CD1.4

DESIGN & ACCESS STATEMENT

LAND OFF DUKE'S PARK, WOODBRIDGE

November 2015

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masterplanning ■ environmental assessment ■ landscape design ■ urban design ■ ecology ■ architecture ■ arboriculture

J:\6100\6106\LANDS\DAS\6106 DAS RevB.indd

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INTRODUCTION

01. INTRODUCTION

SUMMARY

This is a Design and Access Statement (DAS) for the proposed development at Land off Duke's Park, Woodbridge.

The submitted planning application seeks outline planning consent for a high quality sustainable development. The application includes the following:

- Land for up to 215 new houses;
- Proposed Convenience Store, including Parking and associated Services;
- Green Infrastructure (GI) including retained hedges, trees and new areas of Structural Woodland Planting, greenspace incorporating habitat creation, sustainable drainage features, play and recreation space.

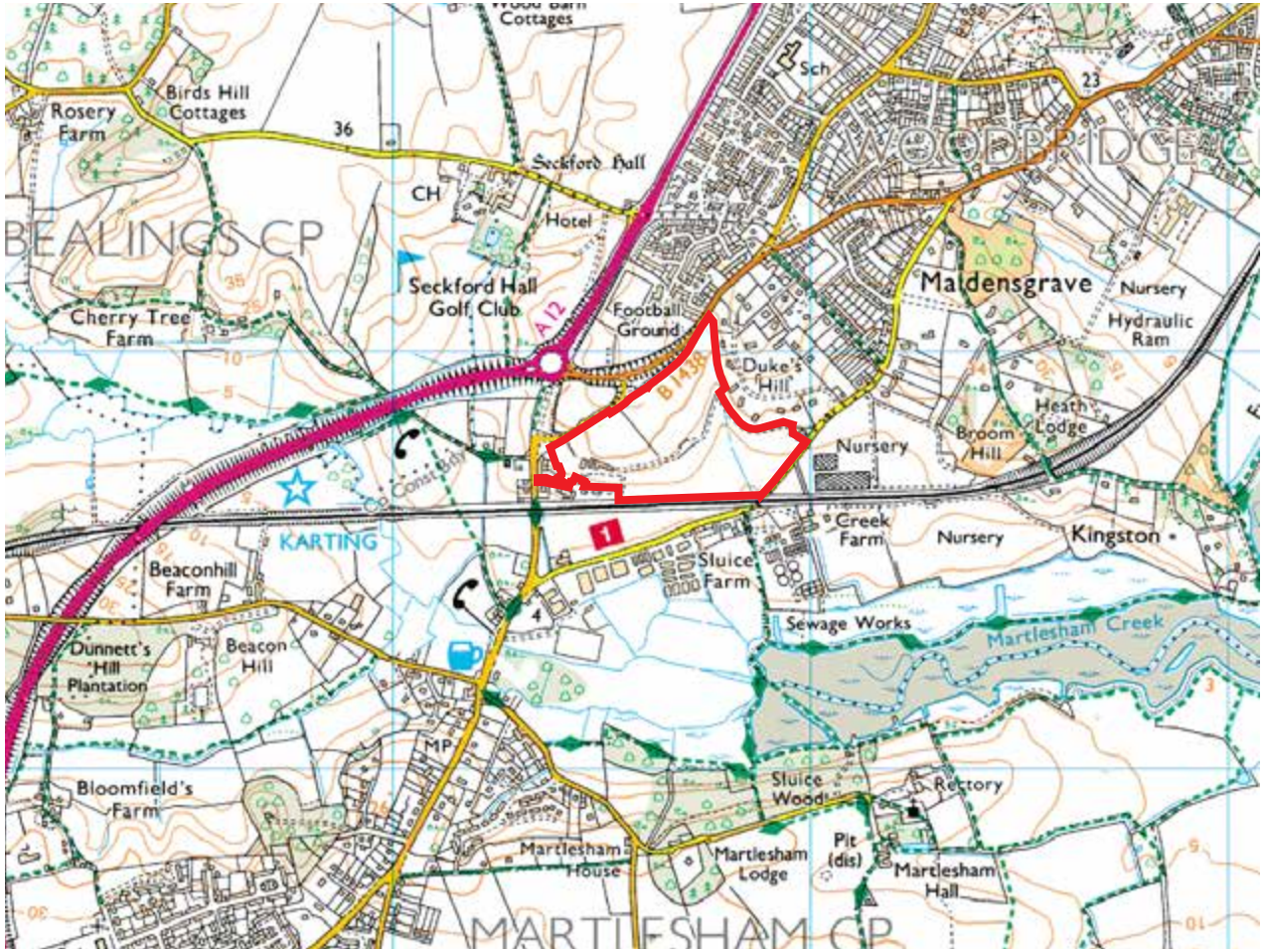

Figure 01: Site Location Plan
N.T.S

N

Figure 02: Aerial
N.T.S

THE VISION AND SUMMARY

The overall vision for the site is to provide a distinctive and high quality place, reflecting the qualities and character of Woodbridge and the Suffolk Coast & Heaths Area of Outstanding Natural Beauty.

The development will create up to 215 new dwellings along with a Convenience Store and associated public open space, which provides a choice of housing to meet the needs of the area, whilst respecting and enhancing the site's environmental and cultural assets. It will also promote the use of sustainable transport and connect into the existing public right of way network to the west.

Housing will be set within a robust green infrastructure, which will include the retention of, mature trees and hedgerows. This will help to integrate development within the landscape and create a distinctive sense of place.

Rather than attempt to imitate existing built development, the design will be informed and inspired by the character and detail found within the historic core of Woodbridge and the surrounding landscape.

The masterplan in this document is illustrative only and further details would be provided at reserved matters stage.

01. INTRODUCTION

DESIGN OBJECTIVES

The vision responds to current conditions and future needs, with the overall aim of providing a high quality environment. There are a number of key design objectives which inform the Illustrative Masterplan and which are explained in detail in the DAS:

- To retain and enhance views - a Landscape and Visual Appraisal has been carried out and informs the development proposals, outlined with the Environmental Statement (ES).
- To deliver a high quality “place” which is sustainable, safe, and attractive; The Illustrative Framework and DAS provide a built and landscaped design that incorporates Best Practice principles. Using as a reference the core design texts of “ Manual for Streets II”, “Safer Places ”, and “By Design”.
- To deliver an appropriate mix of housing - up to 215 new dwellings, comprising a range of house types from linked townhouses and terraces to semi-detached and detached properties reflecting the local vernacular of Woodbridge.
- To deliver a local convenience store and associated parking, carefully sited in the context of the proposals.
- To provide an integrated network of public open spaces and new play facilities appropriate to the context.
- To establish a legible environment, with a choice of interconnecting attractive streets and pedestrian routes which provide excellent connectivity across the site into Woodbridge and the surrounding countryside.
- To adopt inclusive design, by making the place accessible for all, with new bus stop links located off Top Street.
- To promote sustainability and reduce energy consumption.
- Upgrade of footpath link into Woodbridge and well designed pedestrian links to the wider surroundings.

Identifying the distinctive components that define local character has been a fundamental starting point for the design of the site. Local character comprises of a variety of design elements, from the way in which streets interconnect, development blocks and buildings are arranged, the use of common building materials, visual containment and boundary treatments etc.

The site specifically does not seek to recreate, or generate a pastiche of what has gone before, but instead to look forward to contemporary sustainable design solutions which effectively integrate into the existing fabric of Woodbridge by way of referencing common building materials, layout and street hierarchy.

01. INTRODUCTION

DESIGN & ACCESS STATEMENT METHODOLOGY

The structure and detail of this document follows guidance set out by the Planning Practice Guidance (PPG), adopted on 6th March 2014. 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.

INTRODUCTION AND PURPOSE

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; and
- (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 taken into account. 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.

This statement includes a Development Framework and indicative layout. Together these illustrate the type of land uses, development block structure, building heights, street layout, character, indicative plot arrangement and landscape structure.

The Illustrative Masterplan outlines the design principles which will ensure that the development is capable of:

- Creating an attractive and enduring place in which to live;
- Delivering a high quality sustainable environment which accommodates a balanced mix of high quality homes, recreation and open space;
- Creating a place which protects and fully enhances local character, landscape, heritage, visual amenity, and bio-diversity;
- Establishing a safe, attractive streets and spaces, based on inclusive design, which will maximise accessibility for all.

01. INTRODUCTION

BUILDING FOR LIFE 12

The scheme has been developed embracing the Building for Life 12 criteria developed by CABE and the House Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for Life criteria are used to evaluate the quality of schemes against this vision.

This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained. The twelve Building for Life Questions are grouped under three headings, and are set out below:

Integrating into the Neighbourhood

1) Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

2) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

3) Does the scheme have good access to public transport to help reduce car dependency?

4) Does the development have a mix of housing types and tenures that suit local requirements?

Creating a Place

5) Does the scheme create a place with a locally inspired or otherwise distinctive character?

6) Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

7) Are buildings designed and positioned within the landscaping to define and enhance streets and spaces and are buildings designed to turn corners well?

8) Is the scheme designed to make it easy to find your way around?

Street and Home

9) Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10) Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

12) Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

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01. INTRODUCTION

DESIGN GUIDANCE

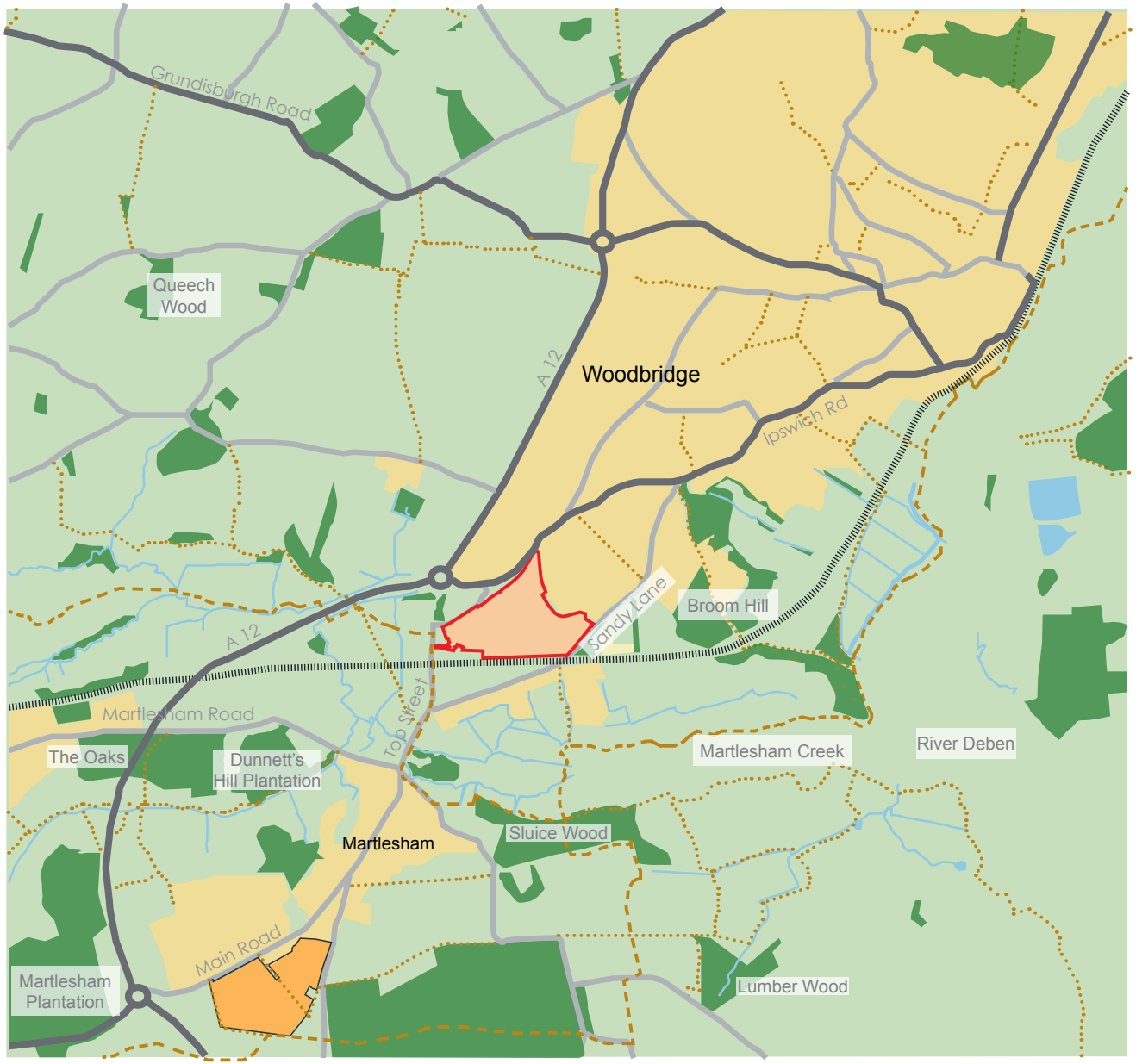
The DAS and Vision has followed best practice urban design. It has embraced national and local documents that deal with “Good Design” and “Placemaking”.

The principal documents that have been used in terms of design context are the following:

- Manual for Streets, Communities and Local Government, 2007;
- Manual for Streets 2: Wider Application of the Principles, 2010;
- Safer Places in the Planning System and Crime Prevention, ODPM, 2004;
- Creating Garden Cities and Suburbs Today, TCPA, 2012;
- Creating Successful Masterplans – (CABE 2004)
- By Design; Better Places to Live, 2001;
- Urban Design Compendium 1 and 2, English Partnerships - Housing Corporation, 2000-2007;
- Nature Nearby Accessible Natural Greenspace Guidance, Natural England, 2010.

RESPONSE TO CONTEXT

02. RESPONSE TO CONTEXT



Application Boundary

Proposed Site

Existing Settlement

180 Dwellings Approved (Application Ref; C/10/1906)

Primary Roads

Secondary Roads

Railway Line

Public Footpaths

Long Distance Footpaths

Existing Woodland

River / Watercourse

N

Figure 03: Context Plan
N.T.S

02. RESPONSE TO CONTEXT

LOCATION

The site is located to the south of Woodbridge and is situated approximately 12kms inland from the coast and approximately 7km north east of Ipswich. The site is accessible and sustainably located providing easy access to local facilities, public transport and the town centre.

