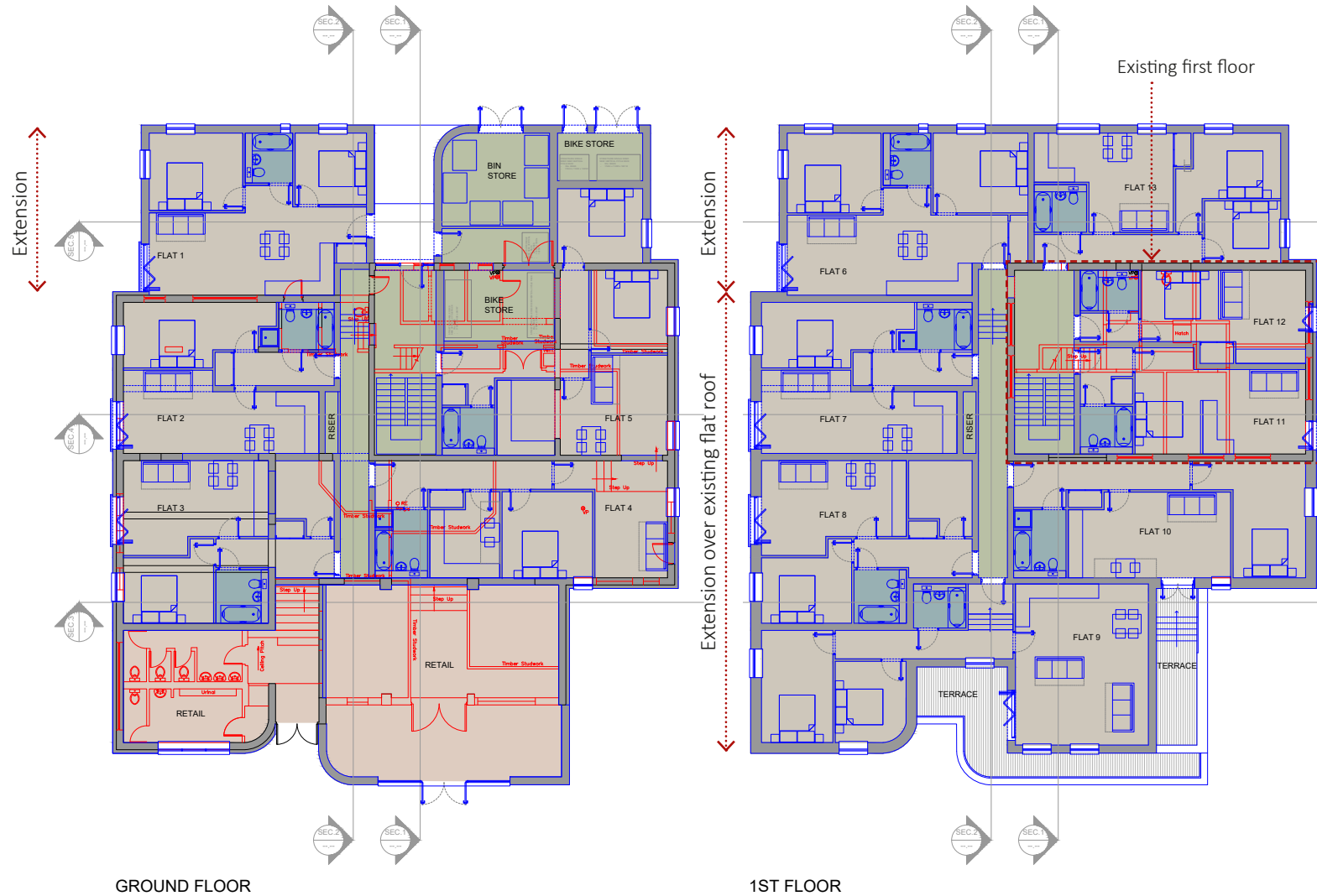


Submitted proposals



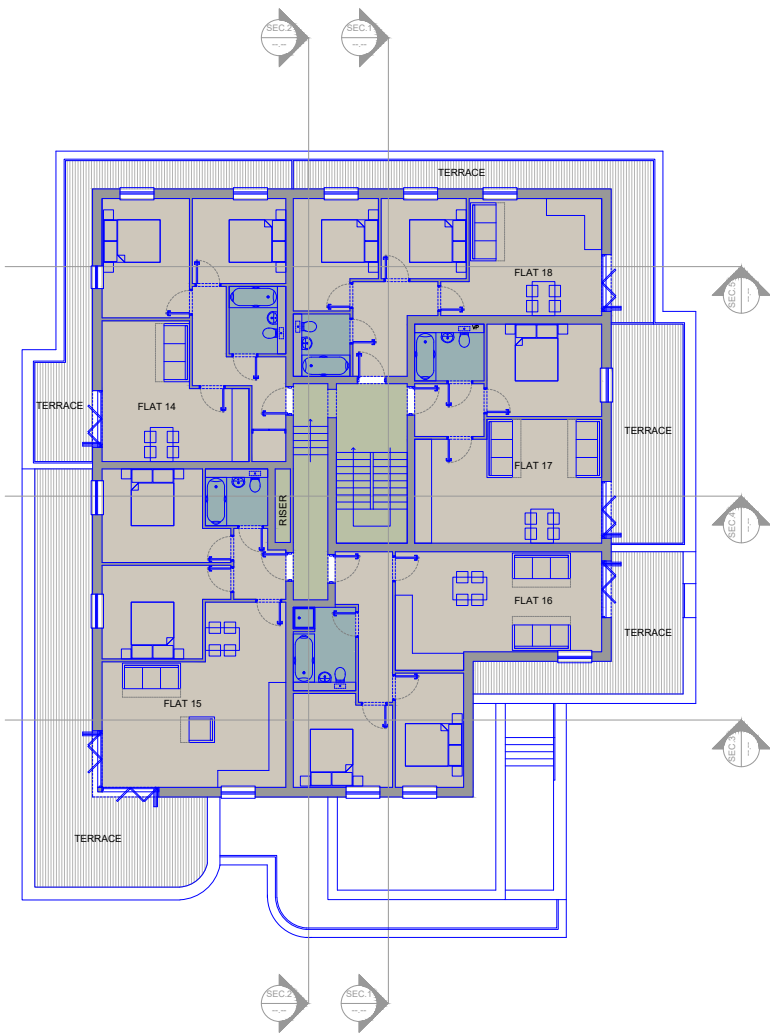
The flats have been accommodated within the converted and extended building. A three storey extension is proposed to the north elevation, extensions across the existing flat roofs at first floor and a new floor over forms the recessed second floor.

The existing ground floor of the pub is stepped across three levels to suit the topography of the site. The proposals have to retain these