



PARCELS A1, A2 & A8,
GREAT WILSEY PARK, HAVERHILL

DESIGN STATEMENT

PREPARED BY PEGASUS DESIGN ON BEHALF OF REDROW HOMES
P18-2193_30B | JUNE 2020





“THE CREATION OF HIGH QUALITY BUILDINGS AND PLACES IS FUNDAMENTAL TO WHAT THE PLANNING AND DEVELOPMENT PROCESS SHOULD ACHIEVE. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, CREATES BETTER PLACES IN WHICH TO LIVE AND WORK AND HELPS MAKE DEVELOPMENT ACCEPTABLE TO COMMUNITIES. BEING CLEAR ABOUT DESIGN EXPECTATIONS, AND HOW THESE WILL BE TESTED, IS ESSENTIAL FOR ACHIEVING THIS. SO TOO IS EFFECTIVE ENGAGEMENT BETWEEN APPLICANTS, COMMUNITIES, LOCAL PLANNING AUTHORITIES AND OTHER INTERESTS THROUGHOUT THE PROCESS.”.

(PARA 124, NPPF 2019).

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NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED



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Checked by: **INITIAL**

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SECTION 1 | INTRODUCTION



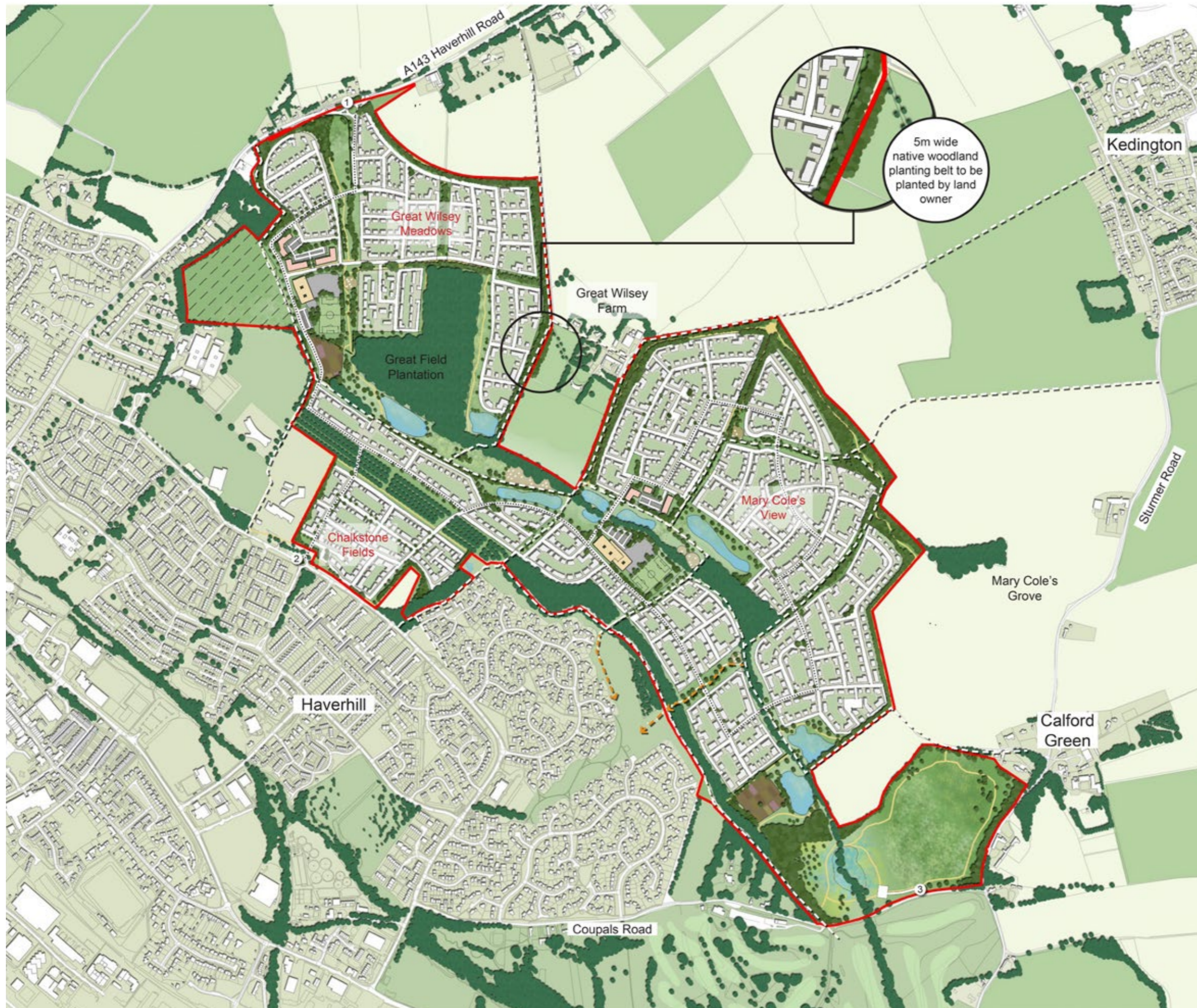
SECTION 1 | INTRODUCTION



















PURPOSE OF THE STATEMENT

- 1.1 This statement has been prepared by Pegasus Urban Design on behalf of Redrow Homes to accompany the first phase reserved matters planning application for residential parcels A1, A2 and A8 at Great Wilsey Park, Haverhill.
- 1.2 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a Design and Access Statement.
- 1.3 The purpose of this statement is to explain;
“how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users” (para. 34, Planning Practice Guidance ID 26-034-20140306, March 2014).
- 1.4 The Town and Country Planning (Development Management Procedure) (England) Order 2015 also states the following requirements:
“(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:
(a) the design principles and concepts that have been applied to the development; and
(b) how issues relating to access to the development have been dealt with.
(3) A design and access statement must:
(a) explain the design principles and concepts that have been applied to the development;
(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
(e) explain how specific issues which might affect access to the development have been addressed.”
- 1.5 This document achieves this within the following sections:
Section 1: Introduction – outlines the purpose of the document;
Section 2: Planning History – review of the outline planning history parameter plans;
Section 3: Design Principles and Sustainable Structuring – presentation of the design principles that have been derived from a combination of Government Policy and site assessment;
Section 4: Involvement and Evolution – outlines the stakeholder consultation undertaken, as well as its key findings and design evolution;
Section 5: Design Proposals – presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance; and
Section 6: Summary
- 1.6 This statement should be read in conjunction with the reserved matters planning application and its accompanying documents.



SECTION 2 | PLANNING HISTORY

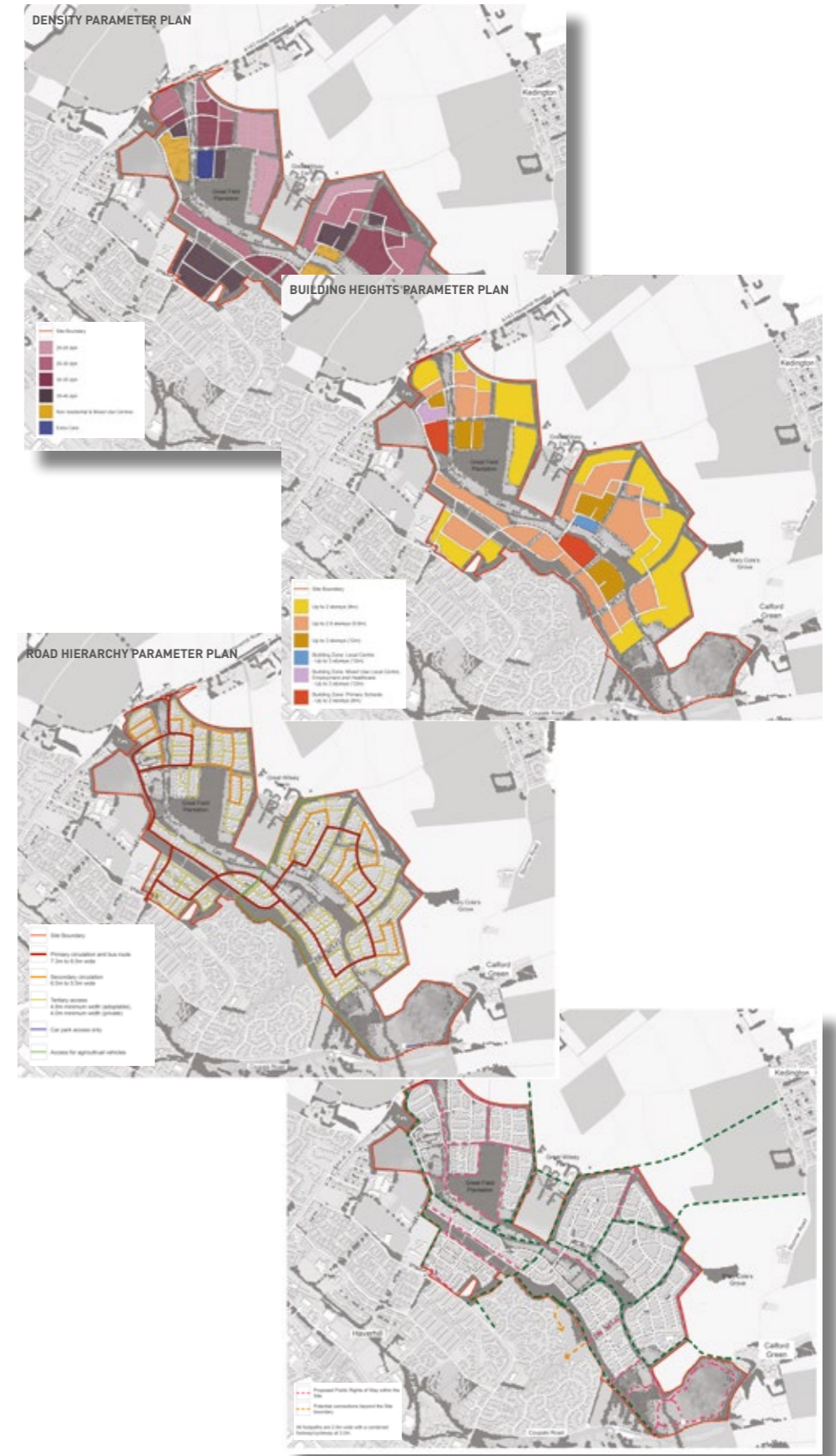


-  Application Boundary - Total Area 168.34Ha
-  Residential Development Use Class C3 - Total Area 74.75Ha
-  Proposed Extra Care Residential Use Class C2 - Total Area 1.5Ha
- Total Residential = 2500 units at an average density of 32.7 dph**
-  Proposed Schools - Total Area 4.2Ha (comprising of a 2FE School 2.2Ha and a 1FE School 2.0Ha)
-  Mixed-use Local Centre - Total Area 0.6Ha - comprising:
 - i. Up to 1,225sqm – use classes A1/2/3/4/5 and D1/2; and
 - ii. Residential units (included within the 2,500 units above);
-  Mixed-use Local Centre - Total Area 1.3Ha - comprising:
 - i. Up to 1,225sqm – use classes A1/2/3/4/5 and D1/2;
 - ii. Residential units (included within the 2,500 units above);
 - iii. Up to 5,600sqm of uses comprising B1 and D1/2 (of which between 450-2,000sqm will be for D1 healthcare uses and up to 3,000sqm will be B1 uses).
-  Proposed Green Infrastructure, includes Public Open Space, Equipped Children's Play Areas, Sustainable Drainage (SuDS), Proposed Tree, Hedge and Shrub Planting, Meadow Creation, Wetland, Permissive Paths and Cycleways. - Total Area = 79.69Ha
-  Existing Woodland Planting to be Retained and Brought Under Management
-  Proposed Structural Woodland Planting
-  Existing Hedgerows Retained and Enhanced with Additional Planting
-  Land for potential expansion of Samuel Ward Academy - Total Area 4.8Ha
-  Proposed Community Allotment Gardens - Total Area = 1.5Ha (comprising 1 plot of 0.6Ha and another at 0.9Ha)
-  1 Proposed Primary Access from Haverhill Road Via a Proposed New Roundabout
-  2 Proposed Secondary Access from Chalkstone Way Via a Proposed New Signalised Junction
-  3 Proposed access from Coupals Road to a dedicated car park for the Country Park - No Access to the wider development.
-  Indicative Route for Public Transport.
-  Existing Public Rights of Way Retained Along Their Original Alignment and Enhanced.
-  Proposed public footpath / cycleway links to East Town Park.

SECTION 2 | PLANNING HISTORY

- 2.1 This section provides a summary of outline planning history of the site.
- 2.2 The site has the benefit of Outline planning permission (ref: DC/15/2151/OUT) for residential development of up to 2,500 units (including Use Classes C2/C3), two primary schools, two local centres for retail, commercial and employment use (Use Classes A1/A2/A3/A4/A5, B1 and D1/D2), open space, landscaping and associated infrastructure.
- 2.3 The applicant has acquired 7 no. residential parcels of the Great Wilsey Park development, which includes the two main access points into the site, with an obligation to service the remainder of Great Wilsey Park.
- 2.4 These residential parcels comprise A1, A2, A3, A5, A6, A7, A8 and A16 identified in red outline on the approved Land Use Parameter Plan.
- 2.5 The applicant can contractually deliver 899 dwellings across the 7 no. residential parcels, including affordable housing in accordance with the S106, and will also be responsible for delivering infrastructure, landscaping and open space in and around these parcels.
- 2.6 The first residential reserved matters application comprises the first 499 no. dwellings, across residential parcels A1, A2 and A8.
- 2.7 A separate infrastructure reserved matters application for the spine road, drainage and strategic landscaping was previously submitted, ref: DC/19/0834/RM. Planning permission was granted on 28th May 2020.

- 2.8 The outline permission was accompanied by an Illustrative Masterplan and two alternative sets of approved Parameter Plans which provide the framework under which the detailed layouts have reflected. These key plans and documents are listed below:
- Red Line Plan 5055-PL-01 B
 - Building Heights Parameter Plan 5055-ES-03 A
 - Building Heights Parameter Plan Alternative 5055-ES-03 E
 - Density Parameter Plan Alternative 5055-ES-02 D
 - Density Parameter Plan 5055-ES-02
 - Land Use Parameter Plan Alternative dwg no 5055-ES-01 rev O
 - Land Use Parameter Plan dwg no 5055-ES-01 rev N
 - Road Hierarchy Parameter Plan Alternative 5055-ES-04 F
 - Road Hierarchy Parameter Plan 5055-ES-04 A
 - Public Rights of Way Parameter Plan Alternative 5055-ES-05 F
 - Public Rights of Way Parameter Plan 5055-ES-05 A
 - Chalkstone Way Access Plan Alternative 10173-HL-19 B
 - Chalkstone Way Access Plan Original 10173 HL 02 J
 - Chalkstone Way Footpath 10173-HL-22D
 - Haverhill Road Access Plan 10173-HL-04 I
 - Car Park Access 10173-HL-20
- 2.9 A subsequent Non Material Amendment to amend the parameter plans was submitted in June 2019 and granted in November 2019. This was to replace the alternative road hierarchy parameter plan (ref 5055-ES-04 F) with a new one (5055-ES-04 rev G) and to also replace the alternative building heights parameter plan (ref 5055-ES-03-E) with a new one (5055-ES-03-F).



APPROVED ALTERNATIVE PARAMETER PLANS

DESIGN RELEVANT PLANNING POLICY

National Planning Policy Framework

2.10 Government guidance in the form of the National Planning Policy Framework (NPPF) states that there is a presumption in favour of sustainable development (Paragraph 10) and sets out an over-arching social objective in support of this which involves:

“to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being” (para 8(b), NPPF 2019)

2.11 The Government continues to place a high emphasis on design with the revised National Planning Policy Framework (2019) (NPPF) providing detailed advice at Section 12: Achieving well-designed places.

2.12 The contribution that good design makes to sustainable development is set out in paragraph 124, as follows:

“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.” (para. 124, NPPF 2019)

2.13 The NPPF is also clear at paragraphs 125 and 126 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

2.14 Paragraph 127 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

2.15 National Planning Policy Framework (NPPF 2019) Section 9: Promoting sustainable transport (para. 102), points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.” (para. 102 sub-section e) NPPF 2019)

2.16 National guidance in the form of Planning Practice Guidance, published in March 2014 further reinforces the NPPF’s commitment to requiring good design by stating:

“Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. Good design responds in a practical and creative way to both the function and identity of a place” (para 001, Planning Practice Guidance, ID 26-001-20140306, March 2014).

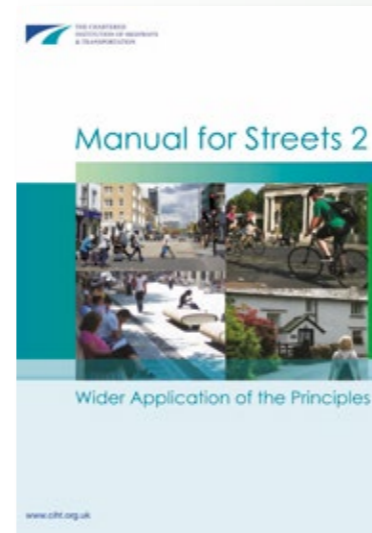
2.17 Whilst the National Planning Policy Framework (NPPF) and the prior publication of Planning Practice Guidance (March 2014) has replaced the Planning Policy Statements the following design guidance documents are still relevant to creating good design:

- Manual for Streets 1 & 2 (DOT/DCLG 2007/2010);
- Building for Life 12 (CABE at the Design Council, Design for Homes and the Home Builders Federation, 2012) and
- Design and Access Statements – How to write, read and use them (CABE 2006).

