DESIGN CODE

LAND NORTH OF THE A1071: WOLSEY GRANGE 2 (WG2)

Taylor Wimpey

PREPARED BY TAYLOR WIMPEY EAST ANGLIA & JBPL
September 2024 | 22287-DC-01
REVISION: (A)

"THE CREATION OF HIGH QUALITY, BEAUTIFUL AND SUSTAINABLE BUILDINGS AND PLACES IS FUNDAMENTAL TO WHAT THE PLANNING AND DEVELOPMENT PROCESS SHOULD ACHIEVE. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, CREATES BETTER PLACES IN WHICH TO LIVE AND WORK AND HELPS MAKE DEVELOPMENT ACCEPTABLE TO COMMUNITIES..."
(PARA. 131, NPPF DECEMBER 2023)

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NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A4 DOUBLE SIDED

DATE	REVISION	TITLE	PREPARED BY	CHECKED BY
30/09/2024	-	First Draft	JME	LM & JB
22/10/2024	A	Amendments following SPC & BMSDC Comments	JME	LM & JB

James Bailey PLANNING

Taylor Wimpey

THE VISION

Wolsey Grange Phase 2 is envisioned to be a dynamic, sustainable and landscape-led extension to the existing settlement at Wolsey Grange Phase 1, fostering a strong sense of community and identity.

The extension will look to provide a step-change from Phase 1, particularly in terms of character and appearance but also in relation to the landscape setting it inherits and looks to embrace in full.

The new neighbourhood shall look to draw upon the vast natural assets and influences that are in abundance in and around the development boundary and will become a convenient and appealing place to walk and cycle around as well as being well connected to its immediate surroundings.

ABOUT TAYLOR WIMPEY

Taylor Wimpey are one of the UK's leading national home-builders operating at a local level from 22 regional businesses. They are integrating sustainability into the way they work, to create a stronger business for the long term and generate value for all their stakeholders.

Their commitment to sustainability encompasses designing and building thriving new communities for their customers; operating safely and responsibly; creating a great place to work for their employees; and playing their part in protecting the environment for future generations.

01 Introduction

This Design Code has been prepared by Taylor Wimpey East Anglia and James Bailey Planning Ltd (JBPL), in consultation with Babergh and Mid Suffolk District Councils, Sproughton Parish council and Suffolk County Council to discharge condition 60 of the Outline consent (ref: DC/21/02671).

This Design Code has been prepared in accordance with the Outline consent, and in conjunction with Sproughton Parish Council, and the necessary documents and guidance, as required. More specifically this Design Code has been created in-line with the National Design Guide (see below). Any future Reserved Matters applications should follow this site specific Design Code, and refer to the Sproughton Guidance and Codes document, where appropriate.

National Design Guide (NDG)

The National Design Guide (NDG) sets out the Government's priorities for well-designed places and the characteristics that contribute to good design. The guide identifies ten key characteristics that underpin successful and sustainable places, providing a comprehensive framework for assessing and ensuring high-quality design.

The National Design Guide aims to ensure that new developments contribute positively to their environments, creating well-designed, sustainable, and resilient places that meet the needs of current and future generations. It encourages a holistic approach to design that integrates social, environmental, and economic considerations.

This Design Code has been prepared in accordance with these national and local planning policies to ensure that the proposed development will contribute positively to the local area and provide a high-quality living environment for future residents.

The NDG sets out the Government's priorities for well-designed places in the form of ten characteristics. These are: context; identity; built form; movement; nature; public spaces; uses; homes and buildings; resources; and lifespan. The NDG will be a material consideration in planning decisions and is an important foundation for a design code.

3 Context -Enhancing the Sense of Place
Understanding Local Character: Designs should be based on an understanding of the surrounding context, enhancing the character and identity of an area.
Integration: New developments should integrate well with the existing environment, respecting and enriching local distinctiveness.

4 Identity - Responding to Local Character and History
Distinctiveness: Places should have a clear identity that reflects the local culture, history, and character.
Materials and Detailing: Use materials and detailing that are appropriate to the local context and reinforce the distinctiveness of a place.

5 Built Form - Creating a Coherent Pattern of Development
Layout: Developments should be well-organised, creating a clear structure of streets, blocks, and spaces.
Density and Mix: The density and mix of uses should be appropriate to the location, supporting vitality and a diverse community.

6 Movement -Accessible and Easy to Move Around
Connectivity: Developments should be highly connected, facilitating ease of movement and access for all users.
Sustainable Transport: Prioritise walking, cycling, and public transport over car use, promoting sustainable modes of travel.

7 Nature -Enhancing and Optimizing Nature
Green Infrastructure: Incorporate green infrastructure that enhances biodiversity and provides ecological benefits.
Access to Nature: Ensure that people have access to green spaces and nature, promoting health and well-being.

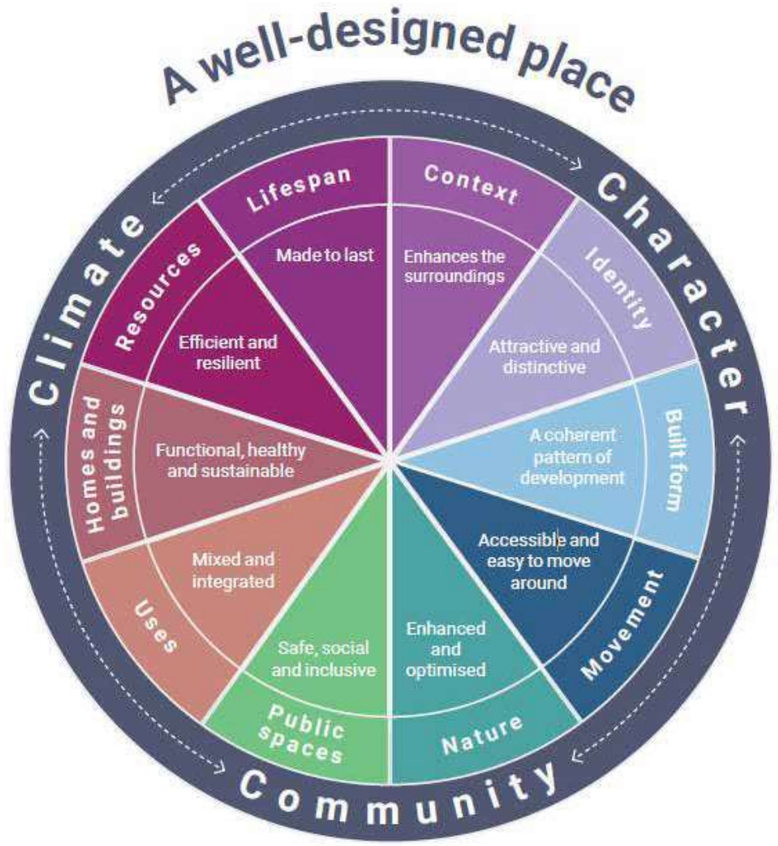
8 Public Spaces - Creating Well-Designed and Managed Places
Quality Public Spaces: Design high-quality public spaces that are safe, inclusive, and engaging.
Management and Maintenance: Ensure that public spaces are well-managed and maintained to high standards.

9 Uses - Mix and Integrated
Mix of Uses: Encourage a diverse mix of uses, including housing, workplaces, shops, and community facilities, to support vibrant communities.
Adaptability: Design places that can adapt to changing needs and uses over time.

10 Homes and Buildings - Functional, Healthy and Sustainable
Quality Homes: Ensure homes are of high quality, providing good living conditions, privacy, and adaptability.
Sustainability: Design buildings to be sustainable, incorporating energy-efficient technologies and renewable energy sources.

11 Resources - Efficient and Resilient
Resource Efficiency: Developments should be resource-efficient, using materials and technologies that reduce environmental impact.
Climate Resilience: Design places that are resilient to climate change, incorporating features such as sustainable drainage systems (SuDS) and green roofs.

12 Lifespan – Made to Last
Durability: Ensure that buildings and spaces are durable, well-constructed, and built to last.
Maintenance and Management: Plan for the long-term management and maintenance of places, ensuring they remain high-quality and functional over time.



02 Planning Context & Policy

Planning History

The site subject of this Design Code, known as "Wolsey Grange 2" (WG2") already benefits from an existing Outline planning consent which was granted permission by Babergh District Council on the 12th of September 2023 (ref: DC/21/02671).

The description of development is as follows: Outline planning permission (some matters reserved, access to be considered) - Erection of up to 750No dwellings, and up to 3ha of primary education land, public open space, Sustainable Drainage Systems (SuDS), landscaping and highway improvements (accompanied by EIA Statement).

Therefore, some of the design details within this Design Code have already been set and agreed as part of the approved Parameter Plans, including maximum storey heights.

These adopted plans are set out below:

- DG 401 8 Parameter Plan-Land Use
- DG 411 Rev 2 Parameter/ Access and Movement
- DG 402 Rev 9 Indicative Development Plan
- DG 421 Rev 3 Parameter Plan Density
- CSA/3290 - 108 L Green Infrastructure Plan
- 66201557-SWE-ZZ-XX-DR-J-0018 Dog Walking Off Lead Area
- DC431 Rev 4 Parameter Plan Height
- Defined Red Line Plan DG0002 Rev 3 Application Boundary

The permission is subject to a specific condition (Condition 60) which requires the submission and approval of a Design Code. This document has been prepared in accordance with the requirements of Condition 60, whilst being mindful of other relevant policies, documents and guidance.

