



DESIGN STATEMENT 2

New Development

Iceni Way, Haverhill, Suffolk CB9 7FD

FOR

TREBOR DEVELOPMENTS

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1.0 INTRODUCTION

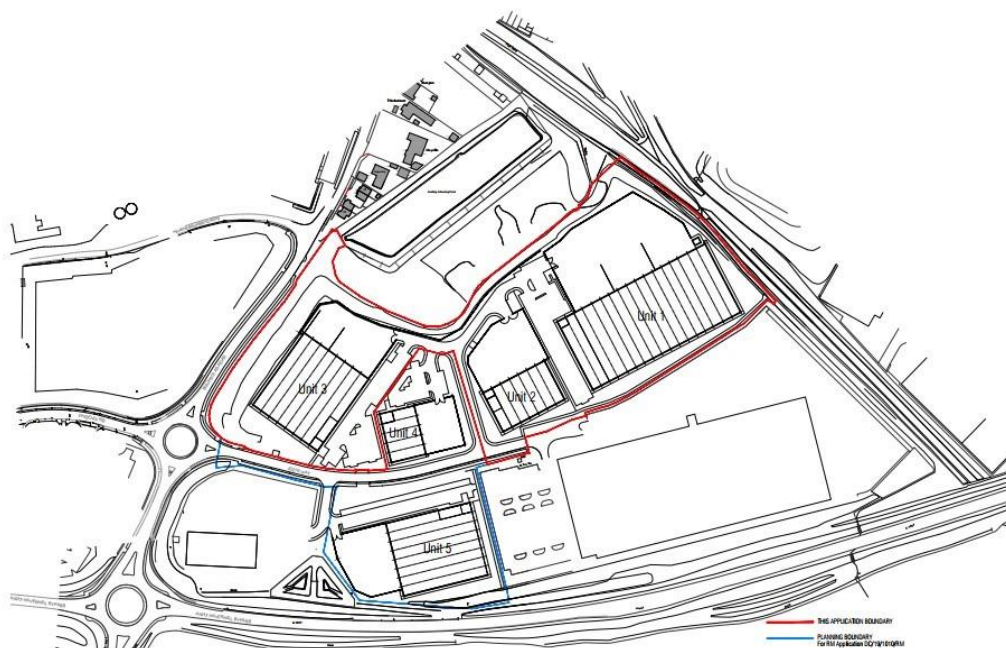
This Reserved Matters Application demonstrates the same design principals to those already approved under the application DC/19/1010/RM approved 02/10/2019. It is being submitted to address a specific tenant requirement seeking larger premises due to expansion, in the local area. Therefore this proposal seeks approval for a larger Unit 1 to suit these business requirements, a reduction in the size of Unit 2 and amendments to the service yard and associated access doors of Unit 3.

AJA Architects have been appointed by Trebor Developments to prepare a revised design proposal for this commercial development on Icen Way for which outline permission DC/15/2424/OUT was granted 27th September 2016 with the application seeking reserved matters.

2.0 THE SITE

The application site is located within the Haverhill Business Park 1.5km south of Central Haverhill. Situated to the East of Bumpstead Road the application site comprises 5.26 hectares, which is part of the overall site which stretches east to the dismantled railway line and extends South of Icen Way in part as far as the A1017 Haverhill Bypass.

