

**PARCELS A3 & A5,
GREAT WILSEY PARK**

HAVERHILL

DESIGN STATEMENT

Prepared by Pegasus Design on Behalf of Redrow Homes
P22-1630_12B | May 2025

“

The creation of high quality, beautiful and sustainable 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. 131. NPPF Dec. 2024)

01

Introduction.

Page 5

02

Planning History.

Page 7

03

Design Evolution.

Page 12

04

Design Proposals

PARCEL A3

Site Layout
Public Open Space & Green Infrastructure
Movement & Access
Built Form
Identity

Page 25

05

Design Proposals

PARCEL A5

Site Layout
Public Open Space & Green Infrastructure
Movement & Access
Built Form
Identity

Page 49

06

Sustainability & Resources.

Page 72

07

Summary.

Page 75

Contents.



Pegasus Group
Victory House
Vision Park
Histon
Cambridge
CB24 9ZR

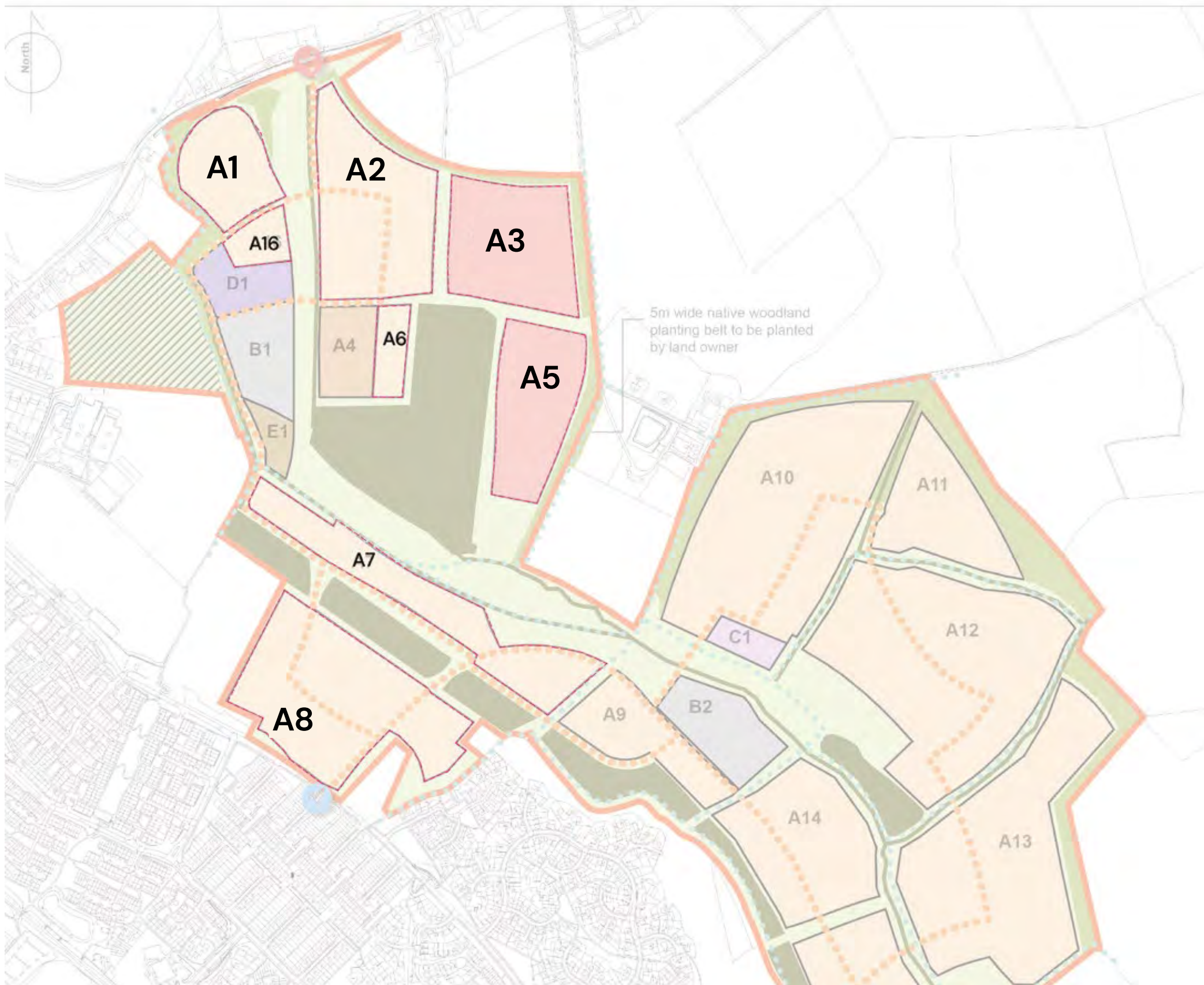
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* Parcels A1, A2 and A8 approved RMA

01. INTRODUCTION

- 1.1 This statement has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Redrow Homes and the wider consultant team, to accompany the Reserved Matters Application for the residential development of Parcels A3 & A5, Great Wilsey Park, Haverhill, submitted to West Suffolk Council.
- 1.2 For full description of development – refer to the Planning Statement submitted as part of this Reserved Matters Planning Application.
- 1.3 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement. The DMPO 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.”*

PURPOSE OF THE STATEMENT

- 1.4 The purpose of this Design and Access 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. 029, PPG, Reference ID: 14-029-20140306)
- 1.5 This document achieves this within the following sections:
Section 1: Introduction. Outlines the purpose of this document;
Section 2: Planning History. Review of the planning background in the context of the permitted outline planning application and its associated 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 & Evolution. outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;
Section 5: Design Proposals – Parcel A3. Presentation of the key design proposals for Parcel A3, including the Uses, Built form and Identity, Movement, Nature and Public Space, Homes and buildings, Resources and Lifespan;
Section 6: Design Proposals – Parcel A5. Presentation of the key design proposals for Parcel A5, including the Uses, Built form and Identity, Movement, Nature and Public Space, Homes and buildings, Resources and Lifespan; and
Section 7: Sustainability and Resources. Outlining key components which contribute to the development’s sustainability.
Section 8: Summary.
- 1.6 This Design Statement should be read in conjunction with the Reserved Matters Planning Application and its accompanying documents.



Illustrative Masterplan – Extract from Great Wisley Park Masterplan document (July 2015), forming part of the permitted Outline Planning Application, (West Suffolk Council ref. DC/15/2151/OUT)



Approved alternative parameter plans

02. PLANNING HISTORY

PLANNING HISTORY

“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

(Para. 139. NPPF Dec. 2024)

- 2.1 This section provides a planning summary for the site, in the context of the permitted outline planning application.
- 2.2 Parcels A3 and A5 form part of the wider Great Wilsey Park development, which benefits from an Outline Planning Permission (West Suffolk Council ref: DC/15/2151/OUT) for residential development forming an urban extension to the north-east of Haverhill and comprises 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 8 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. These residential parcels comprise A1, A2, A3, A5, A6, A7, A8 and A16 identified in the Land Use Plan below.
- 2.4 The applicant can contractually deliver 899 dwellings across the 8 no. residential parcels, including affordable housing, in accordance with the S106 Agreement, and will also be responsible for delivering infrastructure, landscaping and open space within these parcels.
- 2.5 Proposals for residential parcels A3 and A5 incorporate 198 new dwellings, as set out in this Reserved Matters Application.
- 2.6 A separate infrastructure Reserved Matters Application for the spine road, drainage and strategic landscaping has been previously submitted, ref: DC/19/0834/RM. Planning permission was granted on 28th May 2020.

2.7 The outline planning permission for the wider Great Wilsey Park development was accompanied by an Illustrative Masterplan and two alternative sets of approved Parameter Plans, all of which provide the framework informing the detailed proposals of this Reserved Matters Application. These key structuring plans and documents include:

- 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

2.8 A subsequent Non-Material Amendment application to amend the parameter plans was submitted in June 2019 and granted permission in November 2019. These plans were submitted to replace the Road Hierarchy Parameter Plan (ref 5055-ES-04 F) with a new one (ref 5055-ES-04 rev G) and to also replace the Building Heights Parameter Plan (ref 5055-ES-03-E) with a new one (5055-ES-03-F).



Parcels A3 & A5 overlay on approved Land Use Parameter Plan

DESIGN RELATED PLANNING POLICY

2.9 The development proposals are formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (December 2024), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).

National Planning Policy Framework

2.10 Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government’s planning policies and how these should be applied. It states that there is a presumption in favour of sustainable development, as set out at Paragraph 11, according to which:

“all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;”

(Para 11(a), NPPF, Dec. 2024)

The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, to achieve “high quality, beautiful and sustainable buildings and places”. Detailed advice on how to achieve this objective is provided in **Section 12: Achieving well-designed places..** The contribution which good design makes to sustainable development is set out in paragraph 131 of the NPPF, as follows:

“The creation of high quality, beautiful and sustainable 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...”

(Para. 131, NPPF Dec. 2024)

2.11 Furthermore, a test was introduced to ensure that developments are well-designed. In paragraph 139, the NPPF states that:

“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes”.

(Para 139, NPPF Dec. 2024)

2.12 The NPPF is also clear at paragraphs 132 and 133 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.



- 2.13 Paragraph 135 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.”*

(Para. 135, NPPF Dec. 2024)

- 2.14 **Section 9: Promoting sustainable transport** (para. 109) of the NPPF 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.

“ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;”

(Para. 109(b) NPPF Dec. 2024)

Planning Practice Guidance

- 2.15 The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and Tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long-lasting places with considered design solutions.
- 2.16 Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this, as follows:

“Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage”

(para. 001, PPG, ID: 26-001-20191001, October 2019)

National Design Guide

- 2.17 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.”

(Para. 13, NDG 2021)

- 2.18 The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.



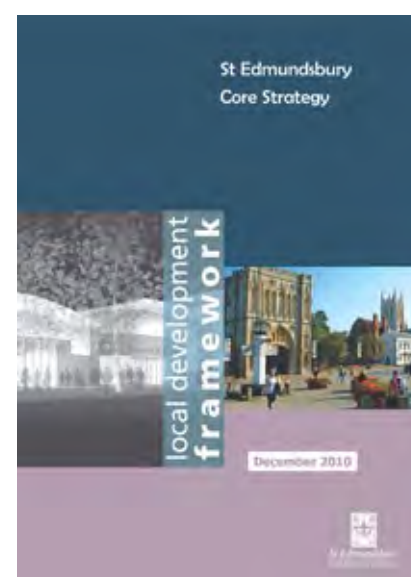
National Design Guide – the Ten Characteristics of Well-Designed Places

National Model Design Code

- 2.19 The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government.
- 2.20 The NMDC document draws upon the NPPF's commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.
- 2.21 Whilst the NPPF, PPG, NDG and the NMDC are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:
- Manual for Streets 1 & 2 (Department of Transport/ Department for Communities and Local Government, 2007/2010); and
 - Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG.

Local Planning and Design Guidance

- 2.22 The development proposals have been formulated having due regard to the adopted West Suffolk Council Local Plan – Core Strategy (2010), Former St Edmundsbury area.
- 2.23 Consideration has also been given to the following local planning and design guidance:
- Affordable Housing Supplementary Planning Document 2019 (West Suffolk Council);
 - Supplementary Planning Document for Open Space, Sport and Recreation Facilities, December 2012 (St Edmundsbury Borough Council);
 - Suffolk Guidance for Parking – Technical Guidance, 4th edition, October 2023 (Suffolk County Council); and
 - Suffolk Design – Streets Guide, 2022 edition (Suffolk County Council).
- 2.24 As noted above, the development proposals have also considered the approved Outline Planning Application's approved parameter plans, to guide the detailed proposals in terms of land use, building heights, road hierarchy, density and public rights of way.



