



**LEGEND:**





-  Existing Accesses.
-  Existing Avenue.
-  Proposed continuation of Sire Lane and Avenue.
-  Proposed Tertiary Carriageway.
-  Proposed Shared Surface (with Utility Zone).
-  Proposed One-way Lane.
-  Proposed 3m Wide Primary Footpath Link.
-  Proposed Secondary Footpath Connections.
-  Proposed Informal Leisure Routes.

Figure 6.1: Movement Strategy.

# 6. Detailed Design Response

This section of the document describes and illustrates how the detailed element, situated to the East of the wider proposal responds to the Constraints and Opportunities to achieve the Key Design Objectives detailed in the preceding section.

## Use & Amount.

Upon the Site Area of 16.54ha, the scheme proposes the following:

- 302 New Homes, of which;
- 21% are Affordable Homes (64 homes in total), of which 5% will be to M4 (3) standards.
- All Homes will be delivered to the National Described Space Standard (NDSS).
- All Homes will be delivered to M4(2) standards, unless identified as M4 (3).
- Retention of the Listed Stable Block.
- 386sq.m of Retail Floor Space (251sq.m or Shop Floor and 135sq.m Back of House.
- c.7.07ha (42% of the site) Public Open Space.

Please refer to the Planning Statement and/or Viability Assessment for more information on the quantum of Affordable Housing.

Overall, the mix of dwellings provides a broad range of 1 to 5 bedroom homes, of which 34% will be 1 and 2 bedroom homes, offering a generous quantum of starter homes.

## Live-Work.

In addition, the scheme will provide the opportunity for live-work flexibility with the majority of 3 to 5 bedroom homes by containing a study area. In addition, a minimum of 7 dwellings containing ancillary accommodation by way of flexible space above garages within the curtilage of the dwelling.

## Open Space.

The scheme delivers numerous areas of open space that are primarily designed in and around the existing mature trees and woodland areas. All of these spaces have been appropriately responded to, offering excellent levels of passive surveillance.

In total, the quantum of Public Open Space upon the Application Site equates to 42% of the site area.

## Layout.

This section has been sub-divided into 5 sub-sections; each dealing with different aspects of Layout, Scale and Form, as follows:

- Movement - Road Hierarchy.
- Layout Principles.
- Safety & Security.
- Scale.
- Place-making.

## Movement - Road Hierarchy.

Movement, access and circulation has been developed as an integral part of the scheme, providing a linked system of streets and spaces for use by pedestrians, cyclists and vehicles.

A hierarchy of streets defined by built form has been designed as part of the scheme. The visual impact of the engineered form of the road has been reduced wherever possible commensurate with necessary technical standards, creating urban quality and a sense of place with regards to the requirement of vehicular accessibility.

However, it is proposed that all roads and footpaths will be private and not offered for adoption.

As a response to the desire for pedestrian priority, permeability and visually attractive streets, car parking is envisaged as a mix of garage, in-curtilage and, only where necessary for a greater urban design objective, courtyard parking. Some streets (including those potentially designed as shared surface areas) could also be used to accommodate some visitor and resident parking to be designed as an integral part of the hard landscape.

The proposed street network has been designed to navigate the site while interacting with the nodal spaces along it to aid legibility.

## Layout Principles.

The layout of the site has been shaped with reference to the design principles and scheme objectives set out above. Observing the desire to create a place that is locally distinctive yet maximises its own identity due to the unique opportunities the site processes.