Site Location



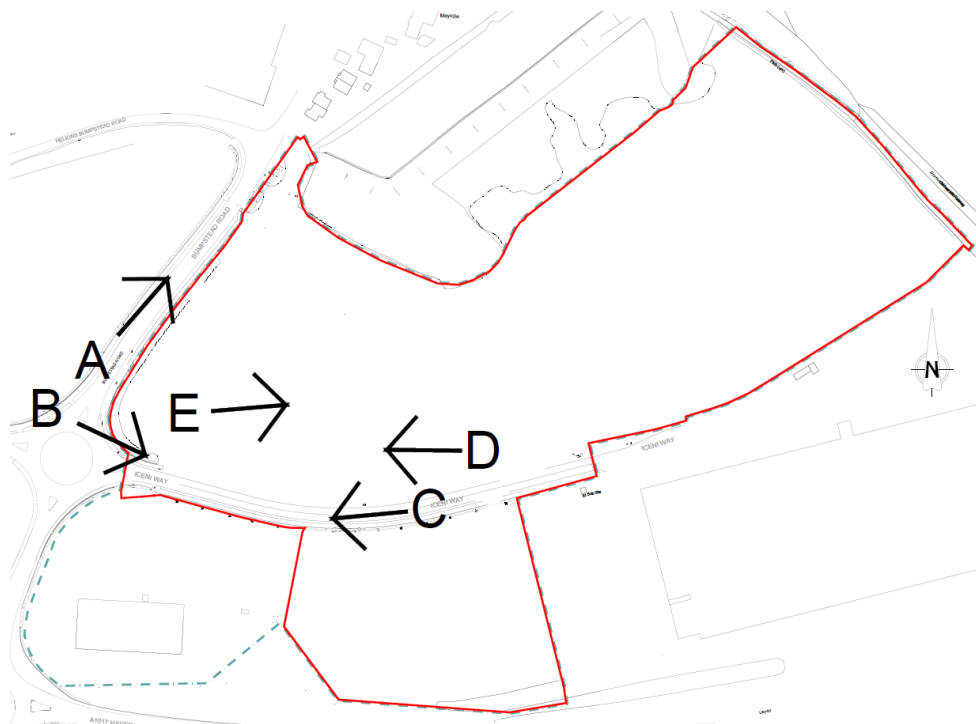
3.0 CONTEXT

The existing buildings within the Haverhill Business Park are 2 - 3 storey high units with shallow pitched roof profiles largely constructed of profiled metal cladding.

Aerial view of Haverhill & Business Park to the south with the application site edged in red



Key to following photographs around and within the wider site



A View Northwards along Bumpstead Road site lies to the east



B SW of site, Bumpstead Road roundabout turning left into Icen Way



C View West back along Icen Way towards Haverhill Business Park



D Looking west across the site towards the builders merchants MKM



E *Looking east across the site towards the dismantled railway with Culina distribution far right of photo*



4.0 DESIGN & ACCESS

4.1 Design

Planning permission is sought for the reserved matters pertaining to the outline approval for this industrial park of commercial buildings that can be used for B1, B2 and B8 use. The proposed development will be for 3 units which will be fitted out by end user occupiers to suit their own specific business requirements.

The units vary with Unit 1 having a height of 14m to the internal haunch, Unit 2 having a height of 12m to the internal haunch and Unit 3 having a height of 12m to the internal haunch. The roofs are all at equal pitches of 6 degrees with Units 1 and 3 having double portals to keep the overall unit height to a minimum. One further tenant requirement for Unit 1 is the construction of a testing tower which is used by the business for testing lifting harnesses which is a low noise process and not in continual operation. The tower is also used by the local fire brigade on a regular basis when it is vacant.

4.1 Access

The new estate road to be formed off Iceni Way will provide access to the units parking and service yards which have clear 25m turning circles to accommodate HGV manoeuvring and prevent congestion on the highway.

Each unit will have provision for cycling as an alternative mode of transport. Cyclists will have easy and direct access to a designated covered and lit staff cycle parking area adjacent to the building and conveniently located within the paved areas in a highly visible and readily serviceable location.

Adjacent to the entrances, accessible DDA compliant parking for disabled staff will be provided. Gradients in the parking areas will allow safe and convenient access to all.

Car parking has been designed to meet BREEAM guidelines

Site Layout of the proposed new Units 1, 2 and 3



4.2 Quantum of Proposed Development

The three units are sized as follows:

