



Land At Haverhill, Suffolk, A9 – B2

**Design & Access Statement
October 2025**

Methodology

The structure and detail of this document follows guidance set out by the National Design Guide (NDG) and the ten characteristics of well designed places that it sets out. This document also follows the National Planning Policy Framework (NPPF), adopted in December 2024. This document provides the following guidance on Design & Access Statements:

What is a Design and Access Statement?

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants 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. Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal. The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.

What should be included in a Design and Access Statement accompanying an application for planning permission?

A Design and Access Statement must:

(a) Explain the design principles and concepts that have been applied to the proposed development;

(b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly. Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been considered. They must detail any consultation undertaken and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.

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Introduction

This statement has been prepared jointly by FINC Architects in connection with the consultant team on behalf of Bloor Homes to accompany a Reserved Matters Application on the land at Haverhill, Suffolk.

Description of Proposal

'Reserved matters application - submission of details under outline planning permission DC/15/2151/OUT - means of access; appearance, landscaping, layout and scale for 95 dwellings (including 42 affordable) (parcel A9); associated internal roads, car parking, , amenity and public open space; pumping station and diversion of overhead HV cable; including application to partially discharge conditions 4; 6; 7; 8; 9; 12; 15; 28; 30; 37; 38; 39; 40; 41, 42; 44; 45 and 46'

The Vision:



To create a development that celebrates the site's environmental features combined with the principles established in the Outline Application.

To deliver a place that provides housing which is well-connected and integrated with the surroundings and creates a distinct sense of place.



Access to proposed Primary School.

Respond to a thorough appraisal of local landscape and ecology to make best use of the site's attractive landscape setting



Respond to a thorough contextual analysis of the locality and existing setting within Haverhill

Provide strong/varied connectivity to the wider allocation site and areas of Haverhill



Establish focal gateways into the site from adjacent proposed and future developments.



Sustainability Principles

Well-designed and sustainable homes and communities are essential building blocks in society.

They add economic, social and environmental value to the UK. Bloor Homes can play a role in supporting the housing sector to both deliver more sustainable homes and places and build them using more sustainable methods of construction.

The adjacent principles set out objectives for how the site can be delivered sustainably at each of the three levels.

Environmental

- Deliver a truly walk-able neighbourhood, offering new dwellings with easy and direct access to community, commercial and educational amenities within Haverhill, structured around a network of pedestrian, cycle and sustainable transport routes.
- Support healthy lifestyles by encouraging walking and cycling and providing easy access to green space.
- Protect and enhance existing landscape features.
- Provide a considerable amount of space for conserving ecology and striving for biodiversity net gain.
- Seek to minimise carbon emissions by delivering environmentally-friendly homes incorporating low-carbon technologies.

Social

- Curate spaces for social interaction, be that in public open spaces, or between residents' front gardens, engendering a feeling of familiarity and security.
- Create a distinct character that references the location's heritage, whilst embracing new approaches to design.

Economic

- Create jobs through the construction and build process, as well as the ongoing up-keep of public open spaces.
- Provide financial contributions to support local community infrastructure, such as schools, healthcare, highways and sustainable transport.
- Promote well-connected routes to Haverhill and surrounding public transport nodes, service centres and villages through a range of travel choices, in order to increase footfall to existing retail and businesses within Haverhill.



Figure 1: Street Scene Bloor Homes

Site Context

Background

Site Context

Social Context

Opportunities & Constraints

This section of the document outlines the key characteristics of the existing site and its immediate context, describing how the environment has influenced the form and character of the proposals.

Background

The site is situated to the north-east of Haverhill, about 1.6km from the Haverhill town centre. A concept statement (2013) and masterplan (2015) have been adopted for the site, with an outline planning application (DC/15/2151/OUT) being granted in August 2018 for up to 2500 homes, two primary schools, two local centres, landscaping and associated infrastructure. The wider site is allocated in the West Suffolk Local Plan under allocation AP14 North-east Haverhill (strategic), with the description of:

"A site of 175 hectares north-east of Haverhill, as shown on the policies map, is allocated for mixed-use development to provide up to 2500 homes.

The site should provide as a minimum the following:

- a. *At least two points of access into the site, one along the A143 and one along Chalkstone Way, with a primary road connection between the two accesses.*
- b. *New cycle and pedestrian connections along the A143 towards the town centre and*
a cycle and pedestrian link to Chalkstone Way.
- c. *Land sufficient for two primary schools.*
- d. *Two new local centres of sufficient size to meet the needs of the development, including retail, community uses, offices and hospitality. Within the western local centre, 0.3 hectares of land should be reserved for health uses.*
- e. *Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way (PROW) and the countryside in accordance with policy LP41, including but not limited to:*
 - *Improvements to the existing PROW network within and adjacent to the site.*
 - *Upgraded PROW to Kedington.*
 - *Improved pedestrian and cycle links to the local schools and town centre.*
- f. *Green and blue infrastructure that will include:*
 - *Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside.*
 - *Green corridors across the site with retained and proposed habitats including mature hedgerows, trees, including veteran trees, woodland, scrub and meadow areas.*
 - *Blue corridors and sustainable drainage systems features.*
 - *Great Fields Plantation woodland enhanced and managed with community access.*
- g. *Public open space including at least four equipped play spaces with a multi-use games area, allotments and country park (which forms a buffer to Calford Green).*
- h. *Highway improvements within Haverhill to include but not limited to:*
 - *New roundabouts at the A143 and Chalkstone Way.*
 - *New signalised junction between Chalkstone Way and the A143.*

The development is split into numerous parcels, with the site this document refers to being made up of parcel A9, A14, A15, B2 & E2 and measuring approximately 23.1Ha. These parcels will provide residential areas, a primary school along with various open space, green corridors and existing tree belts.