existing stepped levels as creating a level floor would require raising them and would increase the overall building height. Working with them allows us to also step and reduce the building mass to improve height relationships with the existing buildings.

As a result, two flats (flats 1 and 5) will have level thresholds and be fully accessible to people with impaired mobility. Flats 2, 3 and 4 are accessed via 5 steps down to the existing lower ground level.

All stairs within the development will comply with current building regulations.

The existing terrace onto Strasbourg Square is elevated above it. In order to form a level access to the new retail/commercial/office units we are proposing to excavate and form the new floor level with the square to provide level threshold access.



2ND FLOOR



Above: Final renders of submitted scheme. Top: View from Square. Bottom: view from car park

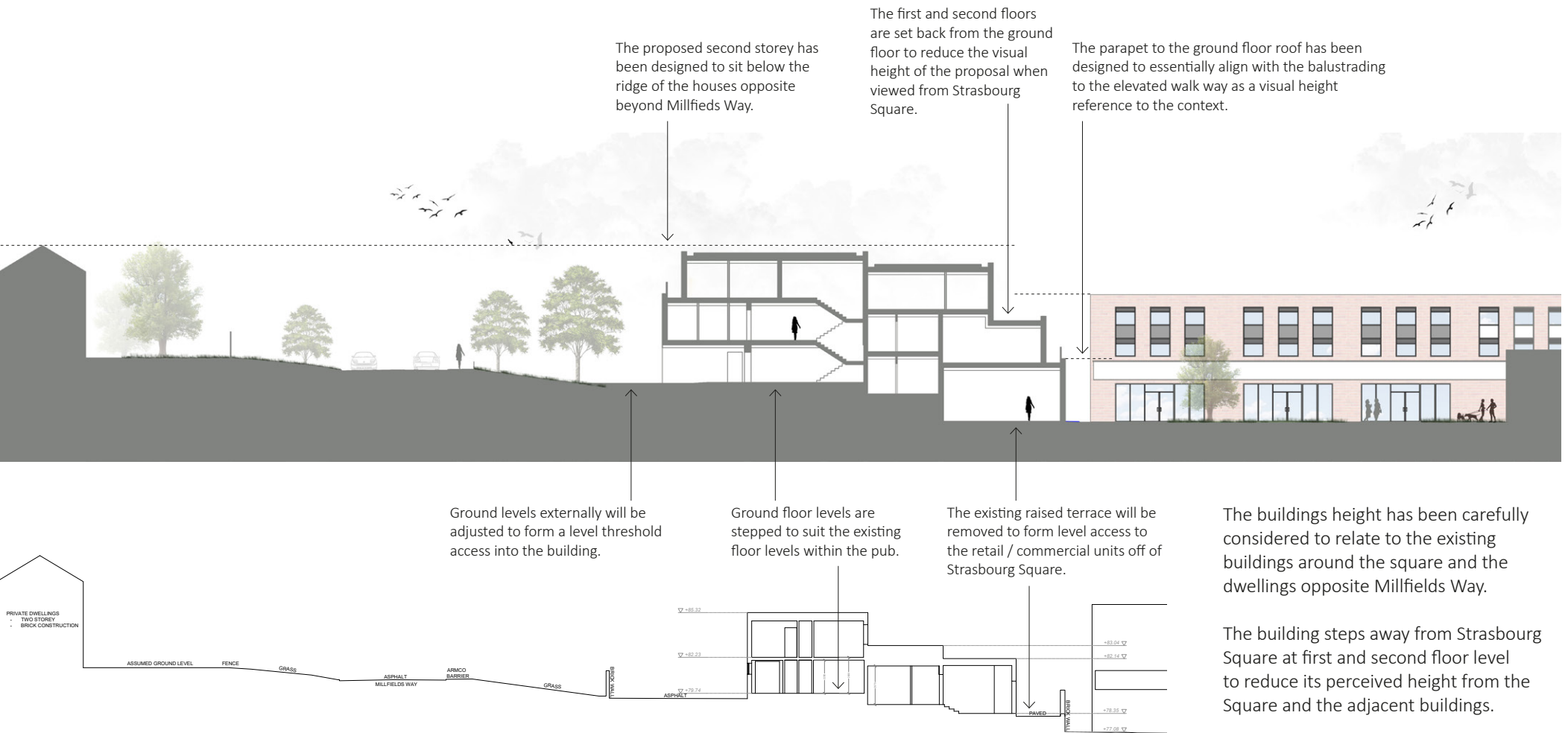
Proposed visualization from Strasbourg Square