Strategic Allocation

- 2.25 Haverhill Vision 2031 (adopted September 2014) was compiled by St Edmundsbury Borough Council, working with many other partners, and is part of the council's Local Plan, setting out both the council's vision for the future of Haverhill and the statutory planning policy for the town. This vision document now forms part of the adopted West Suffolk Council's Local Plan.
- 2.26 Policy HV4 in Haverhill Vision 2031 allocates the wider area to the north-east of Haverhill for a mixed-use development. This strategic allocation now benefits from an Outline Planning Permission associated with Great Wilsey Park, while parcels A3 and A5 forming part of this wider development area. Policy HV4 states that:

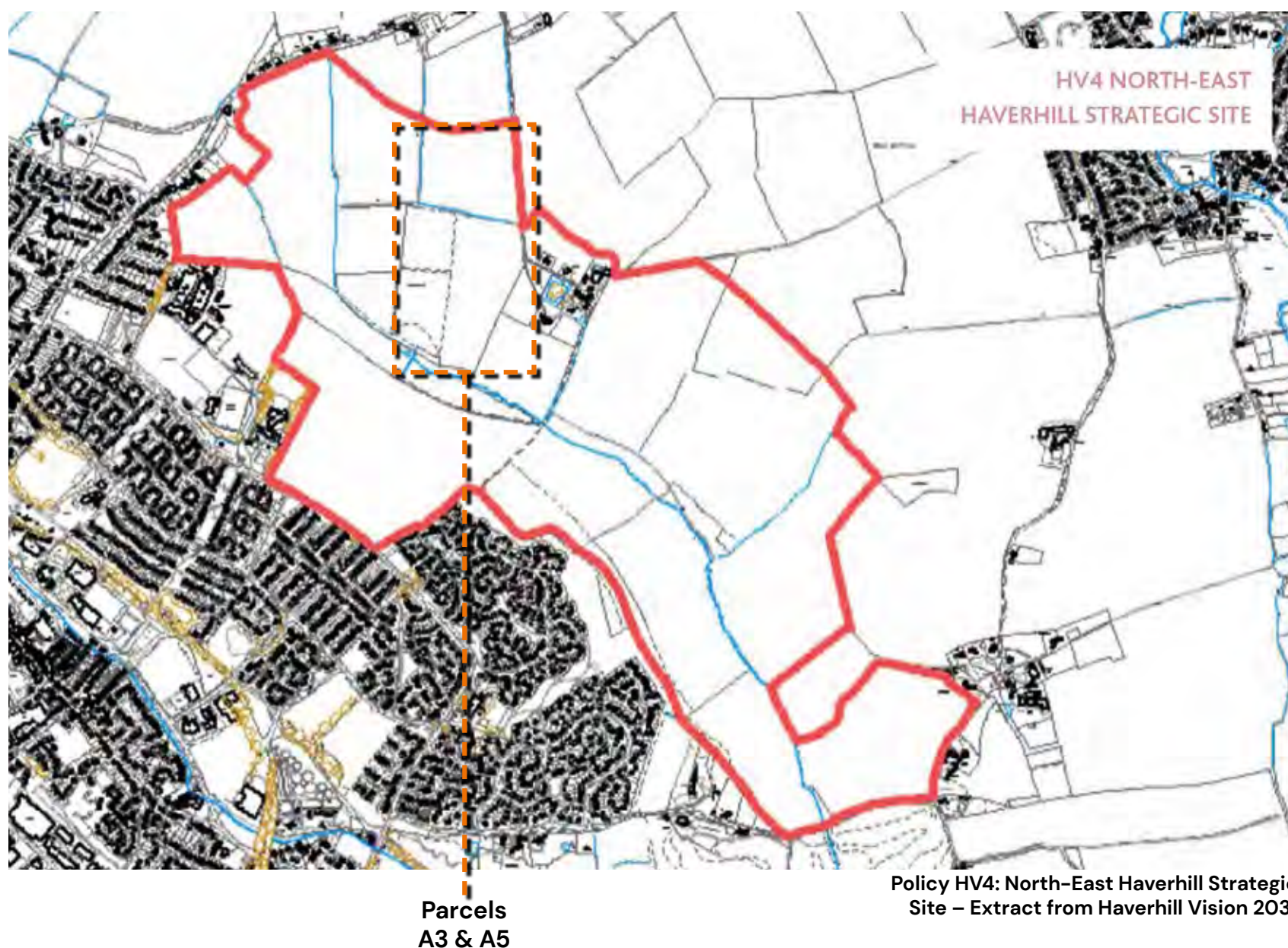
Policy Hv4: Strategic Site – North-East Haverhill

"138ha of land at north-east Haverhill as identified on the Policies map is allocated for development in accordance with the provisions of Policy CS12 of the Core Strategy.

A buffer is identified on the Policies Map which could provide a variety of supporting uses which may include amenity/recreational open space, agricultural land, landscaping, Sustainable Urban Drainage (SUDS).

Applications for planning permission will only be determined once the masterplan for the whole site has been adopted by the local planning authority. The masterplan should be prepared in accordance with the content of the adopted concept statement unless a material change in circumstances indicates otherwise.

If planning application(s) to develop all or part of the site come forward in advance of the provision of the North-West Relief Road, permission will not be granted unless it is demonstrated that the transport impacts can be satisfactorily mitigated without the Relief Road."



03. DESIGN EVOLUTION

“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, where applicable, provide sufficient information to demonstrate how their proposals will meet the design expectations set out in local and national policy, and 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. 137, NPPF Dec. 2024)

- 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 principles will ensure a high-quality layout is achieved, whilst the identification of the site’s constraints and opportunities will ensure that the proposals are integrated 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 proposed scheme was subject to multiple pre-application discussions with West Suffolk DC, through a series of meetings and workshops over the last 18 months or so. This section looks to capture headline design changes.

PARCEL A3



FEBRUARY '23

- THE BUILDING HEIGHTS PREDOMINATELY TWO STOREY TO ACCORD WITH THE APPROVED BUILDING HEIGHTS PARAMETER PLAN AMENDED IN 2019.
- THE DENSITY IS ANTICIPATED TO BE BETWEEN A RANGE OF 20 TO 25 DWELLINGS PER HECTARE IN ACCORDANCE WITH THE APPROVED ALTERNATIVE DENSITY PARAMETER PLAN.
- MAIN ACCESS TO THE PARCEL WILL VIA THE PRINCIPAL STREET (NO BUS ROUTE), WITH FURTHER VEHICULAR ACCESS TO THE NORTH FROM THE SECONDARY STREET THOUGH PARCEL A2.
- THE PROPOSED HOMES WILL TYPICALLY BE SEMI-DETACHED WITH A HIGHER PROPORTION OF DETACHED UNITS AROUND AN INFORMAL STREET LAYOUT.
- EXISTING VEGETATION AROUND THE BOUNDARY TO THE NORTH AND EAST WILL BE RETAINED WITH A 'GREEN EDGE' CHARACTER TO RESPOND TO THIS SETTING. A 'NEIGHBOURHOOD HOUSING' CHARACTER WILL BE LOCATED TOWARDS THE CENTRE OF THE PARCEL.
- TO PROMOTE PERMEABILITY AND PROVIDE NEW LANDSCAPING, A LANDSCAPED GREEN CORRIDOR IS PROPOSED THROUGH THE CENTRE OF THE PARCEL.
- LOCATIONS OF LANDMARK BUILDINGS AND KEY CORNERS HAVE BEEN IDENTIFIED, ALONGSIDE INDICATIVE BUILT FORM LOCATIONS.

PARCEL A3



Parcel A3 Masterplan

MAY '23

- ILLUSTRATIVE MASTERPLAN PREPARED, BASED ON PRINCIPLE OF OUTWARD FACING PERIMETER BLOCKS;
- IN LINE WITH PRE-APP DISCUSSIONS A POCKET PARK INTRODUCED IN THE CENTRE OF THE SITE, FRAMED BY SLIGHTLY SMALLER PRODUCT / SEMI-DETACHED UNITS, OFFERING POTENTIAL TO DESIGN KEY SPACE AS A COMPOSITION;
- IN LINE WITH PRE-APP DISCUSSIONS, THE EAST-WEST VISUAL LINK AND PEDESTRIAN PERMEABILITY CONSIDERED, PARTICULARLY WITH LOCATION OF POCKET PARK AND ADJACENT STREET NETWORK;
- GENERALLY LARGER DETACHED FAMILY HOMES ON THE WESTERN EDGE TO REFLECT CHARACTER OF THOSE APPROVED AT PARCEL A2; AND
- INDICATIVE STREET ALIGNMENT DESIGNED TO FOLLOW APPROVED STREET HIERARCHY PARAMETER PLAN.

PARCEL A3



JULY '23

- FOLLOWING PRE-APP ADVICE SPECIFICALLY RELATING TO REFUSE COLLECTION AND HIGHWAYS, A NEW ROAD TYPE INTRODUCED LOOPING ROUND THE EASTERN EDGE OF THE PARCEL. NOT ONLY DOES THIS SATISFY REFUSE CONCERNS (REDUCE PRIVATE DRIVE AND ASSOCIATED BIN CARRY DISTANCES / TURNING), IT ALSO ADDRESS CONCERNS RELATING TO ORIENTATION OF UNITS, PROVIDING NATURAL SURVEILLANCE OVER THE GREEN LINKS.
- A VILLAGE GREEN SPACE HAS BEEN INTRODUCED INTO THE CENTRE OF THE PARCEL TO RESPOND TO THE RURAL VILLAGE CHARACTER TO BE ACHIEVED THROUGH THE DESIGN. UNITS WILL FRONT ONTO THE SPACE FROM ALL SIDES FRAMING THE GREEN AS A FOCAL SPACE WITHIN THE PARCEL.
- INTRODUCTION OF A RAISED TABLE OF THE SECONDARY STREET TO CREATE A LOW DESIGN SPEED.
- THE NORTH-SOUTH PROPOSED FOOTPATH THOUGH THE GREEN CORRIDOR ON THE WESTERN BOUNDARY HAS BEEN INCLUDED ON THE PLAN, WITH THE EAST-WEST CONNECTIONS BETWEEN PARCELS A2 AND A3 CLEARLY SHOWN.
- THE SECONDARY STREET ENTERING THE PARCEL FROM THE NORTH HAS BEEN EXTENDED TO THE EAST
- THE LINK TO THE NORTH OF THE PARCEL HAS BEEN ADDED TO THE PLANS TO SHOW THE CONNECTION TO THE PROW TO THE EAST, PROVIDING EAST-WEST PERMEABILITY THROUGH THE PARCEL AT VARYING LOCATIONS.
- PRIVATE DRIVES HAVE BEEN INTRODUCED TO THE SOUTH OF THE PARCEL WITH BIN COLLECTION POINTS TO RESPOND TO REFUSE COMMENTS ON DRAG DISTANCES
- A NORTH SOUTH SWALE ADJACENT TO THE CARRIAGEWAY HAS BEEN INCLUDED TO PROVIDE IN PARCEL SUDS FEATURES REDUCING RELIANCE ON A SINGLE BASIN TO THE SOUTH.

PARCEL A3



PARCEL A3 Site Layout

OCTOBER '23

- FOLLOWING BROAD AGREEMENT OF FRAMEWORK PLAN / STREET HIERARCHY WITH LPA, DETAILED HOUSE TYPES WERE PLOTTED;
- LAYOUT COMPRISES 110 NO. DWELLINGS;
- 26 NO. AFFORDABLE (23%);
- HIGHER PROPORTION OF TERRACED PROPERTIES INTRODUCED AROUND VILLAGE GREEN TO CREATE STRONG BUILDING LINE AND SENSE OF ENCLOSURE;
- LARGER DETACHED FAMILY HOMES ACCESSED OFF NEW LANES PROPOSED TO HELP VARY THE CHARACTER ACROSS THE SITE;
- CAR BARNS INTRODUCED TO OFFER ALTERNATIVE PARKING SOLUTION AND REFLECT SUFFOLK VERNACULAR; AND
- SWALE EXPLORED ALONG PRINCIPAL STREET AND OUTER GREEN EDGE.