Ministry of Housing, Communities & Local Government

National Planning Policy Framework

December 2023

Planning Policy

National Planning Policy Framework (NPPF)

The NPPF emphasises the importance of achieving high-quality design. It states that developments should function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development. It also encourages developments to be visually attractive as a result of good architecture, layout, and appropriate and effective landscaping.

The main chapters of the NPPF are as follows:

Chapter 2 of the NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. To achieve sustainable development, it means that the planning system has three overarching objectives; economic; social; and environmental.

Chapter 5 supports the Government's objectives of significantly boosting the supply of homes. More specifically Paragraph 63 states that housing need, size, type and tenure should be assessed and reflected in planning policies.

Chapter 8 promotes healthy and safe communities which encourage social interaction, through mixed use developments and street layout which allow for easy pedestrian and cycle connections and encourages healthy lifestyles to meet health and wellbeing needs.

Chapter 9 focuses on promoting sustainable transport and outlines how effectively managing growth in sustainable and accessible location can promote walking, cycling and public transport use.

Chapter 12 outlines the approach to achieving well-designed and beautiful places, and states that the "creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve". The NPPF outlines the need for there to be clear design expectations achieved through effective engagement between applicants, communities and local planning authorities.

Chapter 14 sets out the Government's commitment to meeting the challenge of climate change, flooding and coastal change. The planning system should support the transition to a low carbon future and help to shape places which support renewable and low carbon energy developments that are resilient to climate change.

Chapter 15 of the Framework outlines the approach to the natural environment through conservation and enhancement.

Babergh and Mid Suffolk

Joint Local Plan- Part 1

Working Together

NOVEMBER 2023

Babergh and Mid Suffolk Joint Local Plan Policies (Part 1 - adopted November 2023)

The Babergh and Mid Suffolk Joint Local Plan will provide a framework for guiding future development - until the year 2037.

Following the Examination, it was proposed in December 2021 that the Joint Local Plan be split into two parts (the Part 1 Plan and the Part 2 Plan).

In September 2023, the Inspectors found that the Joint Local Plan - with its recommended Main Modifications - is sound and capable of adoption. Part 1 of the Joint Local Plan was adopted by Babergh District Council on 21 November 2023.

The Babergh Joint Local Plan sets out the vision, objectives, spatial strategy and policies for future development in Babergh District. It includes policies that promote high-quality design, sustainable development, and the conservation and enhancement of the natural and historic environment.

The below sets out the main policies related to housing, design, environment, landscape, and climate change. A colour coding connects the policy with the relevant chapters within this Design Code.

SP01 Housing Needs

In Babergh District the Joint Local Plan (Parts 1 and 2) will seek to deliver a minimum of 7,904 net additional dwellings (416 dwellings per annum) over the Plan period. Across the Plan area the mix of tenure, size and type of new housing development should be informed by the relevant District needs assessment, or any local housing needs surveys where relevant.

SP02 Affordable Housing

The Joint Local Plan (Parts 1 and 2) will seek to deliver a minimum of 2,096 affordable homes in Babergh up to 2037. The mix of tenure, size and type of new affordable housing development should be informed by the relevant district needs assessment, any local housing needs survey and other relevant supporting evidence.

SP03 The Sustainable location of new development

New housing development will come forward through extant planning permissions in accordance with the relevant policies of the Plan or Neighbourhood Plans.

SP09 Enhancement and Management of the Environment

- Development must enhance the natural environment.
- Protected habitats should be safeguarded.
- All development affecting protected habitats must embed mitigation measures to maintain site integrity.
- Address air quality near habitats.
- It is important to note that this policy requires minimum of 10% Biodiversity Net Gain, however, as the Outline was approved prior to the BNG become legislation, the Reserved Matter application is exempt from BNG. That said, significant ecology enhancements should be achieved on this site.

SP10 Climate Change

All developments are required to mitigate and adapt to climate change by:

- Adopting a sequential risk-based approach taking into account future-proofing measures for impacts of flooding;
- Conforming to the principle of Holistic Water Management;
- Applying existing and innovative approaches to sustainable design and construction; and Identifying opportunities, where appropriate, to deliver decentralised energy systems powered by a renewable or low carbon source and associated infrastructure, including community-led initiatives.

LP15 Environmental Protection & Conservation

Development must demonstrate consideration of :

- Efficient and effective use of land;
- Remediate land that is affected by contamination;
- Prevent, mitigation and reduce to a minimum all forms of pollution;
- Comply with relevant SCC CSWMP.

LP16 Biodiversity and Geodiversity

Follow the biodiversity mitigation hierarchy.
Protect designated sites.
Protect and conserve, restore and contribute to the enhancement of biodiversity and geological conservation interested.
Create a local network of biodiversity.
Pursue 10% net gain.

LP17 Landscape

To conserve and enhance landscape character development must:

- Integrate with the existing landscape character of the area and reinforce the local distinctiveness and identity of individual settlements;
- Be sensitive to the landscape and visual amenity impacts (including on dark skies and tranquil areas) on the natural environment and built character; and
- Consider the topographical cumulative impact on landscape sensitivity.

LP19 Heritage

Heritage Assets: Ensure that developments protect and enhance heritage assets and their settings.

Historic Environment: Promote the conservation and enjoyment of the historic environment.

LP23 Sustainable Construction

Building Standards: New developments should meet high standards of sustainable construction.
Energy Efficiency: Emphasizes the need for energy-efficient buildings and the use of low carbon technologies.
Water Efficiency: Promotes water efficiency measures in new developments.

LP24 Design and Residential Amenity

High-Quality Design is achieved by:

- New developments must exhibit high-quality design.
- Proposals should align with the existing context, create character, and prioritize health, amenity, well-being, and safety.
- Compliance with Space Standards is essential.

Design Considerations are:

- Proposals should respond to the wider townscape and safeguard historic assets and natural features.
- Compatibility with the location (scale, mass, form, materials, etc.) is crucial.
- Protection and retention of natural features (trees, hedgerows) during and after construction.
- Incorporation of soft landscaping, green infrastructure, and public open space.
- Prioritization of pedestrian, bicycle, and public transport movement.
- Design-out crime and create a safe, community-focused environment.
- Address health and amenity concerns (overlooking, light pollution, noise, etc.).
- Consider needs of disabled and aging populations.
- Ensure at least 50% of dwellings meet accessibility requirements.

Additional Requirements:

- Developments must align with Suffolk Design principles and other relevant planning documents.
- Quality and character of the area must be maintained or improved.

LP26 Water Resources and infrastructure

Development should conform to the principle of Holistic Water Management and consider its impact on water resources and the capacity of water supply network infrastructure.

LP27 Flood Risk and Vulnerability

Above ground, appropriate SuDS are incorporated within new developments unless it can be demonstrated that ground conditions are unsuitable for such measures, and take these opportunities to provide multifunctional benefits, including biodiversity, landscape, amenity and water quality enhancement (but excluding public open space);

LP28 Service and Facilities within the Community

Proposals for new accessible local services and community facilities will be supported where the proposal is well related to and meets the needs of the local community.

All development should have a high standard of design and sympathetic to the surrounding landscape and townscape, with no adverse effects on heritage assets and their settings.

For open space, all developments in excess of 1 hectare, will be required to provide on-site open space provision to meet the needs it creates having regard to what is already in the area and the most recent Open Space Assessment. This is unless the LPA considers it more appropriate to make improvements to existing open space within the locality in an equally or more accessible location than the proposed development.

LP29 – Safe, Sustainable and Active Transport

All developments will be required to demonstrate safe and suitable access for all and must prioritise sustainable and active transport and maximise the opportunities to utilise these modes in accordance with the transport hierarchy.

These policies collectively aim to ensure that new developments within the Babergh District are designed to high standards, respect and enhance the local environment and landscape, and contribute to climate change mitigation and adaptation efforts.

LP32 - Developer Contributions and Planning Obligations
Regard must be had to the Councils' Infrastructure Delivery Plan and responses from consultees. Any impacts from the development should be mitigated appropriately and secured via s106 agreement or CIL.

Emerging Policies

BMSDC is in the process of preparing a series of additional guidance documents to support these policies, by way of a number of SPDs (Supplementary Planning Documents).

These include:

- Housing
- Biodiversity and Trees
- Wellbeing and Health
- Intensive Farming and Poultry
- Air Quality
- Renewable and Low Carbon Energy
- Design – Part A: Sustainable Construction
- Design - Part B: Local Design Codes
- Natural and Historic Environment
- Guidance to Marketing for Employment and Community Uses.