HOUSING NEED

Every council is required by the Government to boost significantly the supply of housing and to make planning decisions in the light of a presumption in favour of sustainable development.

Suffolk Coastal District Council currently does not have an adequate level of land to meet their 5 year housing requirement. Given that the housing requirement currently set out in the Core Strategy will shortly be under review, it is possible that additional housing may be required. As a result, it is likely that the Council will need to find even more housing land and additional new deliverable sites to meet this increasing need in the short to medium term.

PLANNING POLICY

There is a wealth of design documentation and core reading, which provides a rich source of best practice design guidance for new development. The National Planning Policy Framework (NPPF) and By Design are some of the principal documents, which have been embraced as part of the design strategy.

A detailed assessment of the planning policy framework is set out in the Planning Statement, which accompanies the planning application. This section focuses on the local planning policies most relevant to the design and access proposals for the development.

NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the priorities and needs of their communities. At the heart of the NPPF is a presumption in favour of sustainable development.

SUFFOLK COASTAL DISTRICT LOCAL PLAN

The Suffolk Coastal District Local Plan was adopted as part of the statutory development plan for the District in 2013. The Core Strategy sets out the long term vision for the district to 2027. The following policies are relevant to design.

POLICY SP1 – SUSTAINABLE DEVELOPMENT

Central to the Core Strategy for the future of the Suffolk Coastal district is the achievement of sustainable development. The Strategy in this respect will be to:

- mitigate against and adapt to the effects of climate change;
- relate new housing development to employment services, transport and infrastructure. To achieve this a defined Settlement Hierarchy, itself based on sustainability principles, has been created and applied;
- achieve a local balance between employment opportunities, housing growth and environmental capacity;
- ensure the provision of the appropriate infrastructure in order to support existing and proposed communities;
- give priority to re-using previously developed land and buildings in and around built-up areas, where possible ahead of greenfield sites;

• promote the use of sustainable methods of construction, including materials, energy efficiency, water recycling, aspect etc;
• reduce the overall need to travel but where travel is necessary, to better manage the transport network to enable it to function efficiently;
• enable a healthy economy, notably in the town centres and rural areas, taking advantage of regeneration opportunities where appropriate;
• enhance accessibility to services;
• conserve and enhance the areas natural historic and built environment;
• maintain and enhance a sense of place; and
• create and promote inclusive and sustainable communities in both urban and rural locations.

STRATEGIC POLICY SP17 – GREEN SPACE

The Council will seek to ensure that communities have well-managed access to green space within settlements and in the countryside and coastal areas, in order to benefit health, community cohesion and greater understanding of the environment, without detriment to wildlife and landscape character. Where adequate green space is not provided as part of a development, developer contributions will be sought to fund the creation of appropriate green space and/or management and improvement of access to green space. In particular, the Council will work on green infrastructure opportunities with partners in strategic housing growth areas in order to suitably complement development proposals. Developer contributions will be secured by means of conditions or through the Community Infrastructure Levy (CIL) (once a charging schedule has been adopted).

DEVELOPMENT MANAGEMENT POLICY
DM21 – DESIGN: AESTHETICS

Proposals that comprise poor visual design and layout, or otherwise seriously detract from the character of their surroundings will not be permitted. Development will be expected to establish a strong sense of place, using streetscenes and buildings to create attractive and comfortable places to live, work and visit. Accordingly, development will be permitted where the following criteria are met:

• proposals should relate well to the scale and character of their surroundings particularly in terms of their siting, height, massing and form;

• in areas of little or no varied townscape quality, the form, density and design of proposals should create a new composition and point of interest, which will provide a positive improvement in the standard of the built environment of the area generally;

• alterations and extensions to existing buildings should normally respect the plan form, period, style, architectural characteristics and, where appropriate, the type and standard of detailing and finishes of the original building;

• in order for extensions to existing buildings to be acceptable, particularly on those that are considered to be architecturally and historically important (including vernacular architecture) and those located in sensitive locations, the extension shall be visually ‘recessive’ and its size and design shall be such that the original building will remain the more dominant feature on the site;

• layouts should incorporate and protect existing site features of landscape, ecological, heritage or amenity value as well as enhance such features e.g. habitat creation; and

• attention must be given to the form, scale, use, and landscape of the spaces between buildings and the boundary treatment of individual sites, particularly on the edge of settlements.

The District Council will support and strongly encourage the conservation of energy and the use of alternative and renewable sources of energy in the design and layout of proposals for new buildings and conversion of existing

buildings, provided it would not seriously detract from the character of the area.

In considering residential development, the District Council will have regard to Supplementary Planning Documents that have been adopted.

DEVELOPMENT MANAGEMENT POLICY
DM22 – DESIGN: FUNCTION

Proposals should make provision for their functional requirements. Planning permission will be granted for new development if the following criteria are met:

• The design and layout of the development provides and maintains safe and convenient access for people with disabilities;

• New development generally makes adequate provision for public transport, cars, cycling, garages, parking areas, access ways, footways, etc in a manner whereby such provision does not dominate or prejudice the overall quality of design and appearance;
• Provision is made to enable access, turning and manoeuvring for emergency vehicles and the collection of waste; and

• Proposals for development take into account the need for crime prevention. Particular attention will be paid to such features as secure design, natural surveillance, adequate lighting and visibility. Proposals aimed at reducing crime within existing development areas will be supported provided that they are not in conflict with the objectives of other plan policies.

The District Council will also support and strongly encourage water conservation measures such as grey water systems, permeable soakaways and water efficiency devices.

DEVELOPMENT MANAGEMENT POLICY DM24 – SUSTAINABLE CONSTRUCTION

The Council will expect all new developments, including redevelopment and refurbishment of existing buildings, to use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care in order to reduce emissions linked to changes to the climate and take into account the effects of climate change.

• In order to satisfy this, residential developments should:
Meet at least the following full Code for Sustainable Homes (CSH) star levels once successive updates to Part L of the Building Regulations come into force:
• in 2010 – Code level 3
• dering it; properties along(c) in 2016 – Code level 5
• in 2016 – Code level 5

(The Code for Sustainable Homes was withdrawn as of March 2015, please refer to the Sustainable Construction Statement that forms part of this application).

Proposals for development should demonstrate an active consideration of the Suffolk Coastal Renewable & Low Carbon Technical Study and in particular, the Energy Opportunities Plan (EO P). The Site Specific Allocations and Area Action Plan Development Plan Documents will set out any further requirements necessary in these areas.

As evidence of compliance, the Council will require the submission of an interim CSH certificate(s) prior to development commencement. A final CSH certificate of compliance will be required to be submitted upon development completion. Where applicants can demonstrate, to the satisfaction of the Council, exceptional difficulties in bringing a site to market as a result of direct additional costs for sustainable standards, the Council will be prepared to consider detailed information on the viability of a particular scheme, where justified, to reduce the building standard rating requirement.

It is proposed to develop supplementary guidance to assist developers in incorporating sustainable construction within their development plans.

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Figure 03: Aerial Context Plan

N.T.S

02. RESPONSE TO CONTEXT

SITE LOCATION AND CONTEXT

The proposed site lies to the south of Woodbridge. Woodbridge is located along the Deben Estuary approximately 12km inland from the coast and approximately 7km north east of Ipswich. The tributary of the River Deben, Martlesham Creek lies to the south of the site where it connects with the River Fynn. Adjacent to the southern boundary of the site is the Woodbridge to Ipswich Railway Line that runs east to west.

The northern extent of the development site is defined by the urban edge of Woodbridge. The A12 runs north to south and forms a strong boundary along the western edge of Woodbridge, containing the existing development of Woodbridge. To the west of the development site the A12 bypasses the village of Martlesham to the south west. Adjacent to the north of the development site is Ipswich Road and Top Street. Ipswich Road heads north east into the centre of Woodbridge and west connecting into the A12. Top Street links into Ipswich Road adjacent to the northern boundary of the site and heads south connecting into Martlesham. The Woodbridge Town Football Club is located directly north of Ipswich Road set amongst wider sports fields. Floodlighting and an associated single storey building inform the grounds.

The properties of Duke's Park are located adjacent to the north eastern boundary of the site. Properties are a mix of single and two storey detached properties of low density. The properties are low-lying set within the landscape, set back from the road and located centrally within large gardens. Gardens and boundaries are defined by mature trees, within wide grassed areas.

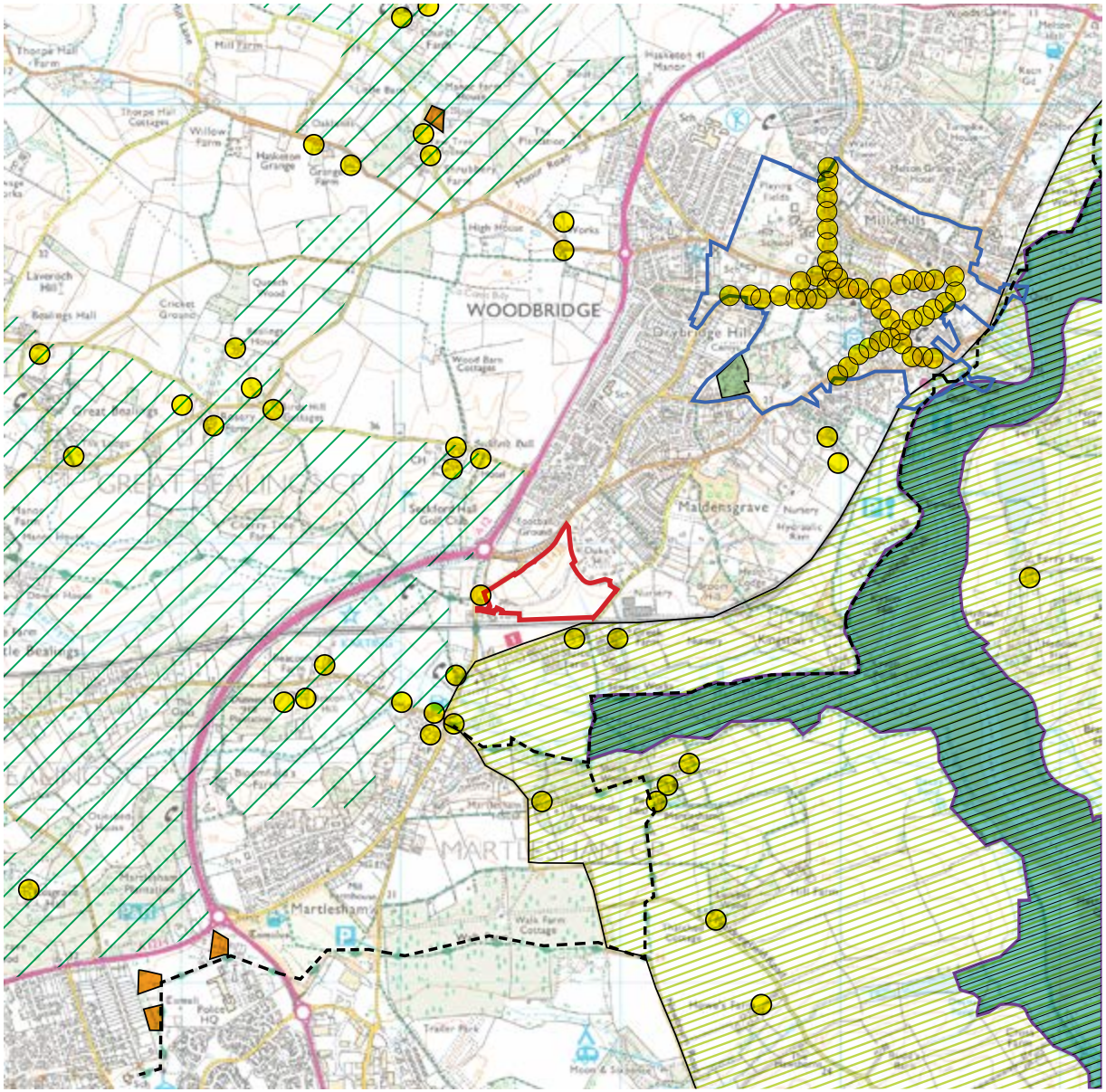
Sandy Lane located to the south of the site defines the boundary of the AONB, Suffolk Coast & Heaths. The Suffolk Coast & Heaths AONB extends to the east and south of the site encompassing the River Deben, the Martlesham Estuary, Sluice Wood, Church of St Mary and Rectory, Lumber Wood and settlements south along the River Deben valley to the east of Martlesham.

The character of the site comprises of three agricultural/ pastoral fields. The landform of the site predominantly slopes down towards the south east corner of the site adjacent to Sandy Lane. A steep ridgeline of contours divides the site in two between the north and south, running east to west across the middle of the site.

The north and north eastern boundaries of the site are defined by a mix of established hedgerows and tree planting, creating a buffer to Top Street and properties located along Duke's Park. The Woodbridge to Ipswich Railway Line lies adjacent to the southern site boundary. Properties located to the north of Martlesham along Top Street are located adjacent to the western boundary of the site.