PARCEL A3



Parcel A3 Site Layout

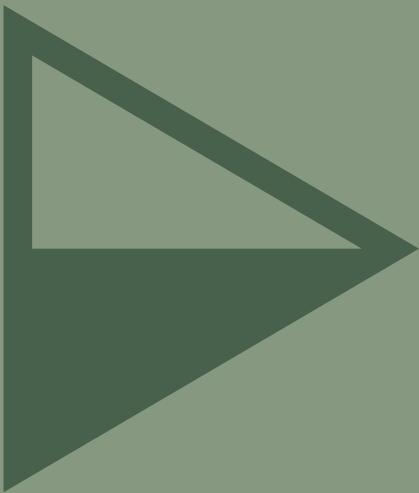
MAY '24

- REVISED DRAINAGE BASINS INTRODUCED ALONG THE EASTERN EDGE OF THE SITE;
- VILLAGE GREEN AND ASSOCIATED EAST-WEST GREEN LINK PROVIDED;
- LAYOUT AND MIX REVIEWED IN LINE WITH SUFFOLK CC TRIPLEX PARKING CONCERNS;
- OCCASIONAL 2.5 STOREY UNITS INTRODUCED, TYPICALLY SURROUNDING THE VILLAGE GREEN, RESPONDING TO WEST SUFFOLK DC CONCERN REGARDING LACK OF VARIETY IN ROOFSCAPE, WHILST STILL BROADLY IN COMPLIANCE WITH APPROVED BUILDING HEIGHTS PARAMETER PLAN;
- SERVICE STRIP FLIPPED ALONG GREEN LANES IN LINE WITH SUFFOLK CC HIGHWAYS REQUEST;
- BAT HOP INTRODUCED FOR ECOLOGICAL PURPOSES.

PARCELS A3 & A5, GREAT WILSEY PARK, HAVERHILL

FEBRUARY '23

- THE CHARACTER OF PARCEL A5 IS SIMILAR TO THAT OF A3 GIVEN THE LOCATION CLOSE TO THE GREAT FIELD PLANTATION, WITH THE SAME CHARACTER AREA WITHIN THE APPROVED OUTLINE PLANNING PERMISSION. AS SUCH, THIS CHARACTER IS EXTENDED DOWN INTO PARCEL A5.
- A5 HAS A SIMILAR BUT SLIGHTLY DIFFERENT CONTEXT THAN A3, WITH THE MAJORITY OF THE PARCEL BEING LOCATED DIRECTLY ALONGSIDE THE EXISTING WOODLAND.
- PROPOSAL TO UTILISE AND RESPOND TO THIS CONTEXT THROUGH THE CHARACTER AREAS, WITH THE 'GREEN EDGE' CHARACTER AROUND THE EDGE OF THE PARCEL AND A 'TREE LINED AVENUE' CHARACTER IN THE CENTRE.
- THERE WILL BE NO THROUGH ROUTE TO THE SOUTH IN THIS PARCEL IN LINE WITH THE ROAD HIERARCHY PARAMETER PLAN AMENDED IN 2019.
- THE PARCEL OFFERS AN OPPORTUNITY TO PROVIDE A NEW PUBLIC RIGHT OF WAY TO THE WEST COMPRISING A MOWN PATH AND CONNECTING TO THE EXISTING PUBLIC RIGHT OF WAY, AS INDICATIVELY SHOWN ON THE APPROVED PLANS UNDER THE INFRASTRUCTURE RESERVED MATTERS APPLICATION.
- THE DENSITY IS ANTICIPATED TO BE BETWEEN A RANGE OF 20 TO 25 DWELLINGS PER HECTARE IN ACCORDANCE WITH THE APPROVED ALTERNATIVE DENSITY PARAMETER PLAN.
- THE BUILDING HEIGHTS ARE PREDOMINATELY TWO STOREYS TO ACCORD WITH THE APPROVED BUILDING HEIGHTS PARAMETER PLAN AMENDED IN 2019.
- LANDMARK BUILDINGS AND KEY CORNER LOCATIONS ARE IDENTIFIED ON THE DESIGN PRINCIPLES PLAN, ALONGSIDE SOME BUILT FORM LOCATIONS TO PROVIDE AN INDICATION OF HOW BUILDINGS WILL BE LOCATED.



PARCEL A5

MAY '23

- ILLUSTRATIVE MASTERPLAN PREPARED, BASED ON PRINCIPLE OF OUTWARD FACING PERIMETER BLOCKS;
- IN LINE WITH PRE-APP DISCUSSIONS A POCKET PARK INTRODUCED WITHIN THE PARCEL;
- SIMILAR TO PRE-APP DISCUSSIONS ON A3 PARCEL, AN EAST-WEST VISUAL LINK AND PEDESTRIAN PERMEABILITY CONSIDERED, PARTICULARLY WITH LOCATION OF POCKET PARK AND ADJACENT STREET NETWORK;
- GENERALLY LARGER DETACHED FAMILY HOMES ON THE WESTERN AND EASTERN EDGES TO REFLECT CHARACTER OF THOSE APPROVED AT PARCEL A2; AND
- INDICATIVE STREET ALIGNMENT DESIGNED TO FOLLOW APPROVED STREET HIERARCHY PARAMETER PLAN.



Parcel A5 Masterplan1

PARCEL A5

JULY '23

- AS WITH A3, FOLLOWING PRE-APP ADVICE SPECIFICALLY RELATING TO REFUSE COLLECTION AND HIGHWAYS, A NEW ROAD TYPE INTRODUCED LOOPING ROUND THE EASTERN AND WESTERN EDGES OF THE PARCEL. NOT ONLY DOES THIS SATISFY REFUSE CONCERNS (REDUCE PRIVATE DRIVE AND ASSOCIATED BIN CARRY DISTANCES / TURNING), IT ALSO ADDRESS CONCERNS BOTH LPA AND APPLICANT SHARED REGARDING WHAT COULD BE AN OVERLY ENGINEERED URBAN APPROACH;
- THE PRINCIPLE OF VILLAGE GREEN RETAINED WITHIN THE CENTRE OF THE PARCEL TO RESPOND TO THE RURAL VILLAGE CHARACTER TO BE ACHIEVED THROUGH THE DESIGN. UNITS WILL FRONT ONTO THE SPACE FROM ALL SIDES FRAMING THE GREEN AS A FOCAL SPACE WITHIN THE PARCEL.
- INTRODUCTION OF A RAISED TABLE OF THE SECONDARY STREET TO CREATE A LOW DESIGN SPEED.
- EAST-WEST CONNECTIONS FURTHER ENHANCED WITH INTRODUCTION OF PEDESTRIAN / GREEN LINKS THROUGH THE PARCEL, TO RESPOND TO LPA FEEDBACK;
- SOUTHERN PARCEL RECONFIGURED, WITH PRIVATE DRIVES AND ASSOCIATED BIN COLLECTION POINTS INTRODUCED TO RESPOND TO REFUSE COMMENTS ON DRAG DISTANCES.



PARCEL A5 – Framework Plan

PARCEL A5

OCTOBER '23

- FOLLOWING BROAD AGREEMENT OF FRAMEWORK PLAN / STREET HIERARCHY WITH LPA, DETAILED HOUSE TYPES WERE PLOTTED;
- LAYOUT COMPRISES 88 NO. DWELLINGS;
- 20 NO. AFFORDABLE (23%);
- HIGHER PROPORTION OF TERRACED PROPERTIES INTRODUCED AROUND POCKET PARK TO CREATE STRONG BUILDING LINE AND SENSE OF ENCLOSURE;
- LARGER DETACHED FAMILY HOMES ACCESSED OFF NEW LANES PROPOSED TO HELP VARY THE CHARACTER ACROSS THE SITE;
- SWALE EXPLORED ALONG PRINCIPAL STREET AND OUTER EASTERN GREEN EDGE.



PARCEL A5

MAY '24

- FOLLOWING FEEDBACK FROM LPA, RELOCATION OF VILLAGE GREEN, A MORE CENTRAL LINEAR KEY SPACE, WHICH FACILITATES EAST-WEST PEDESTRIAN PERMEABILITY;
- REVISED DRAINAGE BASINS INTRODUCED ALONG THE EASTERN EDGE OF THE SITE;
- TREE LINED AVENUE PROPOSED, CREATING GREEN INFRASTRUCTURE LINK WITH THE VILLAGE GREEN;
- LAYOUT AND MIX REVIEWED IN LINE WITH SUFFOLK CC TRIPLEX PARKING CONCERNS;
- OCCASIONAL 2.5 STOREY UNITS INTRODUCED, TYPICALLY SURROUNDING THE VILLAGE GREEN AND AT THE END OF KEY NORTH-SOUTH VISTA, RESPONDING TO WEST SUFFOLK DC CONCERN REGARDING LACK OF VARIETY IN ROOFSCAPE, WHILST STILL BROADLY IN COMPLIANCE WITH APPROVED BUILDING HEIGHTS PARAMETER PLAN;
- SERVICE STRIP FLIPPED ALONG GREEN LANES IN LINE WITH SUFFOLK CC HIGHWAYS REQUEST, AND NEW GREEN LINK PROPOSED IN SOUTH WESTERN CORNER IN LINE WITH DISCUSSIONS.



CHARACTER AREAS

- CA 1: VILLAGE GREEN
- CA 2: NEIGHBORHOOD CORE
- CA 3: RURAL EDGE



PARCEL A3 SITE LAYOUT

04. DESIGN PROPOSALS

PARCEL A3

SITE LAYOUT

RESIDENTIAL – 110 DWELLINGS (CLASS C3)

- 4.1 The development achieves an average net density of 25 dwellings per hectare (dph), in alignment with the approved Alternative Density Parameter Plan, according to which development in this area will be at a density of 20–25dph.
- 4.2 The requirement for low density in Parcel A3 has resulted in a restriction on the total number of dwellings the applicant could propose within this area. The lower density has therefore presented the opportunity to introduce a centrally located pocket park, in the form of a Village Green,, which was welcomed by officers at the local authority.

Parcel A3 Accommodation Schedule

Open Market [77%]

| Unit Type | No. Beds | Storeys | No. of Units |
|-------------------|----------|---------|--------------|
| Letchworth | 3 | 2 | 6 |
| Warwick | 3 | 2 | 12 |
| Lincoln 3 | 3 | 2.5 | 4 |
| HT . C | 3 | 2.5 | 6 |
| HT . D | 3 | 2 | 6 |
| HT . E1.3 | 3 | 2 | 4 |
| HT . F | 3 | 2 | 4 |
| HT . H | 4 | 2 | 3 |
| Oxford | 4 | 2 | 4 |
| Overton | 4 | 2 | 5 |
| Winchester | 4 | 2 | 7 |
| Ledsham | 4 | 2 | 4 |
| Hampsted | 4 | 2 | 11 |
| Highgate | 5 | 2.5 | 1 |
| Richmond | 4 | 2 | 7 |
| Total Open Market | | | 84 |

Affordable [23%]

| Unit Type | No. Beds | Storeys | No. of Units |
|-------------------|----------|---------|--------------|
| Spey GF [1B / 2P] | 1 | 1/2 | 1 |
| Spey FF [1B / 2P] | 1 | 2/2 | 1 |
| Trent [2B / 4P] | 2 | 2 | 10 |
| Stour [3B / 5P] | 3 | 2 | 10 |
| Tyne [4B / 6P] | 4 | 2 | 2 |
| Tweed [4B / 7P] | 4 | 2 | 2 |
| Total Affordable | | | 26 |
| Total Dwellings | | | 110 |

4.3 Key design principles for **Parcel A3** include:

1. Hierarchic network of streets, consisting of a primary street along the site's southern edge, which provides connectivity to adjacent development parcels, leading to a secondary and tertiary network of streets, to assist in site legibility and enhance the development's permeability to pedestrians and cyclists;
2. Landscape buffers and structural planting along the site's eastern and northern boundaries, to soften the development edge in transition to the open countryside;
3. Landscape buffer along the site's western edge, complementing the green corridor forming part of the adjacent development parcel A2 (benefitting from Reserved Matters permission);
4. Central Village Green, forming a focal public open space and facilitating a pedestrian connection to the existing Public Right of Way (PROW) along the site's eastern boundary, via a green link, encouraging sustainable travel and a walkable neighbourhood. The green corridor also affords the retention of an attractive vista from the proposed Village Green eastwards, towards the site's edge and the open countryside beyond;
5. No direct access to individual plots off the primary street, to maintain a safe vehicular route and uninterrupted footways or shared footways/cycleways;
6. Dwellings along the site's perimeter limited to 2-storey high, to soften the transition between built form and green public open space, in accordance with the approved Building Heights Parameter Plan;
7. Incorporating landmark buildings in key locations, such as at important street intersections or where terminating key vistas, to aid site legibility and way-finding, as well as add variety to the streetscene; and
8. Sustainable Drainage Systems (SuDS) along the site's eastern edge, within the landscape buffer, forming part of the site-wide drainage strategy, as well as providing ecological benefits such as enhanced biodiversity and retained habitats.

A2 & A3 Green Link

- 4.4 The green link between A2 and A3 provides access between the two parcels and enhances the landscape surrounding the existing ditch without affecting the existing profile of the ditch and its associated drainage. The bridge access points across the ditch are highlighted with feature trees that fit within a wider tree strategy.