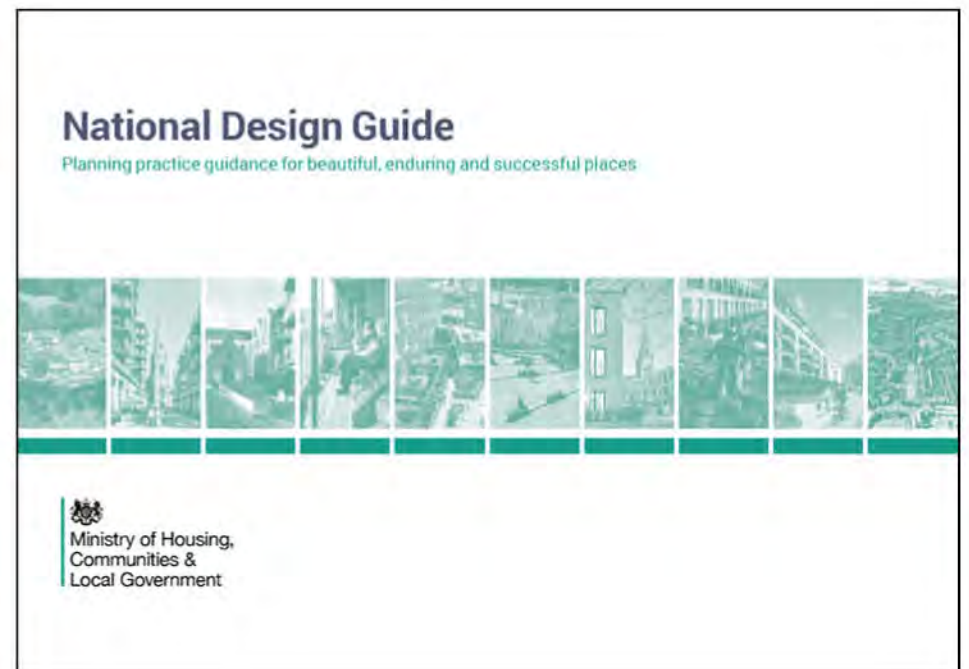
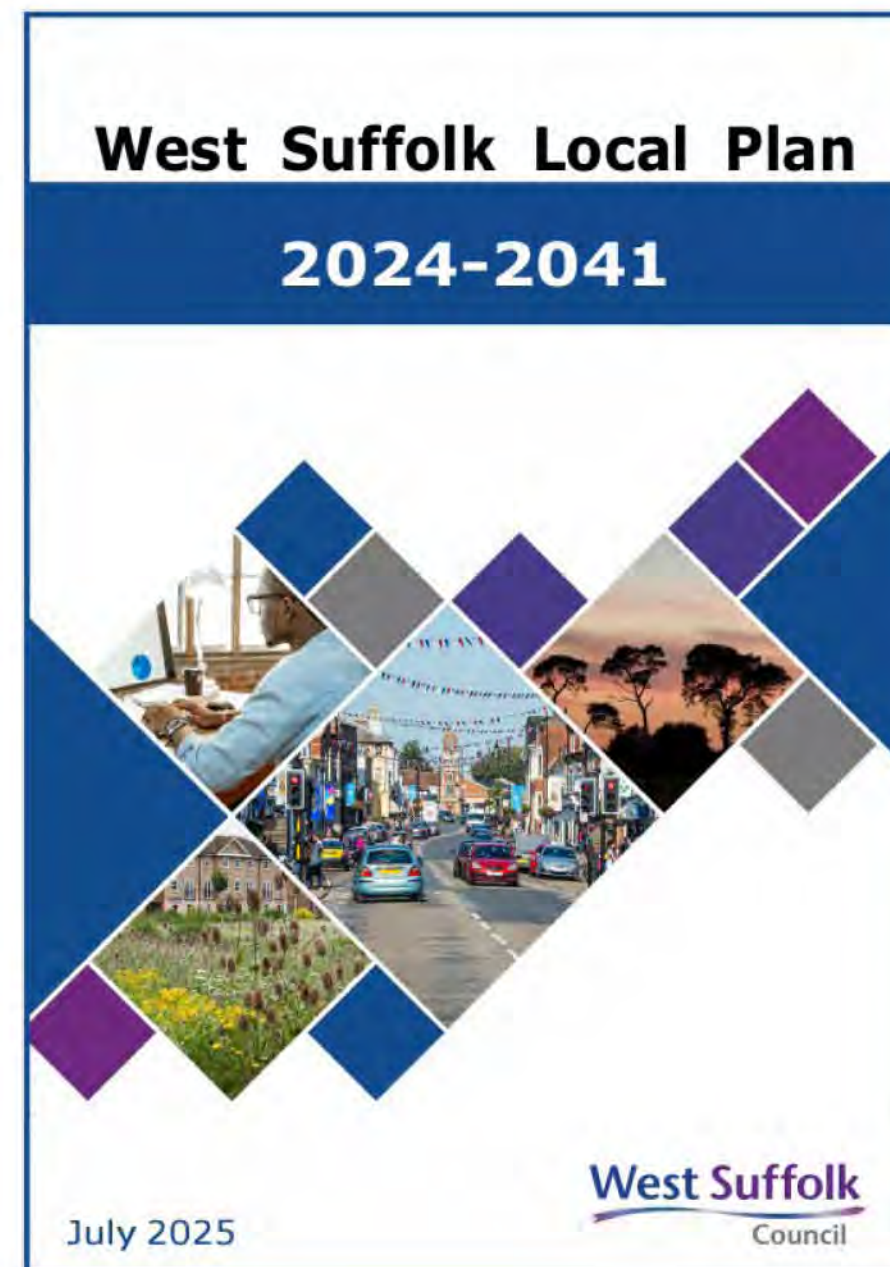


Figure 2: NPPF & National Design Guide Extract and West Suffolk Council Plan
Source: Google

Site Context

Existing Site

The site is comprised of open fields and situated to the north-east of Haverhill. The Site is bound to the east by a river, with a small forest of trees to the west of the site. To the north and south of the site are fields within the wider allocation with the northern field being used for residential purposes and the south being used as a country park. The northern fields development will be constructed prior to our site, with the road network carrying on into our site.