Properties of Duke's Park adjacent to the site

02. RESPONSE TO CONTEXT



- Application Boundary
- **Area of Outstanding Natural Beauty (AONB) Boundary**
  Suffolk Coast & Heaths
- **Ramsar**
  1 - Deben Estuary
- **Site of Specific Scientific Interest (SSSI)**
  1 - Deben Estuary
- Special Protection Area (SPA)
- **Special Landscape Area**
- **Scheduled Ancient Monument (SAM)**
  Moated site at The Old Rectory
- **Registered Parks and Gardens**
  Woodbridge Cemetry
- Long Distance Footpath
- Conservation Area
- Listed Buildings

N

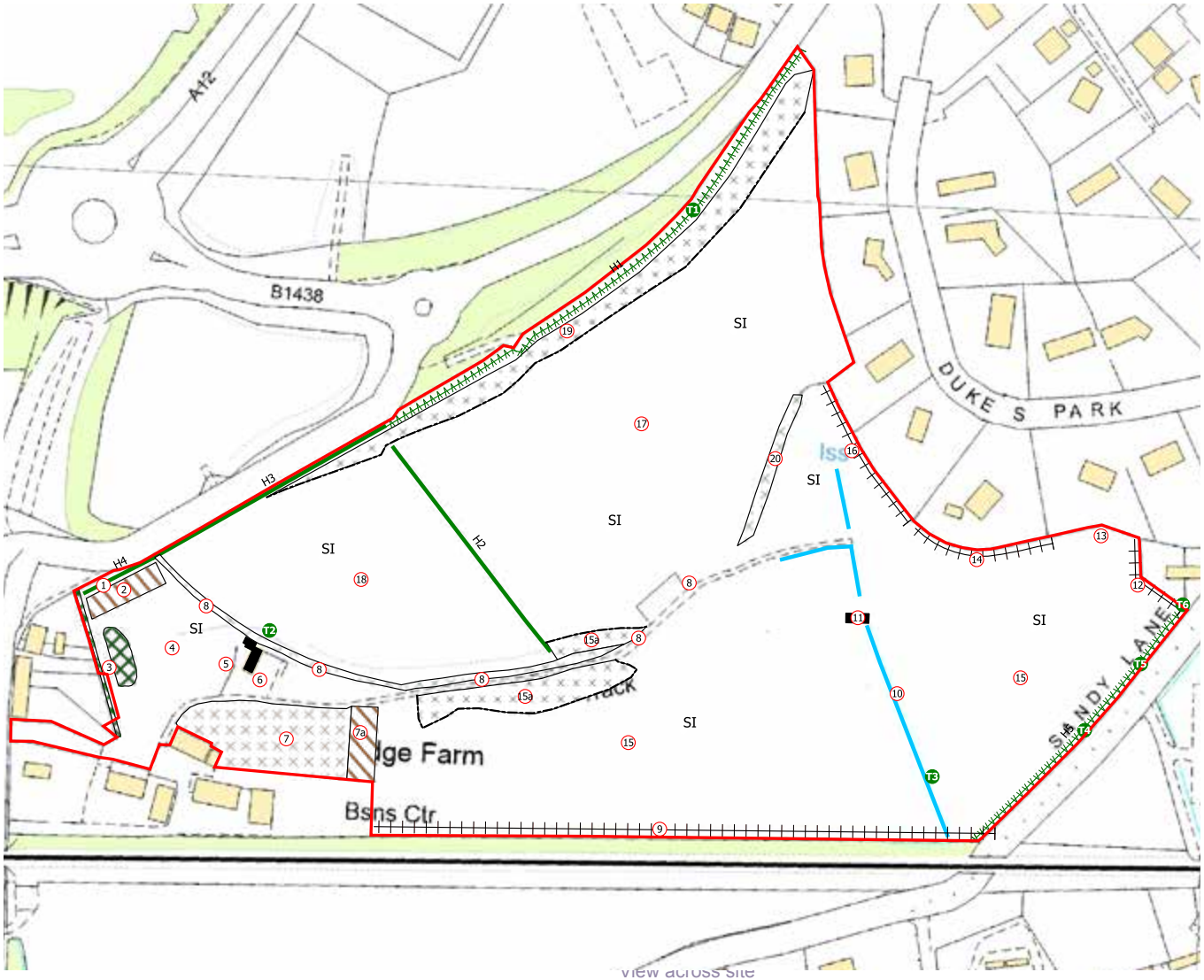
Figure 04: Site Context
N.T.S

NATURE CONSERVATION AND ECOLOGY

Ecological Assessments, including a Phase I habitat Survey, reptile survey and Habitat Regulations Assessment (HRA), have been undertaken to support the application have identified the following key findings

- Deben Estuary RAMSAR / Special Protection Area (SPA) / Special Site of Scientific Interest (SSSI) is located approximately 340m to the south of the site and Sandlings SPA is approximately 4.2km to the east. The HRA of the likely significant effects of the proposed development on Deben Estuary RAMSAR / SPA has concluded that the proposals alone or in combination with other plans or projects, would not result in any significant adverse effect on the SPA.
- Seven non-statutory designated County Wildlife Sites (CWS) occur between 230m and 960m from the site boundary. Owing to either there distance and/or isolation from the site by major railway lines and/or built development, none of the CWSs will be affected by proposals.
- The majority of the site comprises poor semi-improved grassland. A single internal species-poor hedgerow separates two fields with additional hedgerows forming the site's northern and part of its eastern boundary. Other habitats present include a small number of mature trees, areas of ephemeral / short perennial vegetation resulting from rabbit grazing, areas scrub and tall ruderals herbs and a shallow ditch. A number of structures, including old sheds and shipping containers are present within the site's western extent.
- The areas of ephemeral vegetation where found to support common cudweed, listed on the Suffolk Rare Plant Register and Near Threatened Status on the IUCN Red List, although the species is frequent locally on the light soils in the Sandlings and the Brecks area.
- None of the structures within the site supported features which would be suitable for roosting bats. Three mature trees were identified as providing low potential for roosting bats, however all three trees will be retained within the scheme and remain unaffected by proposals.
- No suitable waterbodies for breeding amphibians, including great crested newts, are present within or immediately adjacent to the site.
- Reptile surveys undertaken during 2014 recorded a population of common lizard within the site with individuals mainly recorded along the site's northern boundary and south facing back within the centre of the site. As to ensure the favourable conservation status of the local population and legal and policy compliance, a mitigation strategy has been proposed which will involve the trapping and translocation of lizards to an enhanced on-site receptor area.
- Guidance within paragraph 109 of the National Planning Policy Framework is that the planning system should minimise the impact of development on biodiversity and also provide a net gain in biodiversity. Paragraph 118 of the NPPF outlines how the objective of paragraph 109 can be achieved by the application of several key principles when local authorities are determining planning applications. One of these is to encourage opportunities to incorporate biodiversity in and around developments.
- Under the current Development Framework Plan, with the exception of the loss of a single mature tree and approximately 176m hedgerow, the majority of the hedgerow and tree resource will be retained. The scheme shows a significant area of undeveloped land as informal Public Open Space running through its centre, which is of sufficient size to incorporate features to increase the current value of the biodiversity value of the site; these include Landscape woodland planting, a wetland area, Wildflower-rich grassland and bat roost and bird nest boxes.

02. RESPONSE TO CONTEXT



- Site Boundary
- Scrub Dense-continuous
- Scrub - scattered
- Broadleaved Tree (with Ref.)
- SI — Species-poor grassland (SI)
- Tall herb - ruderal
- Running Water - eutrophic
- Ephemeral-short perennial vegetation
- Disturbed Ground
- Intact Hedge - Native Species-rich
- Intact Hedge - Native Species-poor
- Fence
- Buildings
- Target Notes (with Ref.)

N

Figure 05: Habitat Plan
N.T.S

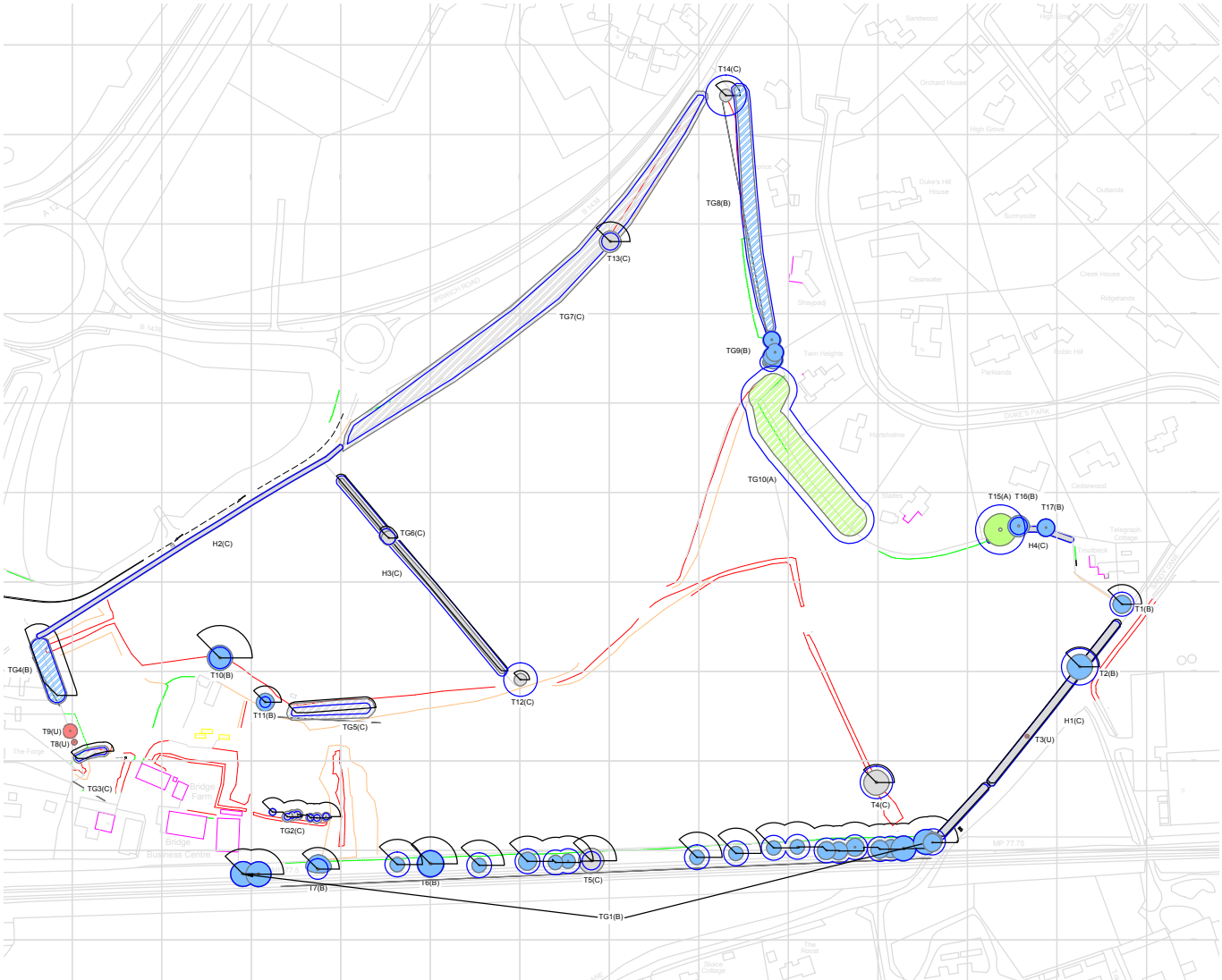
ARBORICULTURE

An Arboricultural Assessment has been carried out by FPCR Environment and Design. The key findings of the study include the following:

- The site is located to the south-west of Woodbridge, and immediately west of Sandy Lane. The residential area of Woodbridge adjoins onto the north-western boundary, and an active railway line forms the southern boundary. The western and northern boundaries of the site include the existing road network comprising Top Street and (B1348) Ipswich Road.
- The site consists of six field parcels separated by hedgerows, ditches, and steep banks. The largest fields formed the northern, eastern and southern section of the site and had been used for arable cultivation; however, they were not in use for agricultural purposes at the time of the assessment having been left fallow. Contained within the smaller fields, located to the west of the site, was an open storage facility for disused cars and container units.
- The site contained only a few trees which were situated within the field boundaries with English Oak Quercus robur, and English holly Ilex aquifolium being the most dominant. Most of the surveyed tree stock was located offsite within the adjacent residential gardens and railway embankment.
- Following consultation with the Local Planning Authority, Suffolk Coastal District Council, it is understood that there is a Tree Preservation Order, namely No: 78 Dukes Hill, Martlesham (1967), which applies to a number of trees present on the edge of the assessment site and therefore statutory constraints apply to the eastern boundary of the proposed development in respect of trees.
- The proposals for the site are currently in outline and therefore only limited assessment can be made at his stage. Further consideration of the impacts upon trees will be required where the edge of proposed development extends up to the existing tree cover. Particular attention will need to be considered towards the east of the site where the development parcels are shown to extend up to the boundary of the site and to the base of the trees included in the adjacent area Tree Preservation Order. Further assessment of the existing layout has however provided an initial assessment of the potential impacts.
- The majority of the existing tree and hedgerow cover will be retained and incorporated into the new development and new tree planting will be included to soften the built environment and link the existing vegetation surrounding the site. Despite the loss of some moderate and low quality trees, on balance, tree cover will increase across the site offering improved arboricultural and wildlife benefits for the new occupants of the development and wider residential area.