The form steps significantly away from Strasbourg Square to avoid enclosing it too much. The site sits at the north of the square so will not effect sun light to the square. Shops, windows and terraces on to the square help to animate it and provide passive surveillance over the public space.

The red clay blocks used to form the adjacent shops and community centre are referenced in the proposal by the use of a red clay brick cladding. A similar, grey brick cladding will be used to the lower element of the south elevation. The same red clay brick material is used on the other elevations to reference the existing context. White insulated render is used to over clad and form the north facing and first floor extensions with standing seam metal cladding used to differentiate the new second floor.

Signage is proposed over the entrance doors and glazed shop frontage and external lighting will be mounted to the building at ground level. Details of which can be provided if the planning application is successful.





Parking Provision

The existing car park adjacent to the pub (1) provides parking for 24 cars (based on current parking space standards). A more efficient arrangement could increase the number of spaces.

The existing shops with flats over have allocated delivery access and parking (2). The existing community centre has allocated parking to the south-east of the centre (3).

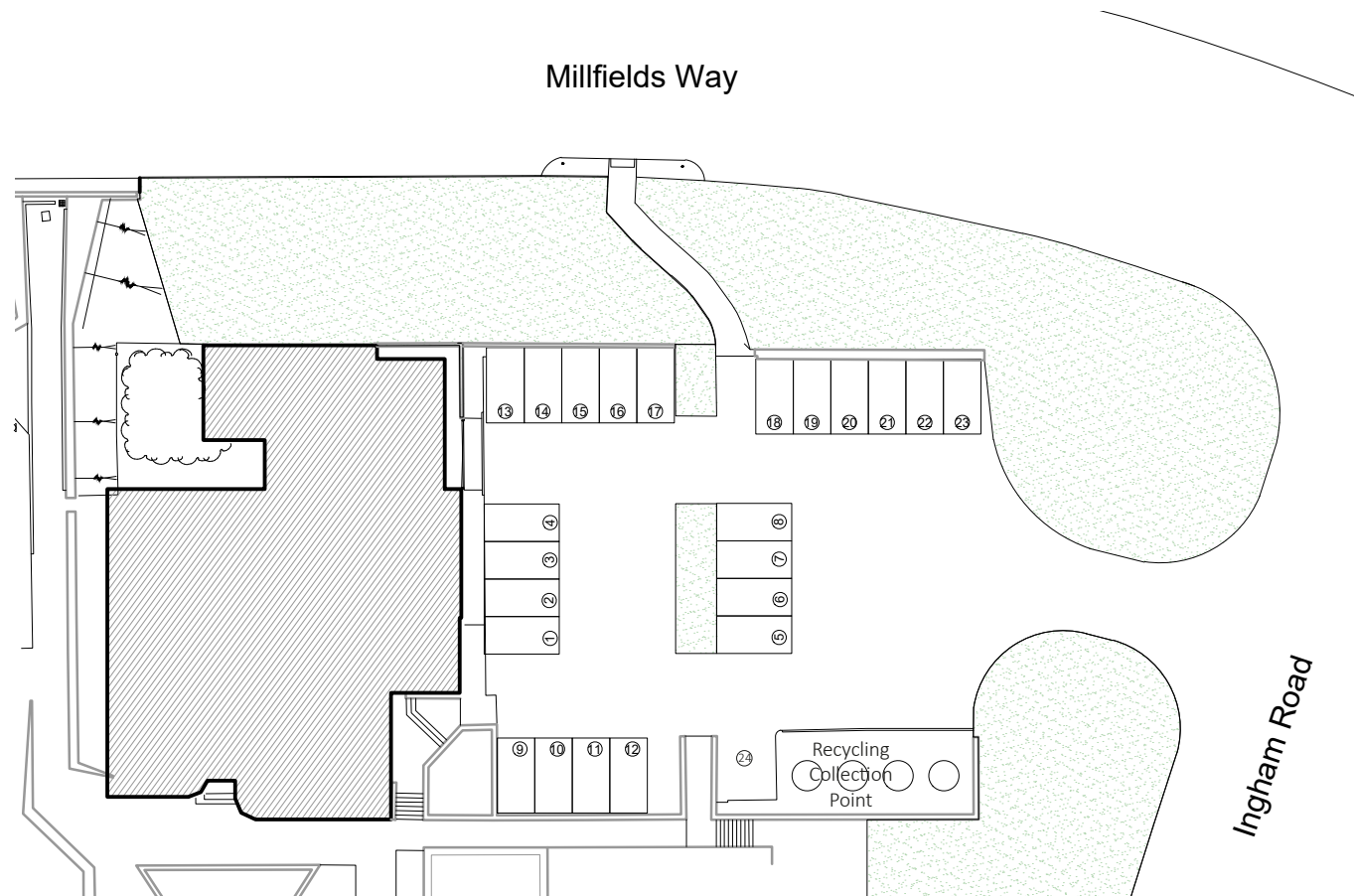
The Suffolk Guidance for Parking Document 2014 stipulates a requirement for 1 space per 1 bed dwelling, 1.5 spaces for 2 bed dwellings and 0.25 spaces per dwelling for guests. We are currently proposing 8 No. 1 bed flats, 8 No. 2 bed flats and 2 retail units. To meet policy, we would need to provide 28 parking spaces for residents.

Based on the above standards, 6 spaces would be required to serve the 120 sq m retail space (Use Class A1 - excluding food stores). We propose that these spaces are accommodated within the existing car park.

In order to provide a suitable provision of parking for residents we have explored the potential to re configure and extend the existing car park. Utilizing spaces previously used by customers and staff of the former pub.

The existing arrangement of 24 car parking spaces is inefficient. Improvements to the layout would provide additional parking which could be allocated to the proposed development.

As part of these proposals we have considered a number of parking solutions and discussed them with Ward Councillors and local business owners.