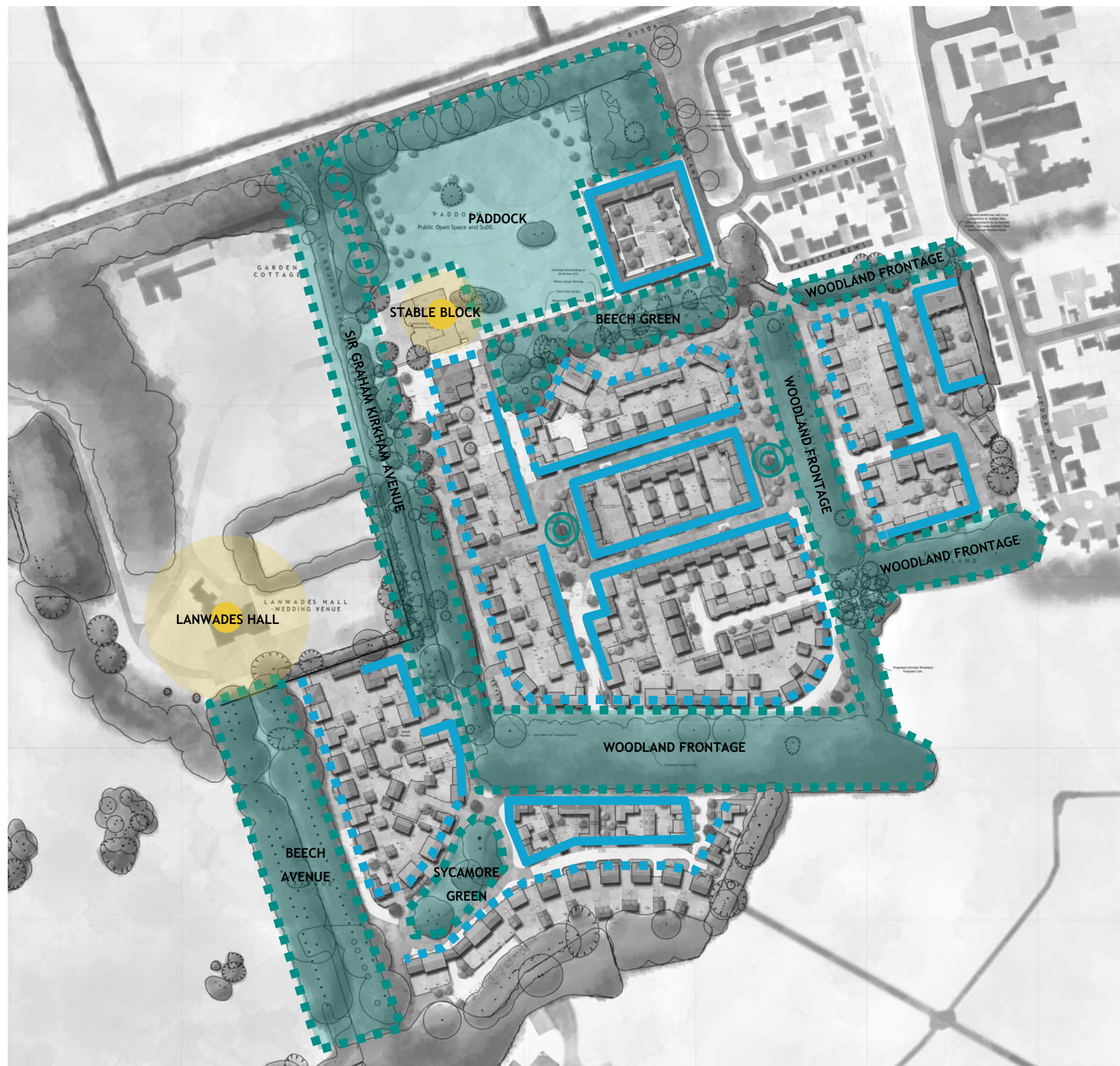
The proposed development is divided into a series of inter-related spaces around the movement routes, with various built form and open space events to create spatial interest and unique place making characteristics.

Throughout the layout, built form frontage has been provided to define public spaces wherever possible. This continuity serves to enclose the public realm, promotes an active street-scene and contributes significantly to creating a safe and attractive environment.

A variety of different house types, sizes and tenures have been provided. The variety of house types will also assist in providing interest and contribute to enhancing different character areas within the scheme.

A series of ‘nodal’ points have been designed into the scheme, denoted on the explanatory plans within this document, that interrelate with the pockets of open space. These nodal points will be enhanced within the development by use of differing material, such as flint, which will aid legibility throughout the scheme and create a sense of place and arrival.





**LEGEND:**






-  Places & Spaces.
-  Nodal Space.
-  Fragmentated Built Frontage.
-  Semi-continuous Built Frontage.
-  Listed Building & Indicative Immediate Setting.

Figure 6.2: Movement Strategy.



### Safety & Security.

The layout of the development proposals have been carefully considered to ensure the safety, or perceived safety, of those living or visiting the development. This can be achieved through the careful layout of streets, sensitive relationship between the streets and the built form, and utilising buildings that overlook/front onto public areas. Alleyways and paths to the rear of buildings have been avoided wherever practicable. Appropriate lighting will be provided in public and semi-public areas.