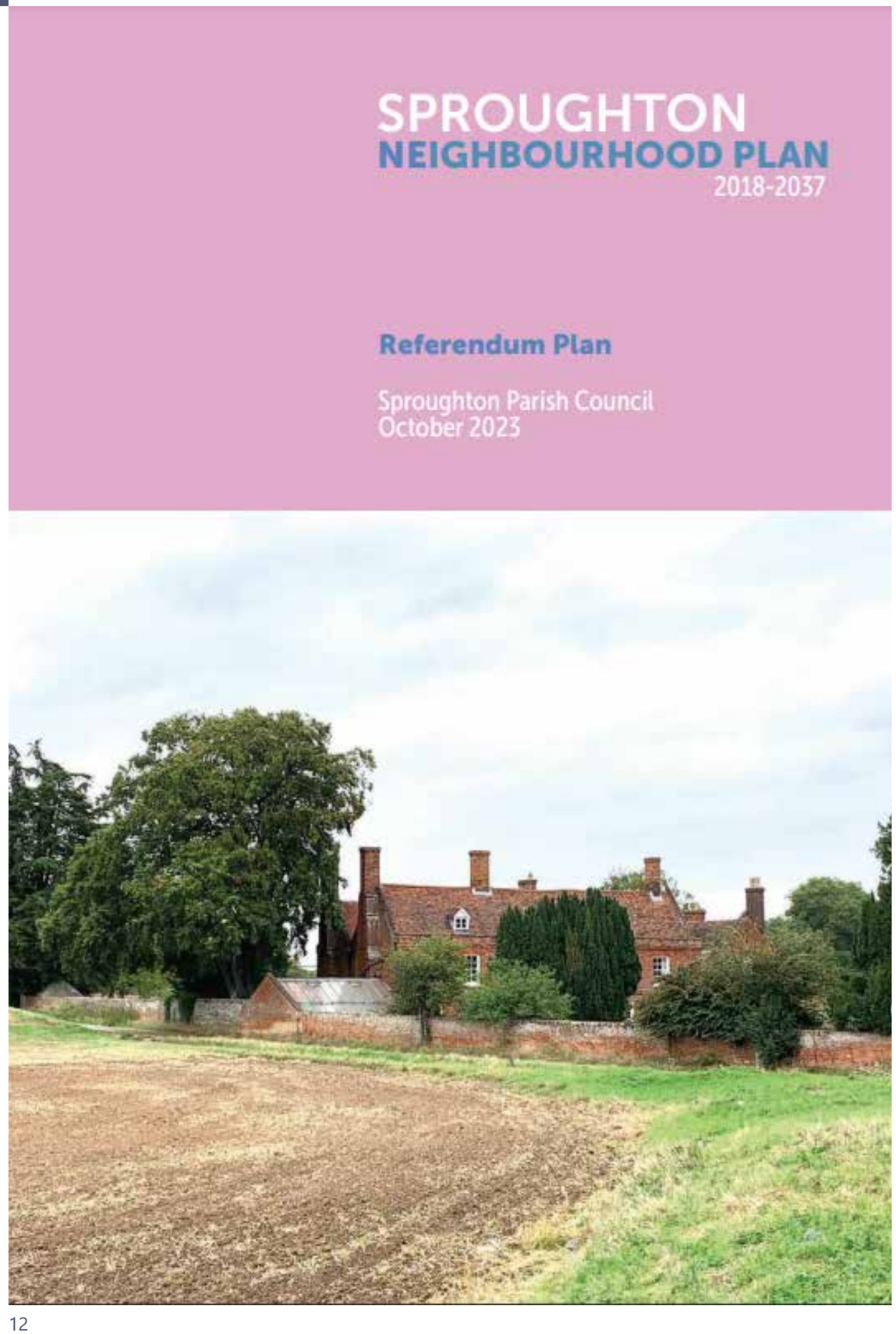
These SPDs are emerging at the time of writing and only Housing, Biodiversity and Trees, and Intensive Farming and Poultry have been publicly consulted on thus far.

Conditions

In addition to the Outline consent which secured a list of approved plans and documents, it also introduces 61 conditions.

These conditions include such things as phasing plans, housing mix, construction management plans, and ecology enhancement plans.

This design code looks to provide a design led framework for areas within WG2 that future applications (Reserved Matters or Discharge of Conditions) to be considered against.



Sproughton Neighbourhood Plan

In addition to national and local policies, this Design Code has also been mindful of the Sproughton Neighbourhood Plan (SNP) which was formerly adopted in November 2023.

The SNP has a clear vision of being a *"thriving, safe parish that will have balanced the provision of housing grow with the need to maintain and enhance its special character, historic landscape and environment and ensuring that the needs of existing and future residents and business are respected"*, by 2037.

The SNP evolves this vision in to set of objectives, polices and a 'Design Guidance and Codes'.

The objectives have a similar context to the National Design Guide and are focused on the following themes:

- Housing Objectives
- Business and Employment
- Natural Environment
- Development
- Infrastructure, Service and Facilities
- Highways and Movement

A number of relevant and important policies have been identified that have been taken into consideration for the preparation of this Design Code:

- SPTN 8 – Protection of Important Views
- SPTN 12 – Heritage Assets
- SPTN 15 – Development Design Considerations
- SPTN 17 – Protecting Existing Services and Facilities
- SPTN 18 – Open Space, Sport and Recreational Facilities
- SPTN 19 – Utilities and Infrastructure

Links to Policy:
- National Planning Policy Framework
- Babergh and Mid Suffolk Joint Local Plan
- Sproughton Neighbourhood Plan

Conclusion

In conclusion, the National Planning Policy Framework (NPPF), Babergh Joint Local Plan, and Sproughton Neighbourhood policies have all been considered in tandem to ensure that the development of Wolsey Grange 2, through this Design Code, is sensitive and suitable for the character and area in which it is located. The NPPF provides a national framework that guides sustainable development, ensuring that any development respects the natural environment, contributes to the health and diversity of our communities, and is in line with national needs and aspirations.

The Babergh Joint Local Plan, on the other hand, provides a strategic, district-level approach to planning. It sets out the vision, objectives, and policies for development within the District, ensuring that all development is in line with local needs and aspirations, and contributes positively to the local economy, community, and environment.

Lastly, the Sproughton Neighbourhood policies provide a hyper-local perspective, ensuring that development is not only suitable for the wider area but also for the specific character and needs of the Sproughton community. These policies ensure that development enhances the local area, respects its character, and meets the needs of its residents.

Together, these make up the Development Plan and offer a comprehensive, multi-level approach to planning that ensures all development at Wolsey Grange 2 is sensitive, suitable, and beneficial for the area in which it is located. They ensure that development is not carried out in isolation, but is part of a coordinated approach that takes into account national, district, and local needs and aspirations. This ensures that our built environment is sustainable, inclusive, and reflective of the character and diversity of our communities.

These policies have all help inform this Design Code for Wolsey Grange 2.

03 Context

Introduction

This section provides a summary assessment of the site and its surroundings, that has been undertaken as a basis for informing the Design Code.

An understanding of the context, history and the cultural characteristics of the site and its surroundings, has influenced the sitting and the design of new developments for WG2.

Awareness and understanding of the context also contribute to the perception of the development forming part of a sustainable location in proximity to existing communities. Viewing the development as part of the wider context helps creating a positive sense of place, which fosters a sense of belonging and contributes to well-being, inclusion, and community cohesion.

Site Context

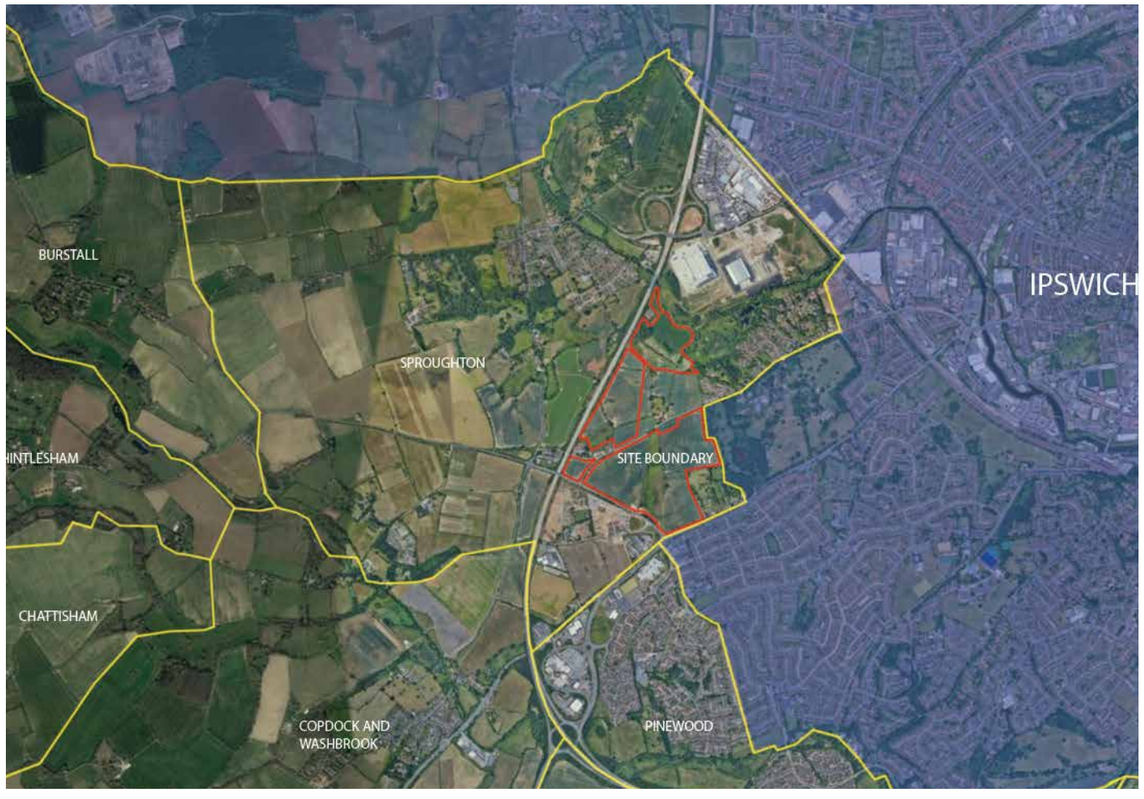
The Site

The site, known as WG2, is identified within the red line boundary on the Site Location Plan. WG1 is also identified on this plan within the blue line.