Above: Existing car park with available parking spaces indicated

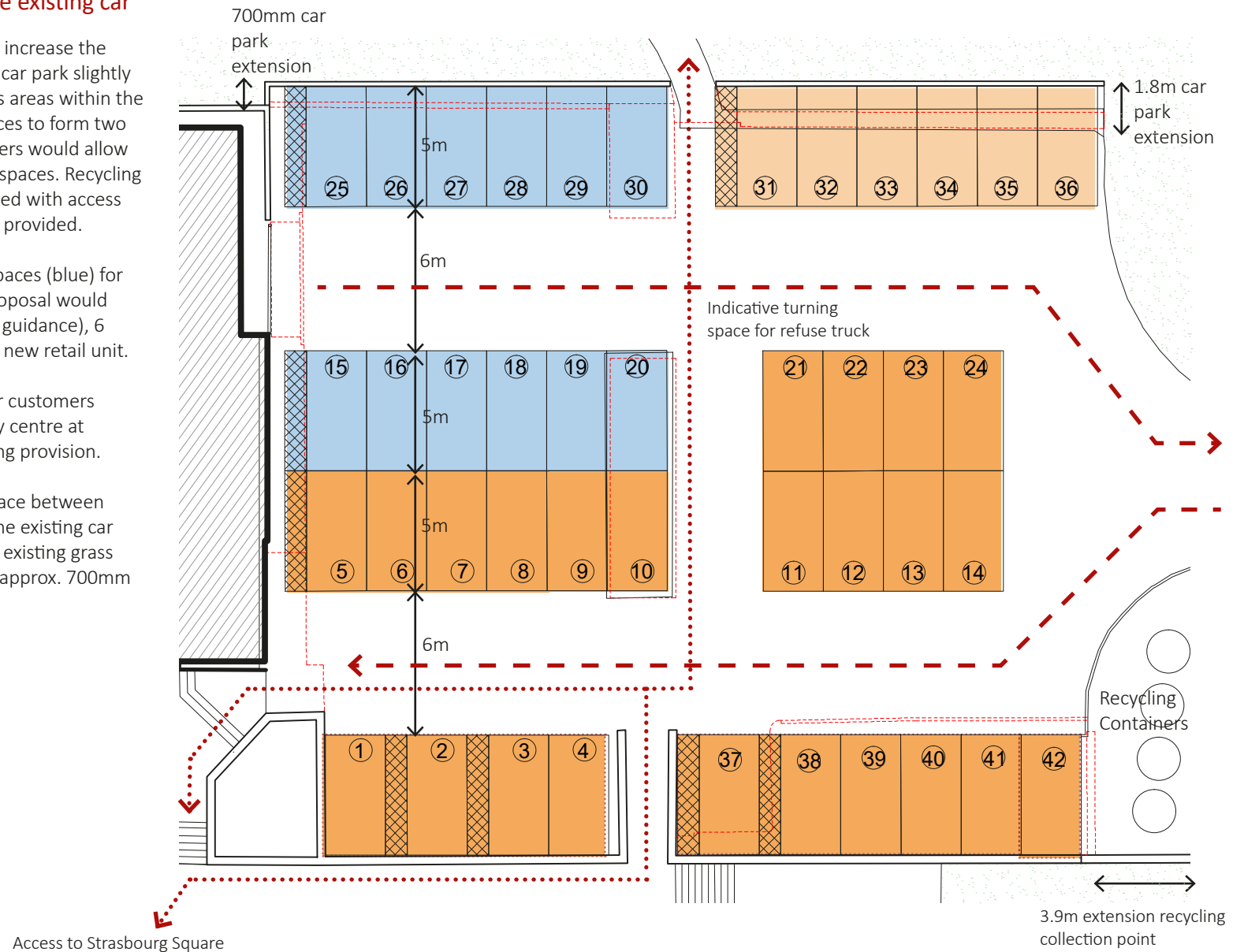
Initial proposals to re configure the existing car

Re configuring the existing car park could increase the number of spaces by 82%. Extending the car park slightly toward Millfields Way, removing the grass areas within the car park, rotating the central bank of spaces to form two rows and relocating the recycling containers would allow the provision of an additional 19 parking spaces. Recycling containers could be rearranged as indicated with access off of the existing car park, as is currently provided.

This proposed layout would provide 12 spaces (blue) for the new residential development (this proposal would seek a reduction in parking set out in the guidance), 6 spaces (pale orange) are available for the new retail unit.

24 spaces (orange) would be provided for customers visiting the existing shops and community centre at Strasbour Square. This retains the existing provision.

To provide parking spaces and turning space between them to comply with current standards the existing car park would need to be extended into the existing grass verge by 1.8m at its narrowest point and approx. 700mm at its widest.



Revised parking proposals

At meeting with Councillor John Burns and local fish and chip shop (Chippy's) owner Glen Edwards to discuss the proposals. Concerns were raised regarding the effect the car parking for residents of the new flats would have on the existing car parking for shop customers and visitors to the community centre. Generally both were very supportive of the proposals.

It was agreed that the parking provision should be policy compliant and provide additional parking for visitors of the new residents. It was also suggested that this parking should be clearly allocated to the Vixen development to discourage parking within the customer car park.