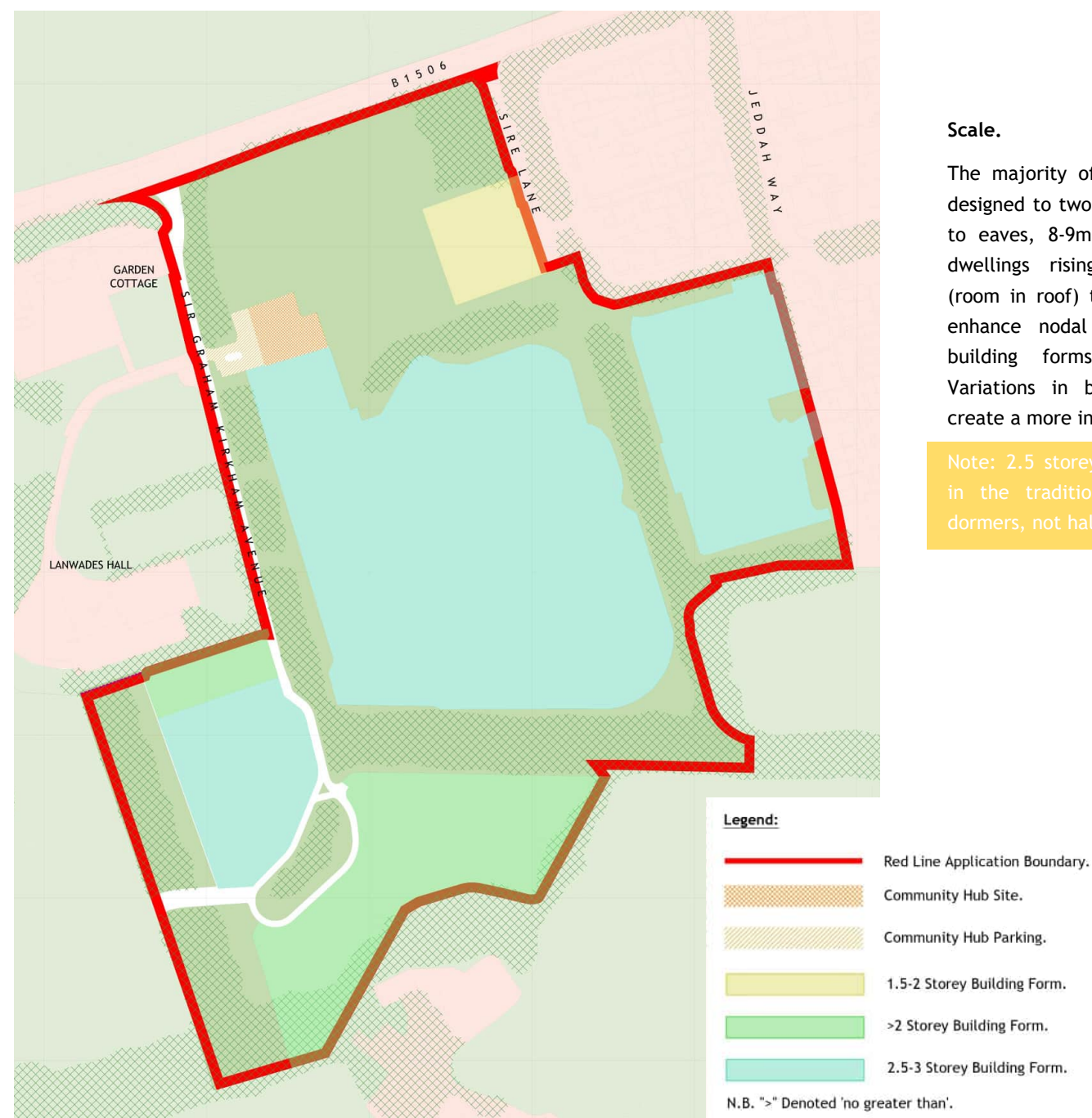


Figure 6.3: Building Scale Strategy.

### Scale.

The majority of the built form has been designed to two storeys (approximately 5m to eaves, 8-9m to ridgeline), with some dwellings rising to two-and-a-half and (room in roof) to animate roof scape and enhance nodal areas. No three storey building forms have been proposed. Variations in building heights will help create a more interesting street-scene.

Note: 2.5 storey means 'room-in-the-roof' in the traditional sense, i.e. with full dormers, not half dormers.

### Place-making.

The proposed layout is dominated by and embraces the existing landscape. The existing landscape creates opportunities for placemaking, and has informed the built form.

The existing landscaping areas are of differing characteristics, which in turn provide opportunities to create character and a sense of place.

The proposed scheme offers a series of differing places and spaces, identified as:

- Paddock.
- Sir Graham Kirkham Avenue.
- Beech Green.
- Woodland Frontage (numerous).
- Sycamore Green.
- Beech Avenue.

In addition to the above places and spaces, there are a couple of Nodal Spaces within the central sector of the development.

Each place is described overleaf.



### Paddock.

The 'Paddock' area is a large area of public open space that incorporates a SuDS basin, equipped areas of play and amenity space.

The Paddock character area is flanked on three sides by roads, the B1506 to the North, Sire Lane to the East and Sir Graham Kirkham Avenue to the West.

Sir Graham Kirkham Avenue provides access to Lanwades Hall and the Listed Stable Block (1), proposed to be retained and offered as a Community Building/Hub.