WG2 is within the administrative boundary of Babergh District Council, on the western edge of the Ipswich Fringe, adjacent to Chantry Park.

The site is located within the Parish of Sproughton, and also lies close to the Parishes of Pinewood, Copdock & Washbrook and Belstead.

The total area of the site is approximately 53.01 hectares (131 acres).



CONTEXT PARISH BOUNDARIES PLAN

SITE LOCATION PLAN

The WG2 site is irregular in shape, being bound by London Road and A1071 on the south and south-west, and the A14 on the west. Hadleigh Road runs diagonally through the site from the east to the south west, and Church Lane runs north to south on the northern half of the site, dissecting it.

Central to the site is Red House Farm, a Grade II listed farmhouse with a Grade II listed associated barn, surrounded by which are areas of land subject to a restrictive covenant, which have been excluded from the Site boundary.

To the east of the Site lies Chantry Park, which provides opportunities to deliver linkages between the Site and Ipswich.

The northern most part of the site is located within Flood Zone 3, with the northern most edge abutting the River Gipping.

The site is predominately agricultural land with no existing buildings. The Red House Farm complex of buildings, Red House Farm Cottage, and Springvale Farm are within the context of the wider site.

Planning Background

The site benefits from an existing Outline consent (ref: DC/21/02671). A resolution to grant outline planning permission was obtained on 12th September 2023.

This Design Code covers the area identified within the red line shown on the Land Use Context Plan (see p.13), which aligns with the extent of the Outline planning permission for the site.

Located directly to the south of the site is the first phase of Wolsey Grange, "Wolsey Grange 1" (WG1), which is also within the control of Taylor Wimpey. This land is outlined in blue on the Site Location Plan.

WG1 is currently under construction and was a strategic allocation, outlined in Core Strategy Policy CS7, which has become known as 'Wolsey Grange'. Planning permission was granted on 29th August 2018 for a Hybrid Planning Application (Reference B/15/00993).
The WG1, consent was for up to 475 dwellings; 4ha of employment land; 1.2ha of land for primary education use; open space and associated works; and full planning consent for 145 dwellings.

LAND USE CONTEXT PLAN

Services and Facilities

The site benefits from being in a good location with access to local and town centre facilities, employment opportunities and a strategic road network.

The site has access to bus services including:

• Park and Ride: London Road - Town Centre. Regular service every 20 mins during the week and Saturdays (No Sunday Service)

• Bus route 93: Ipswich - Capel St Mary - East Bergholt - Colchester. Regular service every 1-2 hours during the week and Saturdays (No Sunday Service);

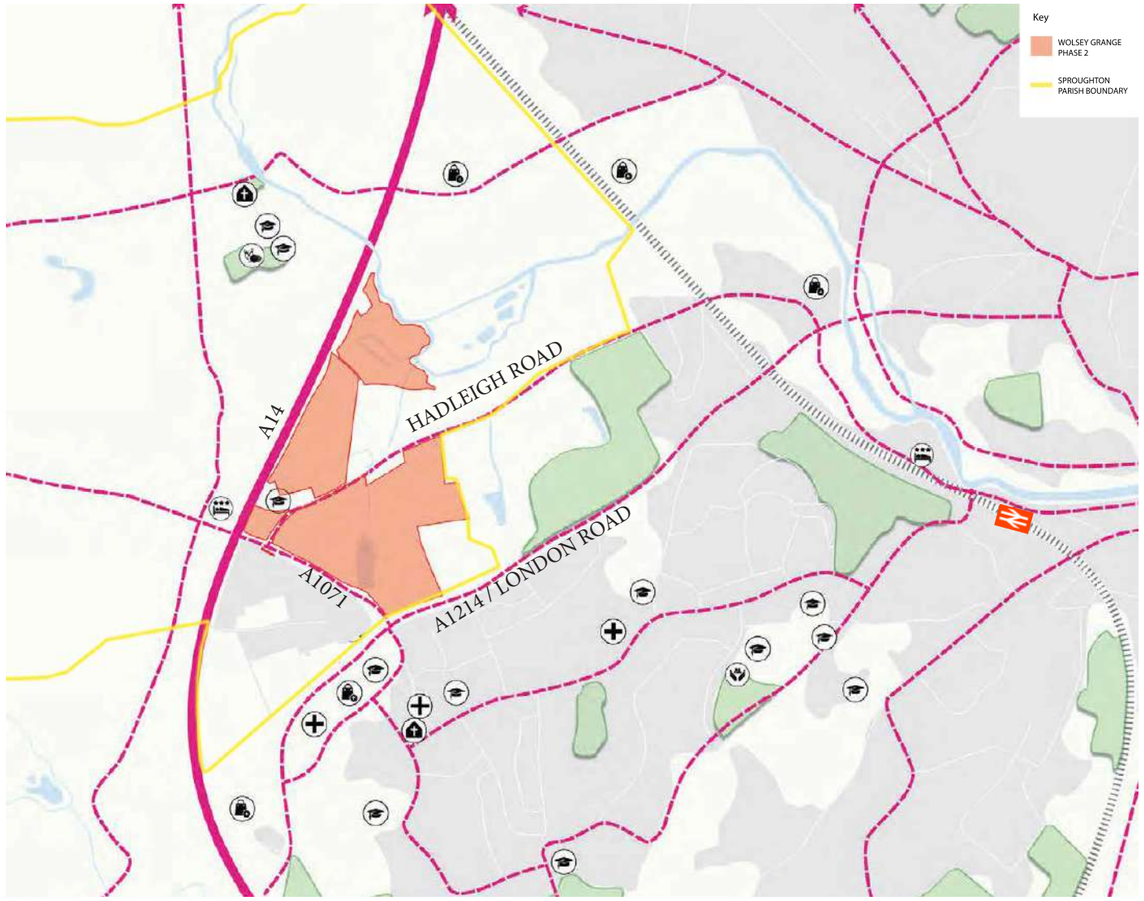
• Bus route 91: Ipswich - Hadleigh - Sudbury. Regular service every 1-2 hours during the week and Saturdays (No Sunday Service);

Outside of the Parish of Sproughton, are other local education and retail facilities are located to the south of London Road/ A1071. This includes: Suffolk One sixth form college; a public house; retail food store and veterinary centre.

The Interchange Retail Park lies to the south of the site, close to the A12/14 'Copdock Interchange'. This includes 6 retail units, made up of:

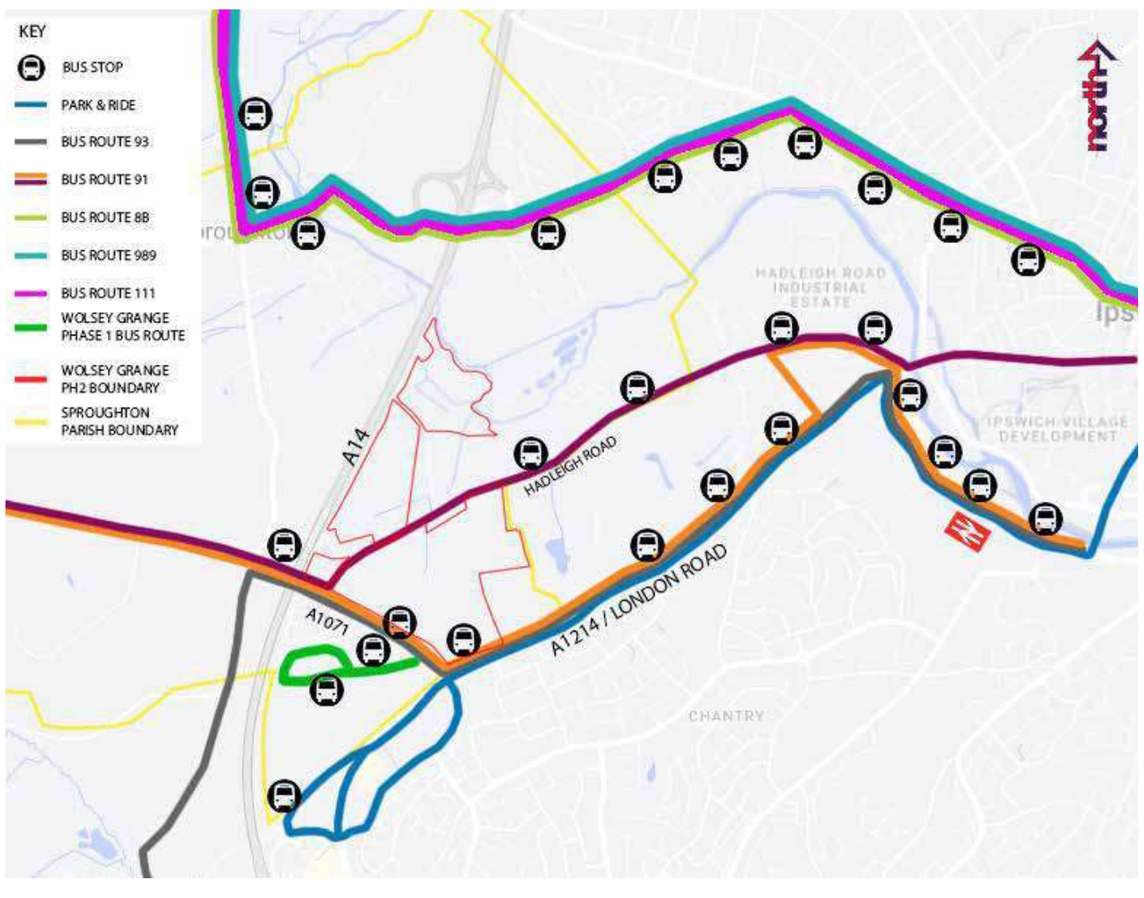
- A superstore and petrol station
- 3 x bulk retail warehouse stores
- A restaurant; a café; and a hot-food take-away restaurant

Chantry Park is located to the east, directly adjacent to the Site and provides a wide range of opportunities for leisure and recreation activities.