It is also important to consider the character of the surroundings residential development, as outlined below:

- Nature of Streets – typically organic in formation, with gently curving streets;
- Building Heights – largely 2 storey buildings;
- Building Lines – generally consistent, with plots featuring small set-backs and parking to the front or side;
- Roofscapes – Consistently gabled with some projected features;
- Plot Characteristics – typically detached or semi-detached, with generous rear gardens; and
- Boundary Treatments – mixed, including brick walls, fences and both low-lying and full-sized hedges.

The photos adjacent and below provide a glimpse into the existing characteristics of the site, its boundaries and its immediate context.



Figure 3: Site Context Photos with Site Map
Source: FINC Architects



Figure 4: Local Character images
Source: Google maps



Social Context

The site lies to the north east of Haverhill within the County of Suffolk, which in turn is located approximately 30km to the southeast of Cambridge. The closest main road is the M11, 15km away and has routes to Cambridge to the northwest or southwest to London.

The site is within a 20-minute walking distance or a 10-minute cycle of Haverhill Bus Station to the west. From here, bus links can take users into Bury St Edmunds to use the facilities there. There is a wide public right of way network, include bridleways and footways, that connect key locations around Haverhill including the bus station.



Figure 5: Surrounding Movement Plan
Source: FINC Architects

Opportunities & Constraints

The plan adjacent illustrates the key opportunities and constraints that the site poses, with the details listed below:

Opportunities:

Views into the retained woodland at the west of the site

Opportunities for plenty of open space and landscaping across the site allowing for recreational activities for residents and new habitats to enhance biodiversity

Constraints:

Dark Corridors & Bat Hop over locations around the perimeter of the site and green corridor

Designated locations for allotments and school

Indicative SuDs system needed for site drainage

PROW bisecting the site, splitting parcels

LV overhead power lines bisecting the centre of the site

Buffer required for the play area, dependant on its category

Existing woodland area to western edge

Veteran tree located along the eastern edge



Figure 6: Opportunities and Constraints Plan
Source: FINC Architects

Design

Process & Engagement

Proposed Site Layout

Character Areas

Movement, Access & Connectivity

Street Hierarchy

Green & Blue Infrastructure

Built Form

Waste Management

Parking

Boundary Treatments

This section of the document outlines the key characteristics of the proposal, describing the identity, form and character of the proposal.

Process & Engagement

The NDG states that well-designed places with high quality buildings and attractive spaces have:

- “- a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion;
- have a character that suits the context, its history, how we live today and how we are likely to live in the future; and
- are visually attractive, to delight their occupants and other users”

Throughout the consultation process, active engagement has been prioritised with a range of stakeholders and presentations in order to achieve a cohesive identity within the existing setting and for existing residents.

This engagement has mostly taken form as a series of workshops, with the scheme evolving between workshops and the material presented increasing in detail. There have also been additional meetings between the design team and members of the council to focus on specific areas of design where necessary. The proposals have been amended to incorporate comments and consultation responses as necessary.



Figure 7: Land Use plan
Source: Outline application



Figure 8: Sketch plan
Source: FINC Architects

Proposed Site Layout

Following a number of iterations, the illustrative layout adjacent was presented. The landscaped layout has evolved alongside our consultants reports and illustrates the collaborative nature of the project.

Key elements of the layout are as follows:

- 95 new high-quality homes, proposed through a range of building types and sizes, including 42 affordable houses.
- 2.2 hectares safeguarded for a 2FE primary school;
- Primary access from under construction parcel to the North West corner;
- Access route to future development;
- Maintained and enhanced sustainable connections including public footpaths and cycle routes;
- Distinctive and legible movement routes;
- Functional and accessible open spaces which respect and utilise the site's existing features;
- Bungalows incorporated across the development.

The site layout comprises some key areas, relating to the immediate landscape and physical context in those parts of the site. These design areas can be seen in the following section.



Figure 9: Proposed site plan
Source: FINC Architects

Character Areas

The proposal will consist of distinct character areas, creating strong sense of place, informed by key design features of the site and an analysis of the local area of Haverhill.

The five Character Areas identified will help connect the design proposal to its existing surroundings, whilst also harmonising the five areas to generate a sense of place within the development.

Each individual character area will contain its own individual design components, making each one distinct from the others, whilst also containing features that are carried across all five areas. This will include: the build form elements, architectural detailing, materials, building types, landscape treatments and street types.

During the outline application process for the masterplan, a comprehensive Design & Access Statement was put forward to the council highlighting the key areas of differing character that create distinct areas of space, while keeping the proposal consistent as you travel through. These high level Character Areas were then further broken into site specific vernacular and typology through the use of sub-areas.