2.18 It is also noted that a National Design Guide was published on 1 October 2019, building on the policies of the NPPF to ensure the principles for good design are clear and accorded with by all new developments.

Local Planning/Design Guidance

- 2.19 The development proposals have also been formulated having due regard to relevant supplementary local planning and design guidance.
- 2.20 As highlighted previously, the development proposals have also taken into account the approved outline parameter plans to guide the development in terms of land use, building heights, road hierarchy, density and public rights of way.







**SECTION 3 | DESIGN PRINCIPLES &
SUSTAINABLE STRUCTURING**



A1/A2

SECTION 3 | DESIGN PRINCIPLES & SUSTAINABLE STRUCTURING

3.1 In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. The application of urban design objectives will ensure a high quality layout is achieved whilst the identification of the constraints and opportunities will ensure that the proposals are sensitively assimilated on the site and into the surrounding landscape and urban fabric. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.

3.2 The principles which have been developed provide a framework (in the form of initial Regulating Plans as shown opposite) by which to create a distinctive place, with a consistent and high quality standard of design. These principles have been derived from the site assessment in conjunction with the delivery of a high quality development which achieves the criteria set out within the NPPF, namely:



FUNCTION AND QUALITY

“...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development” (paragraph 127, point A, NPPF 2019)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site where possible;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- Establish a distinctive identity through well-designed spaces and built form;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;
- Minimise the impact of the development on the open countryside and surrounding context; and
- Provision of Sustainable Urban Drainage Systems to ensure that the development does not increase the risk from flooding in the area.

VISUALLY ATTRACTIVE

“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping” (paragraph 127, point B, NPPF 2019)

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features in order to soften the built form, particularly towards the countryside edge of the development; and
- Enrich the qualities of the existing place, with distinctive responses that complement its setting, respect the grain of the area and acknowledge local character.

RESPONSE TO CONTEXT

“...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)” (paragraph 127, point C, NPPF 2019)

- Integration of the development into the existing built form fabric of the surrounding area particularly in relation to scale, height and massing;
- Respond to the existing site topography including the consideration of views in and out of the site;
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.



STRONG SENSE OF PLACE

“...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; (paragraph 127, point D, NPPF 2019)

- Make efficient use of land through proposing a development with an appropriate density;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variation in enclosure of private spaces;
- Consider carefully texture, colour, pattern and durability of materials and how they are used; and
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities.

ACCESSIBILITY

“...optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks” (paragraph 127, point E, NPPF 2019)

- Integration of the proposed development into the existing movement network including new public transport provision with bus stops located within easy walking distance of all the new dwellings;
- Provision of multiple access points into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian);
- Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating access to the Town Centre and existing employment areas;
- Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a clear movement hierarchy providing easily recognisable routes which balances the street as a space alongside its function as a movement corridor; and
- Maximisation of the connections to the Town Centre via sustainable routes for pedestrians, cyclists and public transport users.

SAFE, INCLUSIVE AND ACCESSIBLE PLACES

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience” (paragraph 127, point F, NPPF 2019)

- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in enclosure of private spaces; and
- Control of access to private areas, particularly rear gardens and parking courts.







SECTION 4 | INVOLVEMENT & EVOLUTION

Great Wisley Park, Haverhill
WELCOME TO THE EXHIBITION

REDROW

Welcome to the public exhibition for the development of Great Wisley Park, Haverhill.

CONTEXT
Outline planning permission was granted in 2018 for the development of land known as Great Wisley Park in Haverhill to deliver 2,300 new homes, two new primary schools, two local centres, landscaping and other infrastructure.
Redrow Homes, one of the UK's most successful and accredited housebuilders, has been selected by the landowners to bring forward the final development plans, delivering around 900 new market and affordable homes.

This exhibition has been planned to allow you to view and comment on the emerging housing plans before they are submitted to the Council in the coming months.
Redrow will bring forward the first phase housing at Great Wisley Park (phases A1, A2 and A8).
Redrow is seeking three comments, two of which have already been submitted:
• A Construction Access and Hoarding Area application to construct all roads in the northern development plots (A1, A2 and A8).
• An Infrastructure Statement application which will deliver road, utility, drainage and other infrastructure serving the whole of phase 1.
• A Neighbourhood Statement application for plots A1, A2 and A8 which will provide full details on how the development will sit, from the appearance and layout of new homes to landscaping.
We very much welcome local feedback on our proposals and hope you will complete a feedback form today. These will be considered by the architects and development team.

ABOUT US
Redrow is an award-winning housebuilder with a wealth of experience in delivering quality plans in growing urban areas. For more information about Redrow visit www.redrow.co.uk

Great Wisley Park, Haverhill
BACKGROUND

REDROW

Outline Consent
In 2018 outline planning permission was granted by 19 Emswoldbury Borough Council for the development of Great Wisley Park. The outline planning permission covers the principle of development, site development parameters and means of access.
The map below shows the illustrative Masterplan.

Great Wisley Park, Haverhill
COMMUNITY BENEFITS

REDROW

Around 900 new homes in phase 1
Affordable homes for local people
New Primary School
New jobs
Local apprentice & graduate opportunities
New country park
Protection & enhancement of ecology
Pedestrian & cycle routes
178.16 acres of open space including areas of play
New retail space
Allotments & orchards

Great Wisley Park, Haverhill
PARCEL A1 SITE LAYOUT

REDROW

Parcel A1 of Phase 1 will be providing 64 new homes and a mixture of 3 & 4 bedrooms.

Great Wisley Park, Haverhill
PARCEL A2 SITE LAYOUT

REDROW

Parcel A2 of Phase 1 will be providing 172 new homes and a mixture of 3 & 4 bedrooms.

Great Wisley Park, Haverhill
PARCEL A8 SITE LAYOUT

REDROW

Parcel A8 of Phase 1 will be providing 271 new homes and a mixture of 3 & 4 bedrooms.

Great Wisley Park, Haverhill
CONSTRUCTION TRAFFIC

REDROW

Redrow submitted plans to the Coun Road. The proposed holding area will contain key welfare facilities, vehicles and staff lock, such as the following:
• All Construction Traffic related to the HDV holding area will use the A142 reserved Road.
• All HDV movements associated with the construction of plots located at the northern end of the site (Plots A1, A2 and A8) and the majority of HDV movements associated with the construction of the internal site infrastructure related across the development plots via the internal road road. These HDVs would therefore not be required to return to the external road network.
• The strategy for managing construction traffic for the developed site development using industry best practice techniques.
• The proposed temporary holding area compound would not have a significant impact on the local highway network.
• The proposed temporary holding area compound, construction traffic access and internal road road would ensure that the majority of HDV movements associated with the construction of the northern element of the development, would access the site via A142 reserved Road.
• The proposed facilities also enable the delivery of the CTRMP which seeks to mitigate the number of trips accessing the site via the Chobson Way, and to reduce the residual impact of sensitive receptors.
• Delivery of the CTRMP in full mitigates the residual environmental impact of the site.

Great Wisley Park, Haverhill
LANDSCAPING

REDROW

The Landscape Strategy will:
• Deliver Green Infrastructure into the heart of the development. A New Country Park will form a backbone through the development and provide areas between Haverhill Road and Chobson Road. It will also provide a new social space and opportunities for local recreation.
• Provide a range of open spaces within the site for informal recreation.
• Existing Public Rights of Way will be retained and enhanced.
• Provide new footpaths along gateway routes and open spaces.
• Provide an attractive entrance at Haverhill Road and Chobson Way.
• Provide safe spaces for children's play which will be accessible and engaging for all ages.
• Provide seating areas for local residents.
• Create areas of new native woodland, meadow grassland, ponds and wetlands.

Great Wisley Park, Haverhill
INFRASTRUCTURE / TRAFFIC

A second planning application has been submitted for a temporary construction access route off Chobson Way. The proposed access is required to facilitate the delivery of the new housing in the development plots A7 & A8 located immediately adjacent to Chobson Way.
You can review these applications, including all plans, reports and supporting information, on the Council's website of <http://map.southwicks.gov.uk/online-applications/>.
This temporary access point is necessary for maintaining health and safety throughout the duration of construction and for ensuring any disruption to the surrounding area.

INFRASTRUCTURE / TRAFFIC
Based on existing assumptions and construction forecasts it was predicted that the construction traffic would have no more than a "minor adverse impact" in order to "mitigate" this outcome, a commitment was given to the production of a Construction Environmental Management Plan.
It was subsequently agreed with Suffolk County Council (and a condition attached to the Outline Planning Permission) that a Construction Traffic Management Plan (CTMP) should be developed to satisfy the discrete construction traffic requirements of the development.

Great Wisley Park, Haverhill
YOU FOR ATTENTION

REDROW

The existing ecological assets of the site, including the tributary of the Bour Brook flowing through the site, the Great Field Plantation and the hedgerow network, will be protected and enhanced through beneficial management. These features will form key elements of the development's green infrastructure, complemented by the new green spaces and local park.
The outline permission provides 72 hectares of 178.16 acres of open space. This equates to 42.8% of the total development site area and is in excess of the Borough Council's open space requirements. While providing extensive opportunities for recreation, these areas have been designed to include a variety of natural habitats to encourage local wildlife, including extensive native tree and shrub planting, new wetlands and willowow grassland. Specific measures to encourage bats, dormice, hedgehogs, birds, reptiles, amphibians and invertebrates will also be delivered.
Protecting and enhancing the natural environment is a priority of the project team. By contributing to the rich biodiversity of the area and safeguarding important natural habitats, wildlife will be able to thrive within the community having a lush green and visible neighbourhood.

PRACTICAL MEASURES
Surface water will run flow into the Bour Brook tributary but will first be abated through a Sustainable Drainage System (SuDS) agreed with the Environment Agency. This system will comprise a series of interconnected basins.
The site's existing hedgerow network will form the basis of new linear green corridors. Best topsoil will be established where gaps are needed for new sections, while stock compounds will be protected to encourage foraging and dispersal. Existing hedgerows, woodlands, ditches and the watercourse will be protected and enhanced through active management alongside additional planting and habitat creation.
A landscape and environmental management plan and ecological implementation strategy will be implemented to ensure the long term management of habitats and restoration of wildlife benefits, the effects of which will be assessed through a comprehensive biodiversity monitoring strategy.

CONTACT DETAILS
If you have any questions or would like to discuss the proposals at any point, please contact us using the details provided below:
• Freephone Information Line: 0800 256 7040
• Website: www.redrowgreatwisleypark.co.uk
• Email: phorbe.sulvandenberg.com

SECTION 4 | INVOLVEMENT & EVOLUTION

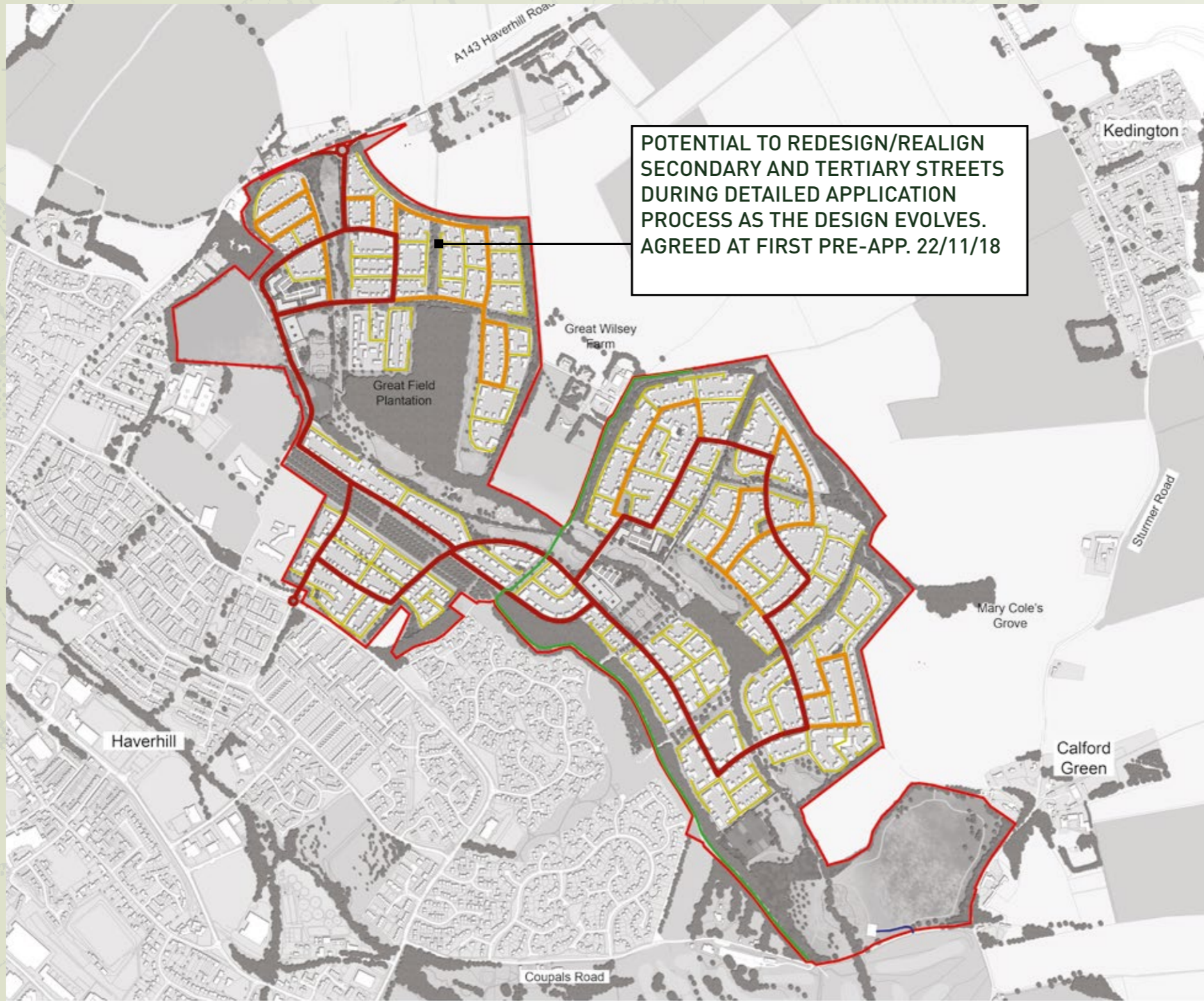
STAKEHOLDER PARTICIPATION: THE CONSULTATION PROCESS







- 4.1 Section 12 (para. 128) of the NPPF, considers the role that early and active engagement with the local community can play with regard to the design and style of emerging schemes.

“Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.” (para. 128 NPPF 2019)

CHANGES TO THE SITE LAYOUTS

- 4.2 The Site Layout has evolved through the different application of the development principles and through consultation with the project team. The plans across the next few pages show earlier versions of the design proposals and how the applicant has responded to officer feedback. Due to the size of the site, combined with the complexity of the identified constraints and opportunities, and the significant amount of project team meetings undertaken, the design proposals for the development have evolved considerably over time.
- 4.3 The applicant and consultant team held multiple pre-application meetings in November 2018, December 2018, April 2019, May 2019, and June 2019. A community drop-in exhibition event was hosted in April 2019 to showcase the emerging design proposals and invite feedback. Copies of the exhibition boards are shown on the opposite page. There were also post-submission meetings following the original submission (September 2019) to discuss consultee responses in October 2019 and February 2020.
- 4.4 This Design Statement has been prepared at the request of the Local Authority to capture the evolution of the design proposals, from the initial application meeting, to set out the range of amendments that have been made in response to consultation feedback, to the latest post-submission changes.
- 4.5 To help summarise the headline changes to the layouts across the last 18 months or so, the applicant has listed key headings and layout extracts over the following pages to better explain the amendments.