- 1 Footbridge connecting to Parcel A2
- 2 Self-binding gravel path
- 3 Marker/ Gateway tree, pause and dwell moment
- 4 Existing ditch between A2 and A3



The Village Green

- 4.5 The Village Green sits within the heart of A3 and draws upon the classic village green character. The Village Green is a landmark within the development parcel, creating an open space for the community to enjoy. A large feature oak tree and circular bench is the focal point within the green, able to be seen from the surrounding roads and green link. A formal path gently weaves through the park, framed by simple timber benches for pause and rest. Adjacent to the path is a central informal recreation space buffered from the road and adjacent properties with seasonal amenity planting.

- 1 Flexible lawn space for recreation
- 2 Buffer planting and street trees
- 3 Feature tree with circular bench as meeting point
- 4 Self-binding gravel path
- 5 Amenity planting and flowering grass meadow framing village green
- 6 Green link through residential parcel



A3 Public Right of Way Connection

4.6 The strategic woodland along the boundary of A3 provides a strong buffer to the adjacent Great Wilsey Plantation. Whilst this is a structural tree belt, there is the opportunity for ecological features to be established through the woodland.

- 1 Self-binding gravel path
- 2 Bridge over existing ditch to connect to PRow
- 3 Grass swale adjacent to structural woodland planting
- 4 Structural woodland belt
- 5 Existing hedgerow and ditch
- 6 Green link connection from VillageGreen



A3 & A5 Green Link

4.7 The design of the green link between A3 and A5 retains existing landscape features whilst integrating new green and blue infrastructure forming a gateway to the A5 residential parcel.

- 1 Bat hop connecting to existing woodland
- 2 Gateway marker trees linking to wider tree strategy
- 3 A3 retention basin
- 4 Existing trees and hedge row retained
- 5 Informal connection through to A5 maintained
- 6 Informal existing farm track retained



KEY:



PRIMARY STREET



SECONDARY STREET



SHARED SURFACE



LANE



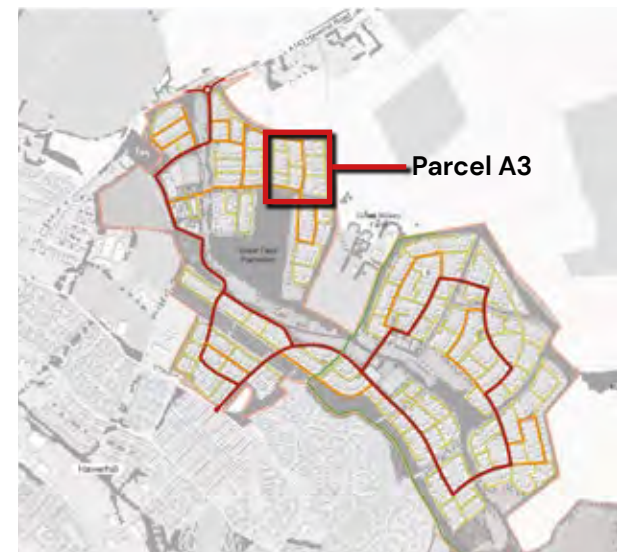
PRIVATE DRIVE



SHARED FOOTWAY
AND CYCLE WAY



FOOTWAY



Parcel A3

Approved Road Hierarchy Parameter Plan



Movement Hierarchy Plan - Parcel A3

MOVEMENT & ACCESS

CONNECTED STREET NETWORK

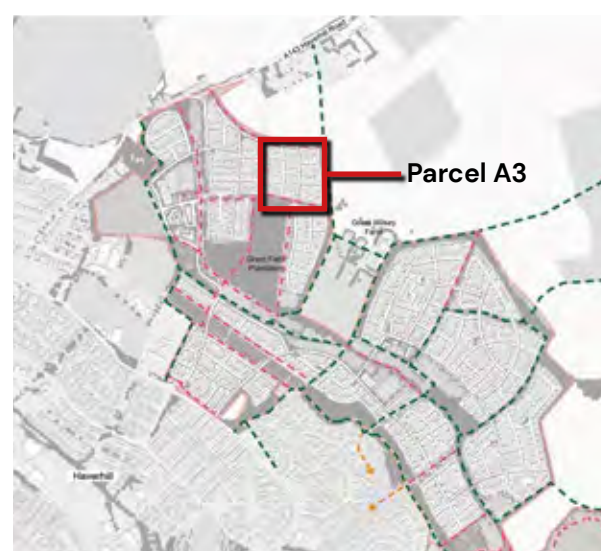
- 4.8 The Movement Hierarchy Plan shown opposite illustrates the disposition of land uses and the proposed structure for movement within the development. A well-connected and integrated movement network, accessible by all users, is proposed for Parcel A3, which helps ensure that all areas of the development are easy to navigate, safe and secure.
- 4.9 A network of hierarchic movement routes helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its placemaking function. The importance of each of the street types, in terms of its movement and placemaking function, varies within the hierarchy. Streets are defined by the built-form, so that buildings rather than roads dominate the streetscene.
- 4.10 The design proposals for Parcel A3 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.
- 4.11 The proposed network of streets has been informed by the Approved Alternative Road Hierarchy Parameter Plan, with some adjustments to the alignment of secondary and tertiary streets, as agreed with the Local Planning Authority during the pre-application process, so that to improve the efficient use of land, as well as to enhance connectivity to all users within and into the development parcel. Adjustments to the street network also contributed to retaining vistas from the central Village Green westwards, towards the green corridor along the parcel’s western boundary.

VEHICULAR ACCESS

- 4.12 Two access points into Parcel A3 are proposed as follows:
- An access point situated centrally along the parcel’s southern boundary, facilitating a connection to the adjacent development parcel A5 to the south; and
 - A secondary access point is situated at the north-western corner of parcel A3, facilitating an additional connection to the adjacent A2 development parcel to the west.
- 4.13 The two access points are connected through a secondary street, which provides a direct connection to the focal public open space of the proposed Village Green.
- 4.14 A network of shared surfaces, lanes and private drives extends off the tree-lined avenue in a hierarchic structure, facilitating a progression in the reduction of vehicular speed, in transition from the primary movement corridor towards the green amenity spaces at the site’s perimeter. The alignment of these streets seeks to retain vistas across the site towards open spaces, as well as define and frame the public open spaces along the eastern and western boundaries, while enhancing the site legibility and accessibility to public open spaces.
- 4.15 Raised surface in proximity to the Village Green provides a traffic calming feature, as well as contributes to placemaking and reinforcement of the importance of the Village Green as a focal open space.
- 4.16 Following pre-application discussions, the proposed Lanes have been designed in line with Suffolk Street Design Guidance, providing a looped solution to facilitate refuse collection, limiting the overall quantity of BCPs.

PEDESTRIAN AND CYCLE MOVEMENT

- 4.17 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, allowing users of all ages and abilities to move safely and conveniently between all points of the development and surrounding facilities.
- 4.18 The following measures to provide accessibility by foot and cycle are proposed, in alignment with the approved Public Rights of Way Parameter Plan:
- 4.19 Provision of pedestrian/cycle links through the site, including a connection to the existing Public Right of Way outside the site’s eastern boundary and further connections to the proposed footpath, forming part of proposals for parcel A2, outside the site’s western edge;
- Provision of continuous pedestrian routes along the streets and as part of the central Village Green, facilitating a permeable layout whereby residential parcels are well-connected to green amenity spaces and to adjacent movement networks – existing and proposed;
 - Internal road layout design is configured to encourage low traffic speeds through the provision of raised tables, combined with curved alignment of the streets. The street design promotes 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 ‘overlooking’ onto the public realm, 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.



Approved Public Rights of Way Parameter Plan

KEY:

-  ALLOCATED SPACE : 226 NO.
-  GARAGE SPACE : 39 NO.
(COUNTED TOWARDS PARKING PROVISION)
-  ADDITIONAL GARAGE SPACE : 5 NO.
(NOT COUNTED TOWARDS PARKING PROVISION)
-  VISITOR SPACE : 29 NO.
-  CYCLE SHED: PROVIDED FOR ALL
UNITS WITHOUT A GARAGE

UNIT SIZES

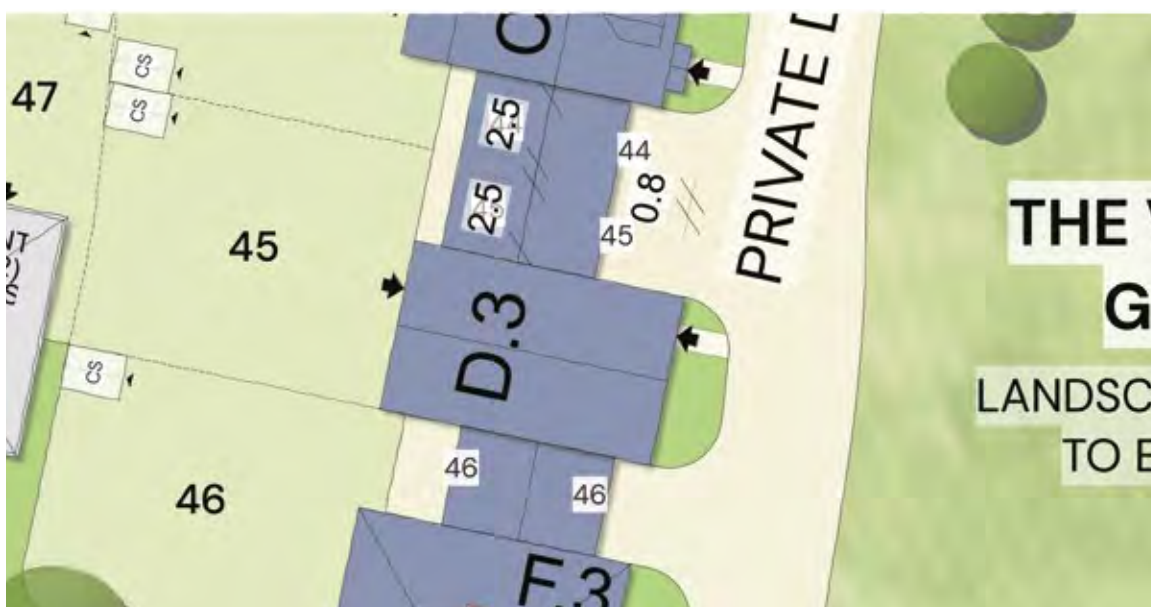
-  1 BED
-  2 BED
-  3 BED
-  4 BED



Parking Strategy Plan - Parcel A3

PARKING

- 4.20 Parking provision has been designed in line with the guidance contained within Manual for Streets and Suffolk Guidance for Parking – Technical Guidance (Fourth edition, October 2023). Based on Suffolk County Council's Parking Guidance document, 1-bedroom dwellings have been provided with 1 no. parking space, 2-bed and 3-bed dwellings with 2 no. spaces and 4-bed and larger dwellings 3 no. spaces
- 4.21 Triple tandem parking arrangement is limited and was designed out where practical, particularly along the main movement corridor (the Secondary Street), in response to discussions with the Local Planning Authority during the pre-application stage.
- 4.22 The total parking spaces provided within Parcel A3 comprises:
- 226 no. allocated spaces;
 - 39 no. garages spaces (counted towards parking provision);
 - 4 no. additional garage spaces (not required towards parking provision); and
 - 28 no. visitor spaces.
- 4.23 Following consultation with highways officers, the applicant provided visitor parking spaces at a rate of 25% of total number of dwellings, in line with standards and advice received.
- 4.24 The majority of allocated parking spaces has been provided on-plot, within an individual parking bay and/or garage.
- 4.25 Cycle parking will be provided within garages, when provided, or in a secured, covered store within the dwelling curtilage, such as rear garden sheds.
- 4.26 Following discussions with Suffolk CC Highways, where dwellings are parked to the side of properties, the applicant has introduced where possible an additional strip to facilitate rear cycle access, as demonstrated by the diagram below.