The five character areas the site has been divided into are:

- | | | |
|---|------------------|---|
|  | The Woodland |  |
|  | Internal Streets |  |
|  | The Spine |  |
|  | Green Edges |  |
|  | The Mews |  |

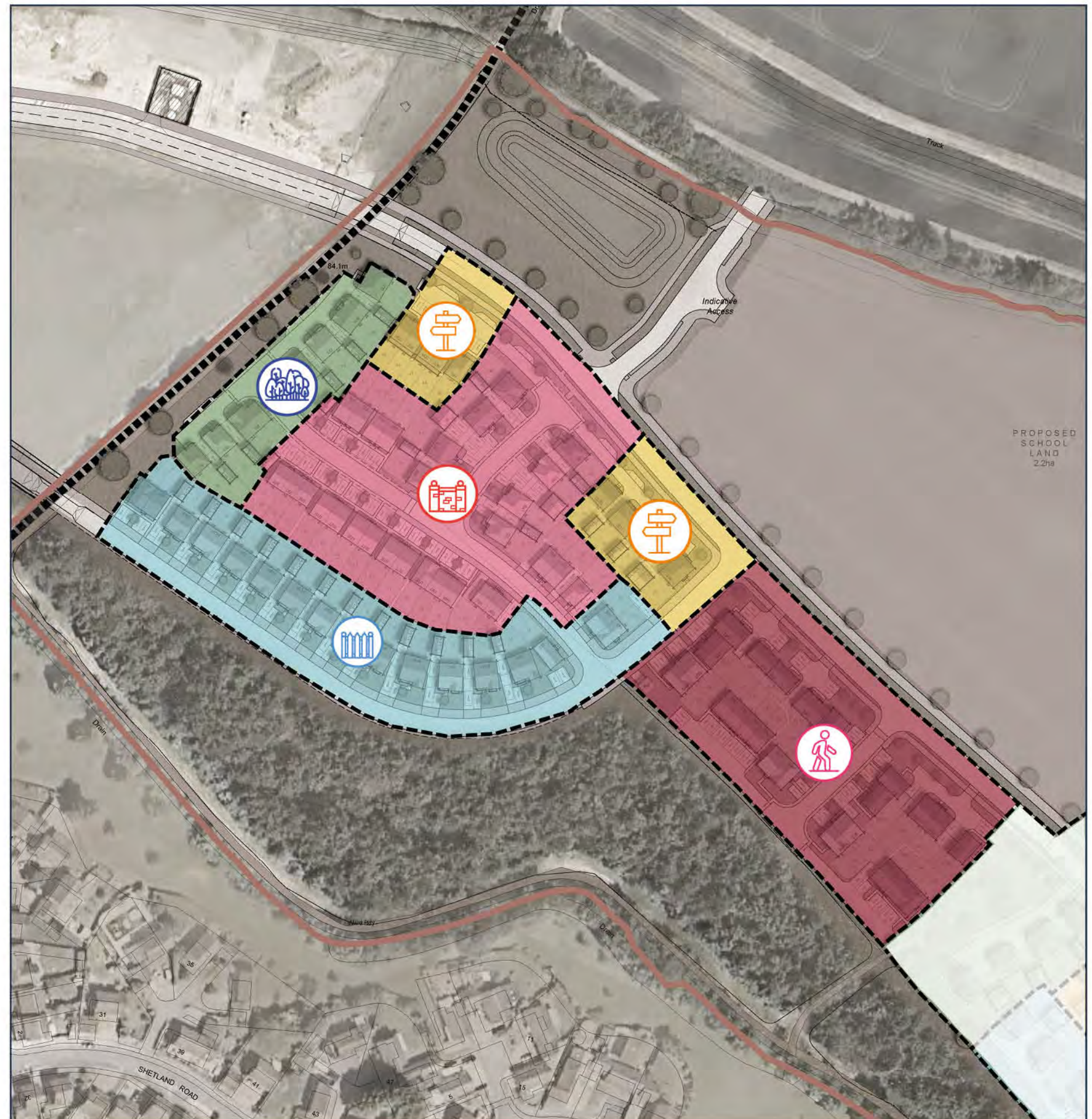


Figure 10: Design Areas Key Map
Source: FINC Architects

THE WOODLAND

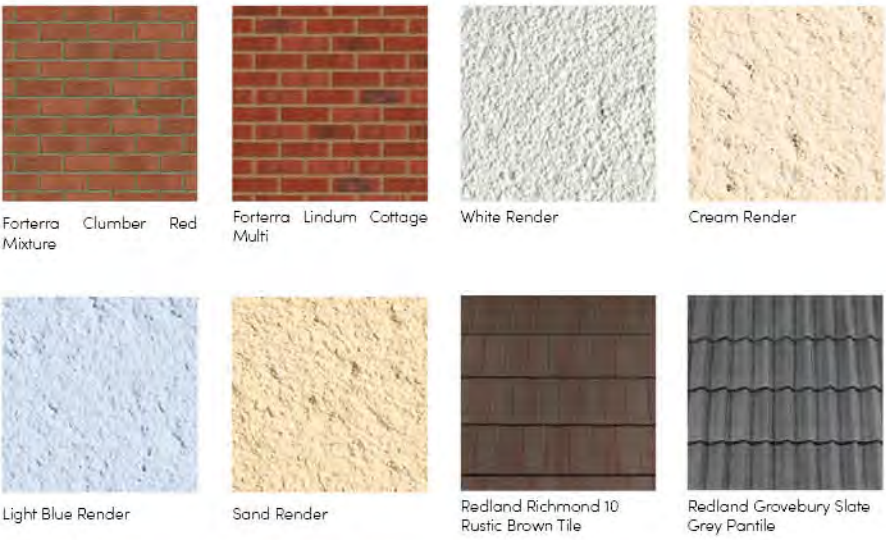


The Woodland Character Area falls under a combination of both “Mary Cole’s View - East” and “Mary Cole’s View - Central” and provide the dwellings with the closest proximity to the Western woodland running along that side of the boundary.

A more organic line of housing is utilised following the woodlands, providing detached, semi detached and terraced buildings, with open 4 bed units to the north and 2-3 bed units located more centrally and to the south.

The materiality across the character area blends red and multi red bricks seamlessly across the street scenes, with the use of coloured render on key focal buildings. The roof tile colours vary from a rustic red tile to slate grey.

Building heights are 2 storey with frontage gable roof lines facing onto the woodlands beyond.



Density - The Woodlands

35 dph

Predominantly detached houses maintaining a lower density where the houses front onto the woodlands, creating a natural transition between houses and nature beyond.