Existing trees adjacent eastern site boundary

02. RESPONSE TO CONTEXT



KEY

- Category U - Unsuitable for Retention (BS 5837:2012)
- Category A - Trees of High Quality (BS 5837:2012)
- Category B - Trees of Moderate Quality (BS 5837:2012)
- Category C - Trees of Low Quality (BS 5837:2012)
- Group hatching (Colour indicates BS Category)
- Hedgerow hatching (Colour indicates BS Category)
- Root Protection Area (the RPA has been altered where appropriate to reflect underground constraints)
- T1 (A) TG1 (A) — Individual / Group Number and BS Category
- Indicative Shade Pattern (where appropriate)

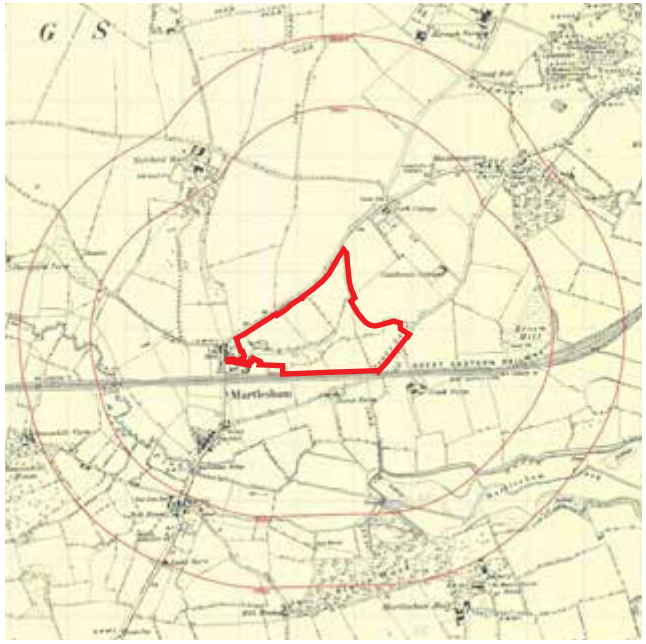
N

Figure 06: Tree Retention Plan
N.T.S

HISTORIC DEVELOPMENT

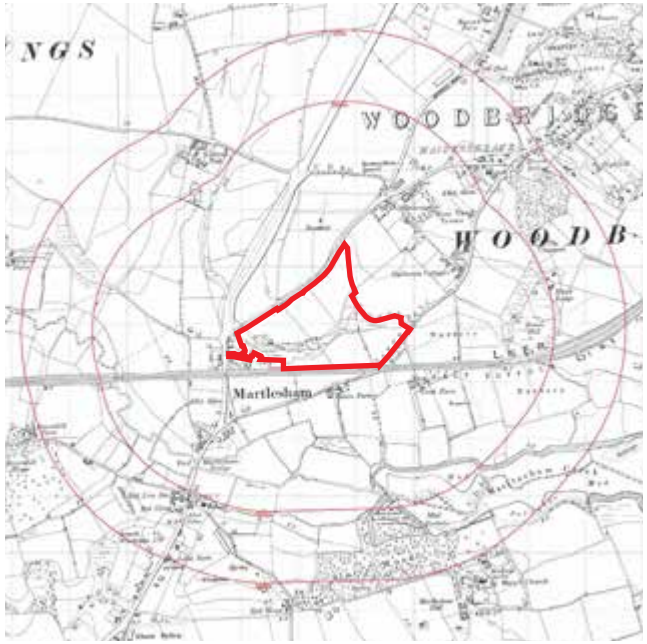
The historic maps below show the proposed development site in the context of the growth of Woodbridge over the past 133 years. Between 1881 and 1903 development was contained and limited sparsely to the centres of Woodbridge and Martlesham along the existing road networks within the towns. The 1938 map indicates the gradual growth of Woodbridge south west from its historic core, the expansion of Martlesham to the south is also evident along the existing road network. The 1938 map indicates the introduction of the A12, which is a noticeable addition within the landscape.

The 1971 map indicates the expansion of Woodbridge to the south west with the new housing of Duke's Park evident adjacent to the site, other large infill housing estates abut up against the A12. The introduction of the sewage works and the expansion of Sluice Farm are evident to the south of the railway line, along with the expansion of the village of Martlesham. The 1992 map illustrates the upgrade and expansion of the A12 creating a by-pass around Martlesham to the south. Development within Woodbridge has expanded south of the town centre since 1992, with the addition of the housing estate off the Fynn Road to the north of the site.



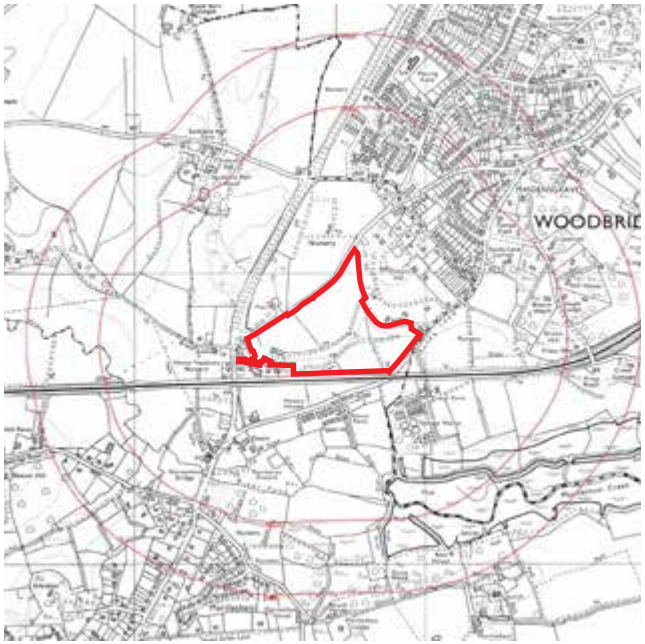
1881

1902-1903

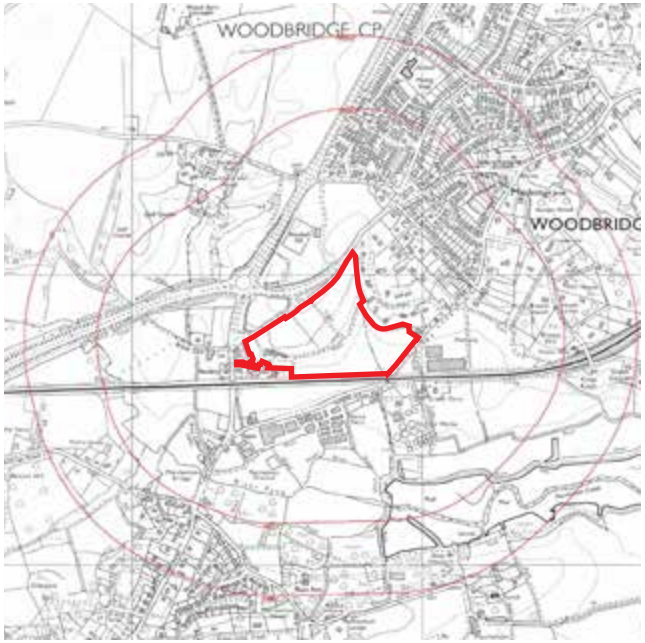


1938

02. RESPONSE TO CONTEXT



1971



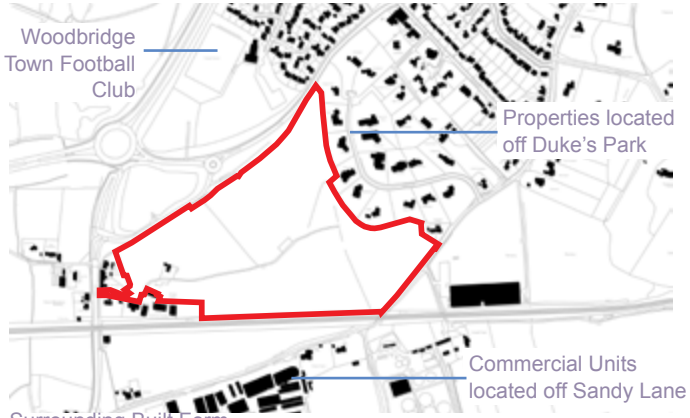
1992

2012

TOWNSCAPE CHARACTER

The Woodbridge Town Football Club is located directly north of Ipswich Road to the north of the site set amongst wider sports fields. Floodlighting and an associated single storey building inform the grounds. Top Street links into Ipswich Road adjacent the northern boundary of the site and heads south connecting into Martlesham. Crane Close is located to the north of Ipswich Road, adajcent to the north of the site. Properties off Crane close are predominantly of large scale two storey properties set back from the road with large front and rear gardens with off street parking. The majority of properties include double garages. Materials include combinations of differing brick finishes and clay roof tiles.

The properties off Duke's Park are located adjacent to the north eastern boundary of the site. Properties are a mix of single and two storey detached properties of low density. The properties are low-lying set within the landscape, set back from the road and located centrally within large gardens. Gardens and boundaries are defined by mature trees, within wide grassed areas. Materials include combinations of timber cladding, differing brick finishes, render and clay roof tiles. Boundary treatments include clipped hedgerows and mixed shrubs and trees.



Surrounding Built Form

02. RESPONSE TO CONTEXT

The Woodbridge to Ipswich Railway Line runs adjacent to the southern boundary of the development site running east to west. A number of commercial units, farms and associated outhouses are located along Sandy Lane directly south of the railway line. Farmhouses are large detached properties, materials include timber, brick, render and clay roof tiles. Properties are set back from the road within large gardens. Adjacent outhouses and commercial units are large single storey properties with pitched roofs. Materials include corrugated iron, brick, render, and timber. The commercial units are grouped together around a central courtyard off Sandy Lane.

The Grade II Listed Building, No1. Top Street is located to the west of the site, the rear of these properties back onto the site. The properties are a row of cottages of mixed materials, including, brick, render, rimber. Properties are set back from the road defined by narrow front gardens bordered by boundary walls and low shrub planting.

N

Figure 07: Village Centre Study
N.T.S

LANDSCAPE AND VISUAL

A landscape and visual impact assessment of the site has been carried out and forms part of the Environmental Statement (ES), undertaken by FPCR Environment and Design ltd. The report concludes that a residential scheme can be accommodated without any significant adverse effects whilst also resulting in a number of beneficial effects through sensitive design.

Landscape Character

At a national level the site lies within the 'Suffolk Coast and Heaths' National Character Area (No.82) as defined by the Natural England (formerly the Countryside Agency) Character Map of England.

A more detailed Landscape Character Assessment has been carried out at a regional level, The Suffolk Landscape Character Assessment. The site is split between two different Landscape Character Areas. The northern extent of the site is located within the Landscape Character Area; Urban and the southern extent of the site is located solely within the Landscape Character Area; Rolling Valley Farmlands and Furze.

LVIA SUMMARY AND CONCLUSIONS

• The application site is influenced by the Suffolk Coast & Heaths AONB, the Deben Estuary Special Protection Area located to the south and the Special Landscape Area to the west of the site. The development will result in an obvious and permanent change to the character of the application site, however the visual influence of the proposed development is limited to short sections of PRoW and Long Distance Footpaths located directly to the south by the intervening landform, existing vegetation and existing infrastructure.

• The proposal will maintain existing landscape features such as hedgerows and hedgerow trees to filter local views as well as the creation of the proposed Public Open Space. The public open space will form a spine through the middle of the site, dividing up the development areas into small parcels. New areas of amenity space will be created, including parkland and woodland planting incorporating children's play and natural green space to cater for a range of recreational needs while providing opportunities for the enhancement and creation of wildlife habitats to improve local biodiversity. New structural landscape planting, in the form of tree cover and hedgerows throughout the development will help mitigate any potentially adverse visual effects that may result from the proposed scheme.

• The proposed structural planting will ensure that a buffer is maintained adjacent to the properties located along Top Street and the AONB to the south, this will ensure the quality and the character of the AONB, Martlesham, riverside and the Deben Estuary are maintained.

• Overall it is considered the development proposals demonstrate a well-considered approach to the landscape and village context of the site and appropriate development of the site has the potential to successfully integrate into the local surroundings without any unacceptable landscape or visual effects.