Parking extract (cycle path)



Boundary Treatment Plan - Parcel A3

BUILT FORM

CONTINUITY AND ENCLOSURE

- 4.27 Design proposals are broadly based on the principle of perimeter blocks, which provide a strong frontage to the public realm whilst protecting the private amenity of residents. The continuity of frontages assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment.
- 4.28 The new development within Parcel A3 will provide frontage onto the proposed areas of public open space and also provide surveillance over the proposed Village Green.
- 4.29 Development plots are defined by a range of boundary treatments, including brick walls, timber bollards, close board timber fence and hedging, depending upon their location, in order to clearly define public and private spaces.
- 4.30 Key frontages, such as those fronting the Village Green, 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 to provide a cohesive appearance which reinforces the prominence of these streetscenes.
- 4.31 At the same time, block configuration will vary within the development to reflect the individual parcel's unique local context. A tighter form of enclosure characterises the inner parts of the development, while a looser form of block enclosure is proposed along the site's fringes, at the interface with the landscape buffers and open spaces, assisting in softening the transition from the built-up area to the open space.

BOUNDARY TREATMENT

- 4.32 The set-back of buildings from the back of kerb facilitates the room for front garden landscaping, which will contribute towards clearly defining public and private space. A variety of boundary treatments is proposed, including:
 - 1.8m high close board timber fence – will be used as a partitioning between rear gardens;
 - 1m high timber bollards – will define the perimeter of the Village Green at the centre of Parcel A3; and
 - Across the development, exposed boundaries to public realm components, such as a street's back of kerb or shared private drive, will be 1.8m brick wall, for visual amenity and security reasons.

KEY:

- 1 STOREY BUILDING
- 2 STOREY DWELLING
- 2.5 STOREY DWELLING



Building Heights Plan - Parcel A3

SCALE AND DENSITY

4.33 The NPPF sets the objective to protect the character of local areas in terms of level of density, while balancing it with the importance of making an efficient use of land.

4.34 Paragraph 130(c) of the NPPF requires that proposed developments need to make an efficient use of the land:

“local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).”

(Para 130(c), NPPF Dec. 2024)

4.35 Density levels proposed as part of the development on Parcel A3 will therefore represent a balance between efficient use of land and the protection of the local area’s character.

4.36 As previously stated, the development proposals achieve an average density of approximately 25 dph which accords with Government guidance on ensuring the efficient use of land and is reflective of the approved Alternative Density Parameter Plan.

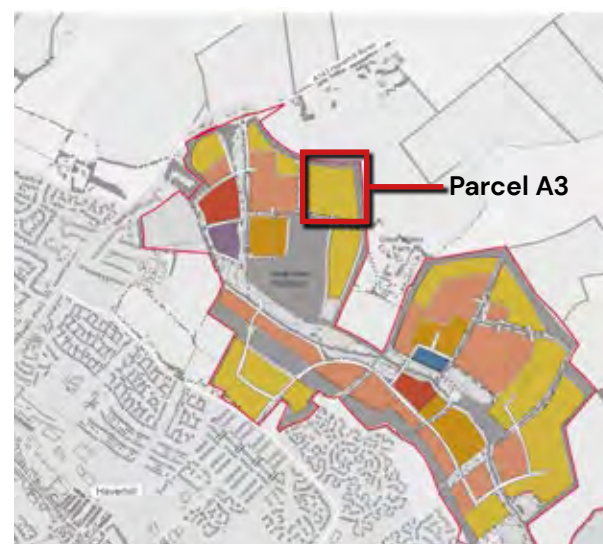
4.37 The design of Parcel A3, combined with quantity and typology of units, have been dictated by the approved Land Use Parameter Plan, Density Parameter Plan and Building Heights Parameter Plan.

BUILDING HEIGHTS AND MASSING

4.38 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 A3, buildings will predominantly be two-storey high, in alignment with the approved Alternative Building Heights Parameter Plan. At the same time, variation in ridge heights is proposed, to add variety and interest to the streetscene.

4.39 However, it was agreed with the Local Planning Authority, through the pre-application discussions, that occasional taller dwellings of up to 2.5 storey high will be proposed in prominent locations, particularly around the Village Green. The increase in height of landmark dwellings in key locations will also assist enhancing site legibility and wayfinding.

4.40 A range of house types and a mix of dwelling sizes are proposed to further reinforce variety in height and massing, adding interest to the streetscene and assisting in wayfinding.



Approved Public Rights of Way Parameter Plan

KEY:



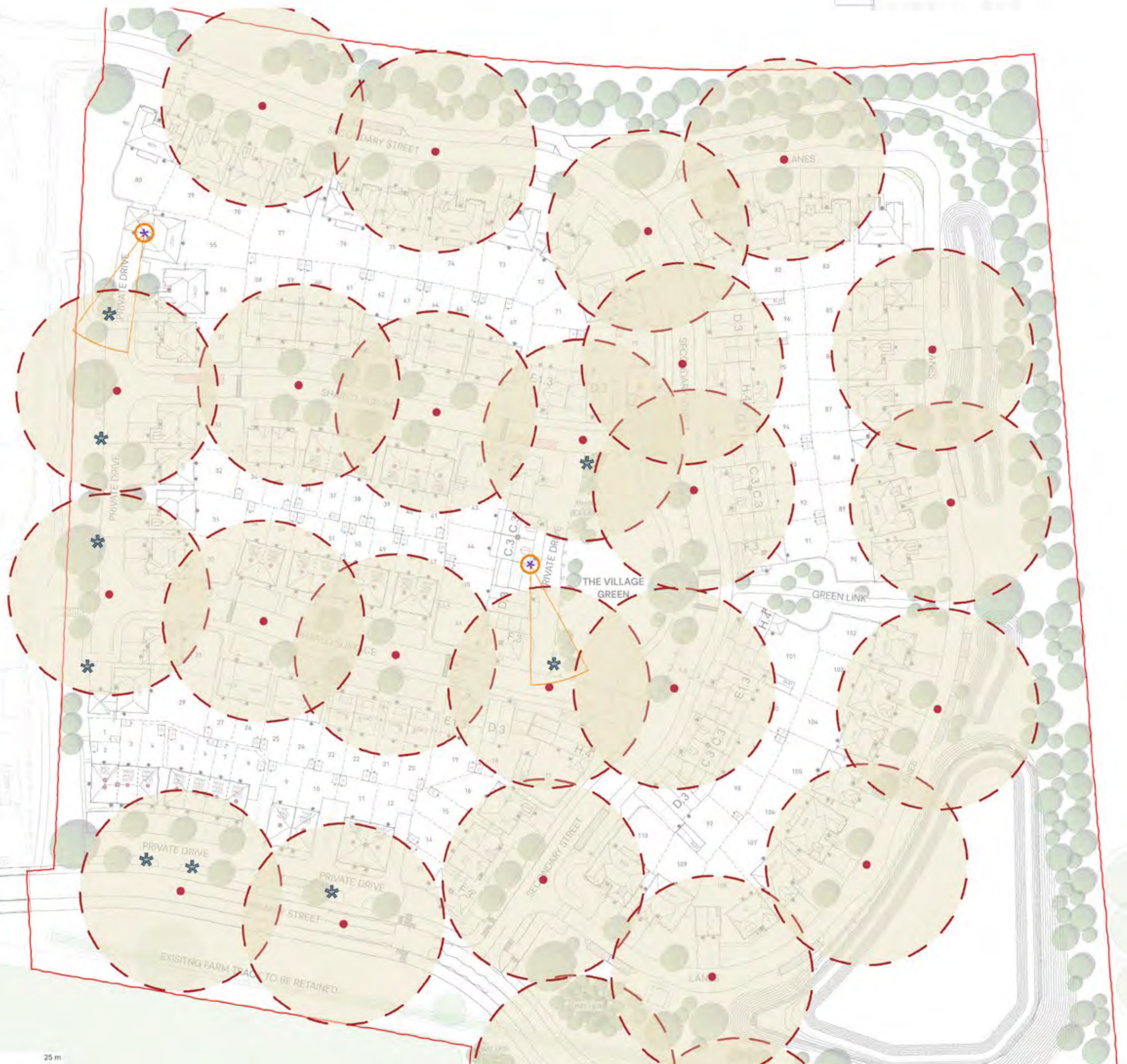
25M MAXIMUM DISTANCE FOR WASTE
OPERATIVE MOVEMENT (INDICATIVE STOPPING
POINTS SHOWN TO ILLUSTRATE POTENTIAL TO
COLLECT FROM ALL DWELLINGS)



30M MAXIMUM DISTANCE FOR OCCUPIER
MOVEMENT



BIN COLLECTION POINTS (BCP)



Refuse Strategy Plan- Parcel A3

HOMES AND BUILDINGS – FUNCTIONAL, HEALTHY AND SUSTAINABLE

- 4.41 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.
- 4.42 House frontages are carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window.
- 4.43 Internal habitable rooms have high levels of natural daylight and connect well to gardens and terraces.
- 4.44 Affordable dwellings are well-integrated with a tenure-blind approach so there is no discernible difference between private and affordable dwellings.
- 4.45 Refuse storage is convenient, with access to rear gardens, and with the requisite internal storage. The road design and layout of development, the position of bin collection points, storage layout, distances and gradients meet the requirements set out in 'Waste Technical Guidance for Residential and Commercial Developments' (Suffolk Waste Partnership, February 2019).
- 4.46 As illustrated in the plan opposite, the maximum distance for waste operative movement is 25m, while the maximum distance for occupier movement is 30m.
- 4.47 As mentioned previously, following pre-application discussions, the proposed Lanes have been designed in line with Suffolk Street Design Guidance, providing a looped solution to facilitate refuse collection, limiting the overall quantity of BCPs.



Character Areas Plan – Parcel A3

IDENTITY

APPEARANCE AND CHARACTER

- 4.48 Street typologies and distinctive spaces, materials and architectural details which represent local design have been identified as part of an assessment of Haverhill’s local vernacular. Components of the local vernacular have consequently been incorporated into the detailed design of the new development. Taking cue from the distinctive appearance of existing streets and buildings ensures that the architectural response of the proposal reflects traditional local character and assists in integrating the development to its surroundings.
- 4.49 Three Character Areas (CA) have been defined within the development of Parcel A3, helping to achieve the creation of a sense of place. The proposed character areas are as follows:
 - CA1 – Village Green
 - CA2 – Neighbourhood Core
 - CA3 – Rural Edge
- 4.50 Each Character Area contains varying design attributes which contribute to making it distinct from other areas. It includes built form principles, changes in roofscape, building setbacks, street configuration, surfaces, colour and use of materials and landscape treatment of the streetscape and public realm.

| | | |
|--|--|--|
| <p>CA1 THE VILLAGE GREEN</p> <p>The Village Green CA comprises dwellings fronting the proposed centrally located Village Green within Parcel A3, which is configured as a pocket park. The Village Green and surrounding dwellings forms a focal point for the development in Parcel A3 and is situated along key pedestrian, cycle and vehicular movement corridors within the scheme. As such, dwellings overlooking the Village Green will form a defined and formal enclosure to the public open space, to reinforce its importance within the hierarchy of green open spaces.</p> <p>A mix of detached and semi-detached housetypes are typical to the Village Green CA, resulting in a medium level of density. The use of car ports which connect the dwellings helps forming a continuous frontage which reinforces the sense of enclosure of this prominent, public open space.</p> <p>A mixture of gable fronted, hipped and eaves fronted dwellings provide variation in the roofscape, reinforced by occasional increase in height to 2.5 storeys at landmark buildings.</p> <p>Dwellings within the Village Green CA will be arranged along a strong and consistent building line, and high degree of enclosure.</p> | <p>CA2 NEIGHBOURHOOD CORE</p> <p>The Neighbourhood Core CA covers parcels in the inner parts of the A3 development parcel.</p> <p>Characterised by a relatively compact form of development, the majority of dwellings in this CA are a mix of semi-detached and terraced houses, 2 storey high, resulting in a relatively higher levels of density.</p> <p>Parking arrangement within this CA will predominantly be on-plot, mostly situated to the front of dwellings, allowing for a tightly-arranged, regular pattern of building footprints with a consistent building line, contributing to a high degree of street enclosure, higher density and compact urban grain.</p> <p>The majority of dwellings within the Neighbourhood Core CA will be accessed via shared surface streets, facilitating low vehicular speeds and encouraging social interaction and a vibrant streetscene.</p> | <p>CA3 RURAL EDGE</p> <p>Dwellings within the Rural Edge CA front the landscape buffers and public open spaces at the parcel’s perimeter. Appearance, density, street arrangement, building line and level of compactness are designed to soften the transition between the built-up area and the public open space.</p> <p>Dwellings in the Rural Edge CA are arranged along a relatively inconsistent building line, creating an irregular street pattern, contributing to a more informal, rural appearance and a loose urban grain. Building setbacks allow for opportunities to integrate soft landscaping at the front of dwellings, to further assist in softening the transition from the built-up area into the open space.</p> <p>Low level of urban grain compactness, coupled by the loose arrangement of building footprints and the inclusion of predominantly detached houses, result in low density levels within the Rural Edge CA. The Rural Edge CA will typically accommodate large, detached family houses and premium dwellings due to their informal setting and attractive outlook.</p> |
|--|--|--|

CA1 – THE VILLAGE GREEN

Materials:

- Predominantly red and red-multi brick with the occasional orange brick, often combined with render panels at front elevation (predominantly Cream or Cornish);
- Light blue render panels at key buildings, such as corner turners;
- Occasional application of 'fast flint' to front elevation at larger plots / landmark buildings, combined with red brick quoins and brick bands;
- Occasional application of black or white weatherboarding (Fibre Cement Boarding) to add interest to the streetscene and assist in site legibility and wayfinding, as well as reflect local vernacular.
- Roof tiles: a combination of grey slate-effect tiles, red tiles and red pantiles; and
- Front door colour: predominantly Smoked Orchard.