Schedule of Areas - GIA

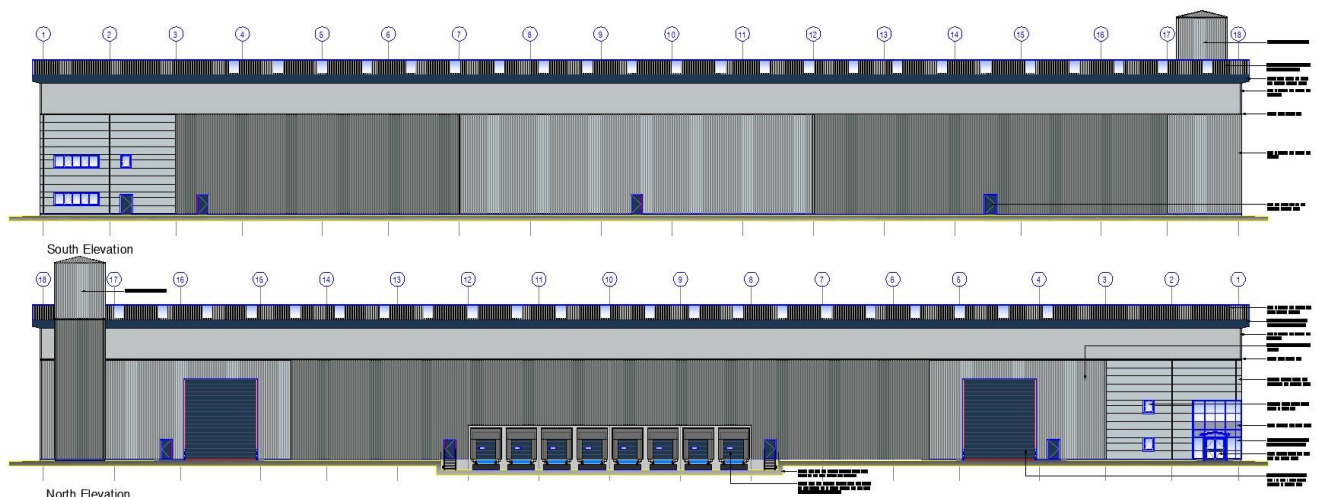
Unit 1	Office GF	60 sq.m.	645 sq.ft.
	Office FF	930 sq.m.	10,010 sq.ft.
	Warehouse	8,306 sq.m.	89,405 sq.ft.
	Total	9,296 sq.m.	100,060 sq.ft.
Unit 2	Office GF	48 sq.m.	516 sq.ft.
	Office FF	140 sq.m.	1,508 sq.ft.
	Warehouse	1,867 sq.m.	20,096 sq.ft.
	Total	2,055 sq.m.	22,120 sq.ft.
Unit 3	Office GF	64 sq.m.	688 sq.ft.
	Office FF	228 sq.m.	2,454 sq.ft.
	Warehouse	4,476 sq.m.	48,179 sq.ft.
	Total	4,768 sq.m.	51,321 sq.ft.

4.3 Appearance

The following measures have been taken to ensure that the proposed building form provides a development of particularly high visual quality that will enhance the character of the area.

Fundamental to this objective, is to ensure that the building form is carefully detailed and articulated, thus providing interesting and attractive views from both the immediate and more distant surroundings.

The external wall treatment comprises a simple palette of both vertical and horizontal cladding profile, feature band, contrasting coloured doors and window frames to create visual interest and breaking up the visual massing of the buildings.



4.4 Sustainability

In order to address the aspirations of central Government policy in the National Planning Policy Framework, the following measures have been incorporated within the design:

- Using a balance of cut and fill in the design of the earthworks so as not to import or export material.
- Large areas of glazing to the unit to increase natural daylighting.
- The incorporation of a minimum of 10% roof lights to increase the natural daylighting to the internal parts of the building.
- Solar control glazing as required.
- The provision of covered cycle parking to promote an alternative means of transport.

5.0 BREEAM

The design will aim to achieve a BREEAM 2014 “Very Good” rating, adopting a “fabric first” strategy to provide as efficient a building envelope as possible to reduce energy consumption. To this end the cladding envelope specified will provide high thermal efficiencies to meet or exceed Building Regulations requirements for u-values and air tightness.

6.0 SUMMARY

The design proposals have been developed with due regard to the existing RM application and to adjoining properties. Unit 1 is a specific local requirement driven by a successful expanding business. In keeping with the context of the development and the adjacent Culina Distribution warehouse, to create an appropriately sized development which will allow the best possible access by all available modes of transport, giving strong priority to cyclists & pedestrians.

The design of all the elements of the submission seeks to make a positive contribution to its surroundings, with attractive contemporary design, which functions well and is safe to use for everyone.

In particular, the issues of form, scale, materials and colour have been considered, together with the landscape treatment and the relationship of the buildings within their environment.