02. RESPONSE TO CONTEXT

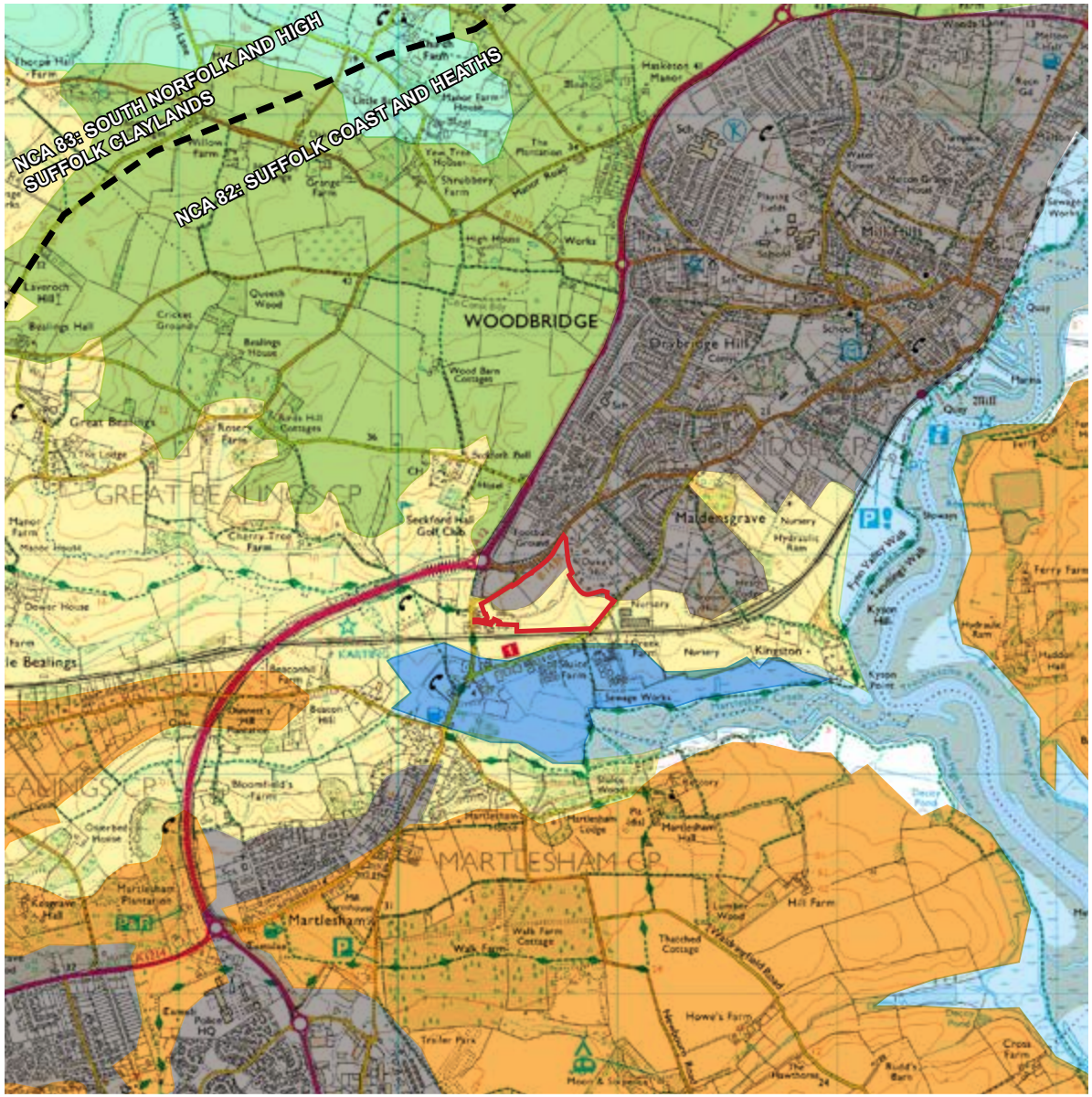
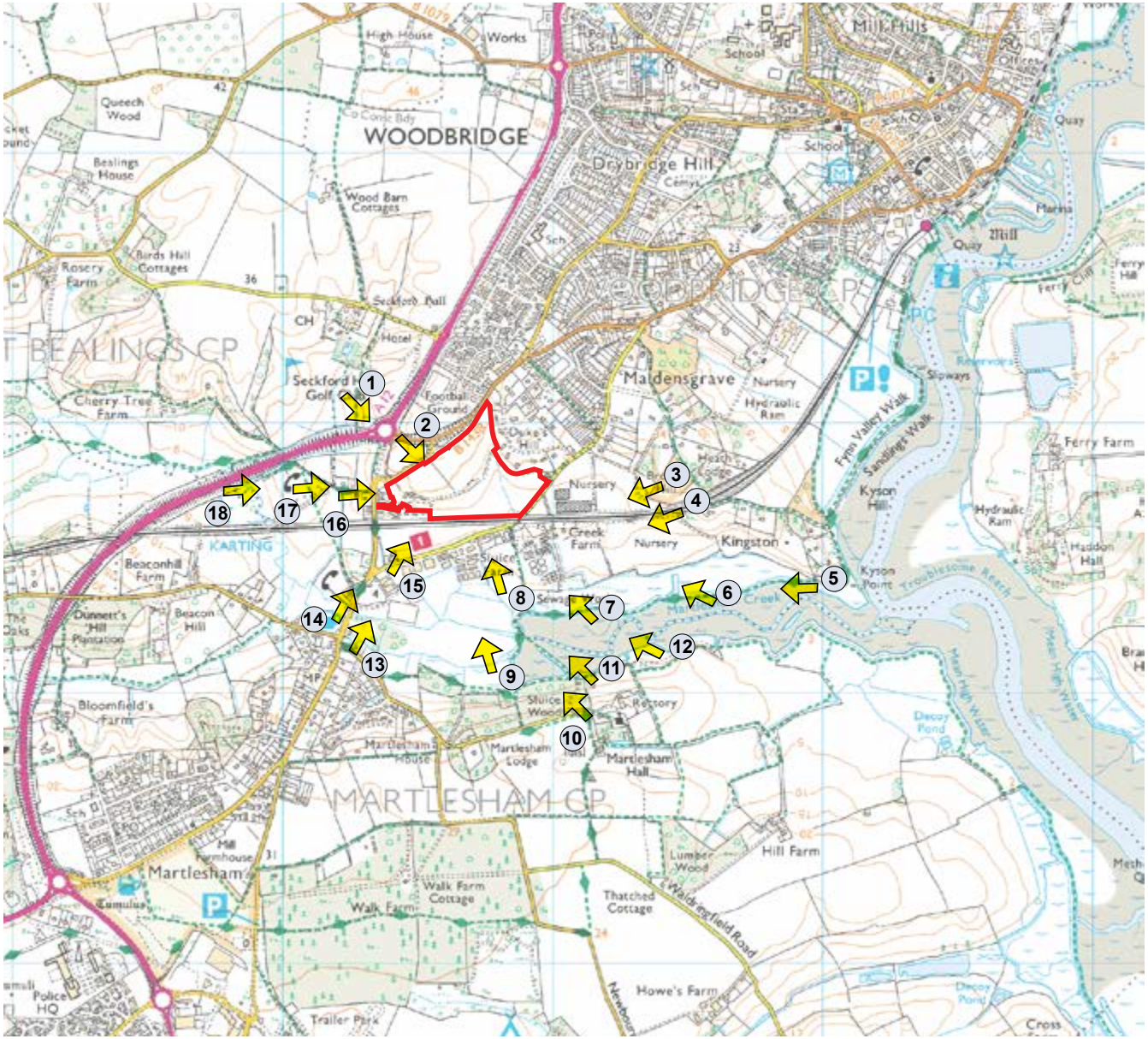


Figure 08: Character Areas Plan
N.T.S

02. RESPONSE TO CONTEXT



Application Boundary

Photo Viewpoints

N

Figure 09: Viewpoint Locations
N.T.S

02. RESPONSE TO CONTEXT

2 PHOTO VIEWPOINT 1: View south towards the site from the roundabout junction of Ipswich Road and Top Street.

9 PHOTO VIEWPOINT 2: View north towards the site from along the Fynn Valley Walk long distance footpath north of Sluice Wood

16 PHOTO VIEWPOINT 3: View east towards the site from Top Street at the junction of Brock Lane.

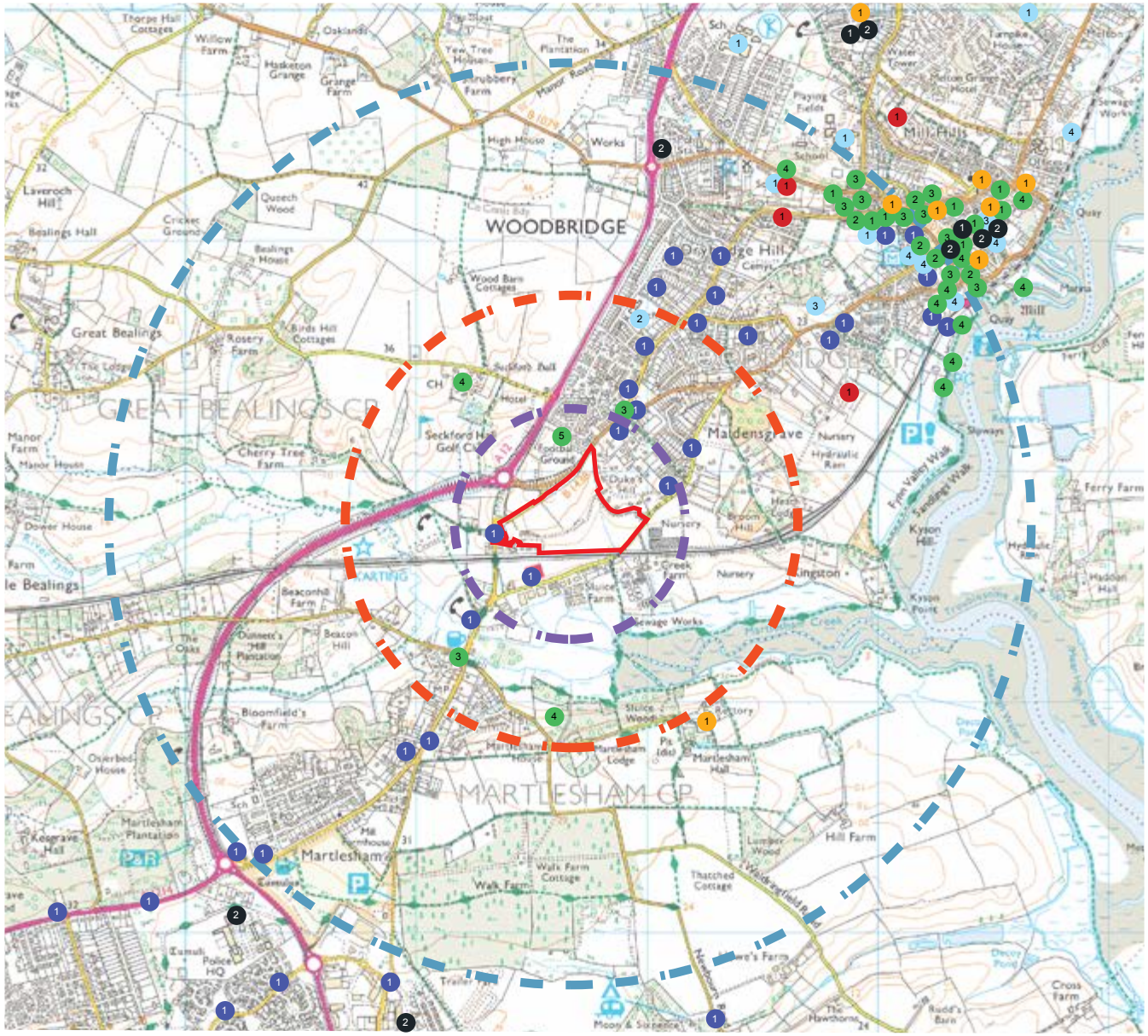
ACCESS, MOVEMENT AND FACILITIES

A Transport Assessment has been prepared by Hydrock Engineering Consultants and forms part of the documentation for this application. The key findings of the study include the following:

- With regards to pedestrian access, the site has limited pedestrian infrastructure within the local area. As part of the development proposals, the verge alongside the southern side of Ipswich Road will be modified into a 2m footway to increase pedestrian permeability.
- Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- There are currently no designated cycle routes or paths along Ipswich Road, however Route 1 of the national cycle network runs through the centre of Woodbridge. Additionally, the topography of the roads in the vicinity of the site allows ease of access for cyclists providing connections from the development site to the wider area.
- The nearest bus stops are located just past the Ipswich Road / Old Barrack Road / California staggered junction. These stops are approximately 450m north-east of the site from the proposed main access on Ipswich Road.
- The buses that serve the stops on Ipswich Road are the 71, 72, 73A, 121, 173, 936 and the 972. The 932 and 972 run once a day on school days only. While the 179 serves the stops on California only.
- Woodbridge is the nearest railway station from the site and is located approximately 1.9km away, and therefore is within walking distance of the development site. Additionally, the location of the railway station will provides opportunities for linked sustainable trips by bus and cycling to more regional and national destinations.
- The ability to readily access wider major destinations by rail and bus provides a key advantage in providing a real alternative to car travel (e.g. for journeys to work) and as such promotes the aim of reducing car travel.

View South along Top Street

02. RESPONSE TO CONTEXT



- 1 Bus Stops
- 1 Salon
- 2 Public House
- 3 Restaurant
- 4 Leisure (Centre)
- 5 Football Ground
- 1 Primary School
- 2 Creche / Nursery
- 3 Doctors Surgery
- 4 Dentist
- 1 Place of Worship
- 1 Nursing & Residential Home
- 1 Post Office
- 2 ATM
- 400 metre distance offset from site
- 800 metre distance offset from site
- 2km distance offset from site

N

Figure 10: Local Services and Facilities
N.T.S

EVALUATION

03. EVALUATION

CONSTRAINTS AND OPPORTUNITIES

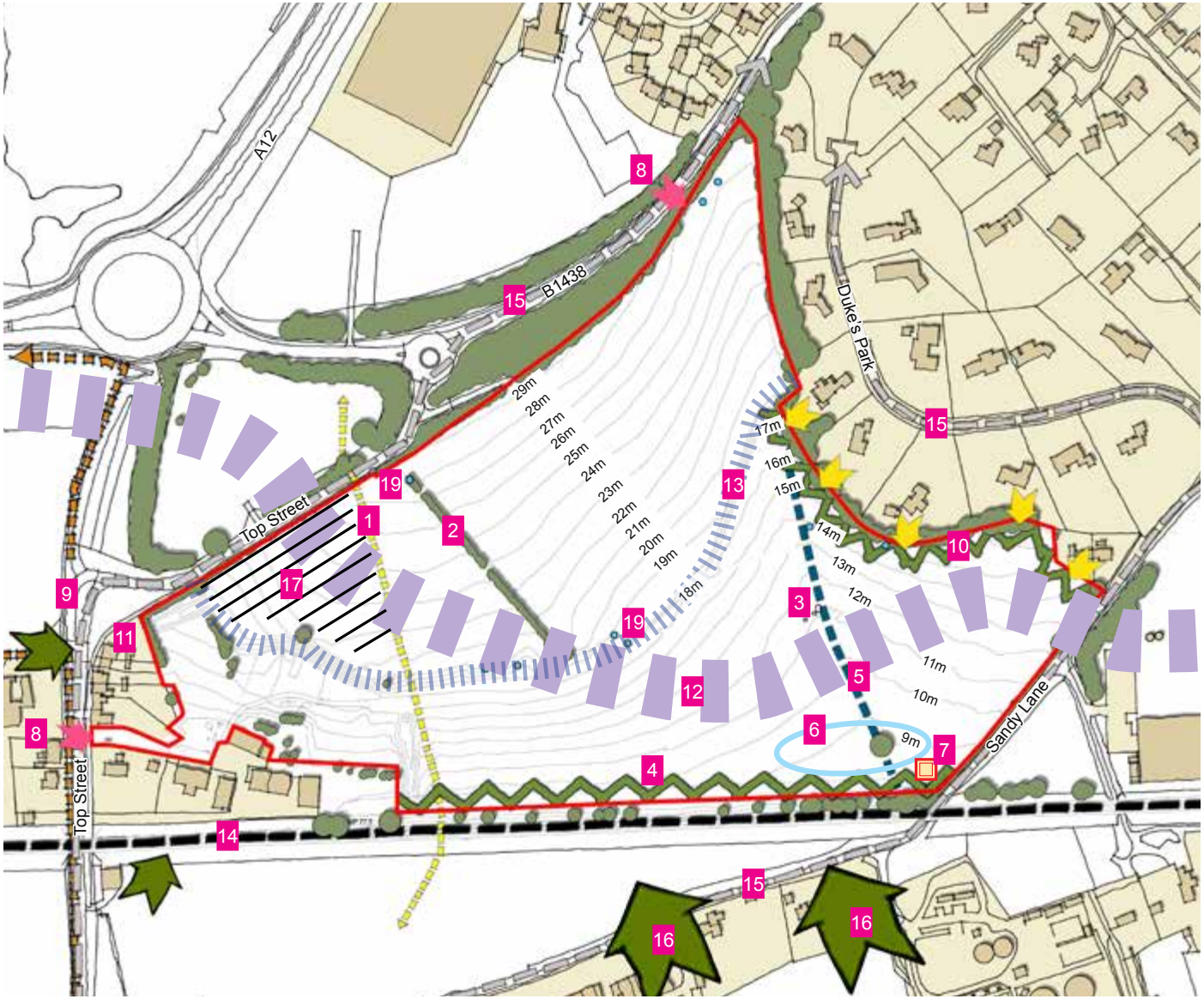
The evaluation of the site and its context has identified key on-site and off-site features which have helped to inform the decision making process and the continuing evolution of the development proposals.