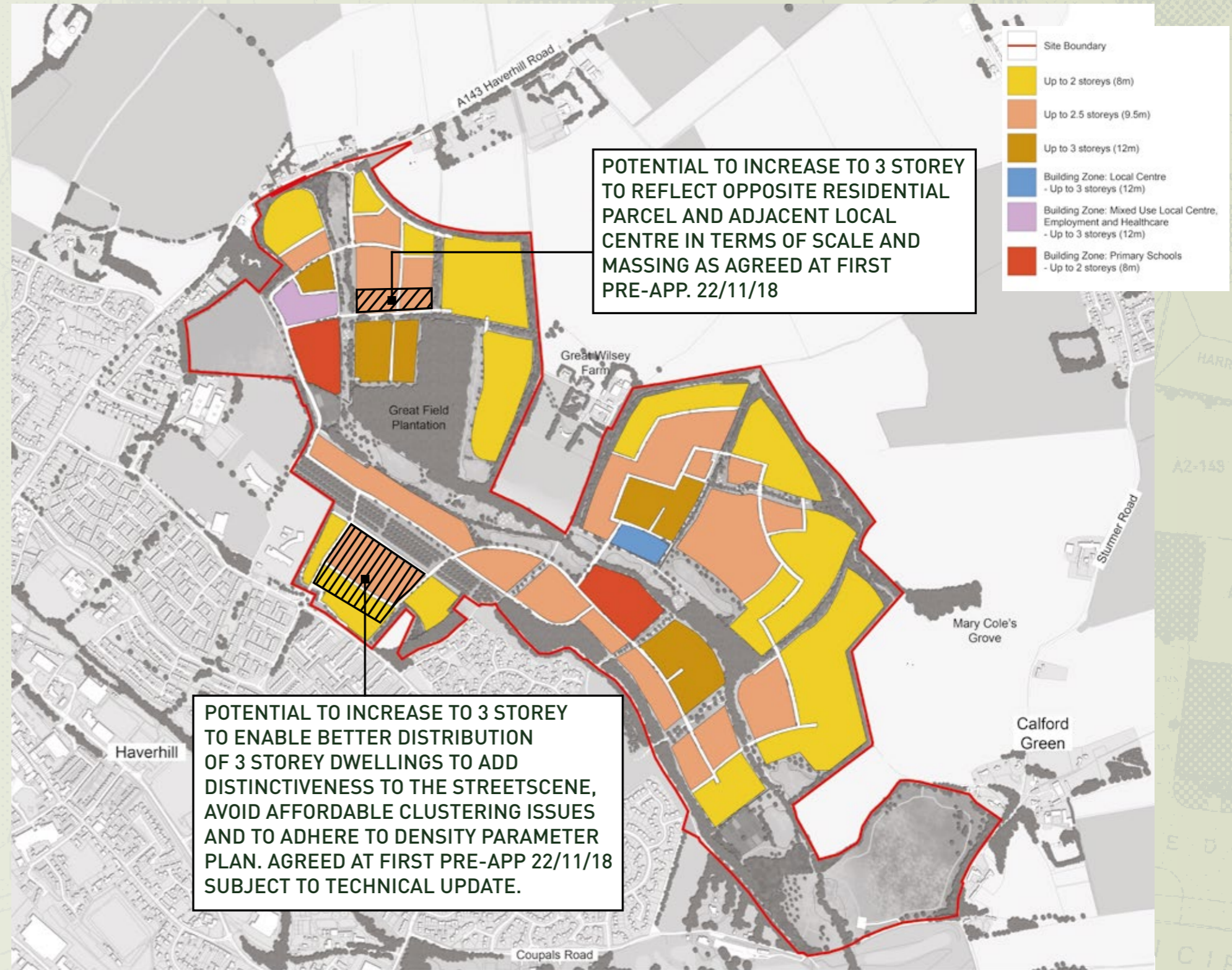


-  Site Boundary
-  Primary circulation and bus route
7.3m to 6.5m wide
-  Secondary circulation
6.5m to 5.5m wide
-  Tertiary access
4.8m minimum width (adoptable),
4.0m minimum width (private)
-  Car park access only
-  Access for agricultural vehicles

ROAD HIERARCHY PARAMETER PLAN

ADHERENCE TO APPROVED ALTERNATIVE PARAMETER PLANS

- 4.6 The approved alternative parameter plans have strongly shaped the overall form of the development proposals. The applicant did, however, in the early stages of the pre-application process discuss with officers the potential benefits of making some small amendments to some of the parameter plan principles as the detailed design proposals progressed, in order to achieve a strong and deliverable scheme.
- 4.7 At the first pre-application meeting in November 2018 options for the potential redesign / realignment of certain secondary and tertiary streets identified on the Road Hierarchy Parameter Plan, to enable the design proposals to achieve the necessary technical requirements of the Highway Authority to ensure the estate roads across the site operated safely and efficiently.
- 4.8 Furthermore the applicant and the Local Authority officers discussed the potential benefits of increasing maximum building heights in certain small areas in the southern element of parcel A2 to 3 storeys (previously 2.5 storeys) to better reflect scale and massing of opposite residential parcel and adjacent local centre parcels as identified on the Building Heights Parameter Plan.
- 4.9 Similarly, the potential opportunity to increase the maximum permitted building heights in certain small areas of Parcel A8 were discussed with officers, to enable better distribution of 3 storey dwellings to add distinctiveness to the streetscene, avoid potential affordable housing clustering issues and to adhere to the approved Density Parameter Plan.
- 4.10 These changes to the Alternative Road Hierarchy and Alternative Building heights parameter plans were subsequently secured through a Non-Material Amendment application (NMA (B)/15/2151).



BUILDING HEIGHTS PARAMETER PLAN

HIGHWAYS / PARKING AMENDMENTS

- 4.11 Through extensive pre-application discussions with the Highways Authority the applicant has revised proposals significantly over the last 18 months. At the first meeting with the Local Authority in November 2018 the applicant tabled draft Regulating Plan for Parcels A1, A2 and A8 (as shown on p16-17), plus initial Testing Layout for Parcel A1. Key design principles were discussed, with the Highway Authority specifically requiring the number of access points off the Principal Street into the site being reduced for the road to operate safely and effectively.
- 4.12 The applicant revised proposals accordingly to introduce a series of private drives along the Principal Street running north/south into the development, as shown on the December 2018 layout extract. This resulted in the 10 no. direct access points being reduced down to only 4 no. The number of individual private driveways has subsequently been reduced further down to 3 no. in order to increase the proportion of space provided for structural landscaping along the main spine road.



INSET FROM P18-2192_3A A2 PRE-APP BOARDS



INSET FROM P18-2192_10A A2 PRE-APP BOARDS

4.13 At the pre-application meeting held in April 2019, concerns were raised by Highway Authority officers with regards to the volume of triple parking and the visitor parking distribution within the tabled proposals. It was requested that the proposals be revised to design-out triple parking arrangements with direct access onto Principal Streets, and to limit the quantum of triple parking along Secondary Streets in Parcel A1.

4.14 Furthermore, it was requested by the Highway Authority that the Secondary Street serving Parcel A2 be upgraded to a Principal Street (non-bus route) with a cycleway, to provide stronger cycle connectivity through the parcel. Consequently officers requested that for this upgraded street the applicant would need to provide private drives to the first east/west extent of road from the mini-roundabout, as demonstrated here in the applicant's layout which was tabled at the subsequent pre-application meeting held in May 2019.



INSET FROM P18-2192_22D A2 PRE-APP BOARDS



INSET FROM P18-2192_06I A2 SITE LAYOUT

4.15 In addition Highways requested that the 4 no. access points serving private drives in A2 at the entrance was further reduced to 2 no.

4.16 The applicant was also requested to design out triple parking and provided frontage parking (side by side so no manoeuvring between households required) along the southern edge of parcel A2 at the request of the Highway Authority. The extracts opposite show the May 2109 layout alongside the submitted September 2019 layout. Despite initially agreeing to this approach, during subsequent post-submission discussions the Highway Authority requested that the Secondary Street running along the southern boundary of Parcel A2 be further amended to contain parallel private drives to ensure users were accessing the street in forward gear. The applicant has since further revised proposals to accommodate this request, as shown below.

4.17 As a consequence of these changes, the number of private driveway accesses connecting directly to the southern Principal Street (non bus route) as it was later re-classified were reduced down from 13 no. (11 private driveways and 2 no. parking court accesses) to 5 no. (4 no. private drive accesses and 1 no. parking court access).



INSET FROM P18-2192_22D A2 PRE-APP BOARDS



INSET FROM P18-2192_06AP A2 SITE LAYOUT

4.18 In a similar approach to that of Parcel A2, Highways officers requested at the May '19 pre-app that the applicant should provide parallel private drives along the first stretch of the new principal street in A8 from the roundabout. Given the additional space required to accommodate this request, Highway Authority officers accepted that the alignment of this street would need to be varied from the approved parameter plan in order to achieve sufficient plot depths, as demonstrated on the below screenshot on the submitted site layout.



INSET FROM P18-2192_22D A2 PRE APP BOARDS V3



INSET FROM P18-2192_07V A8 SITE LAYOUT

4.19 It was also noted by the Highway Authority that despite the applicant following the general linear structure of the approved Alternative Road Hierarchy parameter plan, there were concerns regarding the rectilinear nature of the detailed proposals, therefore it was requested that the applicant introduce build outs, change in surface materials and curves to roads to help traffic calm, as demonstrated in the below extract.

4.20 Extensive changes were also made to the design and layout of Parcel A2 to design out instances of triple parking and to limit tandem parking along Principal Streets. The applicant considered a number of scenarios to overcome these issues. These included introducing more frontage parking (side by side so no manoeuvring between households required) and limiting direct points of vehicular access to the street by providing shared private drives. These changes have been incorporated into the latest versions of the layout.



INSET FROM P18-2192_22D A8 PRE APP BOARDS V3

INSET FROM P18-2192_07V A8 SITE LAYOUT

URBAN DESIGN / PLACEMAKING AMENDMENTS

4.21 The design of Parcel A1, combined with the quantity and typology of the housing units, has always been heavily dictated by the approved land use, density and building heights parameter plans. The applicant has however taken on board, where possible, the advice and requests of the Local Planning Authority and Highway Authority when shaping and refining its proposals for this parcel.

4.22 As a consequence of the requirement for low density housing in Parcel A1, this restricted the total number of units that the applicant should provide in this development parcel. This resulted in an opportunity to create a small pocket park in the centre of Parcel A1, which is something that was strongly supported by the Local Planning Authority.

4.23 It was suggested by officers at the April 2019 pre-application meeting that the orientation of units fronting out onto the pocket park would impact upon residents' privacy, and the authority therefore requested that whilst an element of natural surveillance was important onto the public open space, it was considered more preferable to have principal frontage into the adjacent street. A new dual-aspect house type was introduced by the applicant to overcome this issue, as demonstrated by the extracts below, which was welcomed by the Local Authority.



INSET FROM P18-2192_22D A1 PRE APP BOARDS V3



INSET FROM P18-2192_04V A1 SITE LAYOUT

4.24 Furthermore, at the same pre-application meeting, officers highlighted a potential opportunity to create a stronger building line fronting the Principal Street running parallel to parcel A1, suggesting that units should all front out onto the street. The applicant amended the proposals accordingly, reorientating certain units and introducing a new house type to serve as gateway corner plots at the main entrance into the Parcel, as demonstrated on the extracts below.



INSET FROM P18-2192_22D A1 PRE APP BOARDS V3



INSET FROM P18-2192_04V A1 SITE LAYOUT

4.25 As mentioned previously, a pocket park was introduced in the centre of Parcel A1, which was well received by officers. A similar request was made by the Local Authority's landscape officer to introduce a similar pocket park in A2. Whilst the approved land use parameter plan envisaged the whole of Parcel A2 to be residential (with surrounding open space), officers considered that given the size of the parcel, additional useable green space was necessary in this area to help provide amenity space for residents and to act as a placemaking feature.



INSET FROM P18-2192_10A A2 PRE APP BOARDS

INSET FROM P18-2192_06AP A2 SITE LAYOUT

4.26 Following discussions with the Local Authority's urban designer, the applicant revised its proposals for Parcel A2 to increase the pedestrian permeability of the layout, particularly east-west connections across the site. The below highlights extracts of the submitted layouts (September 19) and the applicant's revised proposals (April 2020). Two new pedestrian connections have been provided to enhance east west permeability, and a further north south connection. These new connections were welcomed by officers and add considerably to the permeability of the layout for this parcel.



INSET FROM P18-2192_06V A2 SITE LAYOUT



INSET FROM P18_2192_06AP A2 SITE LAYOUT



INSET FROM P18-2192_06V A2 SITE LAYOUT



INSET FROM P18_2192_06AP A2 SITE LAYOUT



INSET FROM P18-2192_06V A2 SITE LAYOUT



INSET FROM P18_2192_06AP A2 SITE LAYOUT

4.27 As mentioned previously, there were concerns from Highway Authority officers regarding the rectilinear nature of the layout for Parcel A8. These concerns were shared by the Local Authority's urban designer. During the pre-application process, the applicant agreed to revise one of the A8 streets to accommodate a shared courtyard

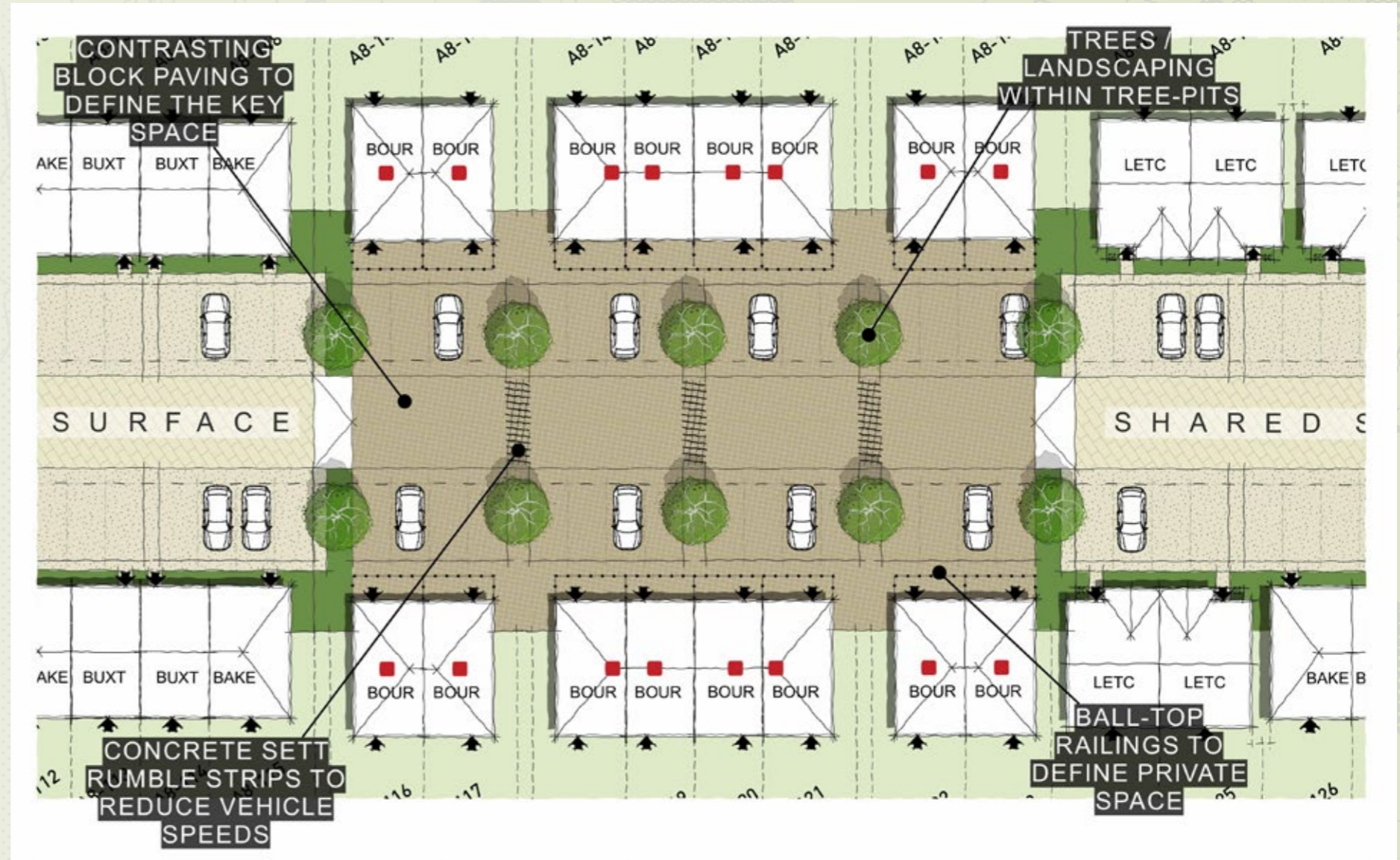
4.28 This was well received by the Council's urban design officer, however the Council's housing officers expressed concerns about the clustering of affordable housing that this layout gave rise to, and the Local Planning Authority concluded they would not support this approach



INSET FROM P13 P18-2192_10A A8 PRE APP BOARDS

INSET FROM P18-2192_07J A8 SITE LAYOUT

4.29 Consequently, following submission of the application in September 2019, the applicant revised the layout for parcel A8 to design out the courtyards and reintroduce a new east-west through road, incorporating a change in surface material, concrete setts, strong enclosure details, a step-up in height and planting variation to help clearly define, enclose and traffic calm the area, such that it would clearly be discernible as a high quality, distinctive space at the heart of the Parcel.



KEY AREA INSET SKETCH

4.30 Through pre-application discussions, the applicant also revised the designs for the western part of Parcel A8 to reflect officers' concerns regarding lack of natural surveillance to the existing public right of way. Given the alignment of the approved road hierarchy parameter plan this proved difficult initially to provide sufficient plot depth and an active frontage to the principal street, however Highway Authority officers were willing to accept a variation in street alignment compared to the parameter plan, and this enabled a more acceptable design approach to be achieved, which provided a greater element of natural surveillance as demonstrated on the extracts opposite



INSET FROM P18-2192_10A A8 PRE APP BOARDS



INSET FROM P18-2192_07V A8 SITE LAYOUT

CHARACTER/ROOFSCAPE/TYOLOGY AMENDMENTS

4.31 During pre-application discussions officers highlighted a concern regarding the homogeneity of the largely detached house types proposed, particularly across Parcel A2, and how as a consequence of this they considered the scheme lacked the necessary variety in character that officers were seeking. Officers considered that this distinctive feature of the design proposals was particularly evident because affordable units were typically provided in the form of semi detached and terraced units, compared to the predominately detached form of the private market housetypes. In response to these concerns, the applicant introduced more semi-detached and terraced units in parcels A2 and A8 to provide a greater spread of unit typologies across the site and to help add variety to the streetscene and roofscape, as demonstrated below.