Sire Lane provides vehicular access to the eastern part of the site including the new Stable Block to the east of the Paddock.

The proposed Stable Block (2) off Sire Lane has been designed to be reflective of the Listed Community Building/Hub.

The vertical scale of the proposed stable Block, along with the architecture has been designed to reflect the Listed Building creating a synergy of Architecture either side of the 'Paddock' public open space.

The Southern side of the 'Paddock' is defined by a strong East-West footpath link (3) connecting Sire Lane to Sir Graham Kirkham Avenue flanked by white gallop fencing (4).



Figure 6.4: Proposed Stable Block.



Figure 6.5: The Paddock - Public Open Space.





Figure 6.6: Beech Green Layout.

### Beech Green.

Beech Green has been designed as the main focal area and gateway into the development.

Beech Green is formed around the existing linear collection of, predominately, Beech trees.

The open space of the 'Paddock' connects to the open space of 'Beech Green' and the existing Woodland - dividing the Eastern Sector from the Central Sector - and the Avenue of trees along Sir Graham Kirkham Avenue as part of a well connected green infrastructure network.

The proposed built form, inclusive of hardstanding, broadly follows the existing extent of hardstanding to minimise disturbance upon the trees.

The composition of dwellings fronting onto Beech Green has been very carefully considered and influenced by the local character. The design team have sought to create a local character narrative, utilising render and thatch, Duke of Bedford style cottages (red brick with buff feature and quoining), Brick and Flint building, reflective of the local vernacular.

When entering Beech Green from Sire Lane (1), the visitor is greeted by a pair of rendered and thatched dwellings (2) behind a low wall with a generous front lawn. The parking for these dwellings are on-plot to the side of the swelling behind gates.

The composition is complemented by a group of terrace houses in the style of a grouping of Duke of Bedford 'Almshouses' (3). These dwellings are set behind a low wall with a small front lawn in

the appearance of a communal arrangement, akin to 'Almshouses'. The parking for these dwellings is to the front.

The street-scene is then completed with a terrace of three dwellings carefully designed to resemble a 'School House' (4) in Flint with brick detailing. The building is also set behind a low wall.

Due to the topography, these buildings will be on a rising gradient slightly raised above Beech Green. Coupled with the shared surface road serving these dwellings, the composition of the place-making echoes the character of the 'Green' in Moulton.



Figure 6.7: Proposed Beech Green Street-scene - the retained Beech trees have been omitted for clarity of architecture.



### Eastern Sector.

The Eastern sector of the site is very self-contained by way of the existing landscape and neighbouring settlement.

The Northern boundary (1) is defined by a linear woodland strip before a fence line and the existing development of Sire Lane.

The Eastern boundary is defined by the rear gardens (2) to the existing development off Jeddah Way. There are some isolated mature trees along this boundary, which are being retained.

The Southern boundary is defined by a mature linear woodland (3) that abuts the adjoining land.

The Western boundary is also defined by a mature linear woodland (4).

Currently, the only access to this sector is via a break in the linear woodland strips in the very North-western corner (5). The proposal seeks to utilise that same point of access to minimise any disturbance to the woodland strips.

The proposed development pattern responds to the above context by fronting onto the linear woodland strips, and back - or side onto - the rear gardens along the Western boundary.

The proposals sensitively respond to the Western boundary by offering only two storey forms alongside the boundary and also balancing good design and sensitive neighbour relationships by keeping the proposed dwellings away from the boundary as far as reasonably possible.

The dwelling typology in this area comprises smaller scale dwellings in a development pattern not too dissimilar to the development to the West and, in particular, to the North.

The proposed dwellings are of a modest cottage vernacular drawing inspiration on detail, fenestration and material from the locale.



Figure 6.8: Typical Elevations in the Eastern Sector.



Figure 6.9: Eastern Sector - Layout Extract.





Figure 6.10: Sir Graham Kirkham Avenue - Layout Extract.

#### Sir Graham Kirkham Avenue.

Sir Graham Kirkham Avenue is defined to the West by the boundary of the Lanwades Hall grounds (1). To the East, the route is (2) defined by two lines of mature avenue planting. However, the Western side of the route, for the first 100m is open lawn (3).

After that point, the Eastern side of the route becomes a mature tree-lined avenue (4), with trees either side of the route but with an additional line of trees on the Eastern side.

This rhythm of tree planting remains for another 100m until the South-eastern corner of Lanwades Hall grounds (5), where the existing avenue tree planting on the Western side stops.

The new local shop (6) is proposed on Sir Graham Kirkham Avenue opposite the Listed Building Stables/ Community Hub (7). This has been designed to be reflective of the architectural detail and character, in terms of gable forms, as the listed building.