CONSTRAINTS

- Consideration for the setting of the The Deben Estuary Special Protection Area, Special Landscape Area and the Suffolk Coast & Heaths Area of Outstanding Natural Beauty;
- Views towards the site will be mitigated from within The Suffolk Coast & Heaths AONB as well as the Deben Estuary Special Protection Area to the south and the Special Landscape Area to the west;
- Consideration for the setting of properties located along Top Street to the west of the site ensuring there is no coalescence adjacent to the site;
- Accommodation of Onshore Cable Route, East Anglia One offshore Wind Farm across site (refer to Planning Statement for further information);
- Consideration of the sites topography and existing watercourse features;
- Accommodation of existing underground utilities running through the site;
- Retention of existing trees, hedgerows and other important landscape features, particularly those identified as having ecological interest, wherever possible;
- Built development should have regard to the existing built context and townscape character of Woodbridge, Martlesham and the surrounding area;
- Mitigation of visual impact of the proposed development on views from the immediate and wider landscape;
- It is understood that there is a Tree Preservation Order, namely No: 78 Dukes Hill, Martlesham (1967), which applies to a number of trees present on the edge of the assessment site and therefore statutory constraints apply to the eastern boundary of the proposed development in respect of trees.

OPPORTUNITIES

- Delivery of a well-designed sustainable development which can provide up to 215 new homes and areas of public open space;
- Creation of a strong landscape framework to include existing trees and hedgerows as well as additional structural planting;
- Integration of Public Rights of Way network within the layout through green corridors and areas of open space;
- Potential linkage to public rights of way and pedestrian routes off Top Street and out to the wider landscape to the north west;
- Opportunity to provide a new Public Open Space to include equipped play areas, areas for informal recreation, footpaths and habitat creation;
- Opportunities to contribute to local biodiversity through habitat creation, in particular through the provision of an integrated sustainable drainage system;
- Opportunity to provide a local retail store and associated parking provision;
- Opportunity for Bus Stop connections off Ipswich Road at the entrance of the site;
- Opportunity for high quality built development that is informed and inspired by local vernacular;



CONSTRAINTS AND OPPORTUNITIES

- Application Boundary
- 1 Water Main
- 2 Existing Vegetation
- 3 Electric Substations
- 4 Noise & Visual Buffer to Railway
- 5 Dry stream (5m Easement)
- 6 Proposed Attenuation Basin
- 7 Proposed Pumping Station
- 8 Potential Access Points
- 9 Links to Public Rights of Way
- 10 Landscape Buffer to adjacent Housing
- 11 Listed Building
- 12 Potential Onshore cable Route to East Anglia One Offshore Wind Farm
- 13 Existing Steep Contours
- 14 Railway Line
- 15 Existing Roads
- 16 Views From AONB
- 17 Landscape Buffer beyond Listed Building and from Top Street

N

Figure 11: Constraints and Opportunities
N.T.S

03. EVALUATION

CONSULTATION

Gladman Developments Ltd has engaged in a process of community consultation during development of the proposals for the site. A leaflet briefly covering the application proposals was also delivered to core stakeholders and interested parties for information.

Full details of the consultation and the information exhibited are set out within the Statement of Community Involvement which accompanies the planning application.

Gladman have completed a comprehensive programme of community engagement which is considered appropriate for the proposed development on this site. Full details of this are set out in the Statement of Community Involvement submitted with this application and a brief summary is included below:

Website

Gladman have a dedicated website for each of its projects containing details of the project, copies of the display boards and other information about the scheme, it also allows feedback to be sent via email to Gladman. The website address is www.yourviews.co.uk/Woodbridge

03. EVALUATION

DEVELOPMENT CONCEPT

The design proposals have evolved from the assessment of the site and its context, and have been refined following the involvement of the public and Local Authority. This has led to a vision for the site to create an integrated extension to Woodbridge with an associated landscape framework designed to protect and enhance existing valuable landscape features and to help soften the visual impact of development, while providing public open space and equipped play facilities to benefit new and existing residents. A summary of the development of objectives and conceptual evolution of the proposals is provided here.

General Objectives

- Retain and enhance existing landscape features (water features, hedgerows and trees) and use these to structure the development proposals;
- Provide safe and convenient access and links to surrounding uses and facilities including Woodbridge
- Provide a permeable street structure that promotes walking and cycling and consequently healthier lifestyles/ quality of life;
- Promote a sustainable form of development;
- Create proposals that have a sense of place within the context of Woodbridge, Martlesham and the AONB reflecting the best examples of local vernacular;
- Ensure the amenity of adjacent residents surrounding the site is respected;
- Provide active frontages overlooking streets and public open spaces;
- Form appropriate and varied spaces between buildings with clearly delineated public/ private space;
- Protect and enhance existing habitats and promote biodiversity improvements;
- Provide a strong landscape structure to inform development proposals;
- Protect ecological features with the creation of new landscaped areas and new habitats including species rich grassland;
- Provide access from Ipswich Road and Top Street and provide pedestrian links through the site connecting with existing public rights of way to the west;
- Create efficient development blocks which enclose streets and open spaces and make the best use of the developable land;
- Promote a form of development that is reflective in density and morphology of the sites context and in its architectural approach compliments and enhances its surroundings;
- Introduce distinctive character areas within the layout ie. group predominantly linked dwellings and terraces to form higher density blocks whilst grouping predominantly detached dwellings to form lower density blocks;
- Where existing homes have back gardens onto the Site locate new homes to also have back gardens onto the common boundary;
- Provide active frontages to streets and public open spaces
- Set out a clear form and structure for development that promotes variety and quality in placemaking;
- Provide new wildlife areas and landscape buffer zones with enhanced biodiversity benefits;
- Provide an equipped childrens play area.

Specific Objectives

- Ensure the visual impact of the development on the surrounding AONB, Deben Estuary Special Protection Area and the Special Landscape Area are sensitively considered;
- Consideration for the setting of Listed Building and properties located along Top Street ensuring there is no coalescence adjacent to the site;
- Accomodation of Onshore Cable Route, East Anglia One offshore Wind Farm across site.

Ensure the visual impact of the development on the surrounding AONB, Deben Estuary Special Protection Area and the Special Landscape Area are sensitively considered.

Accomodation of Onshore Cable Route, East Anglia One offshore Wind Farm across site.

Consideration for the setting of Listed Building and properties located along Top Street ensuring there is no coalescence adjacent to the site.

DESIGN PRINCIPLES

04. DESIGN PRINCIPLES

DESIGN EVOLUTION

Having gained a good understanding of the existing site and place, through the various environmental and technical studies, it is possible to formulate an appropriate masterplan response.

This section sets out the rationale which has informed the masterplan design. It considers the inherent and underlying characteristics of the site and how these should shape and structure the development. Overlying this, the process considers the location and extent of the built development and Green Infrastructure.

The creation of an integrated network of green corridors focussed around retained landscape features to incorporate pedestrian and cycle access provides a further key layer in the process before the character and appearance of the future development is more closely analysed and the masterplan refined.

04. DESIGN PRINCIPLES

- Application Boundary - 12.67 ha
- Proposed Residential Development - 7.70 ha
  - A - 4.01 ha
  - B - 2.80 ha
  - C - 0.89 ha
- Proposed Convenience Store - 400 m2 unit (Gross) (0.1ha including parking/services)
- Existing Vegetation/ Hedgerows
- Existing Dry stream (5m Easement)
- Proposed Footpath
- Proposed Structural Planting - 1.26 ha
- Proposed Indicative Vehicular Access Route
- Proposed Attenuation Basin - 0.20 ha
- Proposed Site Access
- Informal Open Space - 3.16 ha (including easement)
- Children's Playing Space - 0.25 ha (including 0.04ha equipped play area)
- Proposed Easement Route

N

Figure 12: Development Framework
N.T.S

02. RESPONSE TO CONTEXT

QUANTUM OF DEVELOPMENT AND MIX OF USES

The outline planning application covers a total area of 12.67 **hectares**. In summary the amount of development proposed within the site is as follows:

Proposed Residential Area (7.7ha):

The development provides a total of 7.70 hectares for residential development, providing up to 215 dwellings at circa 28 dwellings per hectare. The development will provide a wide range of housing from small units to larger units offering a mix of market housing from first time homes to larger family homes. The housing mix will reflect that which currently exists within Woodbridge.

The proposed residential area will include directly associated uses, including access roads within the site, street trees, private garden space, car parking areas, incidental open space and landscaping together with an equipped children's play which will be set within an area of Public Open Space.

Proposed Local Convenience Store (0.1ha):

The development will provide a local convenience store, including associated parking provision and services;

Strategic landscape and habitat areas (4.87):

Strategic areas of landscape and open space will incorporate the following features:

- Informal recreation, footpaths and habitat creation areas such as meadow grassland new broadleaved tree and hedgerow planting.
- A high quality landscaped "corridor" will run through the centre of the site.
- A Local Equipped Area for Play (LEAP) is proposed within the primary area of public open space to the east of the site.
- A sustainable drainage system (SuDS) will be used to attenuate surface water runoff. This will be located sympathetically and designed to maximise public amenity and biodiversity.
- Structural woodland planting will form an intrinsic feature across the site
- A landscape buffer incorporating retained and new tree planting will be across the site within the proposed public open space to protect the amenity of the AONB, Special Protection Area and Special Landscape Area.

ILLUSTRATIVE MASTERPLAN

The Illustrative Masterplan along with supporting text and illustrations in this section of the Design and Access Statement indicate the broad principles of urban structure, (i.e. the framework and the layout of streets and pedestrian routes), and the urban grain, (i.e. the location, arrangement and design of the development blocks, plot arrangement, and green infrastructure).

The Illustrative Masterplan provides an indication of densities across the site and identifies the situations where landmark buildings may be used to close a vista or turn a corner etc. In addition information is provided with regard to building scale and the appearance of the development both in terms of its architecture and landscaping.

The purpose of the Illustrative Masterplan is to provide a template for the detailed design stage of reserved matters applications. It sets out the key urban design principles that the development will seek to adopt.

04. DESIGN PRINCIPLES

ILLUSTRATIVE MASTERPLAN

- Application Boundary - 12.67 ha
- Proposed Residential Development - 7.70 ha
  - A - 4.01 ha
  - B - 2.80 ha
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- Proposed Convenience Store - 400 m2 unit (Gross) (0.1ha including parking/services)
- Existing Vegetation/ Hedgerows
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- Proposed Footpath
- Proposed Structural Planting - 1.26 ha
- Proposed Indicative Vehicular Access Route
- Proposed Attenuation Basin - 0.20 ha
- Proposed Site Access
- Informal Open Space - 3.16 ha (including easement)
- Children's Playing Space - 0.25 ha (including 0.04ha equipped play area)

Figure 13: Illustrative Masterplan
N.T.S

ACCESS AND LAYOUT

Traditional places are organised on distinctive street types and, in general, a hierarchy of higher order streets such as a High Street and lower order streets such as Lanes or Mews. This occurs within Woodbridge, with it's main High Street and it's back lanes and closes including Ipswich Road and Duke's Park. To maintain good legibility of the site, appropriate to the scale of the proposed development, a simple hierarchy of higher and lower order streets will be used for the development.

Access will be provided off Ipswich Road and Top Street. The main street will form a central corridor providing the principal access route around the development. It will need to accommodate safe movement for all (pedestrians, cyclists and vehicles).

The second tier within the street hierarchy comprises lanes or "home zones" with shared surfaces and slower vehicle speeds. The overall concept is for pedestrians and vehicles to share the space where activities could take place as well as vehicle movements. Definition of space could be achieved by using a traditional carriageway and footway layout with dropped kerbs or by the use of contrasting surface colours and/or textures, or by creating specific feature areas.

Public Open Space provides a focal space through the centre of the site. The layout of streets would provide a safe and well overlooked network of public spaces as set out by Best Practice. These streets could be designed in detail to slow vehicular traffic and provide a safer environment for pedestrians and cyclists.

"Public Open Space" overlooked by surrounding dwellings and streets

The hierarchy of streets and the size and arrangement of development blocks and open spaces is a connected design discipline addressing the need to meet the following standards;

- Maximise connectivity to the existing settlement and wider area;
- Design a street pattern which reflects local morphology and place making character, with a main street providing access to a hierarchy of descending routes. These follow a progression of street and carriageway widths, plot sizes, building types and relationship to the street.
- Promote ready accessibility for the whole community, bearing in mind the needs of parents with young children and those with impaired mobility.
- Encourage the control of vehicle speeds and movement through urban design, by exploring local examples such as restricted forward visibility, narrow street widths, frequent connections, changes in direction and tight junction radii.