Figure 11: The Woodland Site location
Source: FINC Architects

Street Scene A-A



Figure 13: Streetscene AA Key Map NTS
Source: FINC Architects

Figure 12: Street scene A-A
Source: FINC Architects

INTERNAL STREETS



The Internal Streets Character Area form the core areas of the development and tend to be situated within dense areas of the site, with access from the main road.

A formal line of housing is utilised within the internal parcels, providing all types of detached semi-detached and terraced 2,3, & 4 Bed units with larger corner turners bookending the roads. This will provide a seamless transition between the directly adjacent character areas.

Brick is used most predominantly within these areas such as Ibstock Hardwick Minster Beckstone mixture and Leicestershire Russet mixture brick for corner plots to enhance the sites way finding within the internal streets. Grey slate roof tiles are used thorough this character area.

building heights are 2 storey and rooflines are mainly gable ended with parts of double gable fronted plots onlooking the internal streets.



Density - Internal Streets

45 dph

Typically higher in density demanding a mixture of detached, semi detached and terrace housing situated within the core of the development.

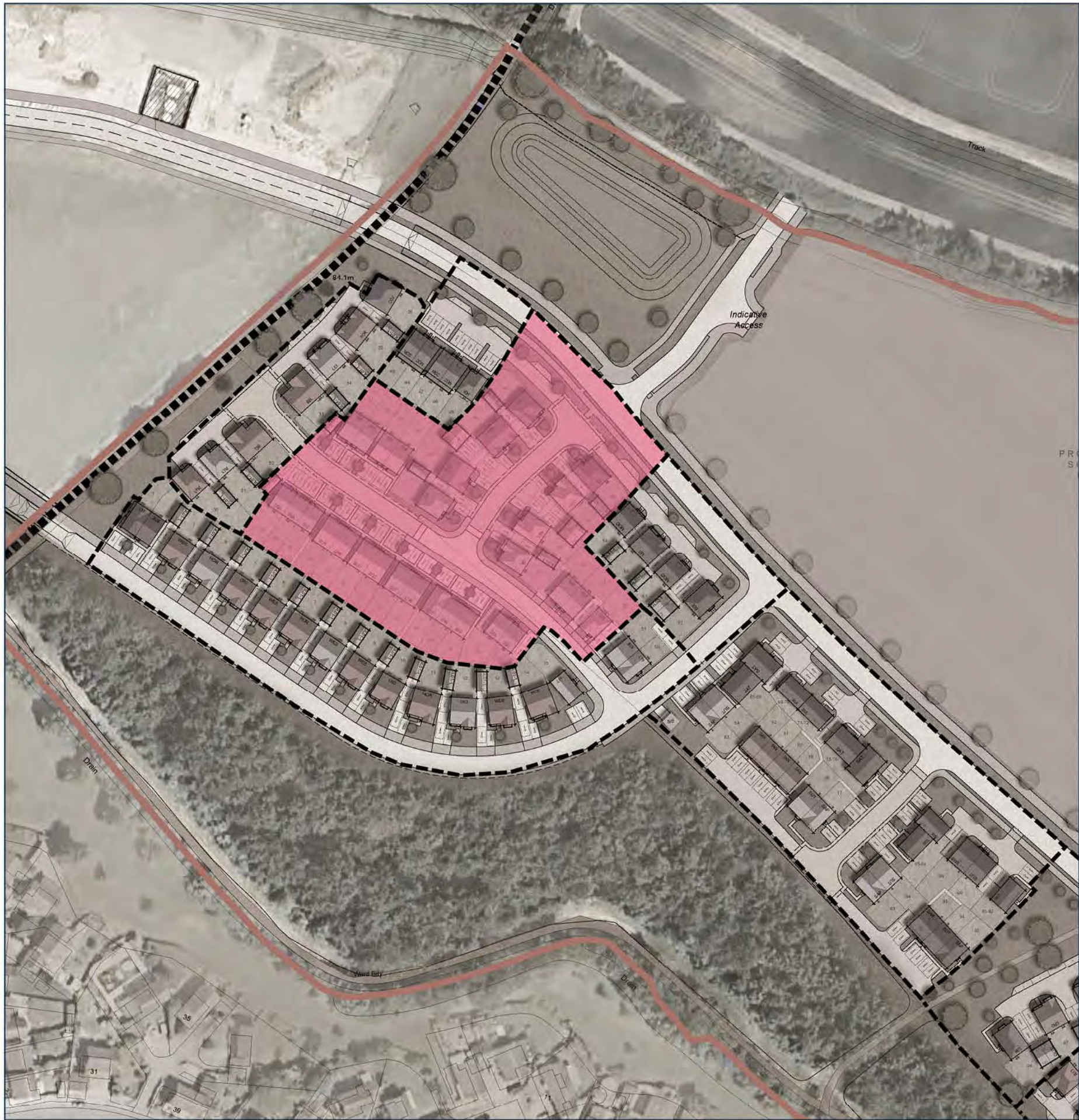


Figure 14: Internal Streets Site location
Source: FINC Architects

Street Scene C-C



Figure 15: Streetscene CC NTS
Source: FINC Architects



Figure 16: Streetscene CC Map NTS
Source: FINC Architects

THE SPINE



The Spine Character Area consists of the housing directly accessed via the 'Spine' road of the development.

A set back of housing is utilised along the spine road, with secondary access roads to plots of housing, providing more detached houses along the main road. The Spine areas will provide direct links onto adjacent character areas.

The materiality across the character area utilises a consistent red brick through the spine road, key focal rendered corner buildings are also utilised for way finding.

Storey heights are 2-2.5 storeys with a mixture of gabled and hipped roofs, dormers are also present for 2.5 storey buildings. Grey slate colour roofs are used throughout.



Density - The Spine

25 dph

Typically lower in density demanding a mixture of detached and occasionally semi detached housing, which minimise the visual impacts onto the main spine road of the site.