South of the proposed shop, the location of the building line has been determined with the benefit of the Design Team's Arboricultural Consultant to advise on the best location for the proposed roads and dwellings to afford minimal to no impact on the existing trees and avoid overbearing overshadowing from the trees upon the dwellings and their amenity.

The building line (8) along the Avenue is strong with a sound rhythm creating a formality of building form that

complements the rhythm and formality of the trees/avenue.

The underside of the canopy of the avenue trees is high. The space beneath the trees was previously used as overflow car parking when the AHT was operational. Therefore, the surface beneath the avenue of trees is compacted with some evidence of hardcore. However, the scheme proposes to bring the area back to a more natural environment with suitable under-storey planting complete with a meandering leisure route through it.

Please see the separate Landscaping Strategy for further information.

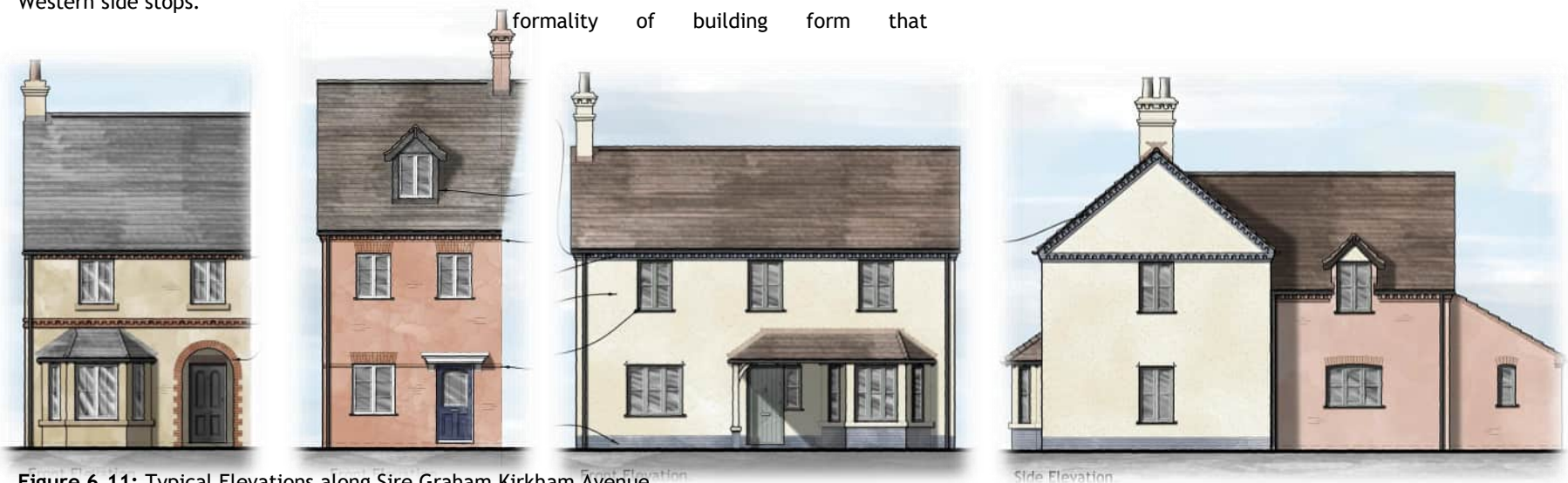


Figure 6.11: Typical Elevations along Sire Graham Kirkham Avenue.





Figure 6.12: Typical Elevations in the Central Sector.





Figure 6.13: Central Sector - Layout Extract.

Central Sector.

The Central Sector is the main development area - in terms of quantum of dwellings - within the application site.

The area is defined to the North by the rear of the dwellings forming 'Beech Green' (1), to the East and South by the existing mature linear woodland strip (2). The Western extent of this area is defined by the rear of the dwellings fronting onto Sir Graham Kirkham Avenue (3).

Vehicular access into this area is via Sir Graham Kirkham Avenue (4). The movement network through the area is predominately via a loop road (5) that the spurs off to the North to service a small number of dwellings and provide pedestrian access (6) to Beech Green and the east-west connectivity found there.

A second loop (7) road serves the dwelling to the South.

A nodal space has been created at the entrance of Sir Graham Kirkham Avenue via (8) a symmetrical composition of buildings either side of the road terminated with a terrace of dwellings (9), set behind small area of landscape that contains a swale. This creates a strong sense of arrival as one enters this part of the site.

This composition of terraced units is mirrored to the East on the opposite side of the central development block (10).

Within the centre of the Central Sector, dwellings are of a smaller typology comprising semi-detached and terraces. The gaps between dwellings are often linked via a flying-link above driveways. All of which assists in the creation of a strong sense of enclosure to the street.