COMMUNITY FACILITIES PLAN

SURROUNDING SERVICES AND FACILITIES



BUS ROUTE PLAN

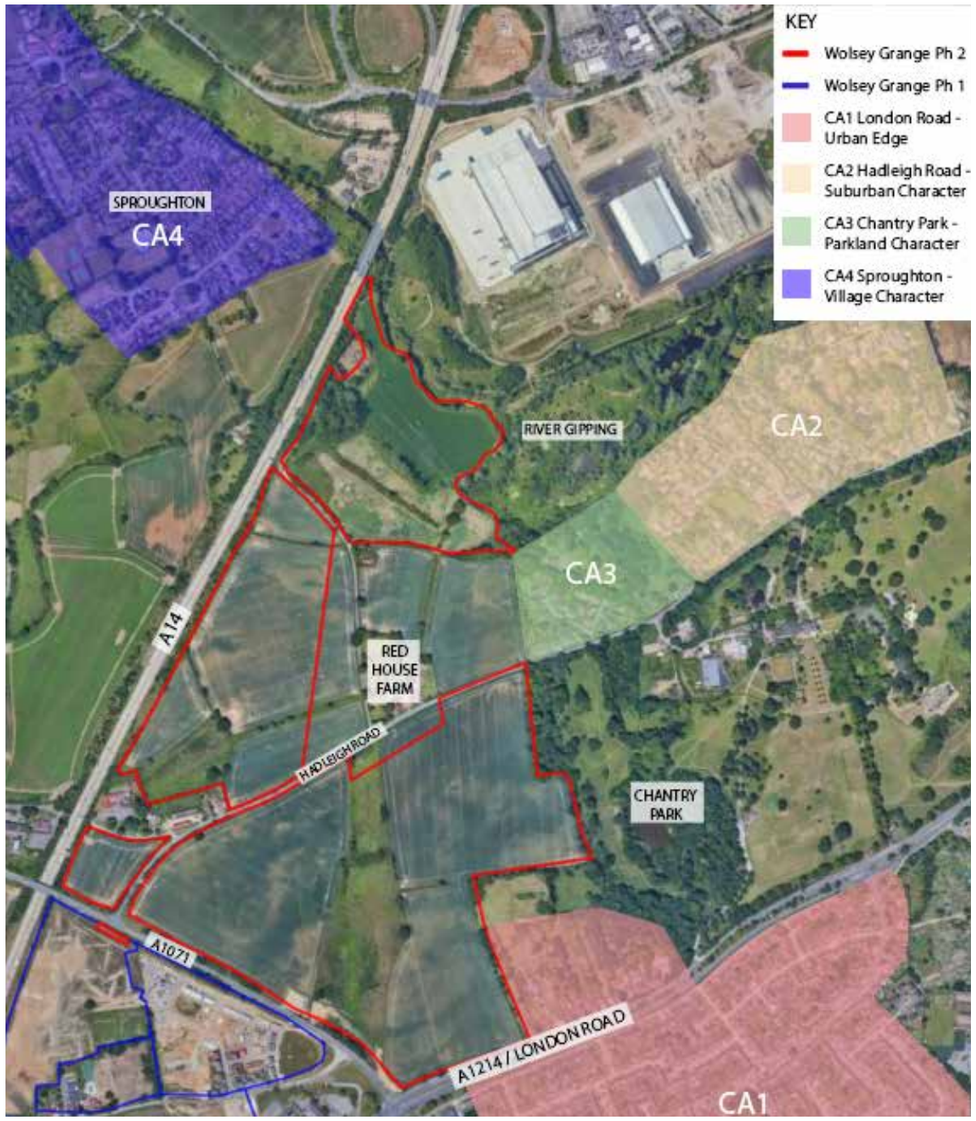
Character Types

The National Design Guide states that well-designed new development is influenced by:

"...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;" (Para. 53, NDG 2021).

This Design Code has considered the character and settlement form of several of the neighbouring residential areas in more detail. This is illustrated on the Local Character Assessment Plan below, to inform the layout and design of the development proposals, to establish the local vernacular within the site's context.

The local built-form including building arrangements, urban grain, architectural detailing, materials and setting for plots have helped influence the proposed Design Principles for the new development phase and associated Character Areas.



LOCAL CHARACTER ASSESSMENT PLAN

Formal arrangements to streets create consistent roof forms with eaves facing the street and garden forms.
Predominance of

semi-detached and detached houses.
Common theme of

frontage parking.

CA1 - LONDON ROAD URBAN EDGE

Typically Informal arrangements of Buildings & Car Parking.

Predominance of terraced houses.

Homes often set within green infrastructure & existing landscape features.

Homes often set back from edge of highway affording generous front gardens.

CA2 - HADLEIGH ROAD SUBURBAN CHARACTER

Cottage architecture

Bay windows and porches are a common feature

Predominance of semi-detached with later developments consisting of detached units

CA3 - CHANTRY PARK PARKLAND CHARACTER

CA4 Sproughton Village Character Assessment

A character assessment of Sproughton Village was carried out in the summer of 2024. Sproughton village benefits from a number of architectural styles and natural features that contribute to its unique charm and character.

The village is characterised by its black weatherboarding, vibrant orange and red brickwork and pantile roofs. Black railings and natural hedges define boundaries, carefully framed public open spaces, with natural pathways thoughtfully integrated. The village features a diverse mix of terraces, semi-detached and detached homes, and flats, ranging from single to three storeys. Green areas at junctions set footway crossings back from vehicle intersections, enhancing pedestrian safety.

Key Features of Sproughton Village:

- Black Weather Boarding.
- Orange and Red Brick .
- Red/orange Pantile.
- Black railings boundary treatments.
- Natural low and high hedge boundary treatments.
- Public Open Spaces often framed by buildings with parking provided along its boundary.
- POS areas with natural desire lines considered.
- Combination of terrace, semi-detached, detached and flats throughout the village.
- Combination of single, two, two and a half and three storey residential homes.
- Characterful splayed green Highway Verges with diagonal public footpaths commonly found at residential junctions.


A Window Detailing


B Window Detailing


C Gable fronting / mixture of roof lines


D Gable fronting / mixture of roof lines


E Canopy details

2- Character features


A Black Weather Boarding


B Render detailing


C Render detailing


E Orange Pan Tiles


D Brick and roof materials


F Black Weather Boarding

3 - Materials


A Natural fronting boundries


C Natural fronting boundries


B Natural fronting boundaries


D Natural fronting boundaries

4- Boundary Treatments

1 - Highway Detail


A Highway Open Space


B Private drive and highway details


C Traffic Calming details


A POS Framed by Dwellings


B Village Green


C POS Framed by Dwellings


D POS Framed by Dwellings


E POS Framed by Parking

5 - Green Space

Prominent Materials & Architectural Detailing

There are a range of building materials and details throughout the neighbouring residential areas. These vary depending on their time of construction.

Within the Character Area CA1 Urban Edge, there is undefined block, consisting of access road terminating with multiple cul-de sacs. Render and weather-boarding are used occasionally in the area.

The surrounding areas are constructed with a mix of red and buff brick, with red and brown pantiles roofs or clay plain tiles. Articulation and interest to the building frontages is achieved in a number of ways, including the use of projecting gables, and also the use of coloured render.

Additionally, the Suffolk Design Guide, which is a Supplementary Planning Guidance document (revised in 2000), identifies the following guiding characteristics as part of the traditional Suffolk palette of materials:

TRADITIONAL COLOURS:
- Orange / Red.
- Cream / White.
- Grey / Black.
- Roofs darker than Walls.

TRADITIONAL WALLING:
- Good quality Bricks.
- Avoid Yellow and Brown.
- Smooth Renders (White, Ivory, Cream, Buff).
- Occasional Dark Plinths.
- Black Weather-Boarding (Upper Storey or Lower Lean-to).
- Separate fully boarded Garages forming outbuildings.

TRADITIONAL ROOFING:
- Black or Orange Pan Tiles / Grey Slates.
- Plain tiles.
- Slate tiles.
- Avoid Light or Brown coloured Tiles.
- Black Rainwater Goods.
- Differing colours for roofing elements including; eaves; verges; and bargeboards.

The Design Code considers four character areas influenced by the areas identified as part of the analysis. The character proposed for the development as a whole and each of the individual character areas, respond to the local character, settlement grain and the immediate local context of the site.

Key characteristics include linear orthogonal grid, regular frontage and setback, strong enclosure, regular development blocks, permeable structure, pocket greens with enclosed frontages, vista buildings framing key corners, building lines. Consistency of volumes, regular gaps between buildings, repetition, rhythm are key patterns.

CA1 - LONDON ROAD
URBAN EDGE

Key characteristics include winding organic streets, irregular frontage and setback, medium to low enclosure, irregular development blocks, drives leading to green edges, larger front gardens or framed by trees, key buildings with features buildings framing key corners, building lines. Softness of building line with irregular gaps between buildings, variation in built form, organic streets, landscape in foreground instead of buildings are key patterns.