Building types:

- Predominantly 2 storeys detached and semi-detached houses; use of integral garages; Occasional increase to 2.5 storeys at key locations to reinforce the importance of landmark buildings.

Building line:

- Consistent and continuous building line due to the use of carports and linked garages, contributing to a high degree of space enclosure and a formal appearance of the built form framing this focal open space.

Density:

- Medium density due to the mix of detached and semi-detached housetypes and the efficient, orderly arrangement of building footprints.

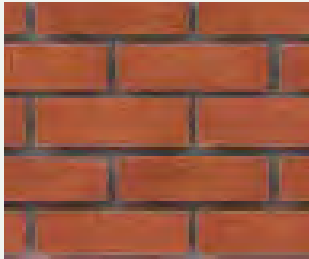
Architectural Detailing:

- GRP chimneys; predominantly flat entrance canopies.

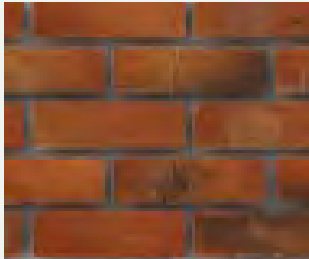


Parcel A3 – Street Scene A-AA

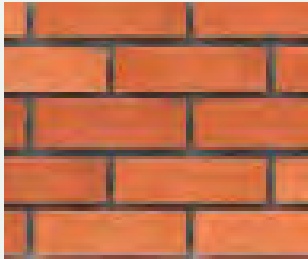
WALLS:



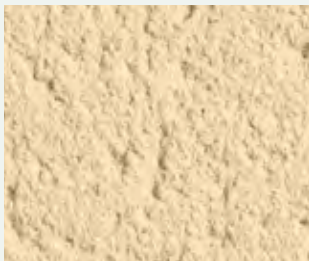
Red Brick



Red-Multi Brick



Orange Brick



Cream Render



Cornish Render



Light Blue Render



Flint Panel With Brick Quoins/Banding



Fibre Cement Boarding: Black



Fibre Cement Boarding: White

ROOFS:



Slate Effect



Red Pantile



Plain Red

DOORS:



Smoked Orchard



CA2 – NEIGHBOURHOOD CORE

Materials:

- Predominantly red, red-multi and orange brick, arranged as a composition to create a sense of symmetry and harmony;
- Use of Silver-Pearl render panels to front elevations to add interest to the streetscene and strengthen the composition of frontages design throughout the street, with occasional use of Cornish render panel at landmark buildings;
- Roof tiles: a combination of grey slate-effect tiles and plain red tiles, with the occasional red pantile; and
- Front door colours: Smoked Orchard, Salted Earth and Lakeside Mist.

Building types:

- Predominantly 2 storeys semi-detached and terraced houses.

Building line:

- Consistent building line with narrow gaps between buildings, due to the use of predominantly front parking, assisting in creating an enclosed streetscene, which encourages social interaction.

Density:

- High density due to the mix of semi-detached and terraced housetypes and the efficient, orderly arrangement of building footprints.

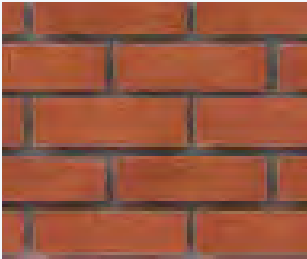
Architectural Detailing:

- Occasional GRP chimneys, applied to accentuate the composition of material choices across the streetscene as a whole; predominantly flat entrance canopies; frequent use of double frontage gables, in a symmetrical arrangement.



Parcel A3 – Street Scene B-BB

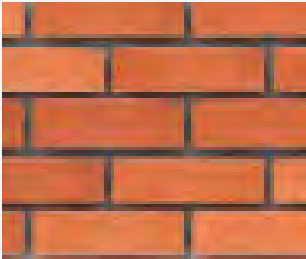
WALLS:



Red Brick



Red Multi Brick



Orange Brick



Silver-Pearl Render

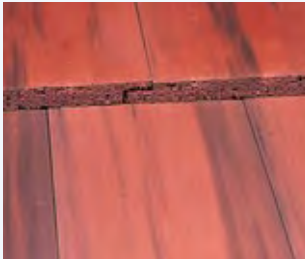


Cornish Render

ROOFS:



Grey Slate-Effect



Plain Red



Red Pantile

DOORS:



Smoked Orchard



Salted Earth



Lakeside Mist



CA3 – RURAL EDGE

Materials:

- Predominantly red, red-multi and orange brick, arranged as a composition to create a sense of retheme and harmony;
- Occasional Silver-Pearl render panel to the front elevation;
- Roof tiles: Predominantly plain red and grey slate-effect roof tiles, with occasional red pantile roof tiles at key locations; and
- Front door colours: Smoked Orchard, Salted Earth and Lakeside Mist.

Building types:

- Predominantly 2 storeys detached houses; frequent use of integral garages.

Building line:

- Inconsistent building line, reflecting the informal appearance of this Character Area.

Density:

- Low density due to the large proportion of detached houses.

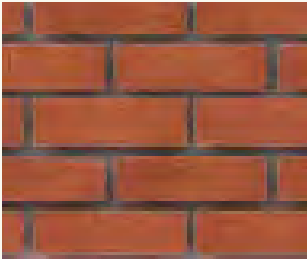
Architectural Detailing:

- Occasional GRP chimneys, applied to accentuate the composition of material choices across the streetscene as a whole; frequent use of single gable frontage; glazing bars to windows; occasional low roof eaves, combined with dormer windows.



Parcel A3 – Street Scene C-CC

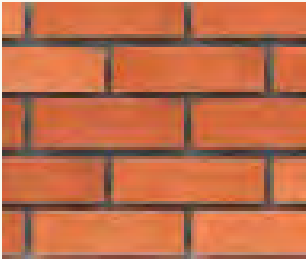
WALLS:



Red Brick



Red Multi Brick



Orange Brick



Silver-Pearl Render

ROOFS:



Plain Red



Red Pantile



Grey Slate-Effect

DOORS:



Smoked Orchard



Salted Earth



Lakeside Mist



WALL MATERIALS



ROOF MATERIALS



DOOR COLOURS



OTHER DETAILS



Predominant Materials Plan - Parcel A3

MATERIALS PALETTE

- 4.51 Choice of materials throughout the development will contribute to reinforcing the distinctiveness of character areas within the scheme, as well as help creating a sense of place. At the same time, materials composition and palette will assist in integrating the development into its surroundings, by taking cue from the local vernacular.
- 4.52 The plan opposite illustrates the placemaking principles associated with the choice of predominant materials. The choice of materials reflects the principles set out in the previous pages, which provide details on the appearance of each CA within parcel A3.



PARCEL A5 SITE LAYOUT

05. DESIGN PROPOSALS

PARCEL A5

SITE LAYOUT

RESIDENTIAL – 88 DWELLINGS (CLASS C3)

- 5.1 The development achieves an average net density of 25 dwellings per hectare (dph), in alignment with the approved Alternative Density Parameter Plan, according to which development in this area will be at a density of 20-25dph.
- 5.2 The requirement for low density in Parcel A5 has resulted in a restriction on the total number of dwellings the applicant could propose within this area. The lower density has therefore presented the opportunity to introduce a centrally located linear park, which links between the green public open space at the site's eastern edge and the existing woodland to the west.

Parcel A5 Accommodation Schedule

Open Market [77%]

| Unit Type | No. Beds | Storeys | No. of Units |
|-------------------|----------|---------|--------------|
| Lincoln 3 | 3 | 2.5 | 4 |
| HT. C | 3 | 2.5 | 2 |
| HT. D | 3 | 2 | 2 |
| HT. E3 | 3 | 2 | 1 |
| HT. F | 3 | 2 | 4 |
| Leamington Q | 3 | 2 | 3 |
| HT. E4 | 4 | 2 | 3 |
| HT. H | 4 | 2 | 2 |
| Oxford | 4 | 2 | 6 |
| Overton | 4 | 2 | 2 |
| Winchester | 4 | 2 | 11 |
| Ledsham | 4 | 2 | 3 |
| Hampstead | 4 | 2 | 12 |
| Highgate | 5 | 2.5 | 2 |
| Richmond | 4 | 2 | 11 |
| Total Open Market | | | 68 |

Affordable [23%]

| Unit Type | No. Beds | Storeys | No. of Units |
|-------------------|----------|---------|--------------|
| Spey GF [1B / 2P] | 1 | 1/2 | 1 |
| Spey FF [1B / 2P] | 1 | 2/2 | 1 |
| Trent [2B / 4P] | 2 | 2 | 8 |
| Stour [3B / 5P] | 3 | 2 | 6 |
| Tyne [4B / 6P] | 4 | 2 | 2 |
| Tweed [4B / 7P] | 4 | 2 | 2 |
| Total Affordable | | | 20 |
| Total Dwellings | | | 88 |

5.3 Key design principles for **Parcel A5** include:

1. Hierarchic network of streets, to assist in site legibility and enhance the development's permeability to pedestrians and cyclists, consisting of-
 - a) A primary street situated at the northern edge of the development, providing connectivity to adjacent development parcel A3 to the north;
 - b) A north-south tree-lined avenue, configured as a Secondary Street, extending from the primary street and positioned centrally within the development, forming the principal movement corridor within the parcel; and
 - c) A network of tertiary streets, in the form of shared surface streets, lanes and private drives.
2. Landscape buffer and structural planting along the site's eastern boundary, to soften the development edge in transition to the open countryside, as well as integrating Sustainable Drainage Systems;
3. Landscape buffer along the sites western boundary, to soften the transition between the built-up area and the existing woodland abutting Parcel A5 to the west;
4. Linear east-west green corridor, centrally located, facilitating pedestrian connection to the existing network of PROWs and providing opportunities for recreation;
5. An informal green amenity space at the southern tip of the site, accommodating an attenuation basin and forms part of the green corridor within the wider Great Wilsey Park development;
6. Dwellings along the site's perimeter limited to 2-storey high, to soften the transition between built form and green public open space, in accordance with the approved Building Heights Parameter Plan; and
7. Incorporating landmark buildings in key locations, such as at important street intersections or where terminating key vistas, to aid site legibility and way-finding, as well as add variety to the streetscene.

A5 Edge

5.4 The connection to the PRoW has been considered to ensure there is a sloped path from the PRoW that runs along the adjacent site's driveway and where it enters the site.

- 1 Existing trees to be retained
- 2 Connection to PRoW from Great Wilsey Farm
- 3 Existing ditch and existing hedge row to be retained
- 4 Planting buffer, woodland whip species with locations for marker trees to be identified
- 5 All weather path, path to be defined by timber edge.
- 6 Feature tree as per planting strategy



The Woodland Walk

5.5 The Woodland Walk is a key landmark within the landscape of A5. The green pocket park creates a strong and verdant link between the surrounding woodland belts. This space has been designed to bridge the two woodlands and create a key link for both residents and fauna. A formal path weaves gently from east to west, with natural play along the way features.