ACCESS AND LAYOUT

- Application Site Boundary
- Main Pedestrian/Cycle and Vehicular Access Locations
- Main Street
- Lanes
- Proposed Footpath/Cycleway Pedestrian Connection
- Existing Road Network

N

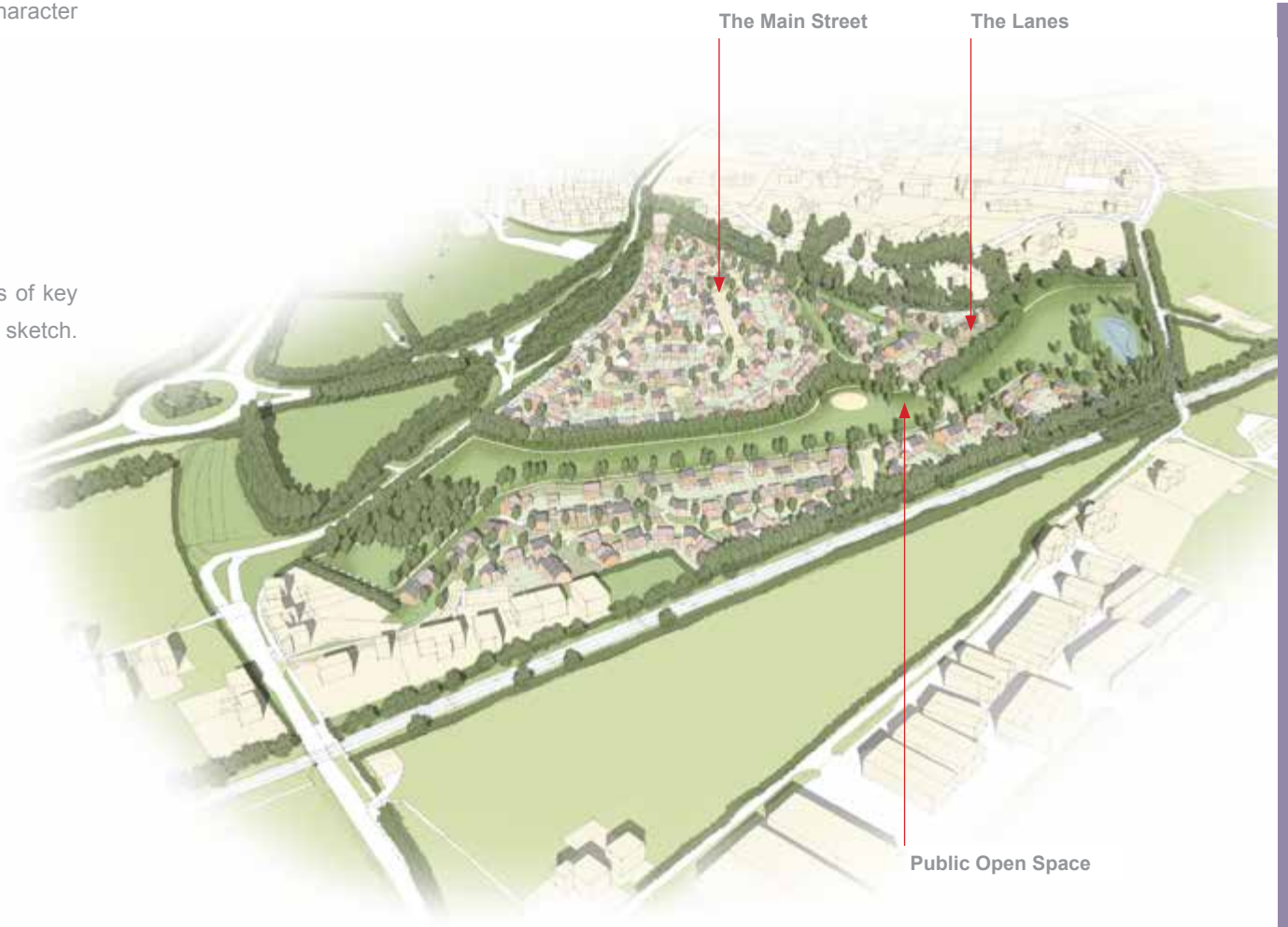
Figure 14: Access and Layout Plan
N.T.S

04. DESIGN PRINCIPLES

The proposals encompass the following three main character areas:

- The Main Street
- The Lanes
- Public Open Space

Each area is described in more detail below in terms of key layout principles and is accompanied by an illustrative sketch.



CHARACTER

THE MAIN STREET

The Main Street will provide the principal access spine through the centre of the site, which will then link with the lanes, creating a permeable layout which is easier to navigate. This will support the logical progression of movement through the site providing a principal linear access route which will aid the legibility of the development.

- The Main Street will include focal dwellings which punctuate junctions and serve to aid visual progression through the site.
- Parking will generally be provided to the side or rear of the housing plots, with some on-street parking at the front of dwellings. This would be located in bays interspersed with tree planting, to provide active traffic calming measures.
- Buildings will be designed to either wrap around corners, be offset from the kerb line to create a deflected junction, or to frame a connecting street; continuous frontages within minimal setbacks will create a sense of definition and enclosure to the Main Street.
- Some shared surfaces will be used to provide a pedestrian friendly environment and reduce traffic speeds.

THE LANES

The lanes / homezones will provide subsidiary links with the rest of the development joining with the Main Street. Properties accessed from the lanes will be of lower density and include the following key elements;

- Built form to be lower density, typically detached and semi-detached dwellings with greater offset distances from the road, with some semi-private frontages.
- Pavements and some shared surfaces to provide a pedestrian friendly environment and reduce traffic speeds.
- Larger landscape areas at key spaces and junctions to include some new street trees, ornamental shrub planting and grass verges.
- Car parking will be situated on the driveways to the side or rear of the dwellings as well as on the street.
- Dwellings fronting onto the lanes to provide informal surveillance of the street, by positioning some houses in neighbourly clusters.

PUBLIC OPEN SPACE

The Public Open Space will provide local amenity and recreation space through the centre of the site. Development will front onto the Public Open Space with large plot dwellings creating a positive frontage The following key elements will be present;

- Equipped play space to provide opportunities for new and existing residents.
- Built form to be lower density, typically detached dwellings with greater offset distances from the road and wider plots.
- Larger landscape area inculding street trees, amenity grassland and native woodland/grassland mixes.
- Pavements and some shared surfaces to provide a pedestrian friendly environment and reduce traffic speeds.
- Car parking will be mainly situated on the driveways to the side or rear of the dwellings.

HOUSING PLOT ARRANGEMENT

In broad terms, the street network is based around an irregular pattern of development blocks. A regular block structure, such as the Victorian layout of terraced housing is often represented by long and narrow rectilinear blocks, with narrow plan dwellings, small frontages and on street parking. An irregular layout such as the one illustrated in the Illustrative Masterplan generally comprises of a variety of block sizes, being more organic in character.

It is vital that the development is easy to navigate, and for that reason a ‘distorted grid’ is adopted. The use of a ‘distorted grid’ will provide a choice of interconnecting routes made identifiable through the use of landmark features and key spaces within the layout. Creating a more ‘regular’ form will help residents and visitors to easily navigate around the place and will ensure a high degree of legibility.

Corner Plot Arrangements

How blocks change direction, or move around corners, is an essential part of place making. The design will follow the best practice example of using, where appropriate a continuous built frontage ‘wrapping’ around corners, and thus enclosing and defining spaces. The benefit of this approach is that it maintains a positive definition to the street, and avoids ‘weak’ ill-defined edges. This will provide opportunities for locating landmark buildings on corners which in turn will help terminate, or frame views along the street.

Typical corner plot arrangement

Landmark Features

The use of landmarks such as a building projecting onto the street, or a gable end facing onto the street in an otherwise straight line of buildings will provide identity within the layout.

Landmark buildings define space and add prominence

Other distinctions will be achieved by the careful use of building height and mass. Landmark buildings will include distinctive “Woodbridge style” villas and taller 2.5 storey buildings which, if well located, can add prominence within a street of 2 storey buildings - at the end of a terrace for example. The subtle use of materials and colour will also achieve this affect. Streets that lead to landmark spaces will be a key design principle. These will be formed by the distorted grid and the intersection of blocks, as well building groups.

04. DESIGN PRINCIPLES

VISTAS AND VIEWS

The detailed block and street layout will be arranged so that it composes a series of attractive views and vistas. These will be defined by a sequence of connecting views (short or long), which lead or draw the eye from one feature to another. The use of the distorted grid, for example, with offset junctions will help to encourage views of landmark buildings, spaces or trees. More intimate, glimpsed, or framed views will also enrich the scheme. This will be achieved, for example, by including a street tree within the view that is framed by a building group, or a building line which deliberately restricts and then suddenly channels a view to a landmark building.

The detailed design will also include subtle variations in the building line, in terms of scale, height, and set back of buildings from the footway. This will be supplemented by quality materials and landscape treatment which will produce an attractive street.

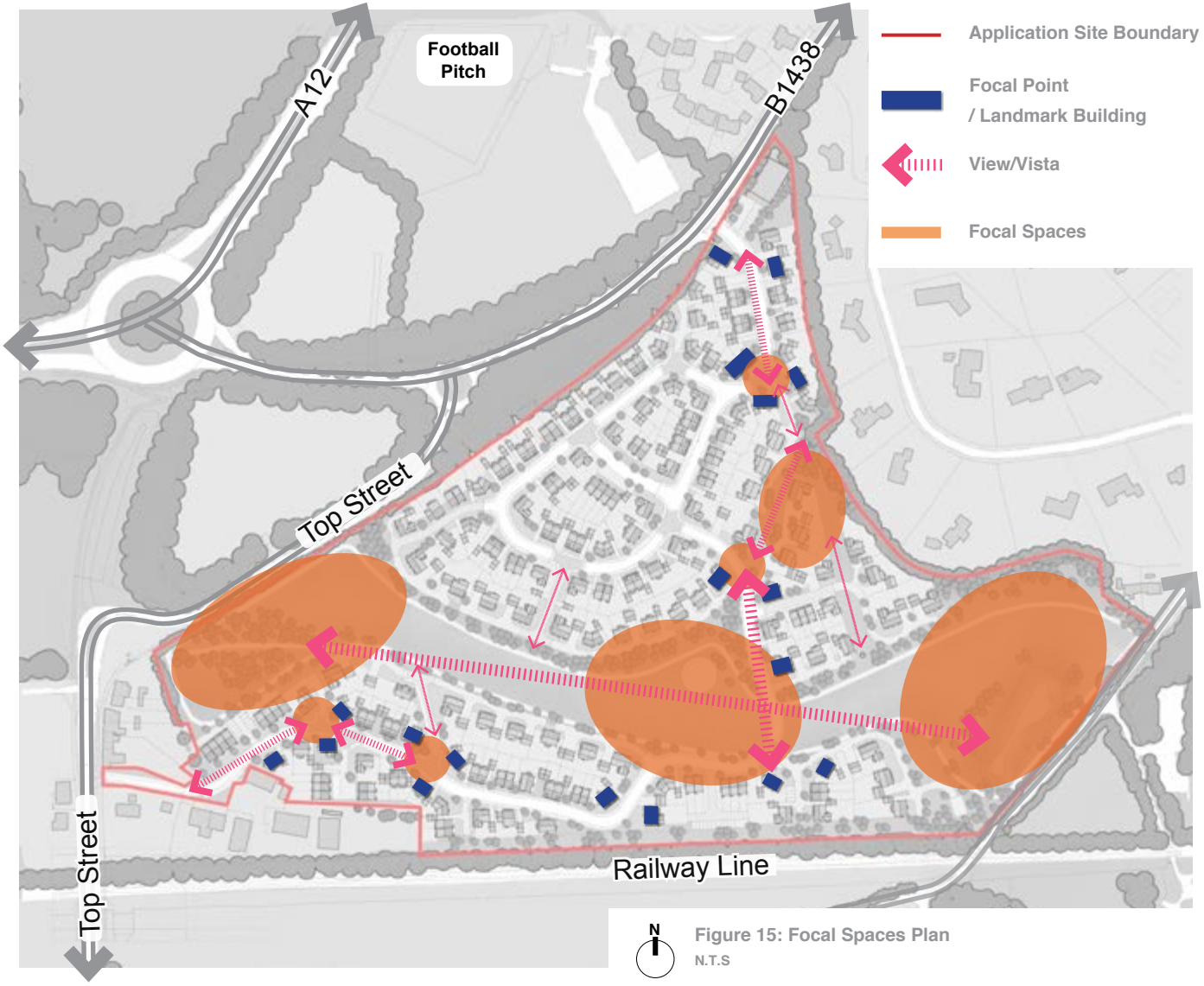


Figure 15: Focal Spaces Plan
N.T.S

STREET FRONTAGE

To define the boundaries between private and public space, all dwellings will have some form of private frontage. These will tend to be small in higher density areas, appropriately 0.5 to 2 metres in depth, whilst in lower density areas there will be the opportunity for increased frontages. However, it is important that frontages are not excessive and that buildings still relate and interact with the public realm. In general, the use of smaller private frontages with larger rear gardens should be the predominant theme along the main routes and around public spaces, with larger front gardens used to define corners or vistas, along the Lanes and towards the edges. Frontages will be defined by the use of consistent boundary treatments, which reflect the local vernacular.

Design and Safety: Creating Safer Places

A desirable place to live, work and play, which is safe and secure, is fundamental. This will be achieved by the way the development is laid out and by the street, block and plot design.

Buildings will be located to actively face streets and public areas in order to promote 24 hour surveillance, and to encourage safer places. Public areas such as the streets and play areas will be designed so that they are safe, easily accessible and attractive to use. All users will be considered as part of an inclusive design approach. It is important that there is good surveillance of public spaces by a number of properties and buildings, and that barriers, blank walls and 'dead ends' are avoided. Locating windows and doors on corners, or gable ends is a key principle, and occurs within the local context. Across the whole development careful attention will be paid to designing out crime through the layout, and promoting privacy and security.

This will be achieved by;

- High quality active streets.
- The position of buildings to the front of the plot.
- Well located windows and doors that survey the public realm.
- Clearly defining public and private spaces.

02. RESPONSE TO CONTEXT

SCALE OF DEVELOPMENT

Within Woodbridge, the vast majority of dwellings neighbouring the site comprise 2 storeys and as such the development will seek to broadly reflect this.

The majority of buildings within the site would not exceed 2.5 storeys – reaching a maximum of 10.5m in height, with the vast majority of buildings being no more than 2 storeys in height, between 7.5 to 8.5m.

Attention will be given to the impact of height and massing of development on neighbouring streets. Higher buildings will be positioned adjacent to the main street, facing onto internal public open spaces and at key points such as corner plots to provide focal points.