However, the massing and density reduces, and therefore the dwelling typology changes to detached, towards the 'Woodland Frontages' to the East and South.

This assists in creating a development that has a changing character across the development, adding interest to the street-scenes and creating a sense of place that aids legibility.

The streets have been designed to accommodate traffic calming measures in the form of rain gardens with appropriate planting. The rain gardens not only slow traffic speeds, they also offer a SuDS benefit and enable landscaping, in particular trees, to be accommodated into the *internal* street-scenes.

Car parking in the Central Area comprises numerous typologies;

- On plot parking to the side of the dwelling.
- On plot parking to the dwelling frontage.
- Rear parking court,

Rear parking courts have been used only where a greater urban design objective has been warranted. In addition, all rear parking courts have been designed to be well over-looked, not only by the dwelling that use the court, but by way of 'Coach-houses' being used to address the entrance and courtyard.





Figure 6.14: Typical Elevations in the Southern Sector.





Figure 6.15: Southern Sector - Layout Extract.

Southern Sector.

This sector has numerous influencing factors that the layout needs to respond to:

- The Woodland Frontage (1) between this sector and the Central Sector.
- The Woodland to the South of the site (2).
- The copse of trees labelled ‘Sycamore Green’ (3).
- The curtilage of the listed Lanwades Hall (4).
- The area labelled ‘Beech Avenue’ (5).

The latter, ‘Beech Avenue’, is treated as a separate character area in this document so will be described overleaf.

The main focal point of this area is the framing of the small copse of trees, ‘Sycamore Green’. The framing of these trees has been design to create a strong sense of place by using a one-way loop road defined by collection of dwelling tied together with a uniform material palette - render and flint.

To the East of ‘Sycamore Green’ is a tight-knit collection of modest houses and Maisonettes that create a development cell (6).

Along the southern-most boundary is a collection of large aspirational houses (7). The size of these dwellings assists with creating a generous separation distance between the dwelling and the existing woodland along the Southern boundary, as the larger dwellings warrant larger (deeper) gardens. These dwellings also benefit form live-work accommodation above their garages.

The area to the North-west of ‘Sycamore Green’ contains a sweeping building line fronting the Green and accommodates a couple of small cul-de-sac courts behind (8).



### Beech Avenue.

As the name would suggest, this area benefits from a mature Beech Avenue (1). Beneath the Avenue are grasses and wildflowers, all of which is to be retained and enhanced—please refer to the Landscape Strategy for more information.

The location of the building line has been determined with the benefit of the Design Team's Arboricultural Consultant to advise on the best location for the proposed roads and dwellings to afford minimal to no impact on the existing trees and avoid overbearing overshadowing from the trees upon the dwellings and their amenity.

The formality and rhythm of the Avenue of trees has been echoed by a uniform building typology and rhythm of plotting.