4.32 It should also be noted that as part of pre and post application discussions the applicant revised the affordable housing mix considerably, in line with officer requests. Furthermore the applicant revised proposals to overcome affordable housing clustering issues and introduced Nationally Described Space Standard (NDSS) affordable housing dwellings at the request of officers.



INSET FROM P18-2192_10A A2 PRE APP BOARDS



INSET FROM P18-2192_06AP A2 SITE LAYOUT





**SECTION 5 | PARCEL A1
DESIGN PROPOSALS**



SITE LAYOUT A1 REF P18-2192_04AT A1 SITE LAYOUT

SECTION 5 | PARCEL A1 DESIGN PROPOSALS

SITE LAYOUT

Residential - 62 dwellings (Class C3)

- 5.1 The development achieves an average net density of 25 dwellings per hectare (dph), in accordance with the approved Alternative Density Parameter Plan (25-30dph). This prescribed density results in typically larger, detached dwelling typologies plotted within this parcel, most of them fronting outwards to landscaped areas.
- 5.2 As mentioned previously in the Involvement & Evolution section of this document, as a consequence of the requirement for low density in Parcel A1, this restricted the total number of units the applicant could propose here. This presented the opportunity to introduce a pocket park in the middle of A1, something that was welcomed by officers at the local authority.

ACCOMODATION SCHEDULE					
<u>OPEN MARKET</u>					
UNIT TYPE	NO. BEDS	STOREYS	NO. UNITS	SQFT/UNIT	TOTAL SQFT
STRAFORD LIFESTYLE	3	2	8	1218	9,744
OXFORD LIFESTYLE	3	2	4	1318	5,272
LEAMINGTON LIFESTYLE	3	2	9	1417	12,753
HARLECH	4	2	2	1312	2,624
OXFORD	4	2	7	1318	9,226
CAMBRIDGE	4	2	6	1393	8,358
SHAFTESBURY	4	2	3	1427	4,281
CANTERBURY	4	2	3	1482	4,446
WELWYN	4	2	3	1533	4,599
HARROGATE	4	2	7	1555	10,885
LEDHAM	4	2	3	1842	5,526
SUNNINGDALE	4	2	2	1654	3,308
HENLEY	4	2	5	1769	8,845
TOTAL OM			62	89,867 SQFT	

The pocket park is designed to feature large trees Visible from the surrounding streets, these are positioned 3m away from all highway surfacing and are planted with root barriers .

The meandering arrangement of larger tree species is under-planted with woodland species.

Properties adjoining the park share a boundary wall which is softened by hedgerow planting. These overlooking properties aid in creating a secure park

Undulating grass mounds with meadow planting provide sculptural features with playable slopes

Estate fencing surround the park with soft close gates positioned away from bends in the road

Informal grass paths meander through planting and meadow spaces, These create a sense of exploration off the main footpath

Timber benches with back rests are located with varying aspects offering a choice of resting places.

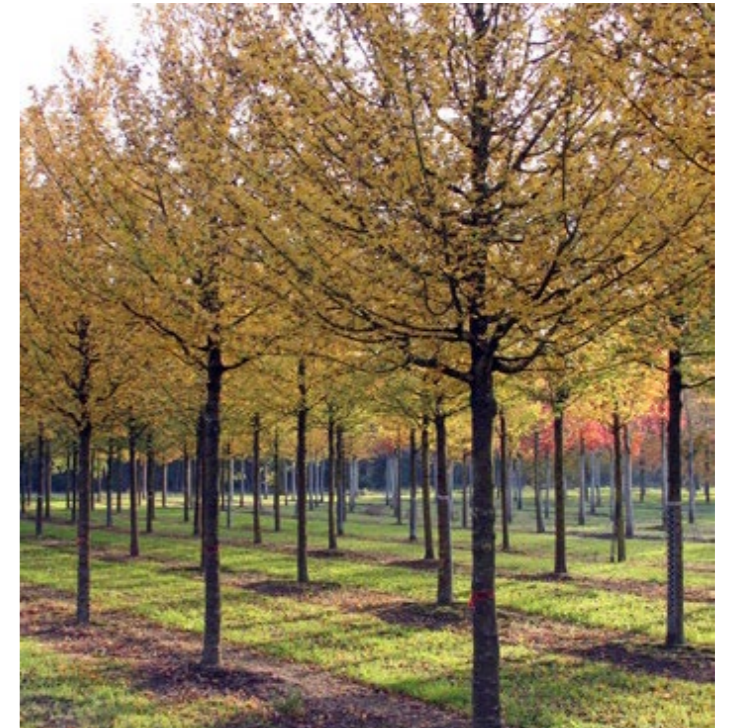
Pockets of meadow or grasses to help soften the line between understory planting and lawn areas.

Formal arrangement of smaller native tree species underplanted with shade tollerant woodland planting



PUBLIC OPEN SPACE AND GREEN INFRASTRUCTURE

- 5.3 As mentioned previously a separate infrastructure reserved matters application for the spine road, drainage and strategic landscaping has already been submitted, ref: DC/19/0834/RM. This includes the surrounding areas of public open space, as described below.
- 5.4 Parcel A1 is located at the northern end of a green country park that forms the backbone to the wider landscape approach. The northern extent is design to merge with the wider countryside and is primarily a parkland landscape that draws upon the village feel of the surrounding settlements. This is emphasised through open meadow areas, woodland blocks, feature tree planting and avenues.
- 5.5 This parkland character surrounds parcel A1 creating a network of green links that provide natural settings for the cycleway and footpath network. Parcel A1 links in to this network on all sides with key vistas interlinking the two spaces.
- 5.6 The pocket park at the heart of the residential parcel was introduced as part of this RM application. This presented a great opportunity to enhance the overall legibility of the scheme by creating a landmark central focal space within then parcel.
- 5.7 The pocket park features large trees which command the space and from visible landmark from the surrounding roads. Formal paths lead through the scheme with inform paths weaving beneath the trees creating a sense of exploration. Seasonal amenity planting enhances a woodland fringe character and defines smaller spaces between the trees. Benches are located with varying aspects offering comfortable opportunities to relax and enjoy the park. Enclosure is provided with native hedging and estate fencing. Litter and dog bins are provided near the entrance gates.



PRECEDENT IMAGES

PARCELS A1, A2 & A8, GREAT WILSEY PARK, HAVERHILL
 DESIGN AND ACCESS STATEMENT

LAYOUT & ACCESS

PROPOSED MOVEMENT AND ACCESS

- 5.8 The Site Layout shows the disposition of land uses and the proposed structure for movement within the development. A well connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate.
- 5.9 The development proposals have been influenced by “Manual for Streets 1 & 2” which encourages designers to move away from standardized prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities.
- 5.10 The streets have been informed by the Alternative Approved Road Hierarchy Plan, although as highlighted previously, it was agreed at the first pre-application meeting in November 2018 that there was potential for the applicant to redesign/realign secondary and tertiary streets identified on the Road Hierarchy Parameter Plan as the detailed design process evolved.

- 5.11 The Principal Street (Bus Route) runs adjacent to Parcel A1, with one main vehicular access point serving the parcel via a secondary street. The alignment and design of the Principal Street was part of the separate infrastructure reserved matters application for the spine road, drainage and strategic landscaping (ref: DC/19/0834/RM). Two additional minor access points are provided directly off this street, serving limited dwellings in the form of 2 no. private drives, informed by previous highways advice to ensure residents will access the Principal Street in forward gear.
- 5.12 The secondary street provides a vista to the pocket park, and is broken up by a raised surface that acts as not only a traffic calming feature but also a placemaking device. A series of shared surface streets are served from here, eventually serving private drives, thus establishing a strong hierarchy.

Footpaths and Cycleways

- 5.13 The location of the site close to the established community, adjacent to the town centre and close to public transport nodes are positive characteristics which have been maximised through the provision of safe, direct, convenient and interesting pedestrian routes.
- 5.14 The development of a pedestrian/cycle network within the site is seen as an integral part of the transport infrastructure for the site. Multiple footpaths and cycleways are provided as part of the separate infrastructure application, allowing users of all ages and abilities to move safely and conveniently between all points of the development and surrounding facilities.
- 5.15 The following measures to provide accessibility by foot and cycle are proposed:
 - Provision of pedestrian/cycle links through the site, including a specific cycleway leading to the pocket park within Parcel A1;
 - Internal road layout design to ensure low traffic speeds. The design will promote safe walking and high permeability through the site, and limit potential for anti-social behaviour;
 - Particular attention has been paid to surface quality, and sufficient ‘overlook’ to provide a sense of safety and security for users; and
 - Appropriate signage and crossing points of roads through the development, to include dropped kerbs, tactile paving and guardrails as appropriate.
- 5.16 Pedestrian and cyclist links have been located so as to encourage residents to use them and in particular utilise the already established routes across the site.



KEY

- SITE LOCATION
- ALLOCATED SPACE [124 NO.]
- GARAGE SPACE [41 NO.]
(COUNTED TOWARDS PARKING PROVISION)
- ADDITIONAL GARAGE SPACE [21 NO.]
(NOT REQUIRED TOWARDS PARKING PROVISION)
- VISITOR SPACE [24 NO.]

UNIT SIZES

- 3 BED
- 4 BED

NOTE: INTERNAL DIMENSIONS OF 3.0M X 7.0M FOR ALL DETACHED GARAGES THAT ARE COUNTED TOWARDS PARKING PROVISION, IN ORDER TO PROVIDE SUFFICIENT SPACE FOR CYCLE STORAGE

PARCELS A1, A2 & A8, GREAT WILSEY PARK, HAVERHILL
DESIGN AND ACCESS STATEMENT

PARCEL A1 PARKING STRATEGY PLAN

PARKING

- 5.17 Parking has been designed in line with the guidance contained within Manual for Streets and Suffolk Guidance for Parking Technical Guidance (third edition May 19). 1-bedroom dwellings have been provided with 1 no. parking space, 2-bed and 3-bed dwellings with 2 no. spaces and 4-bed dwellings 3 no. spaces.
- 5.18 As mentioned previously, at pre-application discussions in April 2019 concerns were raised by officers with regards to triple parking and the visitor parking distribution. It was requested that the proposals be revised to limit triple parking where possible along Principal Streets, and to design out triple parking along secondary streets in Parcel A1.
- 5.19 The total parking spaces provided within Parcel A1 comprises:
- 124 no. allocated spaces;
 - 41 no. garages spaces (counted towards parking provision);
 - 21 no. additional garage spaces (not required towards parking provision); and
 - 24 no. visitor spaces.
- 5.20 Through consultation with highways officers the applicant provided 25% visitor parking in line with standards and advice received, however officers further requested to see an increased number and greater distribution across the parcel, consequently Parcel A1 has an overprovision of visitor spaces proposed, 24 no., which equates to just under 40%.
- 5.21 The majority of allocated parking has been provided on-plot and is generally located to the side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings.



KEY

- SITE LOCATION
- FRONTAGES**
- PRINCIPAL FRONTAGE
- FRONTAGE DESIGNED AS A COMPOSITION
- ACTIVE FRONTAGE TO TURN THE CORNER AND PROVIDE NATURAL SURVEILLANCE TO THE PUBLIC REALM

PARCELS A1, A2 & A8, GREAT WILSEY PARK, HAVERHILL
 DESIGN AND ACCESS STATEMENT

PARCEL A1 KEY FRONTAGES PLAN

CONTINUITY AND ENCLOSURE

- 5.22 The design of the development proposals are broadly based on the principle of perimeter blocks that provide a strong frontage to the public realm whilst protecting the amenity of residents. This continuity assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment. The new development will provide frontage over the proposed areas of public open space and also provide surveillance over the pocket park.
- 5.23 Development plots are defined by a range of boundary treatments including walls, bollards, estate railings and hedging, depending upon their location, in order to clearly define public and private spaces.
- 5.24 Key frontages such as those fronting the pocket park will be particularly prominent and critical to the appearance of the development. Particular attention has been paid to these buildings, so that they contribute positively to the quality and character of the new development, with frontages designed as a composition in order with predominance of render to provide a cohesive element to these prominent positions.



PARCELS A1, A2 & A8, GREAT WILSEY PARK, HAVERHILL
 DESIGN AND ACCESS STATEMENT

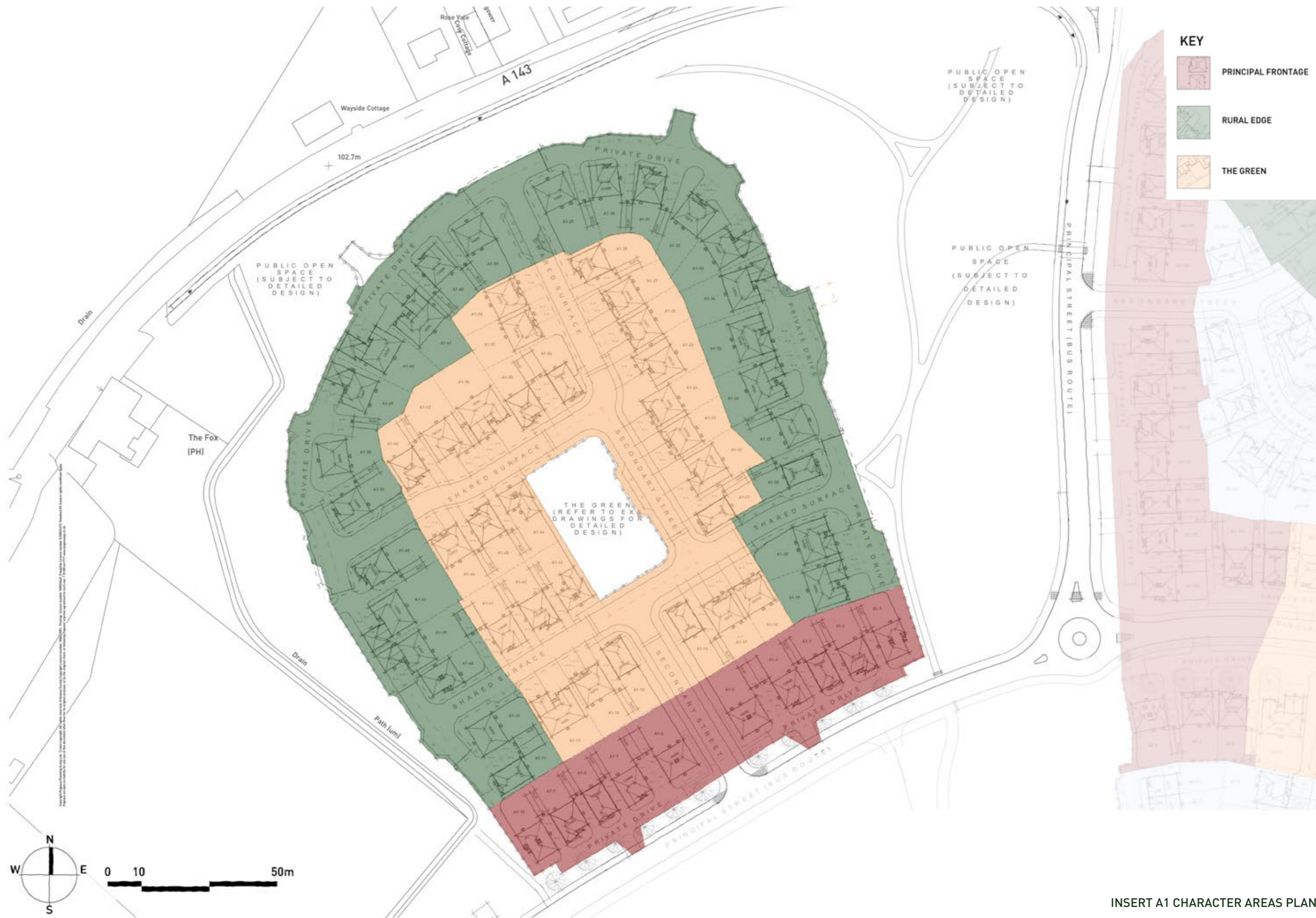
PARCEL A1 BUILDING HEIGHTS PLAN

SCALE AND DENSITY

- 5.25 As previously stated, the development proposals achieve an average density of approximately 25dph which accords with Government guidance on ensuring the efficient use of land and is reflective of the approved Alternative Density Parameter Plan.
- 5.26 The design of Parcel A1, combined with quantity and typology of units have always been heavily dictated by the approved land use, density and building heights parameter plans.

BUILDING HEIGHTS AND MASSING

- 5.27 The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. In Parcel A1 however, two storey units are proposed throughout to minimise the impact of new development and to reflect the approved Alternative Building Heights Parameter Plan.
- 5.28 In terms of a variety in the heights and massing of the residential buildings, this is achieved through the use of a range of house types, typically 3-4 bedroom detached houses, reflective of the requirement for low density prescribed by the outline parameter plans.