CA2 - HADLEIGH ROAD
SUBURBAN CHARACTER

Key characteristics include parkland setting in foreground and background; mixture of linear and winding organic streets, mixed frontage and setback, medium to low enclosure, mixture of development blocks creating an interface, larger front gardens or framed by trees, cottage buildings and bungalows adding interest. Variation in built form, irregularity in sequence and views, landscape in foreground and background are key patterns.

CA3 - CHANTRY PARK
PARKLAND CHARACTER

Key characteristics include black weatherboarding and the vibrant hues of orange and red brick, complemented by red-orange pantile roofs. Black railings and a variety of boundary treatments, including both low and high natural hedges, define property frontages. Public open spaces (POS) are thoughtfully framed by parking areas and dwellings, with natural desire lines considered to ensure ease of movement.

CA4 - SPROUGHTON
VILLAGE CHARACTER

Site Assessment

"Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation..."
(Para. 43, NDG 2021)

Technical studies were carried out in support of the consented Outline planning application, aimed at assessing the site and its potential for a residential development. These reports demonstrated that the site is suitable for development and set out the required mitigation where relevant, and summaries are set out below.

Landscape and Visual Impact

CSA Environmental undertook a landscape and visual assessment of the site. A Landscape Opportunities and Constraints Plan was prepared in the early stages of the development of the scheme to inform the design.

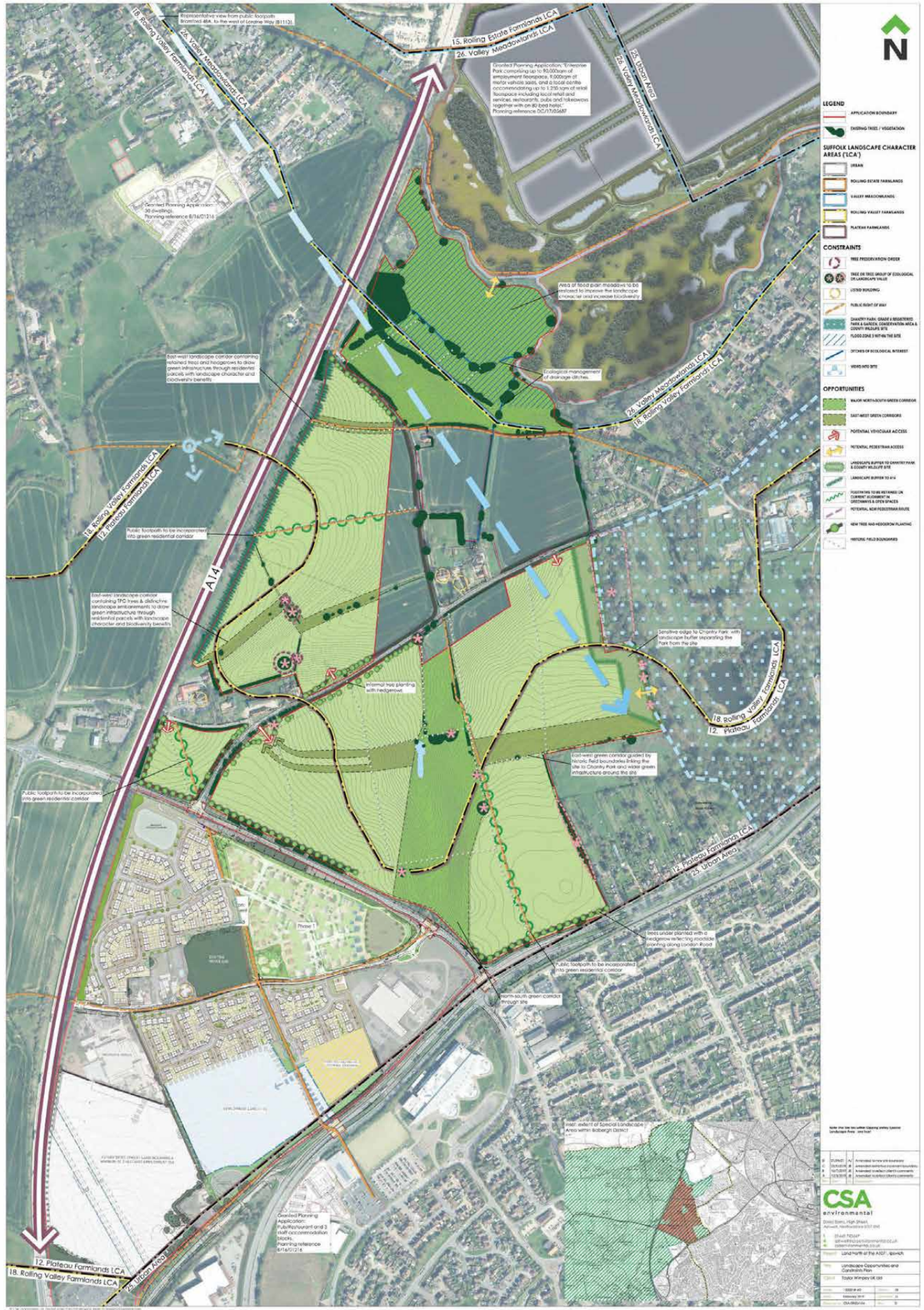
The landscape of the site reflects the wider character of the low-lying flood plain along the River Gipping, rising to rolling topography with subsidiary valley systems and transitioning to higher plateaux. The site lies on the western edge of Ipswich, and as such is strongly influenced by existing and under construction development, as well as the road transport network which bisects and bounds the site. The development at Wolsey Grange 1 for 475 dwellings lies to the southwest of the site, and is visible from the higher ground, as is the large white high bay distribution unit at Sproughton Enterprise Park to the north, which is the equivalent of an eight storey building.

Views of the site are generally confined to the near vicinity, with views from the public footpaths which cross the site and extend close to the site boundaries, and from the surrounding highways network. Views are also possible from some residential properties which are in close proximity to the site boundaries.

All views are partial due to the site topography and the vegetation in the northern part of the site, although there are clearer views of the higher, less sensitive parts of the site which adjoin existing development. More distant, partial views are possible from sections of the public footpaths on higher ground to the west of Bramford, Northwest of the site, but most views from the west and Northwest are screened by intervening vegetation and landform.

The landscape and heritage-led scheme has been designed to respect the landscape character of the site, in particular the Rolling Valley Farmland landscape character, and to recognise the heritage sensitivities of Red House Farm (Grade II Listed). The new housing is set on the higher, less sensitive parts of the site, with 58% of the site area proposed as public open space. Structural hedgerow and scattered tree planting, with wild-flower grassland planting will reference the wider landscape character, providing a transition from the urban landscape of Ipswich to the rural landscape to the west.

RED HOUSE FARM CONTEXT PLAN



LANDSCAPE OPPORTUNITIES AND CONSTRAINTS PLAN

Ecology and Biodiversity

A Preliminary Ecological Appraisal (PEA) was carried out (July 2018) to support the approved Outline planning application for the development.

The PEA was based on a desk study to obtain and review records of protected / notable species and habitats within a defined search area from the centre of the site.

There are three statutory conservation sites within 2km of the site (all Local Nature Reserves)

Two European designated sites are present within 13km: Stour and Orwell estuaries SPA & Ramsar Site and Deben Estuary SPA & Ramsar site

Twelve County wildlife sites are also present within 2km of the site with one, Chantry park adjacent to the eastern boundary.

Protected Species

The potential for presence of protected, Species of Principal Importance in England (SPIE)/ Biodiversity Action Plan (BAP) and rare species was assessed as follows:

Amphibians - Known ponds within 500m of the site (unless ecologically separated by significant barriers and where accessible) were addressed for potential to support breeding amphibians. Habitat on the site, was surveyed for potential to support amphibians during their terrestrial or aquatic phase. 500m is a standardised search radius to assist in the assessment of the potential of a site and its surrounding habitat to support great crested newt, based on current Natural England guidance.

Bats – Habitat within, and adjacent to, the site boundary was assessed for potential to support roosting, foraging and commuting bats, aided by aerial photographs of the surrounding landscape. The survey conformed to current Bat Conservation Trust guidelines.

Dormice – The site was assessed for potential to support dormice: Wooded/scrub areas or hedges with good under-storey/shrub layer and a diversity of foraging opportunities covering the active dormouse season.

Reptiles – Habitats were assessed for potential to support foraging or breeding reptiles and hibernation or refuge opportunities.

Invertebrates - The site was surveyed for high quality aquatic, deadwood or other habitats which could be used by significant assemblages of invertebrates, or by invertebrates identified in the data search. During the Phase 1 survey there was no attempt made to identify species present and where a site supports features that may be of importance to invertebrates then further Phase 2 surveys may be required to assess the importance of the site.