Figure 17: The Spine Site location
Source: FINC Architects

Street Scene E-E



Figure 18: Streetscene EE NTS
Source: FINC Architects



Figure 19: Streetscene EE Map NTS
Source: FINC Architects

GREEN EDGES

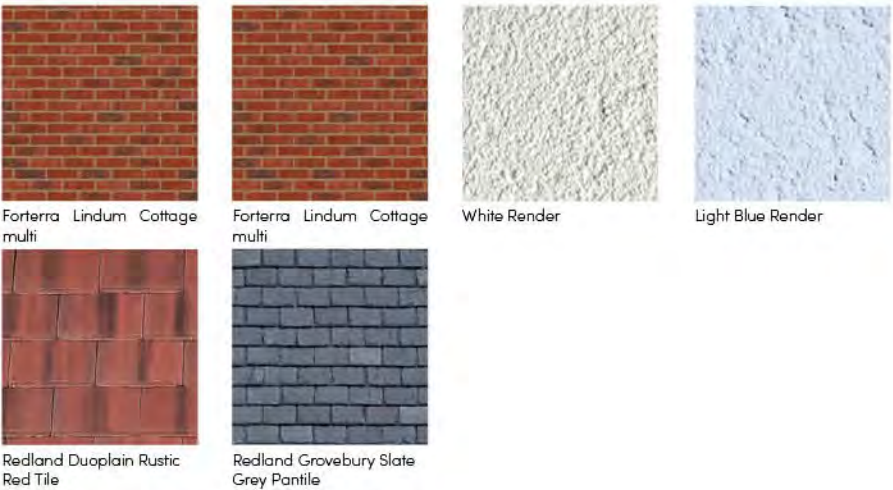


The Green Edges Character Area is situated on the outskirts of the development, fronting onto the open landscapes beyond the eastern and southern edges of the site.

The building line follows the more natural curvature of the open landscape and consist of larger 3-4 bed properties with the occasional bungalows.

The materiality across the character area incorporates a variety of render colours such as light blue render, white render and Clumber red mixture brick.

The buildings in this area are 1 to 2 storey in height with a mixture of hipped and gabled roofs. A mixture of Grey slate colour and red roof tiles are used within this area.



Density - Green Edges

32 dph

Typically lower in density demanding a mixture of detached and occasionally semi detached housing, which softens the visual impacts onto the landscaped edges and corridor within the site.



Figure 20: Green Edges Site location
Source: FINC Architects

Street Scene B-B



Figure 21: Streetscene BB NTS
Source: FINC Architects

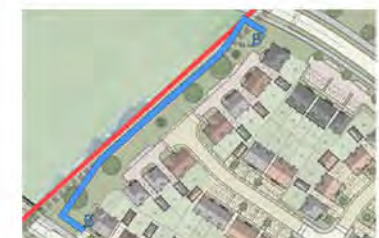


Figure 22: Streetscene BB Key Map NTS
Source: FINC Architects

THE MEWS



The Mews forms the parcel directly adjacent to the proposed school site located towards the East and is the smallest character area within the site. The West of this character area fronts onto the woodland beyond and forms a linear line following the woodland boundary.

Similar to the characteristics of The Spine, this character area consists of 2-3 bed semi detached and terraced housing. The building line is very formal with a set back which fronts onto the school site.

The materiality across the character area utilises a Clumber red mixture brick and Forterra lindum cottage multi brick with sand render corner plots symbolising some of the ends of the parcel. The roof material is slate grey colour across this character area.

The buildings are all 2 storey in height with gable ended roofs.



Density - The Mews

33 dph

A mixture of maisonettes, semi detached housing and terrace houses, lower in density to soften the visual impacts to the woodlands and school site.



Figure 23: The Mews Site location
Source: FINC Architects

Street Scene D-D



Figure 24: Street Scene F-F
Source: FINC Architects



Figure 25: Streetscene F-F Key Map NTS
Source: FINC Architects

Movement, Access & Connectivity

The NDG states that a well designed movement network defines a clear pattern of streets that:

- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity."

The proposal retains and enhances its existing connections to create a permeable and accessible development.

The proposals utilise the existing public right of way that runs through the site, integrating it into the proposals to provide greater connectivity to the wider area, forming sustainable connections into and across the development.

The main access route will be via a proposed future development to the North of the site. Shared surfaces branch off of the arterial routes, which adopt a more organic approach in their design and encourage lower vehicle speeds, whilst encouraging sustainable methods of movement such as walking and cycling. Private drives and mews streets then branch off of the shared surfaces to serve the development edges. The main access route will also continue onto future development parcels.

The plan adjacent illustrates the key forms of movement throughout the proposed development and its surroundings.

Key

-  Public walkways
-  Main route
-  Future proposed roads
-  Main entrance
-  Secondary entrance
-  Future development route



Figure 26: Connectivity Mapping
Source: FINC Architects

Street Hierarchy

The illustrative street hierarchy plan adjacent shows the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure.

The Primary routes - Estate Road will provide the main vehicular access route from the proposed future development located at the North of the site. Secondary routes - Side Roads will branch off the Estate Road serving the smaller parcels of residential development and allowing access to shared Tertiary Routes - The Lanes will mainly be located at the perimeters of the site, along areas of public open space and landscape buffers.

The following page illustrates examples of street typologies as set out in the approved outline application.

Key

- ● ● ●
Estate Road
- ● ● ●
Side Roads
- ● ● ●
The Lanes



Figure 27: Street Hierarchy
Source: FINC Architects

Street Typologies

ESTATE ROAD

The Primary Avenue within the development will typically serve the following characteristics:

- 6.2m wide carriageway;
- 2m wide footways on both sides of the carriageway;
- Min 2m front gardens;

Tree planting and verges will be incorporated to the front of plots where possible, softening the street scene;

The surface will be tarmac with block paving used for raised tables and key intersections.