PARCELS A1, A2 & A8, GREAT WILSEY PARK, HAVERHILL
 DESIGN AND ACCESS STATEMENT

INSERT A1 CHARACTER AREAS PLAN

APPEARANCE AND CHARACTER

- 5.29 Following an assessment of Haverhill and its environs, street typologies, distinctive spaces, materials and details have been identified that exhibit distinctive local design and these have been incorporated into the detailed design of the new development. This ensures the architectural response of the proposal reflects traditional local character, rather than the more recent development in the immediate surroundings.
- 5.30 Character areas have been defined within the development that will help to achieve the creation of a sense of place. The proposed character areas for the development are as follows:
- CA1 – Principal Frontage
 - CA2 – The Green
 - CA3 – Rural Edge
- 5.31 Each character area contains varying design elements which aid in making it distinct from other areas. It includes built form principles, changes in roofscape, set backs, street typology, landscape treatments, architectural detailing, colour and use of materials.

CA1 Principal Frontage

- 5.32 Running adjacent to the Spine Road running through the development, this character area provides active frontage and visual aids to guide users through the development. Dwellings typically within this character area have a set back between 1m-3.5m from proposed streets, allowing for private front amenity areas. These areas serve as on-plot parking and/or small front gardens for the associated dwelling and will be separated from the public areas by low level vegetation.
- 5.33 The dwellings are 2 storey and detached, positioned to create a strong formal building line fronting the main spine road serving the rest of the development. Slight variations in the building line are created through the introduction of splayed bay windows or slight projections to the front elevations of dwellings to add distinctiveness to the streetscene.

CA2 The Green

- 5.34 This character area comprises dwellings fronting the proposed pocket park within the heart of A1 scheme. The built form within this character area comprises detached dwellings, arranged to frame the pocket park and provide outward facing natural surveillance to the public realm. Integral garages are common in this character area, allowing for users to park side by side, limiting the potential for reshuffling/reversing onto the secondary street, as informed by highways advice received during the planning process. A mixture of gable fronted, hipped and eaves fronted dwellings provide variation to the roofscape, whilst a predominance of render and introduction of estate railings ensure this space has been designed as a composition to increase the overall legibility of the scheme.

CA3 Rural Edge

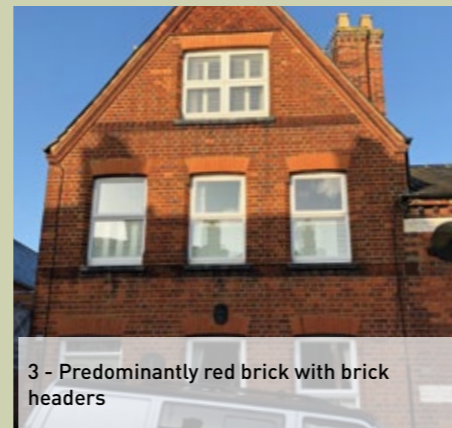
- 5.35 This character area fronts the surrounding public open space proposed on site and provides the transition between the built form and the areas of public open space. The built form within this character area creates a looser development pattern whilst maintaining a formal and more landscape dominated street scene to the areas of open space. Dwellings are arranged within informal perimeter blocks that front onto the open space and create a positive outlook. Dwellings typically consist of large detached family housing set within generous plots allowing for larger front gardens and on plot parking provision. These private front amenity areas are clearly defined from the public areas through the use of low level boundary treatments in the form of timber bollards.



1 - String course and brick detailing



2 - Circular windows provide variation to the elevation



3 - Predominantly red brick with brick headers



4 - Differing roof styles create a varied street scene



5 - Feature gables animate the street scene



6 - Corner turning units offer surveillance to the public realm



7 - Railings help define / enclose public and private space



8 - Soft shades of render to key buildings



9 - Projecting bay window with tile hanging



PLOT A1 - 10
SHAFTESBURY

PLOT A1 - 9
LEAMINGTON LIFESTYLE

PLOT A1 - 8
STRATFORD LIFESTYLE

PLOT A1 - 7
CAMBRIDGE



PLOT A1 - 19
HENLEY

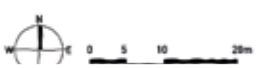
PLOT A1 - 20
SUNINGDALE

SHARED SURFACE





- KEY**
- SITE LOCATION
- PREDOMINANT FACING MATERIALS**
- IBSTOCK - LEICESTER WEATHERED MULTI
 - IBSTOCK - LEICESTER RED STOCK
 - IBSTOCK - NEW SANDHURST STOCK
 - RENDER - WHITE
- ROOF MATERIALS**
- FORTICRETE - SL8 SLATE GREY
 - FORTICRETE - PAN8 RED
 - FORTICRETE GEMINI - MIXED RUSSETT
 - FORTICRETE GEMINI - SUNRISE BLEND
- OTHER DETAILS**
- FRONT DOOR COLOURS ***
- COUNTRY GREEN
 - HORIZON BLUE
 - SAND DUNE
- * GARAGE DOOR COLOURS TO MATCH FRONT DOOR COLOURS.
- HANGING TILE**
SEE HOUSE TYPE PACK FOR DETAILED DRAWINGS
- WINDOWS**
WHITE UPVC
- RAINWATER GOODS**
BLACK HALF ROUND
- BARGE BOARDS/FASCIAS/CANOPIES/SURROUNDS**
WHITE



MATERIALS PALETTE

- 5.36 As mentioned previously following an assessment of Haverhill and its environs, street typologies, distinctive spaces, materials and details have been identified that exhibit distinctive local design and these have been incorporated into the detailed design of the new development.
- 5.37 A mix of predominantly red brick dwellings are proposed for Parcel A1, with occasional render and tile hanging to add distinctiveness to the streetscene. Furthermore different roof styles and materials create a varied streetscene.
- 5.38 Materials proposed for Parcel A1 are as follows:
- Ibstock – Leicester Weathered Multi;
 - Ibstock – Leicester Red Stock;
 - Ibstock – New Sandhurst Stock;
 - Render – white;
 - Hanging tile (see house type pack/streetscenes);
 - Forticrete – SL8 slate grey;
 - Forticrete – PAN8 red;
 - Forticrete Gemini – mixed russet;
 - Forticrete Gemini – sunrise blend;
 - Country green, horizon blue, sand dune door colours; and
 - Black rainwater goods





**SECTION 6 | PARCEL A2
DESIGN PROPOSALS**



SITE LAYOUT A2 (REF P18-2192_06AT A2 SITE LAYOUT)

PARCELS A1, A2 & A8, GREAT WILSEY PARK, HAVERHILL
 DESIGN AND ACCESS STATEMENT

SECTION 6 | PARCEL A2 DESIGN PROPOSALS

SITE LAYOUT

Residential - 173 dwellings (Class C3)

- 6.1 The development achieves an average net density of 33 dwellings per hectare (dph), in accordance with the approved Alternative Density Parameter Plan (30-35dph). This density allows for the formation of differing densities across the parcel including higher density towards the southern edge of the parcel to reflect adjacent land uses proposed, and lower densities near landscape sensitive areas. Overall the density results in the efficient use of the parcel whilst at the same time promoting densities which are appropriate to the local area and which will help assimilate the development into the surrounding areas.
- 6.2 The density also allows for a range of dwellings typologies across the parcel with varying sizes and tenures in order to accommodate a variety of household types. This will provide a hierarchy of dwellings from large detached properties with larger plots through to smaller terraced forms allowing for a variety in the proposed streetscape.

ACCOMMODATION SCHEDULE					
OPEN MARKET					
UNIT TYPE	NO. BEDS	STOREYS	NO. UNITS	SOFT/UNIT	TOTAL SOFT
FOG	2	2	1	892	892
HEDHAM	2	2	2	700	1,400
DURHAM	3	2	5	839	4,195
LETCHEWORTH	3	2	14	984	13,776
WARWICK	3	2	2	1081	2,162
STAMFORD	3	2.5	2	1084	2,168
STRATFORD LIFESTYLE	3	2	10	1218	12,180
OXFORD LIFESTYLE	3	2	4	1318	5,272
LEAMINGTON LIFESTYLE	3	2	13	1417	18,421
LINDOLN 3	3	2.5	16	1275	20,400
STRATFORD	4	2	2	1218	2,436
OXFORD	4	2	3	1318	3,954
CAMBRIDGE	4	2	12	1393	16,716
SHAFTESBURY	4	2	8	1427	11,416
CANTERBURY	4	2	5	1482	7,410
WELWYN	4	2	4	1533	6,132
HARROGATE	4	2	10	1555	15,550
HARROGATE BAY	4	2	4	1568	6,272
SUNNINGDALE	4	2	5	1654	8,270
HENLEY	4	2	7	1769	12,383
LEDHAM	4	2	2	1842	3,684
BALMORAL	4	2	1	1808	1,808
TOTAL OM			132		176,897 SOFT
AFFORDABLE					
UNIT TYPE	NO. BEDS	STOREYS	NO. UNITS	SOFT/UNIT	TOTAL SOFT
1B2P (NSS)	1	1/2	6	587	3,522
FLAT 4 (NSS)	1	1/3	6	537	3,222
FLAT 1 (NSS)	2	1/3	6	756	4,536
FLAT 2 (NSS)	2	1/3	6	758	4,548
TAVY (NSS)	2	2	7	874	6,118
DART (NSS)	3	2	8	1021	8,168
TWEED (NSS)	4	2	2	1158	2,316
TOTAL AFF			41		32,430 SOFT
TOTAL			173		209,327 SOFT

The pocket park designed with large tree species to enhance the greening character of the surrounding streets and provide a key landmark feature within the parcel. This helps with wayfinding and general orientation for visitors. Trees are positioned 3m away from highway surfaces and are planted with root barriers where required.

Curving avenue of trees creates a visual link through the pocket park and a canopy bridge above the main footpath

Knee rail fencing to be positioned along all park boundaries with soft close gates at all access points

Timber benches with backrests are located throughout the park and offer a choice of resting places.

Informal mown paths meandering underneath the trees and through the meadow planting offering routes to explore and a more intimate experience of the planting.

This close grouped small trees create a geometric contrast to larger sinuous arrangement.

Sculptural grass mounding to create vertical variation, defining smaller spaces and creating playable slopes

Landmark trees are emphasised by the curving avenue of trees behind it.

The southern boundary with adjoining properties is defined with estate fencing and hedgerow planting.

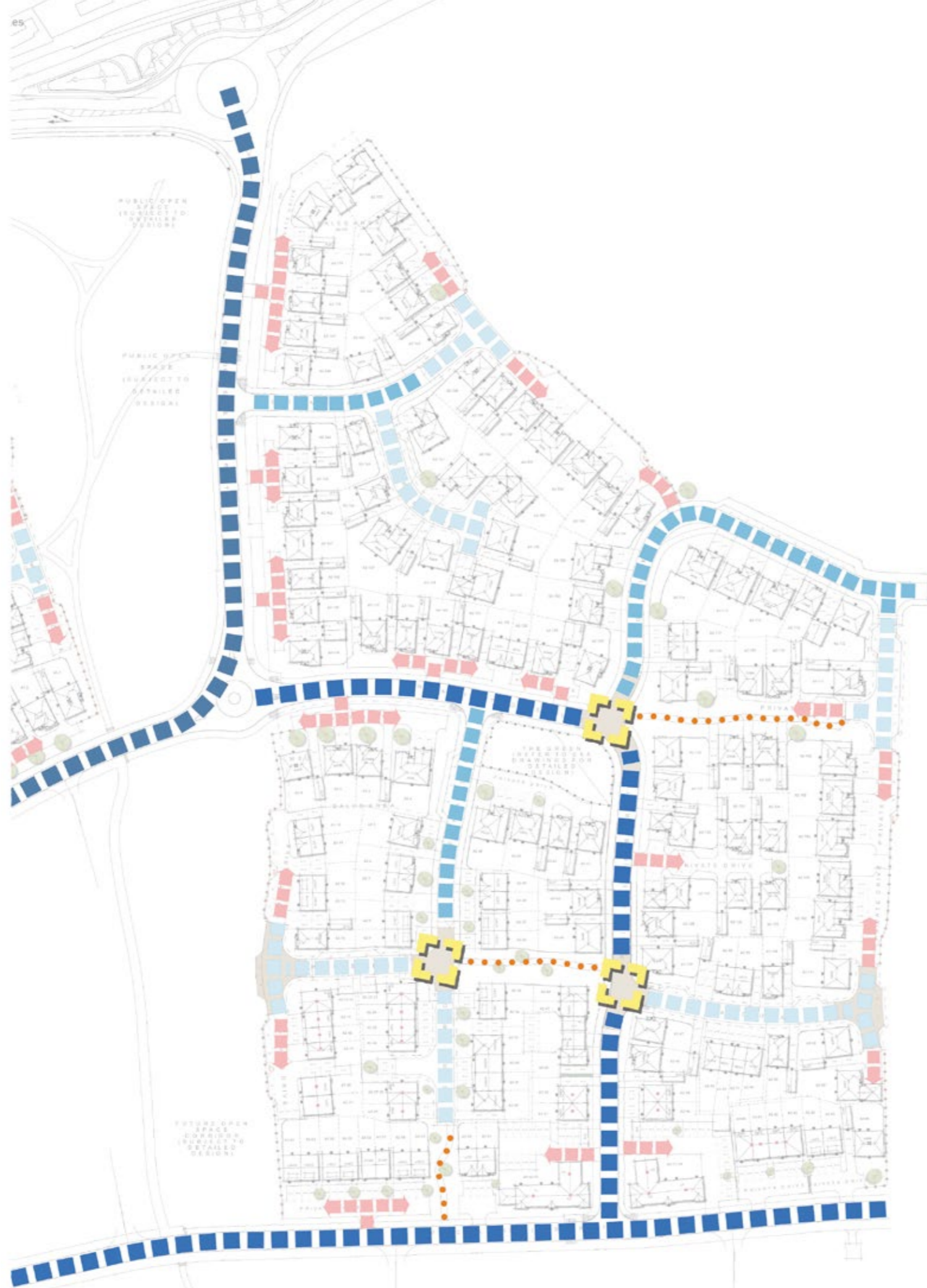
The north-east corner of the pocket park is within a visibility splay. Planting is restricted to 600mm in height and furniture and fencing is avoided.



PUBLIC OPEN SPACE AND GREEN INFRASTRUCTURE

- 6.3 As mentioned previously a separate infrastructure reserved matters application for the spine road, drainage and strategic landscaping has already been submitted, ref: DC/19/0834/RM. This includes the surrounding areas of public open space, as described below.
- 6.4 6.5 Parcel A2 is located close to Parcel A1 in the north of the site but is on the eastern side on the green country park which forms the backbone to the site wide landscape scheme. A green network extends around the parcel providing a natural setting to the cycle and footpath networks that link into this parcel. Access though the parcel is aided by green corridors which connect to the wider landscaped spaces. Woodland edge planting to the north provides screening and softening to views from the wider landscape.
- 6.5 In a similar approach to Parcel A1, officers requested and subsequently welcomed the introduction of a pocket park in Parcel A2. Whilst the approved land use parameter plan envisaged the whole of Parcel A2 to be residential (with surrounding open space), officers implied that they would accept green space within the parcel. The pocket park was therefore introduced within the residential parcel as part of this RM application.
- 6.6 The pocket park is a key landmark at the centre of the parcel with large trees defining the space and aiding with orientation. The trees are arranged in a curved avenue that creates a canopy bridge over the footpath and two focal spaces. A gravelled footpath creates the primary route through the park with an informal mown path meandering beneath the trees and through the meadow planting. Timber benches provide resting points with varying aspects with litter and dog bins located close to the entrance gates. Planting responds to the wooded character of the park and provides points of interest throughout the season. Careful consideration has been given in locating trees and features such as sculptural mounding to deter the use of the park for ball games.





KEY



PRIMARY STREET (BUS ROUTE)



PRIMARY STREET (NO BUS ROUTE)



SECONDARY STREET



SHARED SURFACE



PRIVATE DRIVE / COURTYARD



FOOTPATH



KEY NODAL SPACE

PARCELS A1, A2 & A8, GREAT WILSEY PARK, HAVERHILL
DESIGN AND ACCESS STATEMENT

PARCEL A2 MOVEMENT HIERARCHY PLAN

LAYOUT & ACCESS

PROPOSED MOVEMENT AND ACCESS

- 6.7 The Site Layout shows the disposition of land uses and the proposed structure for movement within the development. A well connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate.
- 6.8 The development proposals have been influenced by “Manual for Streets 1 & 2” which encourages designers to move away from standardized prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities.
- 6.9 The streets have been informed by the Alternative Approved Road Hierarchy Plan, although as highlighted previously, it was agreed at the first pre-application meeting in November 2018 that there was potential for the applicant to redesign/realign secondary and tertiary streets identified on the Road Hierarchy Parameter Plan as the detailed design process evolved.
- 6.10 As mentioned in the Involvement and Evolution section of this document, it was requested that the main street serving Parcel A2 was to be upgraded to a Principal Street (no bus route), with a cycleway. Consequently officers requested that for this upgraded street the applicant would need to provide private drives to the first east/west extent of road from the mini roundabout, as demonstrated opposite on the Street Hierarchy Plan.

