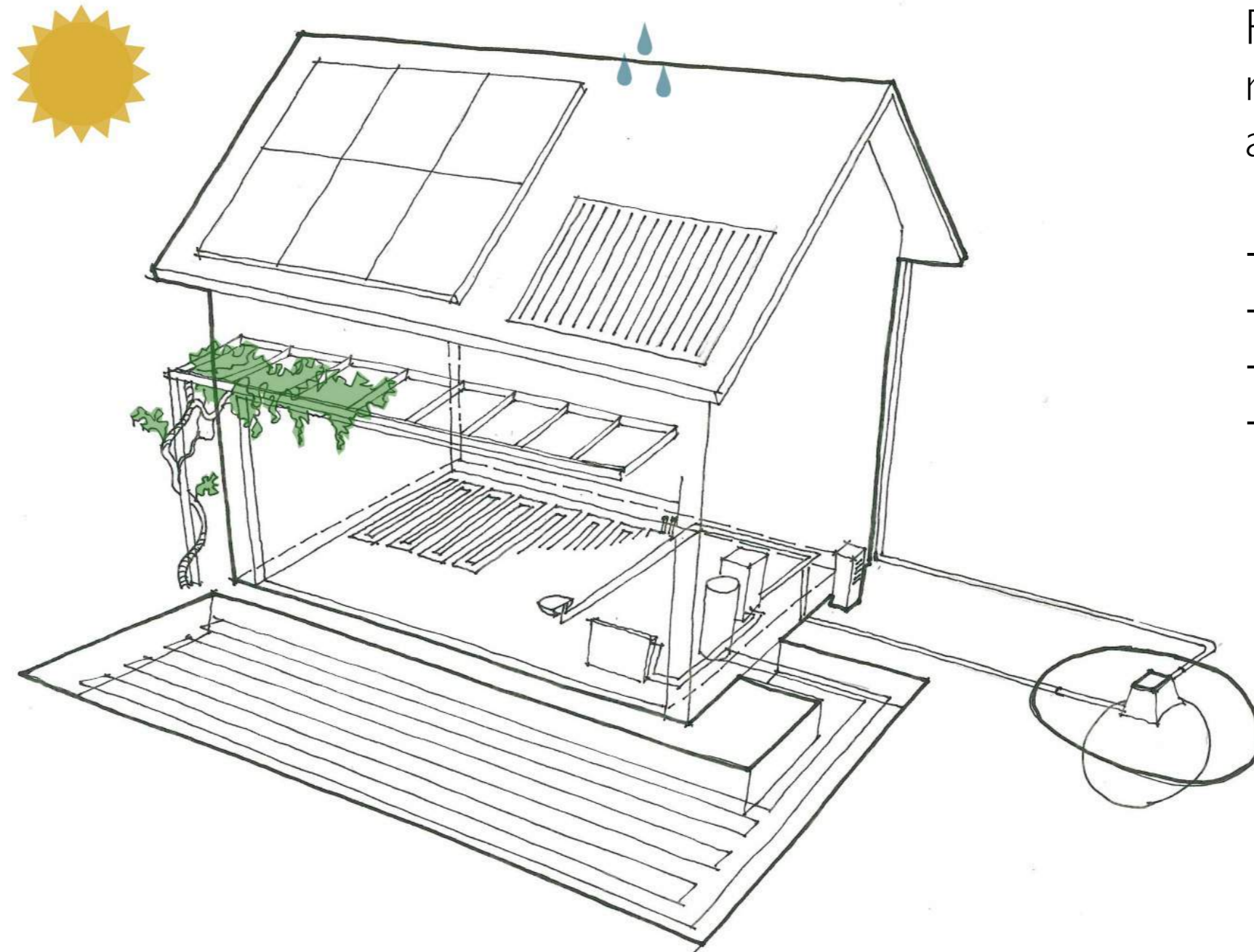
# Sustainability Considerations

## Environmentally:

Passive design considerations can be incorporated by orientating and designing buildings to take advantage of:

- Solar gain for heating and daylighting
- Thermal mass
- Solar shading
- Rainwater harvesting
- Natural ventilation

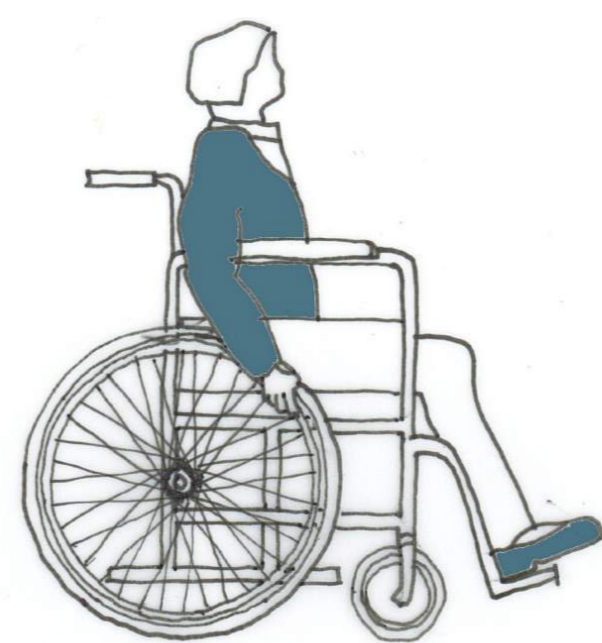
All of these elements can help buildings perform better and reduce energy consumption.



Renewable technologies can help reduce these demand even further and include:

- Solar photovoltaics
- Solar hot water heating
- Ground source heat pumps
- Air source heat pumps

## Socially:



- Building for all generations and abilities.
- Considering how buildings might be adapted in future early in the design stage.
- Designing for accessibility in both the public and private realm.
- Considering how care might be provided for elderly people in the community and child-care for young families.

## Reducing car usage:

- Having amenities nearby reduces the number of journeys people take by car - by providing local facilities as part of a development people can travel more by foot or bicycle.
- Creating opportunities to work locally or from home, can also reduce car usage.
- Good infrastructure and connections for bicycles, pedestrians and public transport makes sustainable transport easy to choose.