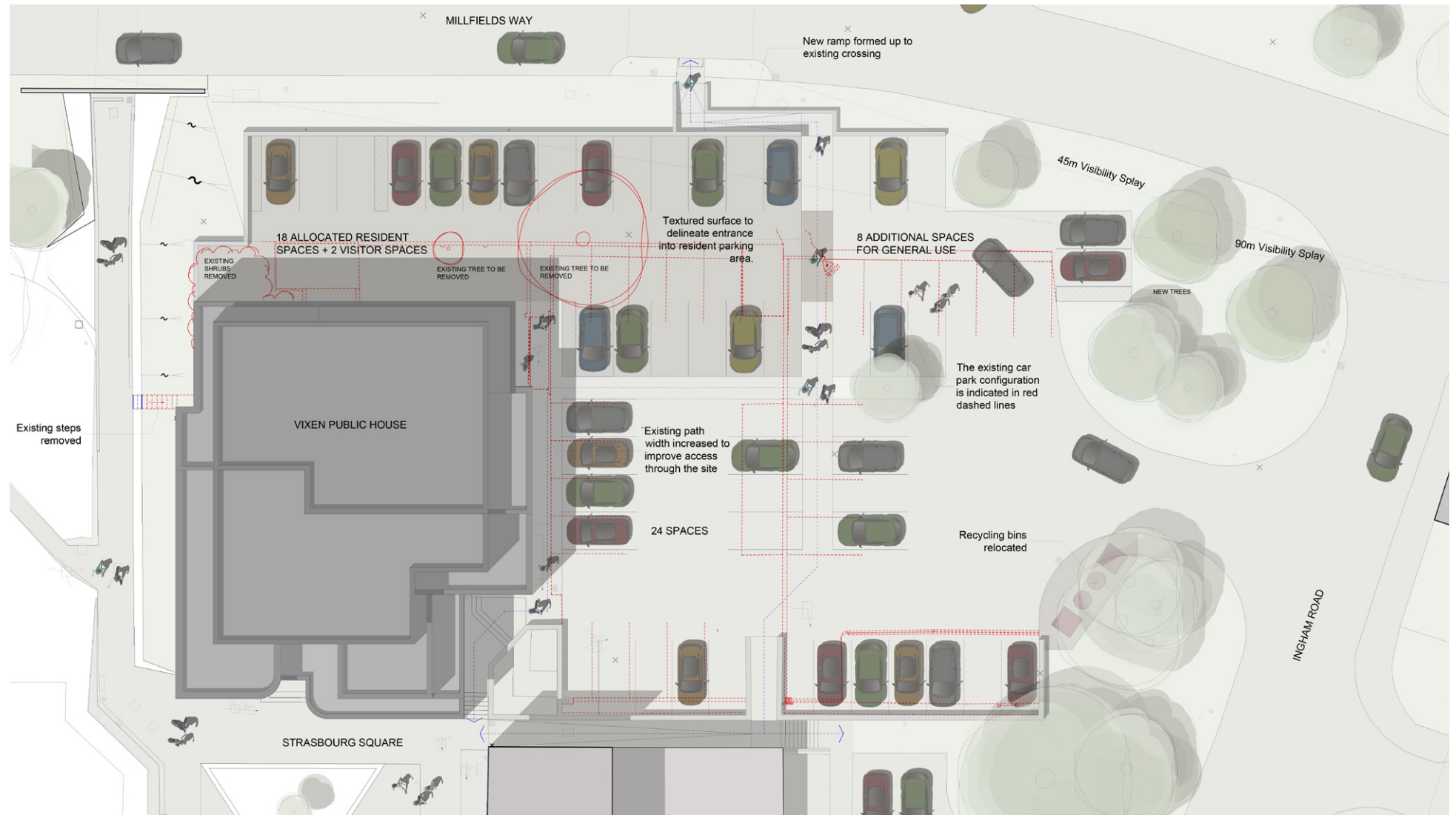
We have reviewed the car park design to incorporate these comments and consider where additional car parking could be provided for community centre users to ease the pressure on the car park for customers.

It should be noted that the existing car park previously provided parking for customers and staff of the pub. Neither of which are no longer required if the pub is converted which therefore eases pressure on the existing car park.

There is potential for 13+ car parking spaces off of Ingham Road. These could provide additional parking for customers if the 28 spaces provided within the re-configured car park can't meet the demand. This is simply a suggestion for the provision of additional parking within the area and does not form part of the proposals for this planning application.



Final site plan proposals



Final parking proposals

The Suffolk Guidance for Parking Document 2014 stipulates a requirement for the following car parking provision.

9 x 2 Bed Flats (1.5 Spaces per flat)	14 spaces
9 x 1 Bed Flats (1 Space per flat)	9 spaces
18 x 0.25 Spaces per flat for guests	5 spaces
Total	28 spaces

Existing car park provides 24 car parking spaces

The proposed extension and re configuration of the car park provides 52 spaces.

It is proposed to provide 20 spaces (1 space per flat + 2 resident visitor spaces) clearly allocated for use of the residents of the flats only.

The 32 remaining spaces would be shared between residents of the flats and members of the public using the shops or the Community Centre. This results in an increase of 8 spaces available for general use.

When open, the pub would have utilized some of the existing 24 parking spaces for staff and customers. These spaces will now be utilized by staff and customers of the two new retail / commercial units

The proposal to only allocate 1 space per dwelling and 2 visitor spaces to the residents of the new flats has been suggested to allow the remaining 8 spaces to be shared with others wishing to use the car park. The concern with allocating all 28 spaces to the residents of the Vixen development is that they don't all get used and sit

empty whilst the public car park is full at peak times. Not allocating allows use to be more flexible and hopefully more beneficial for all.

The allocated car parking will be clearly denoted with a different surface treatment, and separated by raised kerbs and a clearly marked crossing point.

Lighting

To provide safe access and car parking to the development a scheme of external lighting would be proposed. We would propose to extend this to the wider car park as part of the remodelling works in order to address concerns raised by residents, business owners and customers of the car park. This was a key concern with the existing car park that can be addressed as part of the wider works to facilitate this development.