FOOTPATHS AND CYCLEWAYS

- 6.11 The location of the site close to the established community, adjacent to the town centre and close to public transport nodes are positive characteristics which have been maximised through the provision of safe, direct, convenient and interesting pedestrian routes.
- 6.12 The development of a pedestrian/cycle network within the site is seen as an integral part of the transport infrastructure for the site. Multiple footpaths and cycleways are provided as part of the separate infrastructure application, allowing users of all ages and abilities to move safely and conveniently between all points of the development and surrounding facilities.
- 6.13 Through thorough discussions with the local authority Urban Designer the applicant has revised proposals for parcel A2 to significantly increase the pedestrian permeability of the layout, particularly east-west connections across the site. Two new pedestrian connections have been provided to enhance east west permeability, and a further north south connection.
- 6.14 The following measures to provide accessibility by foot and cycle are proposed:
- Provision of pedestrian/cycle links through the site, including several east/west and north south connections within Parcel A2;
 - Internal road layout design to ensure low traffic speeds. The design will promote safe walking and high permeability through the site, and limit potential for anti-social behaviour;
 - Particular attention has been paid to surface quality, and sufficient ‘overlook’ to provide a sense of safety and security for users; and
 - Appropriate signage and crossing points of roads through the development, to include dropped kerbs, tactile paving and guardrails as appropriate.



KEY

- SITE LOCATION
- ALLOCATED SPACE (335 NO.)
- GARAGE SPACE (61 NO.)
(COUNTED TOWARDS PARKING PROVISION)
- ADDITIONAL GARAGE SPACE (27 NO.)
(NOT REQUIRED TOWARDS PARKING PROVISION)
- VISITOR SPACE (48 NO.)
- CYCLE STORES PROVIDED FOR ALL UNITS WITHOUT A GARAGE

UNIT SIZES

- 1 BED
- 2 BED
- 3 BED
- 4 BED

NOTE: INTERNAL DIMENSIONS OF 3.0M X 7.0M FOR ALL DETACHED GARAGES THAT ARE COUNTED TOWARDS PARKING PROVISION, IN ORDER TO PROVIDE SUFFICIENT SPACE FOR CYCLE STORAGE

PARKING

- 6.15 Parking has been designed in line with the guidance contained within Manual for Streets and Suffolk Guidance for Parking Technical Guidance (third edition May 19). 1-bedroom dwellings have been provided with 1 no. parking space, 2-bed and 3-bed dwellings with 2 no. spaces and 4-bed dwellings 3 no. spaces.
- 6.16 As mentioned previously, designing out / limiting triple parking along principal streets has been a very important consideration during the design process. As a consequence of upgrading to a Principal Street (no bus route) offers requested that the scheme would need to provide private drives to the first east/west extent of road from the mini roundabout, to ensure users were accessing the street in forward gear. This principle was also introduced following post-submission discussions with highways officers along the southern stretch of parcel A2.
- 6.17 The total parking spaces provided within Parcel A2 comprises:
- 335 no. allocated spaces;
 - 61 no. garage spaces (counted towards parking provision);
 - 27 no. additional garage spaces (not required towards parking provision); and
 - 48 no. visitor spaces.
- 6.18 As with Parcel A1, not only has triple parking been limited / designed out along Principal Streets where possible, Parcel A2 also demonstrates an overprovision of visitor parking spaces at nearly 28%, exceeding the requirement of 25%.
- 6.19 The majority of allocated parking has been provided on-plot and is generally located to the side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings.



PARCEL A2 KEY FRONTAGES PLAN

CONTINUITY AND ENCLOSURE

- 6.20 The design of the development proposals are broadly based on the principle of perimeter blocks that provide a strong frontage to the public realm whilst protecting the amenity of residents. This continuity assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment. The new development will provide frontage over the proposed areas of public open space, play area the pocket park.
- 6.21 Development plots are defined by a range of boundary treatments including walls, bollards, estate railings and hedging, depending upon their location, in order to clearly define public and private spaces.
- 6.22 Key frontages such as those fronting the pocket park will be particularly prominent and critical to the appearance of the development. Particular attention has been paid to these buildings, so that they contribute positively to the quality and character of the new development, with frontages designed as a composition in order with predominance of render to provide a cohesive element to these prominent positions, and to reflect similar character established at Parcel A1.



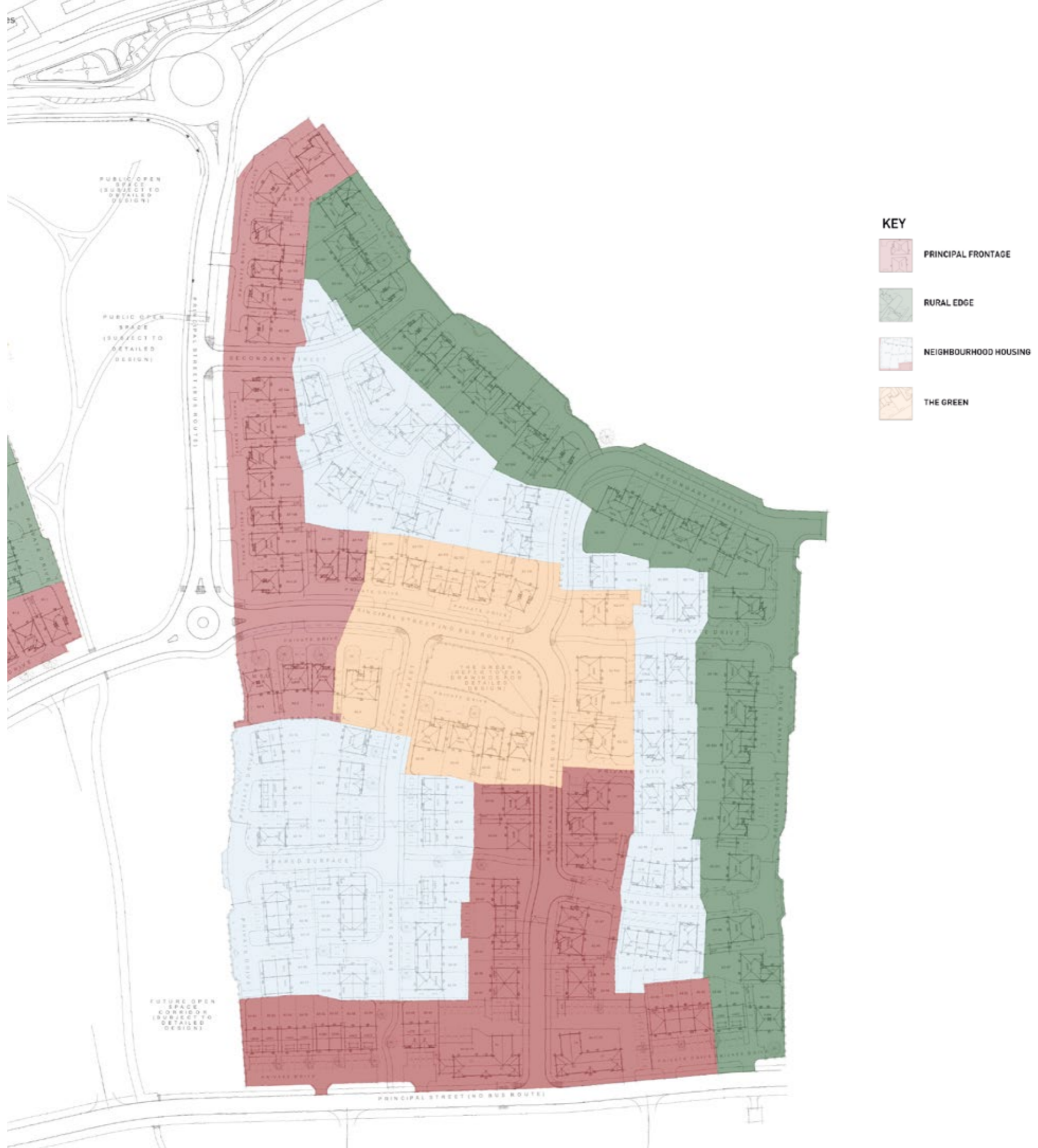
PARCEL A2 BUILDING HEIGHTS PLAN

SCALE AND DENSITY

- 6.23 As previously stated, the development proposals achieve an average density of approximately 33dph which accords with Government guidance on ensuring the efficient use of land and is reflective of the approved Alternative Density Parameter Plan.
- 6.24 As discussed, a variety of house types, tenures and sizes are provided which will assist in creating a balanced community as a variety of households can be accommodated thereby minimising the potential of social exclusion.

BUILDING HEIGHTS AND MASSING

- 6.25 The height and massing of the proposed development varies across the parcel according to the nature of the public realm to be created. Two storey units have been located near to the entrance and northern parts of the site to minimise the impact of new development, there has been however occasional 2.5 storey dwellings in key locations to provide distinctiveness in the street scene.
- 6.26 3 storey apartments have been positioned either end of the junction at the southern end of Parcel A2 to act as marker buildings and to increase the overall legibility of the scheme, and to not only reflect adjacent potential future land uses but also to accord with the approved building heights parameter plan (as varied).



PARCELS A1, A2 & A8, GREAT WILSEY PARK, HAVERHILL
 DESIGN AND ACCESS STATEMENT

APPEARANCE AND CHARACTER

- 6.27 Following an assessment of Haverhill and its environs, street typologies, distinctive spaces, materials and details have been identified that exhibit distinctive local design and these have been incorporated into the detailed design of the new development. This ensures the architectural response of the proposal reflects traditional local character, rather than the more recent development in the immediate surroundings.
- 6.28 Character areas have been defined within the development that will help to achieve the creation of a sense of place. The proposed character areas for the development are as follows:
- CA1 – Principal Frontage
 - CA2 – The Green
 - CA3 – Neighbourhood Housing
 - CA4 – Rural Edge
- 6.29 Each character area contains varying design elements which aid in making it distinct from other areas, but also reflective of Parcel A1. It includes built form principles, changes in roofscape, set backs, street typology, landscape treatments, architectural detailing, colour and use of materials.

CA1 Principal Frontage

- 6.30 Running adjacent to the Spine Road entering development and the main street running through Parcel A2, this character area provides active frontage and visual aids to guide users through the development. As with parcel A1 dwellings typically within this character area have a set back between 1m-3.5m from proposed streets, allowing for private front amenity areas. These areas serve as on-plot parking and/or small front gardens for the associated dwelling and will be separated from the public areas by low level vegetation.
- 6.31 The dwellings are predominantly 2 storey, with a step up in height to 2.5 and 3 storey along the southern edge of the parcel to reflect adjacent future land uses scale and massing. The dwellings within this character area are predominantly detached in typology however there are semi detached and terraced units along the southern part of the parcel. Units have been positioned to create a strong formal building line fronting the main spine road. Slight variations in the building line are created through the introduction of splayed bay windows or slight projections to the front elevations of dwellings to add distinctiveness to the streetscene.

CA2 The Green

- 6.32 This character area comprises dwellings fronting the proposed pocket park within Parcel A2, reflective of the character proposed in The Green character area in Parcel A1. The built form within this character area comprises predominantly detached dwellings, arranged to frame the pocket park and provide outward facing natural surveillance to the public realm.
- 6.33 Integral garages are common in this character area, allowing for users to park side by side, limiting the potential for reshuffling/reversing onto the secondary street, as informed by highways advice received during the planning process. A mixture of gable fronted, hipped and eaves fronted dwellings provide variation to the roofscape, whilst a predominance of render and introduction of estate railings ensure this space has been designed as a composition to increase the overall legibility of the scheme.

CA3 Neighbourhood Housing

- 6.34 The Neighbourhood Housing character area has the highest density of the four proposed character areas. The built form varies in terms of dwelling sizes, with a range of detached, semi-detached and terraced properties proposed. Despite some larger detached units (typically acting as transition units from the Rural Edge), units within this character area are generally smaller than those proposed in the other character areas. Dwellings generally form pairs or groups of dwellings which are set within a consistent building line that allows for breaks within the line, recesses or protrusions in order to add interest and rhythm through the street scene. Buildings form a consistent set back to the back edge of the street, typically secondary streets or shared surface (some private drives), with allowance being made for parking bays to the front or side of the dwelling.

CA4 Rural Edge

- 6.35 This character area fronts the surrounding public open space along the northern and eastern edges of Parcel A2 and provides the transition between the built form and the areas of public open space. The built form within this character area creates a looser development pattern whilst maintaining a formal and more landscape dominated street scene to the areas of open space. Dwellings are arranged within informal perimeter blocks that front onto the open space and create a positive outlook. Dwellings typically consist of large detached family housing set within generous plots allowing for larger front gardens and on plot parking provision. These private front amenity areas are clearly defined from the public areas through the use of low level boundary treatments in the form of timber bollards.



1 - Glazing bars to reflect local buildings



2 - Predominantly red brick with brick headers



3 - Differing roof styles create a varied scene



4 - Pitched canopies to reflect local buildings



5 - Feature gables animate the street scene



6 - Railings help define / enclose public and private space



7 - Predominantly two storey units



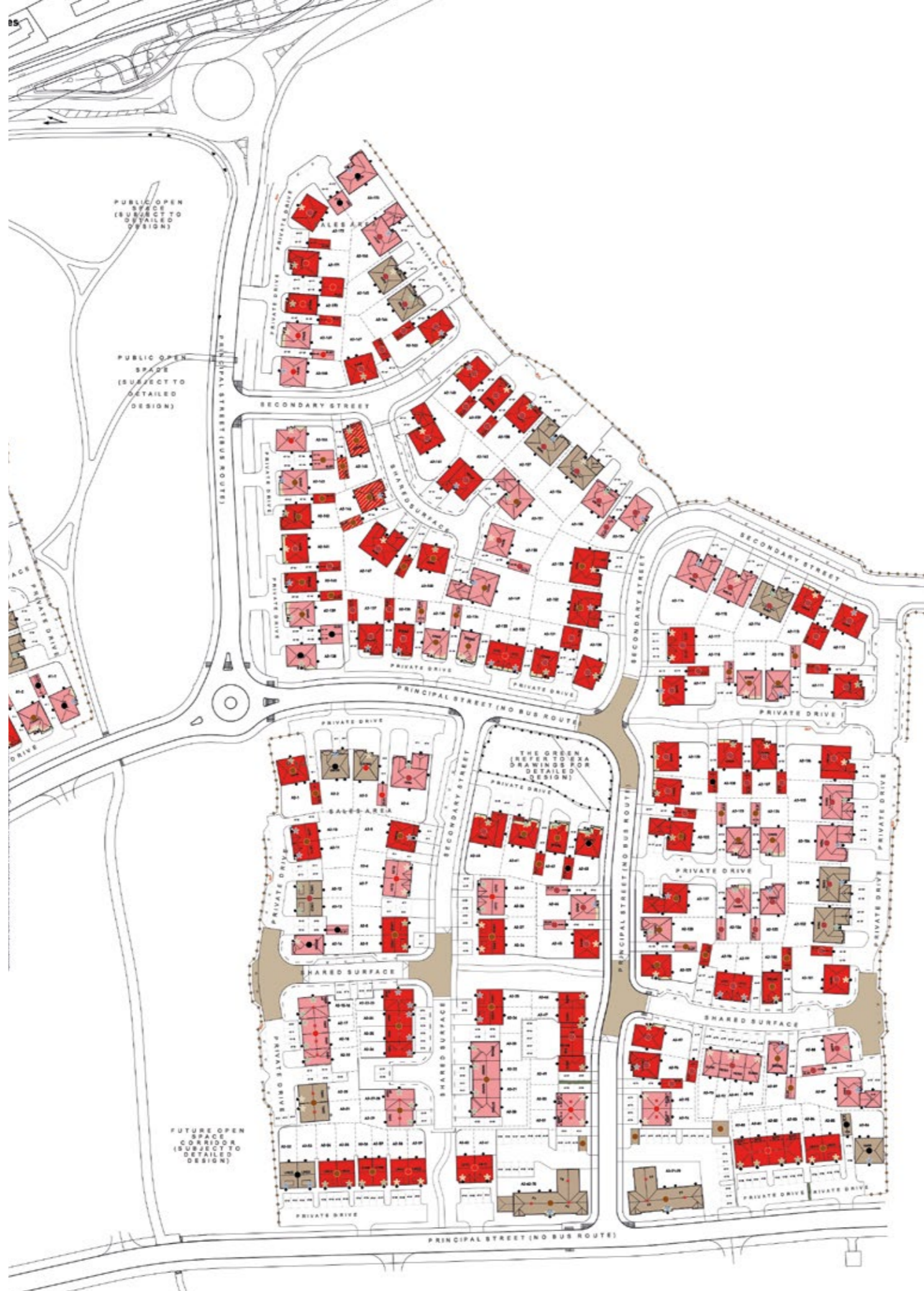
8 - Soft shades of render help vary the scene



9 - 3 storey units to act as landmark buildings







- KEY**
- SITE LOCATION
- PREDOMINANT FACING MATERIALS**
- IBSTOCK - LEICESTER WEATHERED MULTI
 - IBSTOCK - LEICESTER RED STOCK
 - IBSTOCK - NEW SANDHURST STOCK
 - RENDER - WHITE
- ROOF MATERIALS**
- FORTICRETE - SL8 SLATE GREY
 - FORTICRETE - PANI RED
 - FORTICRETE GEMINI - MIXED RUSSETT
 - FORTICRETE GEMINI - SUNRISE BLEND
- OTHER DETAILS**
- FRONT DOOR COLOURS***
- * COUNTRY GREEN
 - * HORIZON BLUE
 - * SAND DUNE
- * GARAGE DOOR COLOURS TO MATCH FRONT DOOR COLOURS.
- HANDING TILE**
SEE HOUSE TYPE PACK FOR DETAILED DRAWINGS
- WINDOWS**
WHITE UPVC
- RAINWATER GOODS**
BLACK HALF ROUND
- BARGE BOARDS/FASCIAS/CANOPIES/SURROUNDS**
WHITE

PARCELS A1, A2 & A8, GREAT WILSEY PARK, HAVERHILL
DESIGN AND ACCESS STATEMENT

MATERIALS PALETTE

- 5.36 As mentioned previously following an assessment of Haverhill and its environs, street typologies, distinctive spaces, materials and details have been identified that exhibit distinctive local design and these have been incorporated into the detailed design of the new development.
- 5.37 A mix of predominantly red brick dwellings are proposed for Parcel A2, in line with the adjacent Parcel A1 proposals to create a consistent character. Occasional render, tile hanging and varying roof styles and materials shall create distinctiveness to the streetscene.
- 6.38 Materials proposed for Parcel A2 represent a continuation from Parcel A1 and are as follows:
- Ibstock – Leicester Weathered Multi;
 - Ibstock – Leicester Red Stock;
 - Ibstock – New Sandhurst Stock;
 - Render – white;
 - Hanging tile (see house type pack/streetscenes);
 - Forticrete – SL8 slate grey;
 - Forticrete – PAN8 red;
 - Forticrete Gemini – mixed russet;
 - Forticrete Gemini – sunrise blend;
 - Country green, horizon blue, sand dune door colours; and
 - Black rainwater goods





**SECTION 7 | PARCEL A8
DESIGN PROPOSALS**



SITE LAYOUT A8 (REF P18-2192_07AT A8 SITE LAYOUT)

SECTION 7 | PARCEL A8 DESIGN PROPOSALS

SITE LAYOUT

Residential - 264 dwellings (Class C3)

7.1 The development achieves an average net density of 40 dwellings per hectare (dph), in accordance with the approved Alternative Density Parameter Plan (35-40dph). This density will allow for the formation of differing densities across the development including higher density towards the existing urban areas and lower densities near landscape sensitive areas. Overall the density results in the efficient use of the site whilst at the same time promoting densities which are appropriate to the local area and which will help assimilate. The density will also allow for a range of dwellings across the site with varying sizes and tenures in order to accommodate a variety of household types. This will provide a hierarchy of dwellings from large detached properties with larger plots through to smaller terraced forms allowing for a variety in the proposed streetscape.