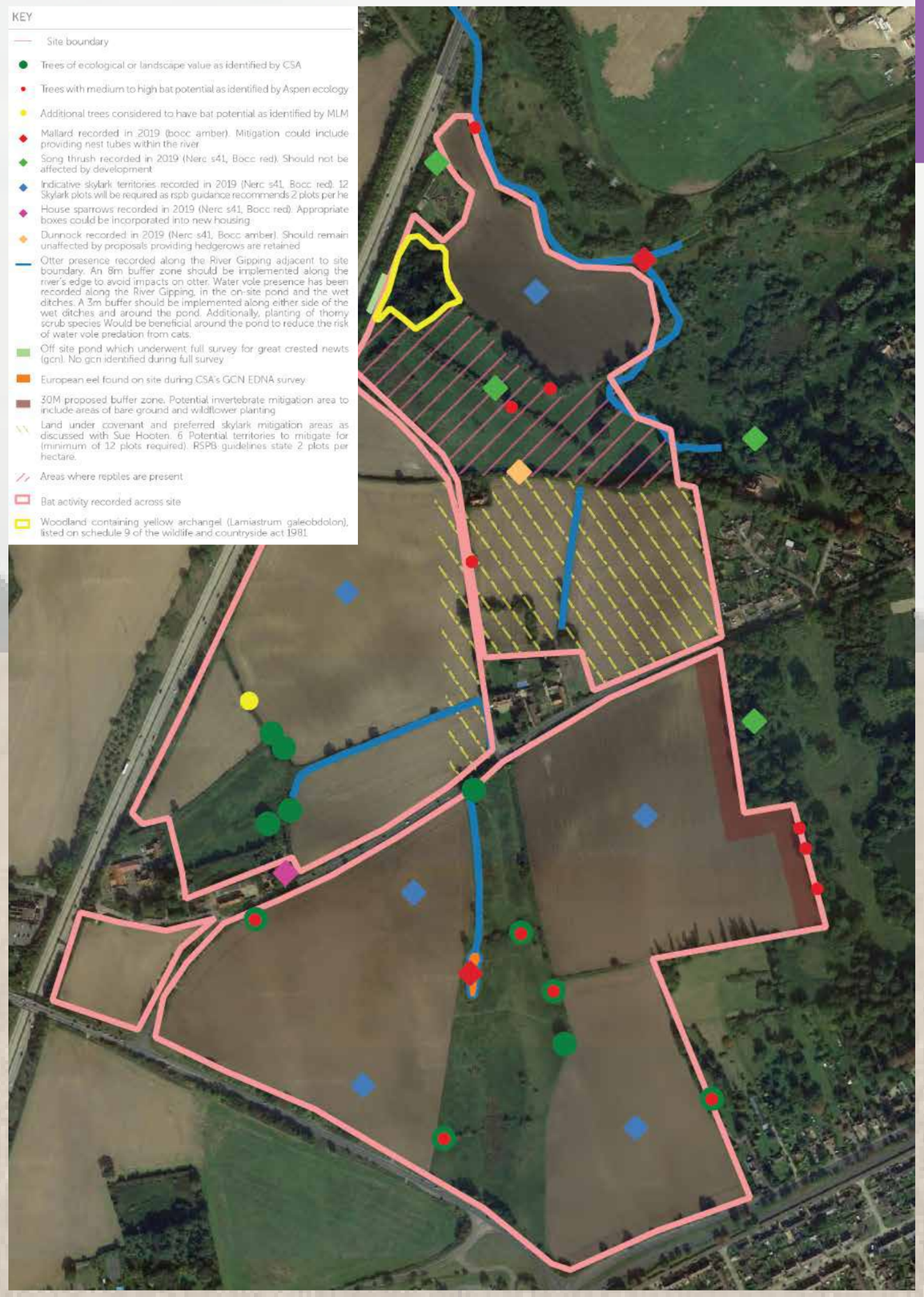
Flora and habitats - A walkover survey identified broad vegetation types, which were then classified against Phase 1 habitat types, where appropriate. A list of characteristic plant species for each vegetation type was also compiled and any invasive species encountered as an incidental result of the survey are noted.

Water voles and otters – Water bodies within impact distance of the site were assessed for potential to support water voles and otters.

Badgers - A visual assessment for setts, hair, latrines, prints, foraging disturbance or other signs of badgers was undertaken within, and directly adjacent to, the site boundary.

Birds - The assessment of breeding birds and wintering birds on the site was based on the suitability of habitat present, evidence of nesting such as old or currently active nests and the presence of bird species that may potentially nest within the available habitat. Breeding bird surveys to be undertaken within suitable areas of habitat within the site to assess presence, population and activity of birds. Particular focus will be paid to protected/priority species breeding in grassland, woodland, hedgerows and scrub and ground nesting birds in particular skylark in areas of arable land.

Adjacent habitat - Aerial photographs, available maps and survey of the area outside the site boundary (where access was available) was used to identify any habitat in the wider landscape which could be impacted by proposed works.



ECOLOGICAL CONTEXT PLAN

Topography and Drainage

The topography of the site is varied. There is a distinct slope across the length of the site varying in height from +40mAOD in the south-east to +4mAOD in the north eastern part of the site.

The River Gipping is located to the north of the site, and other smaller watercourses can be found on the southern and western parts.

Some areas on the northern part of the site fall within Flood Zones 2 & 3, and no residential development is proposed within these areas.

Towards the centre of the site there is a valley where the site falls to +20mAOD, this creates a rising green valley running north to south, which has the potential to provide a strategic green link through the development towards the existing urban areas.

The proposed surface water management measures are set out in the Flood Risk Assessment (FRA) which accompanies the Outline consent. The SuDS strategy will ensure greenfield water runoff rates can be maintained, the effects of climate change are factored in, and the water quality of any water being discharged further downstream is in accordance with the requirements of the Lead Local Flood Authority (LLFA).

TOPOGRAPHY OF THE SITE

FLOOD MAP FOR THE SITE AREA

Access

The site is well connected to the wider surroundings, with access to bus services including buses towards Ipswich town centre, Sudbury, Hadleigh and Colchester. It also benefits from:

- Four existing PRoWs:
  * Two paths connecting the western part of the site with Church lane, with one of them extending east and linking with Chantry Park and the new development area to the north of the park.
  * A path traversing the Site from north to south and connecting onto Church Lane and further north into the A14 underpass that connects to Sproughton.
  * A further path traversing the south-western parcel and connecting the access road to the First Strokes Swim Schools with the A1071 and further south with Wolsey Grange Phase 1.
- A traffic free cycle route running along London Road.
- A bus priority lane on London Road.
- Church Rd is also designated as a Quiet Lane

The network of existing routes are shown on the Access and Movement Opportunities Plan.

These routes present an important opportunity for the creation of green corridors and the promotion of permeable and legible routes through the development.

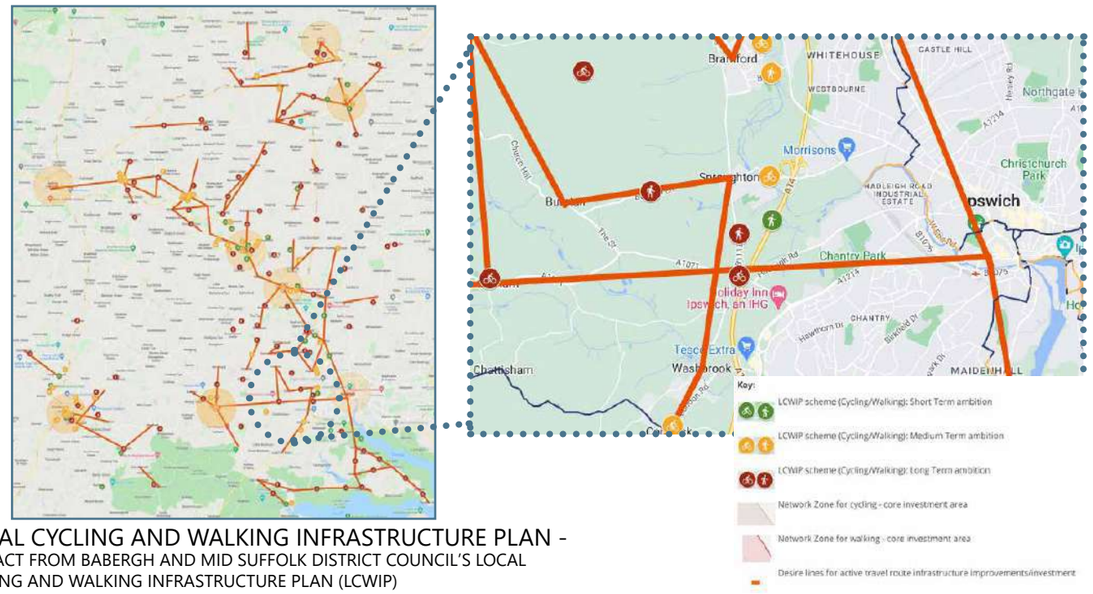
London Road (A1214), which runs parallel to the south eastern boundary of the site is the main vehicular access route into Ipswich town centre. It links to the A1071, and provides access to the A14 dual-carriageway to the southwest of the site.

A Park and Ride service runs from the Copdock Interchange retail area to Ipswich town centre and Ipswich train station. This service is located approximately a 15 minute walk away from the London Road end of the proposal site.