**Figure 6.17:** Typical Elevations fronting Beech Avenue.



**Figure 6.19:** Beech Avenue - Layout Extract.



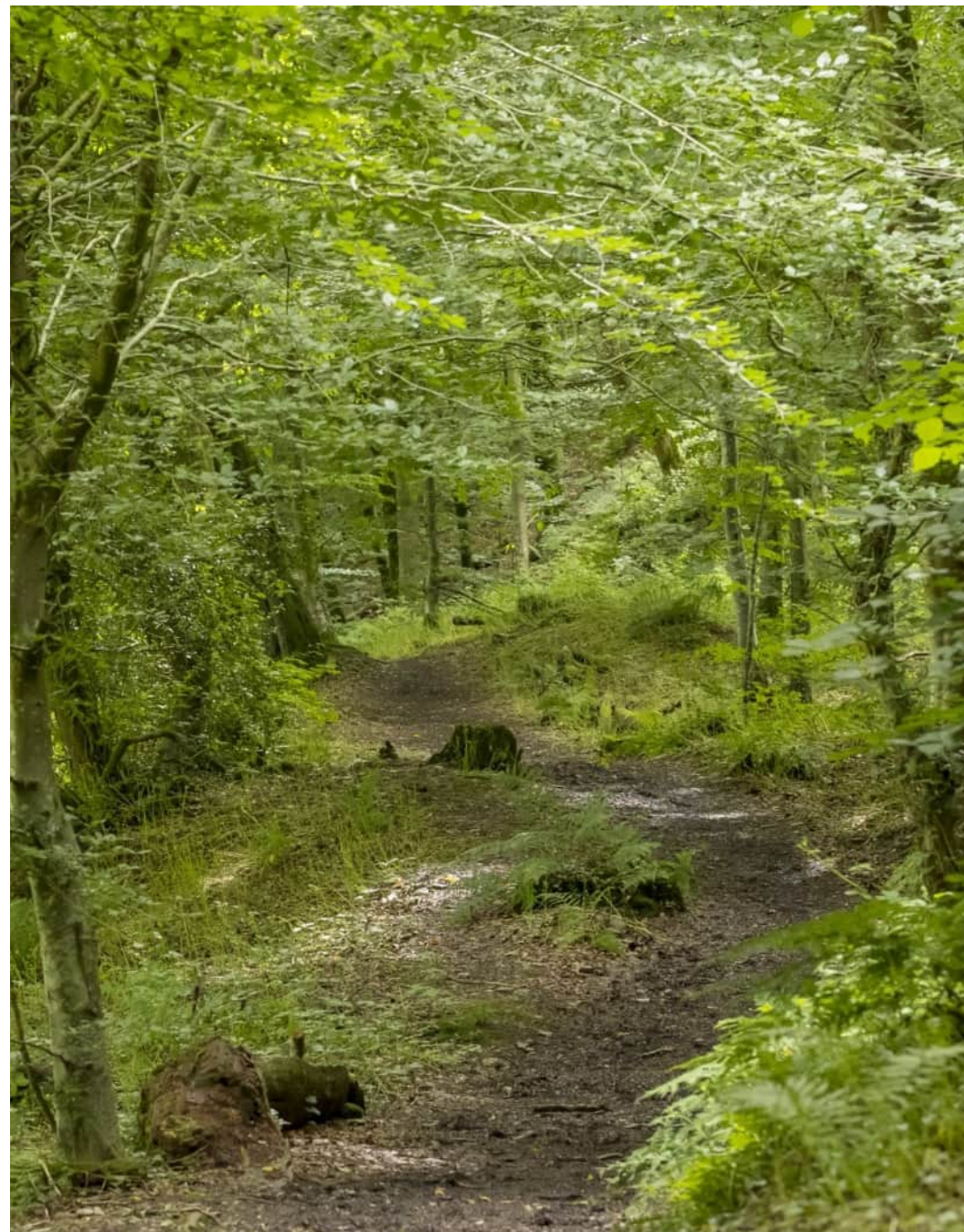
### Landscape.

The Application is supported by a detailed Landscape Strategy that also extends to Play Facilities.

#### Landscape benefits.

- The existing tree belts and woodlands throughout the site are the main landscape feature and the proposals are designed around them.
- The development is contained by these tree belts and other landscape features, there will be little to no visibility from public viewpoints.
- A key focus of the design is to retain and enhance the existing landscape features on site.
- The woodlands and tree belts will be maintained and managed to ensure longevity.
- Inter-connected new open spaces, play areas, ponds and woodland walks are proposed throughout the site.
- The site will be opened up to the public to enjoy these open spaces.
- 60/40 split between built and open spaces.
- Wildflower meadow memorial garden, providing an ornamental garden space for quiet contemplation.

For more information on landscaping please refer to the landscape strategy document submitted in support of this application.











## 7. Access & Servicing

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# 7. Access & Servicing

## Access & Servicing.

As part of the design process, the scheme provides for the following.

### Car Parking.

The West Suffolk Council SPD ‘Space Standards Dec. 2017’ has been complied with in the following way:

- Single Garages are a minimum of 7x3m internally with a 2.4m wide door.

The Suffolk County Council SPD ‘Guidance for Parking Oct. 2023 has been complied with in the following way:

- No tandem parking in rear parking courts.
- No triple tandem spaces have been counted in the overall provision of parking spaces.
- Layby parking has been designed to a minimum of 6m x 2m.
- No car parking courts have more than 10 parking spaces.
- Visitor parking has been provided at a ratio of 1 space per four dwellings.
- The quantum of car parking has been provided in accordance with the prescribed standard.
- EV Charging has been provided in accordance with Part S of the Building Regulations.

### Cycle Parking.

The quantum of cycle parking has been provided in accordance with the prescribed standard in the following way:

- Dwellings with the benefit of garages will store cycles in the garage.
- Houses without the benefit of garages will store their cycles within a shed located in the rear garden.
- Dwellings, such as Maisonettes, that do not have private amenity but communal amenity will store their cycles in lockable stores located in the communal amenity space.

### Accessibility.

The West Suffolk Council SPD ‘Space Standards Dec. 2017’ has been complied with in the following way:

- All dwellings are designed to be National Described Space Standard (NDSS) compliant.
- All dwellings are designed to be Part M4(2) compliant.
- 5% of the Affordable Housing to designed to be Part M4(3) compliant.

### Highway Design.

All roads are proposed to be private. Nothing will be offered for adoption.