ACCOMODATION SCHEDULE					
OPEN MARKET					
UNIT TYPE	NO. BEDS	STOREYS	NO. UNITS	SQFT/UNIT	TOTAL SQFT
BUXTON	2	2	6	727	4,362
BAKEWELL	3	2	12	844	10,128
LETCHWORTH	3	2	34	984	33,456
WARWICK	3	2	30	1081	32,430
AMBERLEY	3	2	22	1137	25,014
AMBERLEY (BESP)	3	2	1	1137	1,137
HARLECH	4	2	2	1312	2,624
STAMFORD	3	2.5	18	1084	19,512
SHREWSBURY3	3	2	3	1162	3,486
OXFORD	4	2	6	1318	7,908
SHREWSBURY	4	2	10	1162	11,620
STRATFORD	4	2	32	1218	38,976
STRATFORD BAY	4	2	1	1218	1,218
MARLOW	4	2	13	1289	16,757
			TOTAL OM	190	208,628 SQFT
AFFORDABLE					
UNIT TYPE	NO. BEDS	STOREYS	NO. UNITS	SQFT/UNIT	TOTAL SQFT
1B2P (NSS)	1	1/2	6	587	3,522
SNOWDON 1 (NSS)	1	1/3	4	590	2,360
SNOWDON 2 (NSS)	2	1/3	20	756	15,120
TAVY (NSS)	2	2	18	874	15,732
BOURNE (NSS)	3	3	16	1110	17,760
TWEED (NSS)	4	2	10	1158	11,580
			TOTAL AFF	74	66,074 SQFT
			TOTAL	264	274,702 SQFT



Tree planting emphasis the site entrance and strengthens the green infrastructure link between the northern residential extent of Haverhill.

A curving avenue of trees encloses the parkland space and provides definition to the informal mown path

Timber benches with backrests are located to provide a variety of resting places.

Sculptural grass mounding to create vertical variation and help define smaller spaces

Pedestrian footpath connects along southern boundary of A8.

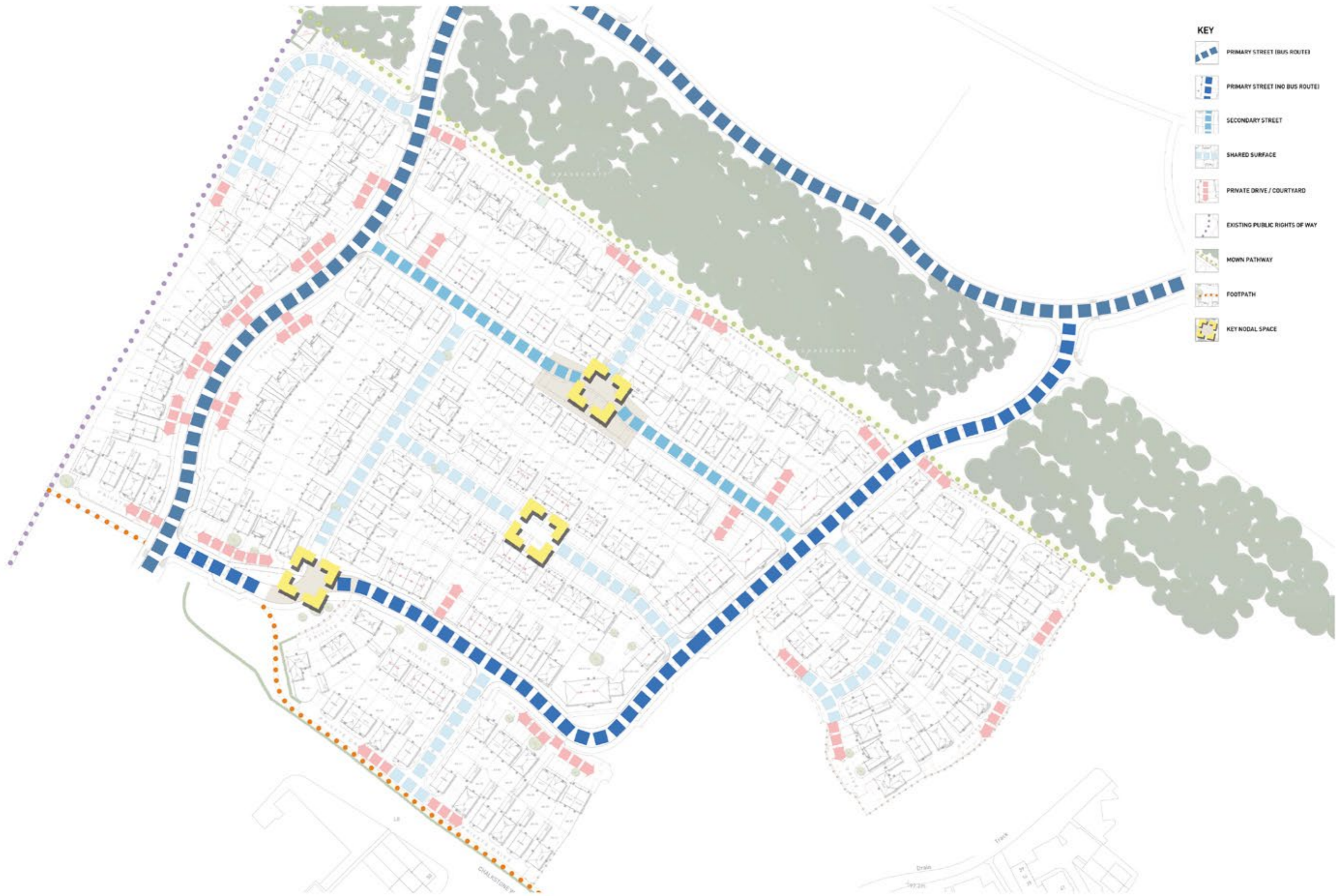
Tree planting to the edge of the parkland space creates a visual landmark to the park and filters views to houses behind.

Informal mown footpath curves around the edge of the park underneath the trees and through the meadow planting

PUBLIC OPEN SPACE AND GREEN INFRASTRUCTURE

- 7.2 The landscape proposals for Parcel A8 includes the residential parcel and the key landscape spaces to the east, south and west. The northern boundary aligns with the edge of the residential parcel and abuts an informal footpath which runs east west along the edge of the attenuation Swale with the southern plantation located beyond.
- 7.3 The residential area is softened by amenity planting and hedgerows. Where possible trees have been proposed to create gateway and landmark features. Focal spaces aim to diversify the spacial character along the roads which are further emphasised by built form. Green liner corridors provide verdant links to the wider Green infrastructure network and new connections between Haverhill and the rest of the Phase 1 area.
- 7.4 The topography of this character area drops towards the north where it meets the Southern Plantation woodland.
- 7.5 The pocket park to the south of A8 provides a key linking space to the green infrastructure of Haverhill. It acts as a welcoming space to visitors and pedestrians using the footpath along the southern boundary of the parcel.
- 7.6 Formal tree planting defines the oval shape of the space and enhances the entrance from Chalkstone Way. The Meadow planting creates a strong sense of nature with its seasonal character and textural qualities. in contrast to this mown paths add formality and creates a sense of exploration . Benches are well placed to proved resting points with views across the meadow area. Mounding within the meadow area creates vertical interest and becomes a playable feature.





PARCEL A8 MOVEMENT HIERARCHY PLAN

LAYOUT & ACCESS

PROPOSED MOVEMENT AND ACCESS

- 7.7 The Site Layout shows the disposition of land uses and the proposed structure for movement within the development. A well connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate. The development proposals have been influenced by "Manual for Streets 1 & 2" which encourages designers to move away from standardized prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities.
- 7.8 The streets have been informed by the Alternative Approved Road Hierarchy Plan, although as highlighted previously, it was agreed at the first pre-application meeting in November 2018 that there was potential for the applicant to redesign/realign secondary and tertiary streets identified on the Road Hierarchy Parameter Plan as the detailed design process evolved.
- 7.9 In a similar approach to that of Parcels A1 and A2, Highways officers requested at that the applicant should provide parallel private drives along the first stretch of the new principal street in A8 from the roundabout. Given the additional space required here officers accepted that the alignment of this street could vary from the approved parameter plan in order to achieve sufficient plot depths.
- 7.10 As highlighted in the Involvement & Evolution section of this document, it was also highlighted by the Highway Authority that despite the applicant following the general linear nature of the approved road hierarchy parameter plan, there were concerns regarding the rectilinear nature of the detailed proposals, therefore it was requested that the applicant

introduce build outs, change in surface materials and curves to roads to help traffic calm.

FOOTPATHS AND CYCLEWAYS

- 7.11 The location of the site close to the established community, adjacent to the town centre and close to public transport nodes are positive characteristics which have been maximised through the provision of safe, direct, convenient and interesting pedestrian routes.
- 7.12 The development of a pedestrian/cycle network within the site is seen as an integral part of the transport infrastructure for the site. Multiple footpaths and cycleways are provided as part of the separate infrastructure application, allowing users of all ages and abilities to move safely and conveniently between all points of the development and surrounding facilities.
- 7.13 Through discussions with the local authority officers the applicant has revised proposals for parcel A8 to significantly increase the pedestrian permeability of the layout, particularly east-west mown pathway across the northern part of the parcel, reorientation of units to front out onto the existing PROW west of the site, and a new footpath connection along the southern edge of the site to increase connections to the existing residential area, as required by the outline Public Rights of Way parameter plan.

- 7.14 The following measures to provide accessibility by foot and cycle are proposed:
- Provision of pedestrian/cycle links through the site, including east/west mown pathway, connections to existing public right of way and new connections to the existing pedestrian network along the southern edge of the parcel A8;
 - Internal road layout design to ensure low traffic speeds. The design will promote safe walking and high permeability through the site, and limit potential for anti-social behaviour;
 - Particular attention has been paid to surface quality, and sufficient 'overlook' to provide a sense of safety and security for users; and
 - Appropriate signage and crossing points of roads through the development, to include dropped kerbs, tactile paving and guardrails as appropriate.



KEY

- SITE LOCATION
- ALLOCATED SPACE (630 NO.)
- GARAGE SPACE (60 NO.)
(COUNTED TOWARDS PARKING PROVISION)
- ADDITIONAL GARAGE SPACE (41 NO.)
(NOT REQUIRED TOWARDS PARKING PROVISION)
- VISITOR SPACE (66 NO.)
- CYCLE STORES PROVIDED FOR ALL UNITS WITHOUT A GARAGE

UNIT SIZES

- 1 BED
- 2BED
- 3 BED
- 4 BED

NOTE: INTERNAL DIMENSIONS OF 3.0M X 7.0M FOR ALL DETACHED GARAGES THAT ARE COUNTED TOWARDS PARKING PROVISION, IN ORDER TO PROVIDE SUFFICIENT SPACE FOR CYCLE STORAGE



PARCEL A8 PARKING STRATEGY PLAN

PARKING

- 7.15 Parking has been designed in line with the guidance contained within Manual for Streets and Suffolk Guidance for Parking Technical Guidance (third edition May 19). 1-bedroom dwellings have been provided with 1 no. parking space, 2-bed and 3-bed dwellings with 2 no. spaces and 4-bed dwellings 3 no. spaces.
- 7.16 As highlighted previously Highways officers requested that the applicant should provide parallel private drives along the section of the Principal Street (no bus route) in A8 from the roundabout, given previous concerns regarding triple parking. The scheme reflects parallel private drives along the first stretch of Principal Street (bus route), furthermore the applicant has revised parking strategy along Principal Street (no bus route) to reflect highways concerns by reducing the number of access points to the street and where possible introducing more frontage parking (side by side so no manoeuvring between households required).
- 7.17 The total parking spaces provided within Parcel A8 comprises:
- 530 no. allocated spaces;
 - 63 no. garages spaces (counted towards parking provision);
 - 41 no. additional garage spaces (not required towards parking provision); and
 - 66 no. visitor spaces.
- 7.18 In line with Suffolk Guidance for Parking Technical Guidance (third edition May 19) 25% of visitor parking has been provided in this parcel. As a consequence all three Parcels (A1, A2 & A8) have provided visitor parking across all three parcels combined, comprising just under 28%.
- 7.19 The majority of allocated parking has been provided on-plot and is generally located to the side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings.



KEY

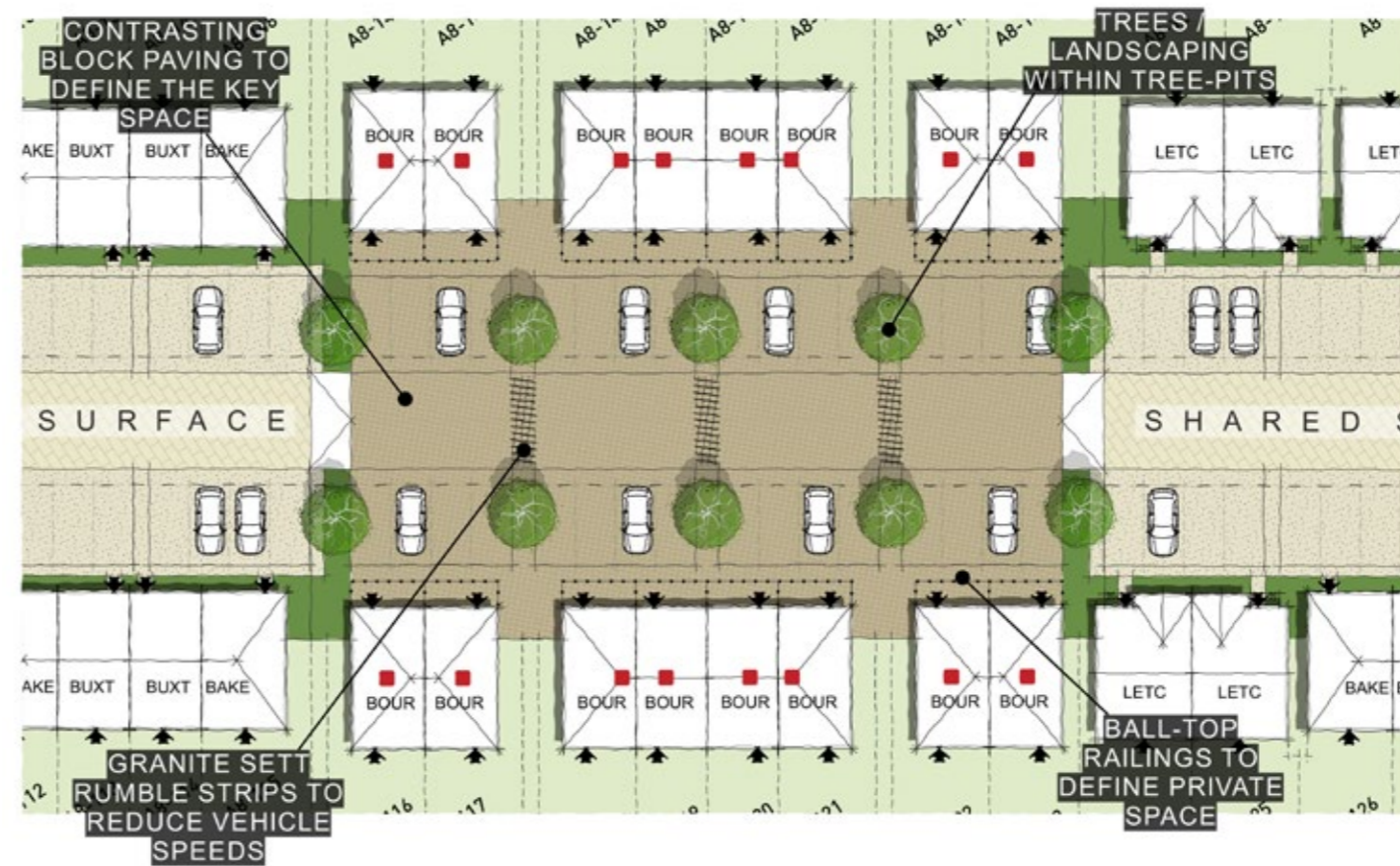
- SITE LOCATION
- FRONTAGES**
- PRINCIPAL FRONTAGE
- FRONTAGE DESIGNED AS A COMPOSITION
- ACTIVE FRONTAGE TO TURN THE CORNER AND PROVIDE NATURAL SURVEILLANCE TO THE PUBLIC REALM



PARCEL A8 KEY FRONTAGES PLAN

CONTINUITY AND ENCLOSURE

- 7.20 The design of the development proposals are broadly based on the principle of perimeter blocks that provide a strong frontage to the public realm whilst protecting the amenity of residents. This continuity assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment. The new development will provide frontage over the proposed areas of public open space, play area and the pocket park.
- 7.21 Development plots are defined by a range of boundary treatments including walls, bollards, roll top railings and hedging, depending upon their location, in order to clearly define public and private spaces.
- 7.22 Key frontages such as those fronting the focal space along secondary street and a second focal space along shared surface street are particularly prominent and critical to the appearance of the development. Particular attention has been paid to these buildings, so that they contribute positively to the quality and character of the new development, with frontages designed as a composition with predominance of render to the first focal space to provide a cohesive element to these prominent positions, and introduction of concrete setts and ball top railing to the second focal space.