SIDE ROADS

Side Roads within the proposed development will branch off the Estate Road and will typically serve the following characteristics:

- 5.5m wide carriageway;
- Min 2-4m wide front gardens;
- 1m wide footways on both sides of the carriage way.

THE LANES (PRIVATE)

The Lanes are unadoptable streets, typically located at the development perimeter and along areas of public open space. These will typical serve the following characteristics:

- Varied front garden sizes;
- 4.1m wide carriage way;
- Up to 2m wide footways.



Green & Blue Infrastructure

Policy SP5 Green Infrastructure from the Local plan states:

All major residential development of 50 homes or more located on greenfield sites should provide around 40% green infrastructure within the site. Green infrastructure can include public open space, sustainable drainage systems features including swales, basins, and rain gardens, allotments, burial grounds, strategic landscaping, new and retained habitats including woodland, trees and hedgerows, green and blue corridors, suitable alternative natural greenspace (SANG) and recreational access routes.

The plan adjacent shows the green and blue infrastructure of the site. This equates to 41% of the total site which complies with the Local plan and includes; retained woodland areas, new sustainable drainage systems including attenuation basins, public open space, allotments, verges, hedgerows, green and blue corridors and recreational access routes.

Key



Woodland



Attenuation
Basin



Figure 29: Green & Blue Infrastructure plan
Source: FINC Architects

Built Form

The site measures approximately 8.9ha, of which 2.0ha are allocated to various forms of open space and 4.7ha are allocated for residential development land. This excludes the 2.2ha of land provided for the school site.

ACCOMODATION SCHEDULE

Affordable				
Code	Name	Bedrooms	Area (sqft)	Units
SUL GF	Sullivan GF	1	538	5
SUL 1F	Sullivan FF	1	647	5
SAT GF	Satterfield GF	2	657	4
SAT 1F	Satterfield FF	2	766	4
SAN	Sansom	2	850	6
SUT	Sutherland	3	1001	12
SAP	Sapsford	3	1001	4
SWE	Swenson	4	1141	2
	Totals			42

Sales				
Code	Name	Bedrooms	Area (sqft)	Units
DEK	Dekker	2	766	5
BUX	Buxton	2	919	8
LYF	Lyford	3	940	3
BEL	Bellingham	3	939	2
HOL	Holmston	3	968	2
GIL	Gilstone	3	1216	2
MCC	McCall	3	1098	4
LYM	Lymington	3	1198	4
WES	Westbury	3	1311	5
WEI	Weir	4	1295	2
CRO	Cromer	4	1332	3
BEE	Beely	4	1284	1
MOD	Modbury	4	1429	2
LEI	Leighton	4	1385	2
HOR	Horsham	4	1479	4
ELS	Elsethorpe	4	1482	1
POR	Portland	4	1534	2
DOV	Dover	4	1620	1
	Totals			53

Key

- 1 Storey
- 2 Storey
- 2.5 Storey
- Affordable rent
- Affordable Shared



Figure 30: Storey heights & Land use plan
Source: FINC Architects

Waste Management

REFUSE STRATEGY

Policy 9LP Well-designed places states:

1. Where necessary, incorporate appropriate refuse and recycling facilities, compost bins, water butts and litter and dog waste bins.

The plan adjacent shows the refuse strategy for the site. The majority of houses are either semi-detached or detached, enabling convenient direct access to rear gardens. Most bins will be stored to the rear of properties and put out for collection on the relevant day. The enlarged front gardens throughout the site enable bins to be stored off footpaths whilst awaiting collection and prior to being placed back in rear gardens.

Bin collection points are located at all private drives so wheelie bins are not being moved across to facilitate their collection. 3 x 700mmx700mm will be allocated for each household as per the waste technical guidance for residential and commercial development.

Key

- Local authority refuse track route
- House owner transfer route
- Refuse recycling store area
- Roadside collection point
- BCP Bin collection point



Figure 31: Refuse Strategy plan
Source: FINC Architects

Parking

The quantum of parking required on site accord with the Suffolk guidance for parking. This dictates 1 car parking space for 1B dwellings, 2 parking spaces for 2&3B dwellings and 3 parking spaces for 4B+ dwellings. The submitted Accommodation Schedule includes details to prove compliance with this standard. Parking spaces are all in compliance with the local guide.

In total, 16 no visitor parking spaces are provided across the site. These spaces are spread out evenly throughout the layout to ensure usability for all plots.

198 no. on plot parking spaces are provided in a variety of forms. These include on-plot parking, perpendicular parking, flexible parking and combination parking.

All houses are provided with in-curtilage parking either to the front or side of properties. The majority of houses feature private garages, designed in compliance with local guidance. Additionally, 2 cycles spaces will be provided per dwelling.

KEY

Parking Allocation

Garage Spaces

11

Allocated Parking

198

Visitor Spaces

16

Unallocated Spaces

0

Service Spaces

1

TOTAL

226

Temporary Spaces

0

TOTAL

226

Garden Sheds

Cycle Shed - 2 Bicycles

Cycle Storage in Garage - 2 Bicycles

Electric Vehicle Charging

On Plot "EVC" Point

Off Plot - Pedestal "EVC" Point

Standard:

Flats and Houses are to be treated the same.

Use	Vehicle Minimum*	Cycle Minimum
1 bedroom	1 space per dwelling	2 secure covered spaces per dwelling (Satisfied if the garage or secure area is provided within the curtilage of dwelling to minimum dimensions)
2 bedrooms	2 spaces per dwelling	
3 bedrooms	2 spaces per dwelling	
4+ bedrooms	3 spaces per dwelling	

Exact from " Suffolk Guidance for Parking (2023)

Parking Requirements for Residential Dwellings



Figure 31: Parking plan
Source: FINC Architects

Boundary Treatments

Development plots will be defined by a range of boundary treatments such as fences and walls to create the distinction between public and private spaces. Rear gardens will typically be enclosed by 1.8m high close-boarded fences. If the garden fence boundary faces onto the street, 1.8m high brick walls will enclose the rear gardens, with the brick matching that of the adjacent dwelling. These boundary treatments will be alternated throughout the site to ensure variety.