- 1 Winding self binding gravel path through a woodland tree mix and under story planting
- 2 Boulders and balancing logs set into a slight depression
- 3 Surface of PRoW enhanced
- 4 Gateway/ marker trees
- 5 Connection to southern SUD basin and play space



A5 Woodland Edge

5.6 The treatment of the edge of the woodland protects the existing character and ecological features, such as the active badger sets. The wild flower meadow planting creates a natural transition between the woodland and residential properties.

- 1 Laneway
- 2 Wildflower meadow adjacent to existing woodland
- 3 Pedestrian connections



A5 SuDS Feature

5.7 The naturalised SUDs basin to the south of A5 has been integrated with the landscape, framed by trees and seasonal amenity planting. An all-weather path connects pedestrians and cyclists to the wider reaches of the GWP development, including to a southern play space.

- 1 Woodland edge meadow planting
- 2 PRoW to continue along boundary line with cleared path
- 3 Existing ditch, trees and hedgerows to be retained
- 4 Planting buffer, woodland whip species with locations for marker trees to be identified
- 5 Bridge connection to southern play space
- 6 Self-binding gravel path





MOVEMENT & ACCESS

CONNECTED STREET NETWORK

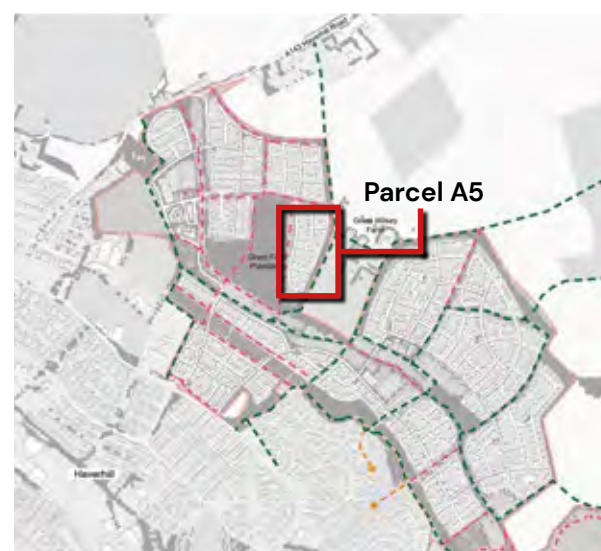
- 5.8 The Movement Hierarchy Plan shown opposite illustrates the disposition of land uses and the proposed structure for movement within the development. A well-connected and integrated movement network, accessible by all users, is proposed for Parcel A5, which helps ensure that all areas of the development are easy to navigate, safe and secure.
- 5.9 A network of hierarchic movement routes helps achieve a permeable layout.
- 5.10 The design proposals for Parcel A5 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.
- 5.11 The proposed network of streets has been informed by the Approved Alternative Road Hierarchy Parameter Plan, with some adjustments to the alignment of secondary and tertiary streets, as agreed with the Local Planning Authority during the pre-application process, so that to improve the efficient use of land, as well as to enhance connectivity to all users within and into the development parcel.

VEHICULAR ACCESS

- 5.12 A primary access point into Parcel A5 is proposed off the Primary Street at the site’s north-western corner, facilitating a connection between Parcel A5, Parcel A3 and the adjacent parcels further to the west, offering a link to the wider Great Wilsey Park development.
- 5.13 This primary access point extends into the principal movement route within Parcel 5, configured as a tree-lined avenue and which provides a direct connection to the focal public open space of the proposed Woodland Walk.
- 5.14 A network of shared surfaces, lanes and private drives extends off the tree-lined avenue in a hierarchic structure, facilitating a progression in the reduction of vehicular speed, in transition from the primary movement corridor towards the green amenity spaces at the site’s perimeter.
- 5.15 Raised surface along the carriageway, situated at the crossing of the Woodland Walk, provides a traffic calming feature, thus assisting in prioritising the movement of pedestrians and cyclists along the key open space of the Woodland Walk.
- 5.16 As with Parcel A3, following pre-application discussions, the proposed Lanes have been designed in line with Suffolk Street Design Guidance, providing a looped solution to facilitate refuse collection, limiting the overall quantity of BCPs.

PEDESTRIAN AND CYCLE MOVEMENT

- 5.17 The proposed network of footpaths aligns with the principles which were established at the Outline Application stage, as part of the approved Public Rights of Way Parameter Plan. Footpaths are provided at the parcel’s perimeter, as part of the green amenity space, facilitating an interconnected network of pedestrian and cycle routes as part of attractive open spaces, which also enable links to the existing Public Right of Way along Parcel A5’s eastern boundary.
- 5.18 Additionally, internal road layout design is configured to encourage low traffic speeds through the provision of raised table, combined with curved alignment of the streets.



Approved Public Rights of Way Parameter Plan



Parking Strategy Plan – Parcel A5

PARKING

- 5.19 Parking provision has been designed in line with the guidance contained within Manual for Streets and Suffolk Guidance for Parking – Technical Guidance (Fourth edition, October 2023). Based on Suffolk County Council's Parking Guidance document, 1-bedroom dwellings have been provided with 1 no. parking space, 2-bed and 3-bed dwellings with 2 no. spaces and 4-bed and larger 3 no. spaces.
- 5.20 Triple tandem parking arrangement is limited and was designed out where practical, in response to discussions with the Local Planning Authority during the pre-application stage.
- 5.21 The total parking spaces provided within Parcel A5 comprises:
- 178 no. allocated spaces;
 - 51 no. garages spaces (counted towards parking provision);
 - 5 no. additional garage spaces (not required towards parking provision); and
 - 22 no. visitor spaces.
- 5.22 Following consultation with highways officers, the applicant provided visitor parking spaces at a rate of 25% of total number of dwellings, in line with standards and advice received.
- 5.23 The majority of allocated parking spaces has been provided on-plot, within an individual parking bay and/or garage.
- 5.24 Cycle parking will be provided within garages, when provided, or in a secured, covered store within the dwelling curtilage, such as rear garden sheds.
- 5.25 As with Parcel A3, following discussions with Suffolk CC Highways, where dwellings are parked to the side of properties, the applicant has introduced where possible an additional strip to facilitate rear cycle access, as demonstrated by the diagram below.



Parking extract (cycle path)



Boundary Treatment Plan – Parcel A5

BUILT FORM

CONTINUITY AND ENCLOSURE

- 5.26 Design proposals are broadly based on the principle of perimeter blocks, which provide a strong frontage to the public realm whilst protecting the private amenity of residents. The continuity of frontages assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment.
- 5.27 The new development within Parcel A5 will provide frontage onto the proposed areas of public open space and also provide surveillance over the proposed Village Green.
- 5.28 Development plots are defined by a range of boundary treatments, including brick walls, close board timber fence, estate railings and hedging, depending upon their location, in order to clearly define public and private spaces.
- 5.29 Key frontages, such as those fronting the proposed Woodland Walk or the main, tree-lined circulation route, 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 to provide a cohesive appearance which reinforces the prominence of these streetscenes.

BOUNDARY TREATMENT

- 5.30 The set-back of buildings from the back of kerb facilitates the room for front garden landscaping, which will contribute towards clearly defining public and private space. A variety of boundary treatments is proposed, including:
 - 1.8m high close board timber fence – will be used as a partitioning between rear gardens;
 - 1m high estate railings – will define the southern extent of the central green corridor, positioned at the back of the private drives, to create a clear separation between private and public realms; and
 - Across the development, exposed boundaries to public realm components, such as a street's back of kerb or shared private drive, will be 1.8m brick wall, for visual amenity and security reasons.



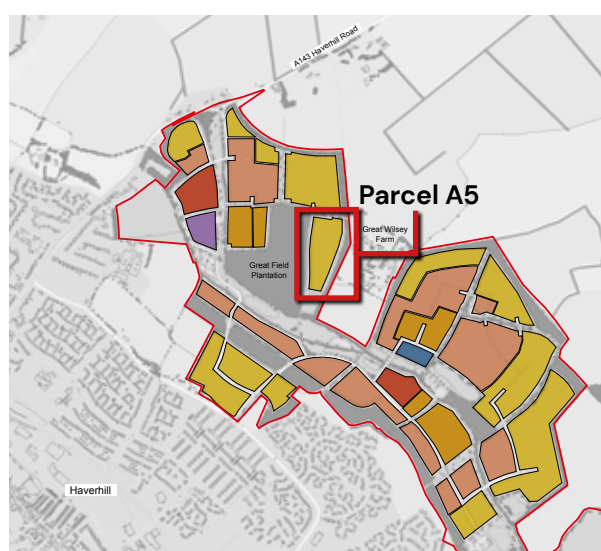
Building Heights Plan – Parcel A5

SCALE AND DENSITY

- 5.31 The NPPF sets the objective to protect the character of local areas in terms of level of density, while balancing it with the importance of making an efficient use of land.
- 5.32 Paragraph 130(c) of the NPPF requires that proposed developments need to make an efficient use of the land:
- “local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).”*
- (Para 130(c), NPPF Dec. 2024)*
- 5.33 Density levels proposed as part of the development on Parcel A5 will therefore represent a balance between efficient use of land and the protection of the local area’s character.
- 5.34 As previously stated, the development proposals achieve an average density of approximately 25 dph which accords with Government guidance on ensuring the efficient use of land and is reflective of the approved Alternative Density Parameter Plan.
- 5.35 The design of Parcel A5, combined with quantity and typology of units, have been dictated by the approved Land Use Parameter Plan, Density Parameter Plan and Building Heights Parameter Plan.

BUILDING HEIGHTS AND MASSING

- 5.36 In Parcel A5, buildings will predominantly be two-storey high, in alignment with the approved Alternative Building Heights Parameter Plan. At the same time, variation in ridge heights is proposed, to add variety and interest to the streetscene.
- 5.37 However, it was agreed with the Local Planning Authority, through the pre-application discussions, that occasional taller dwellings of up to 2.5 storey high will be proposed in prominent locations, particularly around the proposed Woodland Walk. The increase in height of landmark dwellings in key locations will also assist enhancing site legibility and wayfinding.
- 5.38 A range of house types and a mix of dwelling sizes are proposed to further reinforce variety in height and massing, adding interest to the streetscene and assisting in wayfinding.



Approved Public Rights of Way Parameter Plan



Refuse Strategy Plan – Parcel A5

HOMES AND BUILDINGS – FUNCTIONAL, HEALTHY AND SUSTAINABLE

- 5.39 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.
- 5.40 House frontages are carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window.
- 5.41 Internal habitable rooms have high levels of natural daylight and connect well to gardens and terraces.
- 5.42 Affordable dwellings are well-integrated with a tenure-blind approach so there is no discernible difference between private and affordable dwellings.
- 5.43 Refuse storage is convenient, with access to rear gardens, and with the requisite internal storage. The road design and layout of development, the position of bin collection points, storage layout, distances and gradients meet the requirements set out in 'Waste Technical Guidance for Residential and Commercial Developments' (Suffolk Waste Partnership, February 2019).
- 5.44 As illustrated in the plan opposite, the maximum distance for waste operative movement is 25m, while the maximum distance for occupier movement is 30m.
- 5.45 As mentioned previously, following pre-application discussions, the proposed Lanes have been designed in line with Suffolk Street Design Guidance, providing a looped solution to facilitate refuse collection, limiting the overall quantity of BCPs.



Character Areas Plan – Parcel A5

IDENTITY

APPEARANCE AND CHARACTER

- 5.46 Street typologies and distinctive spaces, materials and architectural details which represent local design have been identified as part of an assessment of Haverhill’s local vernacular. Components of the local vernacular have consequently been incorporated into the detailed design of the new development. Taking cue from the distinctive appearance of existing streets and buildings ensures that the architectural response of the proposal reflects traditional local character and assists in integrating the development to its surroundings.
- 5.47 Three Character Areas (CA) have been defined within the development of Parcel A5, helping to achieve the creation of a sense of place. The proposed character areas are as follows:
 - CA1 – Village Green
 - CA2 – Neighbourhood Core
 - CA3 – Rural Edge
- 5.48 Each Character Area contains varying design attributes which contribute to making it distinct from other areas. It includes built form principles, changes in roofscape, building setbacks, street configuration, surfaces, colour and use of materials and landscape treatment of the streetscape and public realm.