KEY AREAS INSET SKETCHES



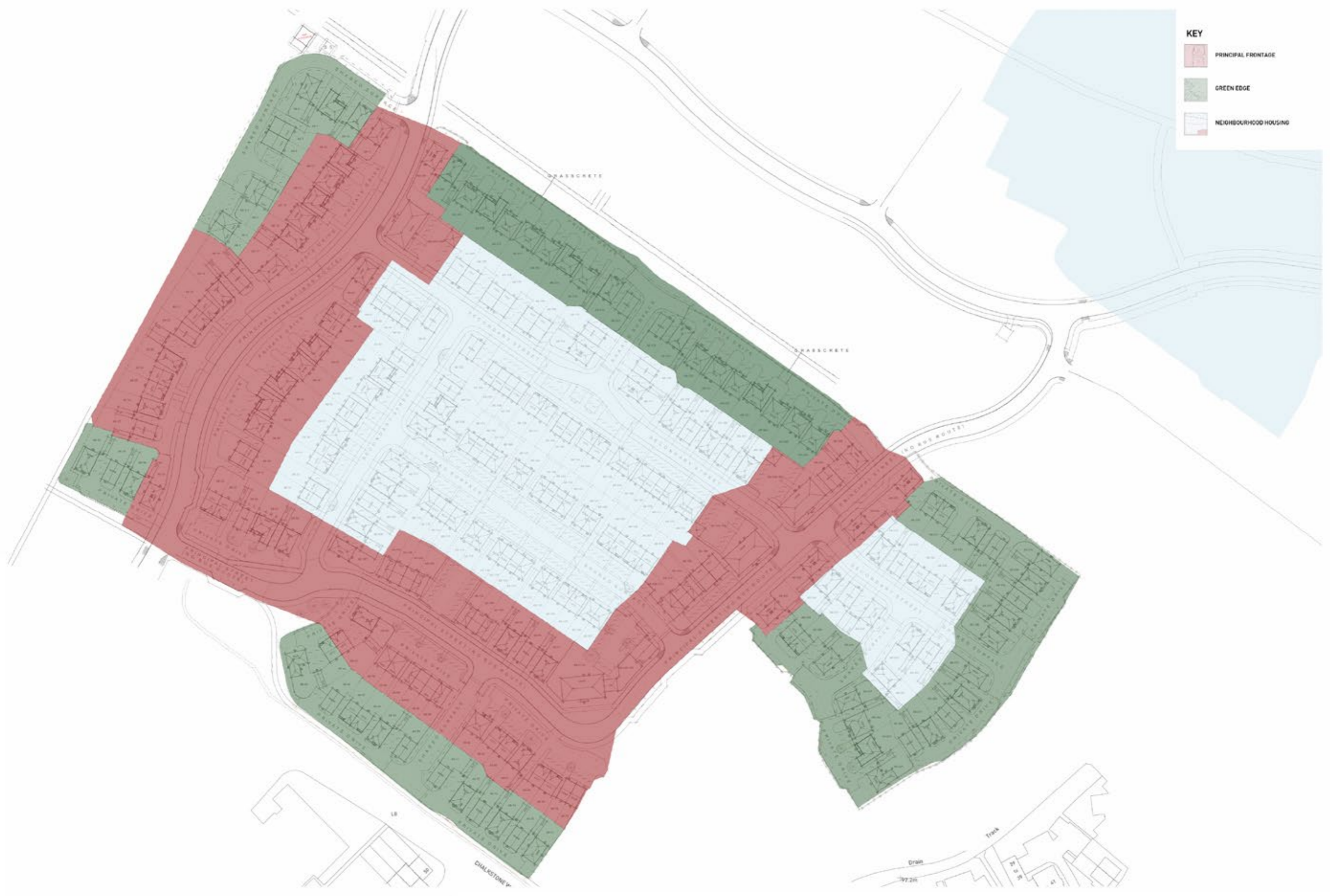
PARCEL A8 BUILDING HEIGHTS PLAN

SCALE AND DENSITY

- 7.23 As previously stated, the development proposals achieve an average density of approximately 40dph which accords with Government guidance on ensuring the efficient use of land and is reflective of the approved Alternative Density Parameter Plan.
- 7.24 As discussed, a variety of house types, tenures and sizes are provided which will assist in creating a balanced community as a variety of households can be accommodated thereby minimising the potential of social exclusion.

BUILDING HEIGHTS AND MASSING

- 7.25 The height and massing of the proposed development varies across the parcel according to the nature of the public realm to be created. Two storey units are proposed adjacent to Chalkstone Way to minimise the impact of new development, there has been however occasional 2.5/3 storey dwellings in key locations to provide distinctiveness in the street scene.
- 7.26 3 storey apartments have been positioned either end of the junction just off the Principal Street (no bus route) to act as marker buildings and to increase the overall legibility of the scheme in a similar approach to that of Parcel A2 and to accord with the approved building heights parameter plan. A similar arrangement was previously proposed at the other end of the street by the applicant, however through discussions with the LPA during the planning process it was requested that one of the apartment blocks be moved, consequently it was repositioned further south along the Principal Street (no bus route) to act as a placemaking device on a key corner, and carefully designed so that the access to its parking court was from a shared surface street, thus further reducing number of vehicular access points to the street to reflect highway officers concerns.



PARCELS A1, A2 & A8, GREAT WILSEY PARK, HAVERHILL
 DESIGN AND ACCESS STATEMENT

APPEARANCE AND CHARACTER

- 7.27 Following an assessment of Haverhill and its environs, street typologies, distinctive spaces, materials and details have been identified that exhibit distinctive local design and these have been incorporated into the detailed design of the new development. This ensures the architectural response of the proposal reflects traditional local character, rather than the more recent development in the immediate surroundings.
- 7.28 Character areas have been defined within the development that will help to achieve the creation of a sense of place. The proposed character areas for the development are as follows:
 - CA1 – Principal Frontage
 - CA2 – Neighbourhood Housing
 - CA3 – Green Edge
- 7.29 Each character area contains varying design elements which aid in making it distinct from other areas, but also reflective of Parcels A1 and A2. It includes built form principles, changes in roofscape, set backs, street typology, landscape treatments, architectural detailing, colour and use of materials.

CA1 Principal Frontage

- 7.30 Running adjacent to the Principal Streets (both bus and non bus) in parcel A8, this character area provides active frontage and visual aids to guide users through the development. Dwellings typically within this character area have a varied setback from proposed streets, whilst ensuring a strong building line is consistent. Such varied setbacks include introduction of private drives fronting principal street (bus route) which create the opportunity for landscaping, whereas other dwellings within the character area are much closer to the street with direct access creating varied senses of enclosure.
- 7.31 The dwellings vary between 2 and 3 storeys in height. Units are predominantly 2 storey, with an occasional increase in height to 2.5 storeys to add distinctiveness to the street scene, furthermore limited 3 storey apartments have been arranged along the principal street to aid users when navigating across the parcel. There is a predominance of detached dwellings along the principal street, however there are instances of semi-detached and terraced typologies, plus the aforementioned apartments.

CA2 Neighbourhood Housing

- 7.32 The Neighbourhood Housing character area has the highest density of the three proposed character areas. The built form varies in terms of dwelling sizes, with a range of detached, semi-detached and terraced properties proposed. Units within this character area are generally smaller than those proposed in the other character areas. Dwellings generally form pairs or groups of dwellings which are set within a consistent building line that allows for breaks within the line, recesses or protrusions in order to add interest and rhythm through the street scene. Buildings form a consistent set back to the back edge of the street, typically secondary streets or shared surface, with allowance being made for parking bays to the front or side of the dwelling.

CA3 Green Edge

- 7.33 This character area fronts the surrounding public open space along the edges of Parcel A8 and provides the transition between the built form and the areas of public open space. The built form within this character area creates a looser development pattern whilst maintaining a formal and more landscape dominated street scene to the areas of open space. Dwellings are arranged within informal perimeter blocks that front onto the open space and create a positive outlook, such as onto existing public right of way, new mown pathway proposed and new footpath link in the southern corner of the parcel. Dwellings typically consist of larger detached family housing set within generous plots allowing for larger front gardens and on plot parking provision. These private front amenity areas are clearly defined from the public areas through the use of low level boundary treatments in the form of timber bollards.



1 - Glazing bars to reflect local buildings



2 - Predominantly red brick with brick headers



3 - Differing roof styles create a varied street scene



4 - Feature gables animate the street scene



5 - 3 storey units create a strong sense of enclosure



6 - 3 storey units to act as landmark buildings



7 - Railings help define / enclose public and private space



8 - String course and brick detailing



9 - Projecting bay window with tile hanging



their annotations
- appreciate







MATERIALS PALETTE

- 5.1 As mentioned previously following an assessment of Haverhill and its environs, street typologies, distinctive spaces, materials and details have been identified that exhibit distinctive local design and these have been incorporated into the detailed design of the new development.
- 7.1 Predominant facing bricks proposed for Parcel A8 differ from Parcels A1 and A2 to help further vary proposed character between respective parcels, but also to reflect on the local materials palette of the adjacent Chalkstone Way housing areas. Proposals therefore comprise predominantly buff brick facing material, with occasional render and hanging tile and a mixture of roof styles and materials.
- 7.2 Proposed A8 materials comprise:
- Ibstock – Leicester Multi Yellow Stock;
 - Ibstock – Arundel Yellow Multi Stock;
 - Ibstock – New Sandhurst Stock;
 - Render – white;
 - Hanging tile (see house type pack/streetscenes);
 - Forticrete – SL8 slate grey;
 - Forticrete Gemini – mixed russet;
 - Forticrete Gemini – sunrise blend;
 - Country green, horizon blue, sand dune door colours; and
 - Black rainwater goods

SUSTAINABLE DESIGN

- 7.3 The presumption in favour of sustainable development is at the heart of the planning system as set out in the National Planning Policy Framework (NPPF) and Local Plans.
- 7.4 Resolution 42/187 of the United Nations General Assembly defines sustainable development as “meeting the needs of the present without compromising the ability of future generations to meet their own needs” (WCED Report “Our Common Future” (1987)) and is captured in paragraph 7 of the NPPF at Section 2: Achieving Sustainable Development.
- 7.5 To achieve sustainable development paragraph 8 of the NPPF states that the planning system has three overarching objectives;
- An economic objective – to build a strong, responsive and competitive economy
 - A social objective – to support strong, vibrant and healthy communities
 - An environmental objective – protecting and enhancing the natural, built and historic environment
- 7.6 The presumption in favour of sustainable development is described in greater detail at paragraph 11 of the NPPF (2019).

SUSTAINABLE BUILDING TECHNIQUES

- 7.7 Where appropriate, sustainable building construction techniques will be used in line with current building regulations. Sustainable construction measures typically comprise a combination of the following:
- Improved energy efficiency through siting, design and orientation;
 - Sustainable Urban Drainage Systems (SUDs);
 - Considering fabric efficiency in the design of buildings;
 - Use of building materials capable of being recycled; and
 - An element of construction waste reduction or recycling.



CRIME PREVENTION

- 7.8 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:
- “...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience” (para. 127 subsection F, NPPF 2019)*
- 7.9 The design proposals for Parcels A1, A2 and A8 are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: the Planning System” and “Manual for Streets as well as ACPO “New Homes” guidance.
- 7.10 When designing new developments, these should create areas that are attractive and contain clearly defined public and private areas that relate well with one another and create no ambiguity. In addition, the development should enable residents to take pride in their surroundings without the fear of crime, which in turn will create a sense of shared ownership and responsibility.
- 7.11 Landscape design is essential in achieving an environment that creates a sense of place and community safety. In this context, landscape design encompasses the planning, design and management of external, public spaces. Well-designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.
- 7.12 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.
- 7.13 In forming the design proposals the following key attributes have been included:
- Buildings are generally orientated back to back to ensure rear gardens are not exposed;
 - Public open spaces, and in particular children’s play space are well overlooked by the surrounding built form;
 - All routes are necessary and serve a specific function or destination, where the use of parking courts or private drives have been utilised, these areas serve only a few dwellings and are well overlooked by the surrounding built form;
 - The internal street network forms the required connected loop within the site, lower category roads serve smaller groups of dwellings but with a clearly different street character to signal a semi-private environment.
 - Elsewhere, there are semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to know it ‘belongs’ to the dwellings;
 - The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
 - Natural surveillance is promoted wherever possible; and
 - Architectural details which promote natural surveillance are to be designed into dwellings, not only through window positioning, but also through the use of bay windows in key locations to give a further angle of natural surveillance.



SECTION 8 | SUMMARY



THE GREEN
REFERS TO EXA
DRAWINGS FOR
DETAILED
DESIGN

A1-49

A1-54

A1-55

A1-24

A1-36

A1-53

A1-23

A1-37

A1-50

A1-52

A1-22

A1-51

SHARU SURUAGI

SECONDARY STREET

A1-21

THE GREEN
REFERS TO EXA
DRAWINGS FOR
DETAILED
DESIGN

A1-48

A1-44

A1-45

A1-43

A1-46

A1-42

A1-47

A1-41

A1-40

A1-39

CAMB

A1-38

A1-40

SHARU SURUAGI

SECONDARY STREET

A1-17

A1-16

OXFO

A1-15

A1-14

A1-13

A1-12

A1-11

A1-10

A1-9

A1-8

A1-7

A1-6

A1-5


A1-4

A1-3

A1-2

A1-1

SECTION 8 | SUMMARY

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- 8.1 The proposed development will create housing choice at Great Wilsey Park, Haverhill and new amenity spaces for the existing and new community whilst improving public access across the site and to the wider pedestrian network.
- 8.2 The site layouts are founded on the best practice in urban design, community integration and sustainable development, with strong links to the wider area. It aims to create a development for the 21st Century, whilst reflecting the desirable elements of the local vernacular.
- 8.3 In this context, the development will respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice. Development will accord with the principles of high quality design and best practice to create a townscape that is varied and sympathetic to its environment. The aim must be to achieve a development with a strong identity and distinct sense of place whilst at the same time integrating with the existing community.
- 8.4 The development proposals will be achieved in the following way:
- THE CREATION OF AN INTEGRATED RESIDENTIAL COMMUNITY WITH A SENSITIVE RELATIONSHIP TO THE EXISTING SETTLEMENT;
 - THE CREATION OF PEDESTRIAN ROUTES THROUGH THE DEVELOPMENT;
 - PROVIDING A DEVELOPMENT THAT IS WELL CONNECTED, READILY UNDERSTOOD AND EASILY NAVIGATED;
 - THE CREATION OF A STRONG LANDSCAPE STRUCTURE THAT RESPONDS TO THE LOCAL AREA AND RETAINS AND ENHANCES THE IMMEDIATE LOCALITY;
 - PROVIDING A RANGE OF DWELLING SIZES, TYPES AND TENURES THAT OFFERS AN ACCESSIBLE AND ACCEPTABLE CHOICE OF LIFESTYLES; AND
 - PROMOTING THE OBJECTIVES OF SUSTAINABLE DEVELOPMENT THROUGH LAYOUT AND DESIGN.

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DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



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