We have not included details of external landscaping as part of this application. We would anticipate such details being conditioned as part of a planning consent, should consent for the development be granted.

Landscaping

As noted in the following section on External Amenity, there is very little existing external space within the development site to landscape. As part of the proposals to reconfigure and the existing car park we would propose the planting of a number of trees within the existing grass verges at the entrance off of Ingham Road.

One semi-mature Sycamore tree Ref T1, noted within the

AIA submitted with this application and the overgrown area to the north-east of the site will be removed to facilitate the extension to the north elevation and works to the car park. See image below.

The trees are self seeded and are not significant, their removal will not be detrimental to the character of the area and will be offset by the additional tree planting proposed within the car park.



Sycamore tree Ref T1

Cycle Parking

Advice from Suffolk County Council Highways is that 1 space is required per flat. The proposals include for 26 secure cycle parking spaces (1.5 spaces per flat).

Bin storage

Domestic Waste

Suffolk County Council requirements:

180L of general waste per flat (18x180=3240L total)

180L of recyclable waste storage per flat (18x180=3240L total)

Provision:

3 x 1100L general bins, 3 x 1100L recyclable bins

Trade Waste

Suffolk County Council requirements:

(Retail is worst case)

5000L / 1000m² floor area. 120m² area = 600L

400L general waste. 200L recyclable.

Provision:

2no 1100L bins (1 for recyclable, 1 for general waste)

External amenity

The existing building occupies much of the site. The garage and store building off of the courtyard will be demolished. The extension to the north elevation occupies some of the external space, the remainder is used for parking and access.

Some external amenity is provided to flats at first and second floor level in the form of external terraces over accommodation below. Where it is not possible to provide external space, full height folding glazed doors with Juliet Balconies provide views out for people when sat within living areas of each flat.

There is a considerable provision of external amenity space within the immediate vicinity of the building. A childrens play area off of the square provides a variety of play equipment (right) and a playing field with football goals and basketball nets to the south of the Community Centre (top right). Other green spaces (right middle and

bottom) within 0.1miles of the development site lead to further play areas, sports facilities, schools and pedestrian and cycle routes to close by supermarkets, retail and leisure areas, the town centre and the bus stop.

The Chalkstone Estate is generously laid out with extensive green spaces and mature planting. The sites central location within the estate means that residents would have the benefit of this extensive established amenity space.



Drainage Strategy

SURFACE WATER DRAINAGE PROPOSAL

- The proposal is for 18 residential apartments and 2 commercial units set within the existing former 'Vixen public house' refurbishment.
- In accordance with Building Regulation Part H, BS 8582 and Suffolk County Council Guidance, the hierarchy of surface water disposal is to firstly consider infiltration.
- The initial geology lends itself to being a moderate infiltration medium, However there are a number of factors to consider;
 - Confirmation of infiltration rates are subject to tests being carried out to confirm design.
 - The space available within the new proposed carpark between the existing carpark and the proposed new structural retaining wall, allowing for Building Regulations H 5m zone and BRE Digest 365 are limited to accommodate the soakage feature.
- Given these factors, subject to receipt of confirmed infiltration rates at detailed design stage infiltration may not be an option as infiltration could affect the structural integrity of the proposed retaining wall.
- The onsite surface water is generated by rainfall. This falls onto the main components listed; Existing customer car park and access, the proposed new car park and the roof and open space.
- A Proportion of the surface water run-off from the existing roof drainage is assumed to flow into the existing Anglian Water sewer to the north of the existing development. This is going to be

maintained taking a total surface area of 56m² via a piped gravity system as currently stands.

- A second proportion of roof drainage flow into an existing chamber within Strasbourg square. This existing is to remain taking a total surface area of rainwater run-off from the roof of 89.2m² as existing.
- There is a low risk of encountering groundwater on site. The Existing carpark is owned by the local authority, the current proposal reduces the existing surface area and therefore improves what is existing.
- The remainder of the Surface water run-off from the existing and proposed new roof totalling 365m² is to be discharged in to a new drainage network within the proposed new residential carpark. The proposed new car park together with the roof drainage is to be collected within the proposed surface water storage crates. The water at current is proposed to infiltrate into the existing ground together with discharging into to the existing Anglian Water Manhole AW5755 next to Ingham Road and a flow rate agreed with Anglian Water.

FOUL WATER DRAINAGE PROPOSAL

- Part H of The Building Regulations (2015) states that "Foul drainage should be connected to a public foul or combined sewer wherever this is reasonably practicable"
- The existing connections to the current building are going to be utilised for the proposed development.