KEY

BOUNDARY TREATMENTS

- BRICK BOUNDARY WALL (1.8m HIGH)
Brick used in specific locations to match the proposed brick on to the adjacent dwellings. Please refer to Materials Plan.
- 1.8M HIGH CLOSE BOARD FENCE
- 1.8M HIGH PANEL FENCE



Figure 32: Boundary Treatments plan
Source: FINC Architects

Conclusion

Sustainability

Conclusion

This section of the document ties together all previous sections of this Design & Access Statement. It dives deeper into sustainability and concluding this document

Sustainability

Sustainability in masterplanning is an essential framework for designing and developing urban spaces that not only meet the needs of the present but also ensure the well-being of future generations. This approach integrates environmental, social, and economic considerations into the planning and design processes, creating resilient communities and minimizing the negative impact on natural resources.

"Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan."

(Para. 151, NDG 2021)

CREATING ADAPTABLE HOMES

The development will adapt to the evolving needs of its users over time. This includes adjustments in users' health and mobility, as well as shifts in lifestyle driven by emerging technologies, such as the use of electric vehicles, remote work, and broader changes in daily living patterns. Accessible housing will be integrated into the detailed design proposals, ensuring compliance with the adopted Local Plan.

AFFORDABLE HOUSING

Affordable housing will be seamlessly integrated into the development, adopting a tenure-blind approach to ensure no visible distinction between private and affordable homes. This approach will extend to the design of parking areas, landscaping, and the primary façades of the dwellings.

The specific mix of unit types, sizes, and tenure arrangements have been determined through consultation and agreement with the Local Planning Authority.

SUSTAINABLE MATERIALS

The materials chosen 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.

BUILDING REGULATIONS

The proposed development will comply with the most up-to-date building regulations, which focus on achieving high standards of building fabric insulation and the use of materials that minimize energy and resource consumption. In addition, the buildings will be constructed with a 'fabric first' approach to energy efficiency, exceeding the Building Regulations with regards to energy consumption.

The fabric efficiency of the proposed dwellings has been designed to reduce heat demand and energy needs. This includes maximising air tightness, maximising thermal mass, increasing levels of insulation and optimising solar gain and natural ventilation.

The proposed development seeks to supply energy efficiently by using only electric based heating and hot water systems, including the use of Air Source Heat Pumps meaning the development will be designed to be fossil fuel-free.

SUSTAINABLE DRAINAGE SYSTEMS

The development is sited away from areas prone to surface water and fluvial flooding. Surface water runoff will be controlled using Sustainable Drainage Systems (SuDs) on-site, ensuring that the development does not adversely affect the surrounding area.

WASTE MANAGEMENT

The scheme will incorporate effective waste management strategies, to reduce landfill waste, improve recycling rates, and foster a circular economy. The layout will include easily accessible, centralized waste collection points for users. These will be conveniently located reducing the likelihood of improper waste disposal.

The development will provide clear signage and facilities to encourage residents to separate waste into categories such as recyclables, organic waste, and general waste. These facilities can include colour-coded bins and specialized areas for hazardous materials.

CREATING A SAFE ENVIRONMENT

Creating safe environments through masterplanning reduce opportunities for criminal behaviour while enhancing the overall safety and well-being of residents. Here are several key strategies that will be incorporated into the scheme to promote safety:

Design to maximize visibility: Ensuring that public spaces, streets, and pathways are open and well-lit, with clear sight lines, allows for increased surveillance by residents and passersby. Well-placed windows and balconies overlooking public areas and childrens play areas encourage a "watchful" environment. **Avoid secluded areas:** Design spaces that are open and avoid hidden corners, alleys, or poorly lit areas.

Clear boundaries: Define public, semi-public, and private spaces through elements like fencing, hedges, or changes in paving. This helps establish a sense of ownership and responsibility for each area, making it clear which spaces are intended for public use and which are private.

Adequate lighting: Well-lit streets, walkways, and public spaces will be incorporated. Lighting will be placed strategically, illuminating key areas like entrances, parking lots, and parks to guide surveillance at night and send out positive message about the management of an area. **Movement patterns:** Design will include pedestrian pathways and roads to guide people through high traffic areas, avoiding unnecessary detours that could lead to isolated, less-safe spaces.

Architectural features: Incorporating elements such as fences, gates, or walls to discourage access to vulnerable areas and including high quality lock systems for doors and windows to create safe homes.

Conclusion

This Design and Access statement has been produced in support of 'Reserved matters application - submission of details under outline planning permission DC/15/2151/OUT - means of access; appearance, landscaping, layout and scale for 95 dwellings (including 42 affordable) (parcel A9); associated internal roads, car parking, , amenity and public open space; pumping station and diversion of overhead HV cable; including application to partially discharge conditions 4; 6; 7; 8; 9; 12; 15; 28; 30; 37; 38; 39; 40; 41, 42; 44

This document provides detail on the existing site constraints, wider area constraints and context to establish key principals and concepts for the proposals and how these principals have been rigorously tested, reworked and coordinated to absorb comments and detailed technical constraints across the site.

This has resulted in the proposals detailed within this document for a high-quality landscaped development, with excellent connectivity, place-making and integration into the area.

The development provides a much-needed variety of market and new affordable housing set within a robust landscape framework, extensive areas of open space and the provision of ecological enhancements whilst adhering to the principals set out and approved within the National Design Guide.