Buildings will be designed to have a variation in their height from ground to ridge or eaves, and the arrangement of buildings within a plot will seek to ensure subtle changes in height to create a varied roof line across the development.

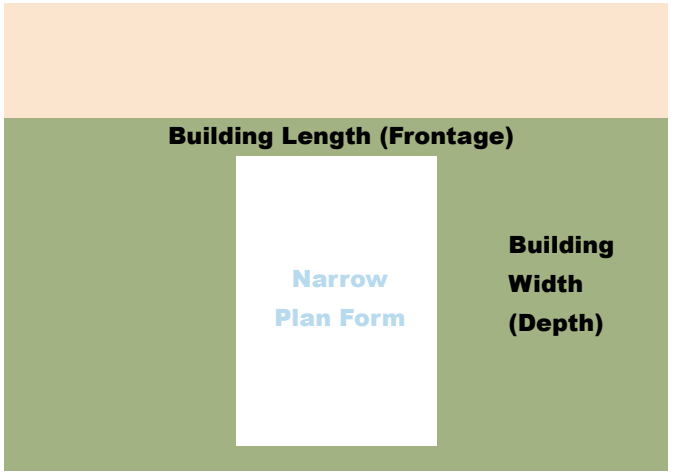
A high percentage of buildings will include chimney stacks whether functional or decorative which will increase building heights marginally, but will also add significantly to ensuring a varied roofline across the development. There will also be a variation in the step of roof lines to reflect the local building style.

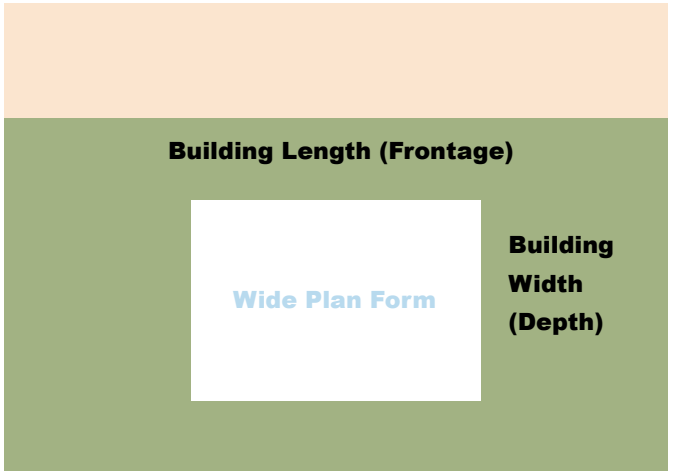
Buildings range in floor plan considerably between the small units and large family homes envisaged, therefore this Design and Access Statement seeks to establish the upper and lower limits which are 6-15m in width and 5-12m front to back.

Best practice advocates that a mix of both wide and narrow plan forms are to be used.

Wide frontage buildings such as the distinctive villas found in Woodbridge allow for greater opportunity of facade variation along the street, whilst a narrow frontage approach will establish a run of linked dwellings and continuous frontages. The design uses both forms to create a varied street scene.

A number of traditional buildings within Woodbridge are orientated gable end onto the street and this approach will be adopted to in some cases to vary the street scene.





PARKING

A range of parking solutions will be employed which are based upon best practice approaches. This will comprise a combination of the following:

- on-street parking, either parallel or front on parking;
- garages;
- car ports;
- on-plot driveways;
- shared courtyard parking.

Sufficient parking spaces will be provided to satisfy the local authority standards, together with appropriate visitor parking. Parking arrangements should avoid cars and garages becoming unduly prominent in the street scene.

Typical Image: On street and on plot parking

CALMING TRAFFIC

Calming traffic within the development will be an important part of delivering streets for people and priorities for pedestrians. The principle is that vehicle speed will by calmed by design and that detailed layouts will incorporate common best practice approaches. To slow vehicles and to encourage users to drive with caution it is expected some or all of the following methods will be used:

- Locating homes so that they are close to the street edge;
- The use of frequent street intersections;
- Changes in the carriageway surface with the use of ‘unexpected’ road surfaces such as paving setts;
- The narrowing of the carriageway and/or the street to create ‘pinch points’;
- Positioning buildings so they act as ‘pinch points’ or ‘gateways’;
- The removal of the traditional footway-kerb-carriageway arrangement and the use of well designed ‘shared surfaces’ to create streets for all;
- Carefully restricting forward visibility through the arrangement of buildings, the building line and landscape treatment; and
- The use of well placed street trees and/or street furniture.

Care will be needed to ensure that some methods are used in appropriate locations and that they are inclusive in their design in terms of materials and demarcation.

HOUSING MIX

To offer high quality living accommodation, the development will comprise a mix of dwelling types. The main objective is for the development to offer a range of accommodation with a choice of houses to provide for single occupancy and family accommodation. This will foster a wide demographic and a mixed community of up to 215 units.

Typical Image: Existing Housing located off Duke’s Park

04. DESIGN PRINCIPLES

DENSITY

Typically, the housing density determines part of the character of the streets, the design of the development blocks and the types of houses. Providing up to 215 dwellings at a net density reflecting local character equates to approximately 28 dwellings per hectare. This is considered to be an appropriate density level given the surrounding urban edge and historic core of Woodbridge village.

The layout will be designed with a variety of individual block densities. Higher densities will generally be achieved along the higher order main street, which will consist of more linked buildings to reinforce the character of this street as the principal route through the development. Lower density development will be located at the plot edges, overlooking the public open space and the southern and western edges of the site to provide a suitable transition between the site and surrounding landscape at this location.

Lower density development would generally occur on the edge of the developable areas adjacent to the Public Open Space.

Denser areas with some feature squares would be located along the main street

PEDESTRIAN AND CYCLE LINKAGE

The Masterplan creates a new circular footpath link that will inform the central public open space, this will extend westwards from the development to existing rights of way within the wider landscape. A number of walking and cycling routes through a connected pattern of streets and footpaths will be created.

This overall strategy will encourage the community to walk and cycle and will promote healthy active living.

These will serve all significant desire lines within the site and offer safe and secure routes to local facilities.

This network is arranged so that it will provide connections to the countryside to the west.

The street design will also include footways to provide priority for pedestrians and cyclists in terms of movement and crossing points. This will help to facilitate safe and easy pedestrian and cycling movement through the development.

Footpaths overlooked by adjacent properties providing natural surveillance and activity within public open space

Proposed new footpath to create connections through the development

Typical Image: Traffic calming - Position of homes to act as ‘pinch points’ close to street edge with a shared surface.

Typical Image: Houses fronting onto footpaths & cycleways.

APPEARANCE OF DEVELOPMENT

Although much of the local context around the site has been developed during the latter half of the twentieth century, the historic core of the town is distinctive. The growth of the historic core, like many other settlements, is quite varied in terms of its form and building style but there are some traditional design clues in terms of plan form and materials.

Whilst the development does not advocate pastiche or historic solutions, it is important that the new development has some connection with local character and place making. This is achieved through an analysis of street character, built form and materials. One of the most obvious ways of achieving a response will be by using traditional building materials, especially the use of colour and boundary details. This will be the guiding rationale for the development.

At this design stage, these photographic examples give an indication of the type of design treatments that are anticipated and the general appearance of the built form. The materials selected for the development would provide a modern interpretation of the traditional materials shown here. The emphasis will be upon well detailed buildings which are built on a human scale.

APPEARANCE

SUSTAINABILITY

Sustainable construction methods and energy efficiency will be adopted at the detailed design stage. This will promote a high standard of build and construction for the development in accordance with Best Practice Standards. Please refer to the Sustainable Construction Statement that forms part of this application for further details.

Best Practice sustainability will be embraced, which will fully explore issues such as sustainable drainage techniques, and buildings that are resource and energy efficient.

It is expected that the design will explore the following in order to promote reduction in carbon emissions;

- Flexible building and house design, allowing for the expansion of living areas and storage needs, and where practicable making better use of roof spaces.
- Ensuring that buildings can be easily adapted to suit different occupiers needs,through the use non structural internal walling and easily extended services;
- The use of locally sourced or recycled construction, building materials and aggregates;
- The preference for using environmentally friendly and more sustainable materials and products, such as recycled timber;
- The use of porous/concrete block permeable paving and surfaces for some streets, driveways and spaces;
- Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use;
- Low carbon lighting, energy controls and management;
- Double and triple glazing, and improved insulation;
- Wherever possible using an optimum plot orientation for solar gain with south facing windows.
- Conservation of the natural resource such as the site's hedgerows and trees;
- Ground level 'urban greening' with the use of street trees, parks, linear parkland, open space, private spaces and gardens; and
- The planting and setting out of grassland, native trees, shrub and hedgerow species that will encourage wildlife, and sustainable drainage;
- Plots to provide suitable facilities and storage for recycling and waste.

Indicative: Use of sustainable materials and products

Indicative: Sustainable drainage techniques

04. DESIGN PRINCIPLES

GREEN INFRASTRUCTURE

The Green Infrastructure has evolved as a result of analysis of the site and its setting, and by responding to the best practice design guidance.

The landscape features of merit within the site include hedgerows and occasional trees of which the majority can be retained and enhanced within the development.

The following key landscape features are proposed;

- Creation of a high quality landscape corridor through the middle of the site
- Access to public rights of way to the west and the creation of circular routes within the public open space network.
- Creation of a high quality landscape frontage onto the public open space, utilising new tree planting, footpaths, estate railings and grassland.
- A green filtered buffer within the centre of the site to screen views from the wider countryside to the south and west.
- Creation of an equipped play area (LEAP) for the proposed housing within a centrally located open space.

Indicative: Public open space

- Enhancement of local biodiversity through habitat creation, in particular through the provision of an integrated sustainable drainage system to the south of the site;
- Dedicated play provision within public open space with surrounding areas for informal recreation, footpaths and habitat creation;

The future maintenance and management of the development's formal public landscape areas would be offered for adoption by Suffolk Coastal District Council.

Indicative: Attenuation basin

Indicative: Links to Community Park Access

TREES

Avenue tree planting will be located along the main street and at the entrance gateways to the development. Elsewhere, a comprehensive use of street trees will be adopted as a key design principle, and this will establish a distinct character for the development. Within the public open space and landscape buffer, larger growing tree species will be used including a larger proportion of native species.

Trees will be located to enhance visual interest and to provide identity as well as being used as landmark features, which, for example, may provide a centre piece to a square. Trees will help to soften the built form, provide shade and create ecological habitats.

For all new street trees attention will be given to siting and selection of species. The long term growth and spread will be well considered, as well as their relationship with buildings, streets and public areas. It is essential that suitable trees grown for urban locations are specified, with a narrow compact form, and a medium height.

Indicative: Existing trees to be retained

Indicative: Retained grassland & habitats

WATER AND DRAINAGE

The Green Infrastructure areas will include sustainable drainage features. Surface water would ultimately drain to a balancing pond, which is proposed to the south east of the site.

The Key Points:

- Surface water drainage features to be designed accorded to SuDS principles
- Surface water drainage features to contribute to site biodiversity and amenity

Indicative: SuDs system

04. DESIGN PRINCIPLES

Figure 16: Illustrative Masterplan
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BUILDING FOR LIFE

05. BUILDING FOR LIFE

BUILDING FOR LIFE 12 SUMMARY

The following section provides a summary of the evaluation against the 12 Building For Life Questions, and links to the evidence that supports the evaluation. If the standard is met for each question then a green light will apply.

Integrating into the Neighbourhood

1) Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Evaluation: A new network of circular footpaths and cycleways within the site would link to existing rights of way to the west and roads, which would provide safe and secure connections to Woodbridge and the surrounding area.

Score: Green light

2) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Evaluation: The development will provide a new public open space featuring areas for play. The development is set within a strong green infrastructure and is within close to a range of local facilities and services within Woodbridge which are within walking distance.

Score: Green light

3) Does the scheme have good access to public transport to help reduce car dependency?

Evaluation: There are a number of bus stops within easy walking distance of the site which provide connections to the surrounding settlements. Clear and easy to use pedestrian routes would be available within the development to local bus stops.

Score: Green light

4) Does the development have a mix of housing types and tenures that suit local requirements?

Evaluation: The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the local community, and would provide a balanced and robust mix of tenures.

Score: Green light

Creating a place

5) Does the scheme create a place with a locally inspired or otherwise distinctive character?

Evaluation: The layout and green infrastructure for the scheme would respond to its context and provide a distinctive character. At a detailed level, features would be included in the design, to develop local distinctiveness. This could include selected use of traditional materials in key locations such parts of the site adjacent to Top Street and Ipswich Road.

Score: Green light

6) Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

Evaluation: The scheme takes advantage of the existing landscape features and topography. The design approach follows the retained trees and hedgerows and sloping topography.

Score: Green light

7) Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Evaluation: The scheme is based on a series of development blocks, which interlock with the landscape. There would be a clear definition of the private and public realm, and properties would overlook the public space.

Score: Green light

8) Is the scheme designed to make it easy to find your way around?

Evaluation: The layout for the scheme follows a simple approach with a distinct ‘main street’ and ‘lanes/homezones’ to allow residents and visitors to easily find their way around. The relationship with the green infrastructure would allow easy orientation.

Score: Green light

05. BUILDING FOR LIFE

Street and Home

9) Are streets designed in a way that encourages low vehicle speeds and allows them to function as social spaces?

Evaluation: The building layout has defined the street network, so that highways and car parking do not dominate. Where main pedestrian routes cross the streets levels would be raised to give pedestrians priority, and to assist in calming traffic.

Score: Green light

10) Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Evaluation: Car parking would be integrated into the overall layout and design. Car parking would be on street, within curtilage, to the side and rear of dwellings and in small rear parking courts.

Score: Green light

11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

Evaluation: The streets and the public spaces would all be overlooked by adjacent dwellings, allowing informal surveillance and safe routes.

Score: Green light

12) Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Evaluation: The building layout will allow for bins and recycling stores to be stored out of sight and minimise their impact on the streetscene.

Score: Green light

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