- The first existing connection is to the lower level outside the building within Strasbourg square. A connection from a new constructed manhole to the existing manhole is to be made and the existing connections are to be grubbed out, capped off and sealed. This connection is to take the foul from Plots 2, 3, 7, 8, 9, 15 and the Retail Units via a piped gravity system into the existing network.
- The additional existing connection to be utilised is to the entrance of the current building within the existing car park. A new manhole is to be constructed in place of the existing manhole. This connection is to take the foul from Plots 1, 4, 5, 6, 10, 11, 12, 13, 14, 16, 17, 18 of the proposed new development via a piped gravity system into the existing network
- The depth to invert of the existing connections should be determined prior to the detailed design stage and also verified before any drainage is installed. If there is insufficient depth to allow for discharge via a gravity piped system, a private pumping station will be provided to raise the foul water discharge to an appropriate level in order to allow a gravity connection to the existing connection.

Ownership

The red line denotes the area of the application site owned by the applicant. The blue line denotes the area of the application site outside of the ownership boundary where works are proposed to extend and reorganise the existing car park.

We have approached both St Edmundsbury Borough Council and Suffolk County Council to try to establish who owns the car park and grass verge between the car park and the road and what legal agreements or rights of way are established across the car park.

We provided detailed proposals for our ideas in February 2016 and had very little response to numerous enquiries. Copies of various correspondence can be found within Appendix B. We had intended to try and resolve any issues of ownership and access in advance of submitting this application, but unfortunately have been unable to do so.

Mr Linsdell advised us that the car park is owned by St Edmundsbury Borough Council so we have served notice on the council as part of this application. We have written to Michael Linsdell to serve notice of our intentions to carry out works on the land outside of site ownership boundary. A copy of this letter is appended under Appendix E.

As set out under the 'Consultation' section of this statement, we have made a financial offer to Mr Linsdell as he requested to purchase the land outside of our ownership in order to carry out the proposed car park enlargement works but have not received a response after numerous attempts to contact Mr Linsdell and the team at Property Services within the Council.

We hope that this planning application will engage the various stakeholders and progress can be made to resolve the issues of ownership, access etc. but also hope that this doesn't delay the application process to much given the considerable lengths we have gone to trying to resolve these matters in advance of submitting this application.

Conclusion

The proposals and supporting documents submitted as part of this application for Planning Consent to develop the vacant and dilapidated Vixen pub have been carefully considered to form a development of residential and retail / commercial accommodation in keeping with the existing mixed use accommodation around the square.

For over a year we have been actively engaging with various stakeholders to develop proposals for both the accommodation and the car parking that consider the issues of scale, use and parking raised by the Planning Officer and local business owners and residents.

The brownfield site lies within an existing local centre where Planning Policies HV8 of the Haverhill Vision and Policy DM36 of the Joint Development Management Policies Document apply. These policies seek to maintain certain uses and safeguard the area from other types of development.

These policies seek to protect and retain existing community facilities such as the pub. Unfortunately the Vixen no longer provides a community facility as it has been shut for 7 years. There is clearly no market demand for the well-publicised prominent site.

We have appointed planning consultants, Strutt and Parker to provide a planning statement to address these planning policies and present a case in support of our proposals for a residential lead, but mixed use scheme.

The proposals include for two units, that are proposed as retail (Class A1), commercial (Class A2) or office (Class B1) units but could be occupied by whomever views the

space as suitable subject to the correct Use Class being established. Equally the space could be a single unit to accommodate a larger business etc. The space will be fitted out as a shell with utilities to allow occupants to fit the spaces out as required.

We have asked for advice from the Economic Development Team and the Planning Department regarding the demand for flexible retail, commercial or other types of spaces in order to establish the requirements for this space on Strasbourg Square, particularly as the Sure Start Centre has been actively marketed for rent but remained unoccupied for a long time.

We have proposed retail accommodation where it can front onto Strasbourg Square as this completes the square and allows level, fully inclusive access into the space. Without being able to establish a need or demand for additional retail or commercial accommodation we have proposed residential accommodation to the upper ground floor levels, two of which have a level threshold and can provide fully accessible living accommodation for people with impaired mobility.

These proposals for development present an opportunity to complete the regeneration of Strasbourg Square and provide good quality contemporary accommodation required within the area. This is a sustainable proposal for rejuvenating the vacant, vandalised building currently used by squatters and attracting anti-social behaviour.

The Vixen is one of a number of vacant buildings within Haverhill that currently present a risk to the public and those finding ways to live within them. The Atterton and

Ellis site partly burned down on the 20th of November 2016 and has subsequently been demolished in part, to make the building safe.

This considered, mixed-use development proposals offers a good, sustainable opportunity to develop a site currently attracting anti-social behaviour. We hope these proposals are considered favourably and would look for the support and collaboration of stakeholders to realise this opportunity.