However, the roads have been designed to accord, where necessary, to the Suffolk County Council’s document ‘Suffolk Design Guide for Streets 2022’ in the following way.

- Conventional Streets/Carriageways: These have been design to accord with the above mentioned guidance for ‘Tertiary Carriageway’ with a 5.5m wide road with 2.0m wide footpaths on the side serving the units.
- Shared Surface Roads (not Shared Private Drives): These have been design to accord with the above mentioned guidance for ‘Shared Surface with Utility Zone’.

### General Servicing.

The scheme has been tracking with the Scania Fire Appliance (in accordance with the Suffolk Design Guide for Streets 2022).

The scheme has been tracked with the Olympus 27W Refuse Vehicle (in accordance with the Suffolk Design Guide for Streets 2022).





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Appendix

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### Proposed Car Parking Strategy for the Detailed scheme.

#### Summary

	Required	Proposed
 Allocated*:	611	567
 Visitor:	77	77
 Opportunistic:	-	79
<b>Total</b>	<b>688</b>	<b>725</b>

\* The above quantum includes 3<sup>rd</sup> unallocated space required for 4+Bed Houses.

By Parcel	Required	Proposed
Eastern Sector:	142	121
Stable Block:	47	34
Central Sector:	341	385
Southern Sector	158	185
<b>Total</b>	<b>688</b>	<b>725</b>



**Commercial Parking Spaces Available:**  
 Shop : 8  
 Community Building : 12

Private EV Parking Spaces: 236  
 Communal EV Parking Spaces: 66



Please Note: Each Plot has Access to a EV Parking Space in compliance with Approved Document S and in line with the Councils Policy.



Wall Mounted EV Charging Point.



Free Standing EV Charging Point.

Car Parking for the Outline Scheme will be policy compliant at the time of the RM Application.



# Appendix

Proposed Schemed of Accommodation by Typology and Bed Size.

Detailed Application

Detailed Application - Proposed Residential Mix and Quantum							
	Houses	Maisonettes	Cluster Mai-sonettes	Flats	Stable Block	Coach House	Total
1 Bed	0	4	14	7	12	0	37
2 Bed	20	8	28	1	4	5	66
3 Bed	141	4	0	0	10	0	155
4 Bed	29	0	0	0	0	0	29
5 Bed	15	0	0	0	0	0	15
Total	205	16	42	8	26	5	302

Outline Application

Outline Proposed - Residential Mix and Quantum							
	Houses	Maisonettes	Cluster Mai-sonettes	Flats	Stable Block	Coach House	Total
1 Bed	0	0	0	0	18	0	18
2 Bed	70	0	8	0	0	1	79
3 Bed	380	0	0	0	0	0	380
4 Bed	72	0	0	0	0	0	72
5 Bed	9	0	0	0	0	0	9
Total	531	0	8	0	18	1	558

Hybrid Application

Hybrid Proposed Residential Mix and Quantum							
	Houses	Maisonettes	Cluster Mai-sonettes	Flats	Stable Block	Coach House	Total
1 Bed	0	4	14	7	30	0	55
2 Bed	90	8	36	1	4	6	145
3 Bed	521	4	0	0	10	0	535
4 Bed	100	0	0	0	0	0	100
5 Bed	25	0	0	0	0	0	25
Total	736	16	50	8	44	6	860

Proposed Tenure Mix.

Detailed Application -Tenure Mix							
	Market	Affordable Home Own-ership	%	Social Rented	%	Total Affordable	Grand Total
1 Bed	16	4	20%	17	40%	21	37
2 Bed	41	8	40%	17	40%	25	66
3 Bed	137	8	40%	10	22%	18	155
4 Bed	29	0	0%	0	0%	0	29
5 Bed	15	0	0%	0	0%	0	15
Grand Total	238	20		44		64	302
Total %	79%	6%		14%		21%	-

Outline - Tenure Mix							
	Market	Affordable Home Ownership	%	Social Rented	%	Total Affordable	Grand To-tal
1 Bed	0	7	9%	11	7%	18	18
2 Bed	0	37	50%	42	28%	79	79
3 Bed	282	30	40%	68	45%	98	380
4 Bed	44	0	0%	28	18%	28	72
5 Bed	9	0	0%	0	0%	0	9
Grand Total	335	74		149		223	558
Total %	60%	13%		27%		40%	-

Hybrid Tenure Mix					
	Market	Affordable Home Ownership	Social Rented	Total Affordable	Grand Total
1 Bed	16	11	28	39	55
2 Bed	41	45	59	104	145
3 Bed	419	38	78	116	535
4 Bed	73	0	28	28	101
5 Bed	24	0	0	0	24
Grand Total	573	94	193	287	860
Total %	67%	11%	22%	33%	-



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