CA1 – Village Green

The Village Green CA comprises dwellings fronting the proposed centrally located east-west green corridor in Parcel A5, which is configured as a Woodland Walk. This green corridor and surrounding dwellings form a focal point for the development in Parcel A5 and is situated at the intersection of key pedestrian, cycle and vehicular movement corridors within the scheme. As such, dwellings overlooking the Woodland Walk will form a defined and formal enclosure to the public open space, to reinforce its importance within the hierarchy of green open spaces.

A mix of detached and semi-detached housetypes are typical to the Village Green CA, resulting in a medium level of density. The use of car ports which connect the dwellings helps forming a continuous frontage, which reinforces the sense of enclosure of this prominent, focal public open space.

A mixture of gable fronted, hipped and eaves fronted dwellings provide variation in the roofscape, reinforced by occasional increase in height to 2.5 storeys at landmark buildings.

Dwellings within the Village Green CA will be arranged along a strong and consistent building line, and high degree of enclosure.

CA2 – Neighbourhood Core

The Neighbourhood Core CA covers parcels in the inner parts of the A5 development parcel.

Characterised by a relatively compact form of development, the majority of dwellings in this CA are a mix of semi-detached terraced houses and detached houses featuring integral garages, resulting in a relatively higher levels of density.

Parking arrangement within this CA will predominantly be on-plot, mostly situated to the front of dwellings, allowing for a tightly-arranged, regular pattern of building footprints with a consistent building line, contributing to a high degree of street enclosure, higher density and compact urban grain.

A mix of shared surface streets and lanes will be providing access to dwellings within the Neighbourhood Core CA, as well as the tree-lined Secondary street which forms the principal movement route in Parcel A5.

CA3 – Rural Edge

Dwellings within the Rural Edge CA front the landscape buffers and public open spaces at the parcel’s perimeter. Appearance, density, street arrangement, building line and level of compactness are designed to soften the transition between the built-up area and the public open space.

Dwellings in the Rural Edge CA are arranged along a relatively inconsistent building line, creating an irregular street pattern, contributing to a more informal, rural appearance and a loose urban grain. Building setbacks allow for opportunities to integrate soft landscaping at the front of dwellings, to further assist in softening the transition from the built-up area into the open space.

Low level of urban grain compactness, coupled by the loose arrangement of building footprints and the inclusion of predominantly detached houses, result in low density levels within the Rural Edge CA. The Rural Edge CA will typically accommodate large, detached family houses and premium dwellings due to their informal setting and attractive outlook.

CA1 – THE VILLAGE GREEN

Materials:

- Predominantly red and red-multi brick with the occasional orange brick, often combined with render panels at front elevation (predominantly Cream or Cornish);
- Use of Cornish, Cream or Light Blue render panels to front elevations to add interest to the streetscene and strengthen the composition of frontages design throughout the street;
- Occasional application of ‘fast flint’ to front elevation at larger plots / landmark buildings, combined with red brick quoins and brick bands;
- Occasional application of black or white weatherboarding (Fibre Cement Boarding) to add interest to the streetscene and assist in site legibility and wayfinding, as well as reflect local vernacular.
- Roof tiles: a combination of grey slate-effect tiles, red tiles and red pantiles; and
- Front door colour: predominantly Smoked Orchard.

Building types:

- Predominantly 2 storeys detached and semi-detached houses; use of integral garages; Occasional increase to 2.5 storeys at key locations to reinforce the importance of landmark buildings.

Building line:

- Consistent and continuous building line due to the use of carports and linked garages, contributing to a high degree of space enclosure and a formal appearance of the built form framing this focal open space.

Density:

- Medium density due to the mix of detached and semi-detached housetypes and the efficient, orderly arrangement of building footprints.

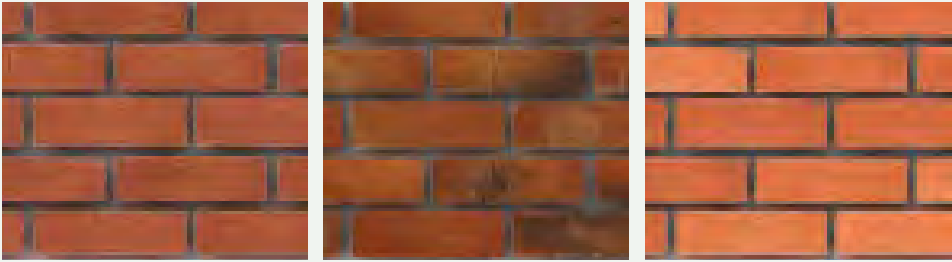
Architectural Detailing:

- GRP chimneys; predominantly flat entrance canopies.



Parcel A5 – Street Scene A-AA

WALLS:



Red Brick Red-Multi Brick Orange Brick



Cream Render Cornish Render Light Blue Render



Flint Panel With Brick Quoins/Banding Fibre Cement Boarding: Black Fibre Cement Boarding: White

ROOFS:



Slate Effect Red Pantile Plain Red

DOORS:



Smoked Orchard



CA2 – NEIGHBOURHOOD CORE

Materials:

- Predominantly red, red-multi and orange brick, arranged as a composition to create a sense of symmetry and harmony;
- Use of Silver-Pearl render panels to front elevations, with the occasional Cornish render panel, to add interest to the streetscene and strengthen the composition of frontages design throughout the street;
- Roof tiles: a combination of plain red, grey slate-effect and red pantile roof tiles; and
- Front door colours: Smoked Orchard, Salted Earth and Lakeside Mist.

Building types:

- Predominantly 2 storeys semi-detached and terraced houses.

Building line:

- Consistent building line with narrow gaps between buildings, due to the use of predominantly front parking, assisting in creating an enclosed streetscene, which encourages social interaction.

Density:

- High density due to the mix of semi-detached and terraced housetypes and the efficient, orderly arrangement of building footprints.

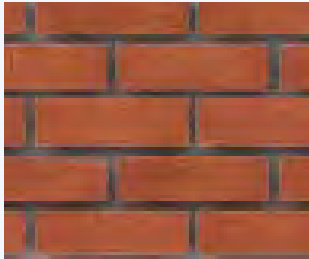
Architectural Detailing:

- Occasional GRP chimneys, applied to accentuate the composition of material choices across the streetscene as a whole; predominantly flat entrance canopies; frequent use of double frontage gables, in a symmetrical arrangement.

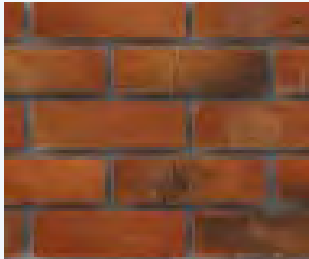


Parcel A5 – Street Scene B-BB

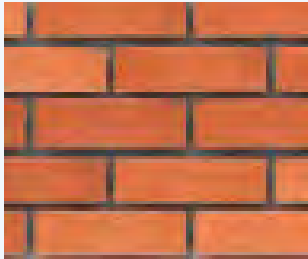
WALLS:



Red Brick



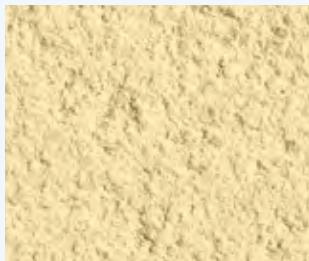
Red Multi Brick



Orange Brick



Silver-Pearl Render



Cornish Render

ROOFS:



Grey Slate-Effect



Plain Red



Red Pantile

DOORS:



Smoked Orchard



Salted Earth



Lakeside Mist



CA3 – RURAL EDGE

Materials:

- Predominantly red, red-multi and orange brick, arranged as a composition to create a sense of retheme and harmony;
- Occasional Silver-Pearl render panel to the front elevation;
- Roof tiles: Predominantly plain red and grey slate-effect roof tiles, with occasional red pantile roof tiles at key locations; and
- Front door colours: Smoked Orchard, Salted Earth and Lakeside Mist.

Building types:

- Predominantly 2 storeys detached houses; frequent use of integral garages.

Building line:

- Inconsistent building line, reflecting the informal appearance of this Character Area.

Density:

- Low density due to the large proportion of detached houses.

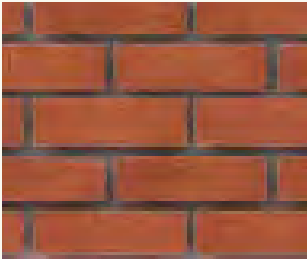
Architectural Detailing:

- Occasional GRP chimneys, applied to accentuate the composition of material choices across the streetscene as a whole; frequent use of single gable frontage; glazing bars to windows; occasional low roof eaves, combined with dormer windows.



Parcel A5 – Street Scene C-CC

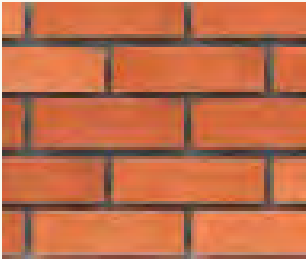
WALLS:



Red Brick



Red Multi Brick



Orange Brick



Silver-Pearl Render

ROOFS:



Plain Red



Red Pantile



Grey Slate-Effect

DOORS:



Smoked Orchard



Salted Earth



Lakeside Mist





Predominant Materials Plan – Parcel A5

MATERIALS PALETTE

- 5.49 Choice of materials throughout the development will contribute to reinforcing the distinctiveness of character areas within the scheme, as well as help creating a sense of place. At the same time, materials composition and palette will assist in integrating the development into its surroundings, by taking cue from the local vernacular.
- 5.50 The plan opposite illustrates the placemaking principles associated with the choice of predominant materials. The choice of materials reflects the principles set out in the previous pages, which provide details on the appearance of each CA within parcel A5.

06. SUSTAINABILITY & RESOURCES

SUSTAINABLE DESIGN

- 6.1 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.
- 6.2 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; and
 - An environmental objective – protecting and enhancing the natural, built and historic environment
- 6.3 To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area, the development proposals have been designed with these three key objectives in mind, as follows:

Sustainable Building Techniques

- 6.4 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.

“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.”

(Para. 120, NDG 2021)

Building Regulations

- 6.5 The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements.
- 6.6 The new homes provided by the proposed development will be built with the aim of sustainability and energy efficiency, so they are fit for the future. This aim will be achieved by incorporating sustainable features such as Air Source Heat Pump to all dwellings, so that to avoid gas connections.

Materials and Waste Recycling

- 6.7 Materials selected for construction, including hard and soft landscaping elements, will be carefully chosen to ensure that they are high-quality, durable and that ‘whole life costs’ are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

Sustainable Drainage Systems

- 6.8 The development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage Systems (SuDS) on-site, to ensure that the development does not impact on the surrounding area.

Sustainable Communities

- 6.9 The proposals make effective use of the site, with residential development located adjacent to the existing built form of Haverhill and in the context of the wider, approved scheme of Great Wilsey Park, ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership.
- 6.10 Areas of green space have been incorporated into the proposals with areas of publicly accessible open space, comprising formal and informal amenity greenspace, encouraging opportunities for social and community cohesion.
- 6.11 A mix of house types, tenures and sizes are proposed, limiting social exclusion and ensuring the creation of a truly varied and mixed community.

CRIME PREVENTION

- 6.12

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 users⁵²; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

(para. 135(f), NPPF Dec. 2024)
- 6.13

The design proposals for Parcels A3 and A5 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.
- 6.14

According to these principles, 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.
- 6.15

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.
- 6.16

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.
- 6.17

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 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.
 - 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 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.

07. SUMMARY

“Well-designed places and buildings come about when there is a clearly expressed ‘story’ for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This ‘story’ will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application.”

(Para. 16, NDG 2021)

- 7.1 The proposed development will create housing choice at within Parcels A3 and A5 of Great Wilsey Park and new amenity spaces for the existing and new community, whilst improving public access across the site.
- 7.2 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.
- 7.3 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 is to achieve a development with a strong identity and distinct sense of place whilst at the same time integrating it with the existing and future community.

7.4 Achieving “high quality, beautiful and sustainable buildings and places”, as set out in **Section 12: Achieving well-designed places** of the NPPF, is a key overarching objective for the development proposals for Parcels A3 and A5. This Design Statement demonstrates how principles for well-designed places, as established in the National Design Guide, are applied to the proposals to achieve this overarching objective.

7.5 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 existing landscape features within the site and its 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.

Office Location


Victory House
Vision Park
Histon
Cambridge
CB24 9ZR

T 01223 202100
cambridge@pegasusgroup.co.uk

Offices throughout the UK and Ireland.

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Registered Office: Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT
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