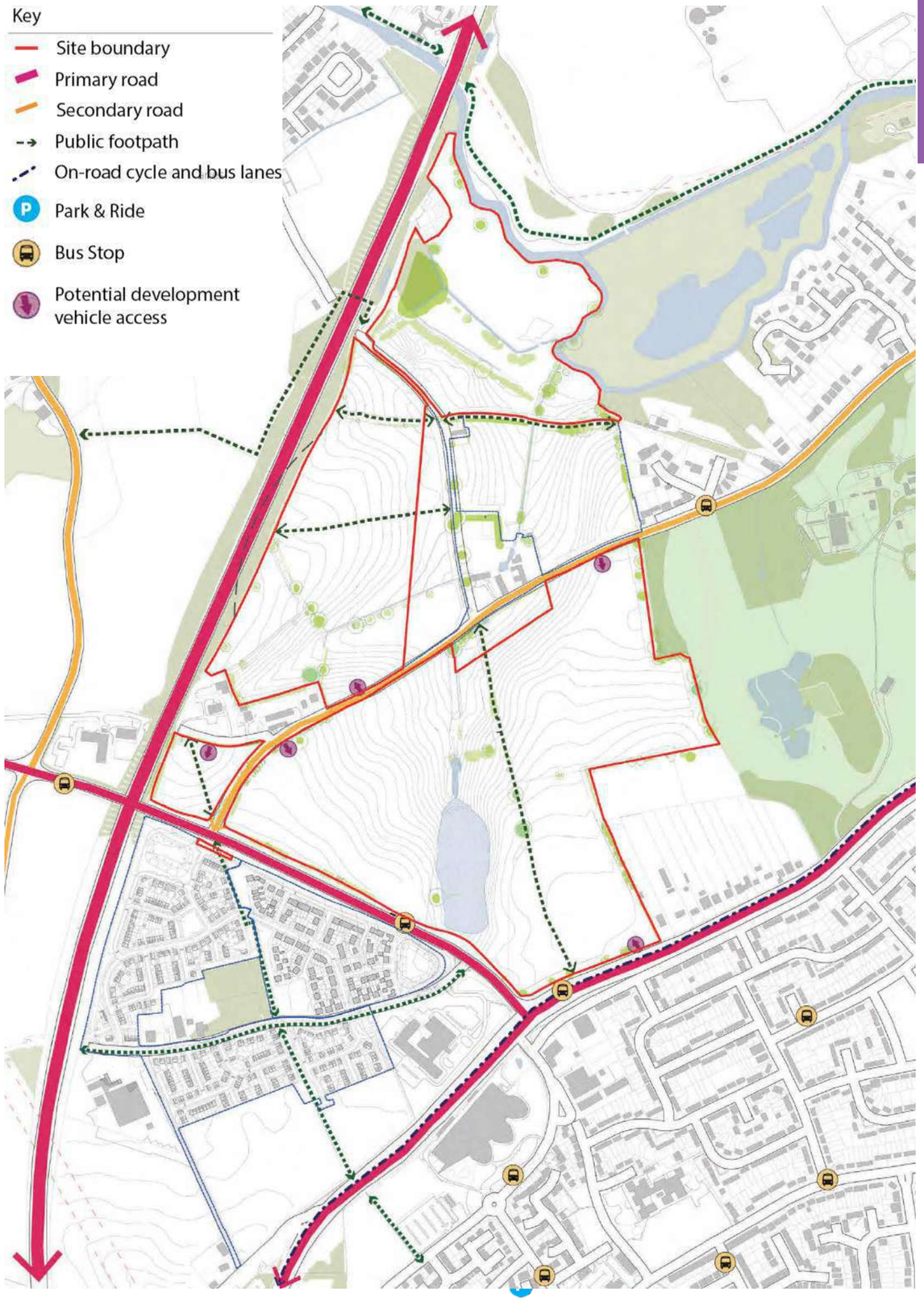
Hadleigh Road which links to the A1071 will be the main access road to the proposed site parcels. Hadleigh Road is also an alternative route which connects the site directly to Ipswich town centre, via the north east.

Additionally, the proposals (as set out in the outline stage) align with the principles underpinned within Babergh and Mid Suffolk District Council's Local Cycling and Walking Infrastructure Plan, according to which Norwich Road forms an integral part of the walking and cycling network in the area.

The LCWIP identifies a long term ambition to improve cycling and walking provision from the 'outskirts of Pinewood area to Hadleigh Road'. Improvements have been secured at A1214 and A1071, see 'Movement' chapter below.



LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN -
EXTRACT FROM BABERGH AND MID SUFFOLK DISTRICT COUNCIL'S LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)



ACCESS AND MOVEMENT OPPORTUNITIES PLAN

Existing Utilities

Several existing utilities traverse the site, these include:

- Electric power lines (above and below ground);
- A gas main; and
- Potable water mains

The above ground power line that runs diagonally across the parcel to the north of Hadleigh Road will be re-routed and no longer a constraint to the development.

The national grid gas main running through the eastern part of the Site, to the north and south of Hadleigh Road will require a 6m easement.

Both potable water mains will require easement areas, with the existing water main that runs almost parallel to Hadleigh Road, to the south of the road requiring a 6m easement, and the 600mm diameter water main running parallel to the A14 on the parcel in the south western corner of the site requiring an easement of 18m.

Details of the routes of these utilities and their easements required are shown on the Utilities Plan below.

The proposal could provide new utilities including substations and pumping stations where required.

UTILITIES PLAN

Heritage Assessment Summary

The site does not contain any designated or non-designated built heritage assets. The site is centred around the Grade II Red House and separately listed Grade II Red House Barn. Red House and its associated barn are set within a protected covenant of land excluded from the proposed development. Red House and its associated barn primarily derive their significance from the intrinsic architectural and historic interest of their built fabric. The sweeping agricultural vista, that includes parts of the Site, by which these buildings are experienced on Hadleigh Road, particularly in views to the east, is considered to make a moderate contribution to their significance.

The Grade II listed Springvale building, formerly a farmhouse and now a nursery, is located outside the western edge of the Site. This building has undergone extensive later alteration and derives its significance from internal fabric related to its late Medieval hall house. The Site makes no contribution to the significance of the Springvale building, which is enclosed within an intimate setting that it shares with a late 20th Century public swimming pool and associated car park.

The Grade II Chantry Park Registered Park and Garden lies to the immediate east of the Site on the south side of Hadleigh Road. The Chantry Park contains the Grade II listed Gatehouse and Entrance Gate piers to the park and the Grade II Chantry mansion. The Chantry mansion is of 17th Century origin, though is much altered and now operates as a care facility for vulnerable adults. Neither the Chantry Mansion or the Gatehouse and Entrance Gate Piers are visible form the Site. There is no specific historical or functional link between the Site and the Chantry Park registered park and garden or the listed buildings within it. The site has not been identified as making any contribution to the significance of Chantry Park or its listed buildings, which derive their significance from the extent of surviving landscaping features and built fabric and their legible historian and functional relationship as a group.

A further 36 Non-Designated Heritage Assets are listed within the Sproughton Neighbourhood Plan under Policy SPTN 13.

An assessment of the potential impacts of the proposed development on relevant built heritage assets was undertaken in the form of a Built Heritage Statement. The Built Heritage Statement forms one of the two Cultural Heritage baseline reports that informed the Cultural Heritage EIA. The Built Heritage Statement responded specifically to section 66 of the 1990 Planning (Listed Building and Conservation Areas Act), Paragraph 189 of the NPPF and relevant Historic England guidance, principally GPA3: The Setting of Heritage Assets (Dec. 2017)

Very extensive design measures have been undertaken to ensure that the proposed development will have a minimal impact on the setting and significance of the listed buildings and how they are experienced in the wider landscape.

AREA AROUND RED HOUSE FARM
SAFEGUARDED FOR NO DEVELOPMENT

RED HOUSE, GRADE II LISTED BUILDING

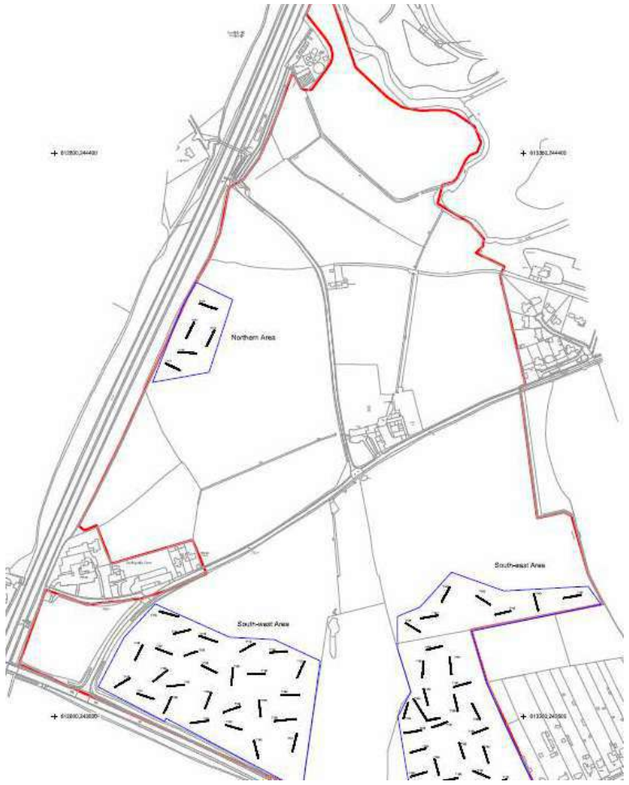
Archaeology Assets

An Archaeological desk based assessment was produced to inform the Outline consent, in order to establish the any impacts of the development proposals on the below ground archaeological potential of the site. This report was informed by a request to the Suffolk Historic Environment Record, a geophysical survey of the Site (October 2018) and a targeted archaeological trial trenching evaluation (August 2019). The geophysical survey identified the presence of agricultural and mineral extraction features of generally post-Medieval and modern origin. Features of potential archaeological interest were also identified in the south east of the Study Site.

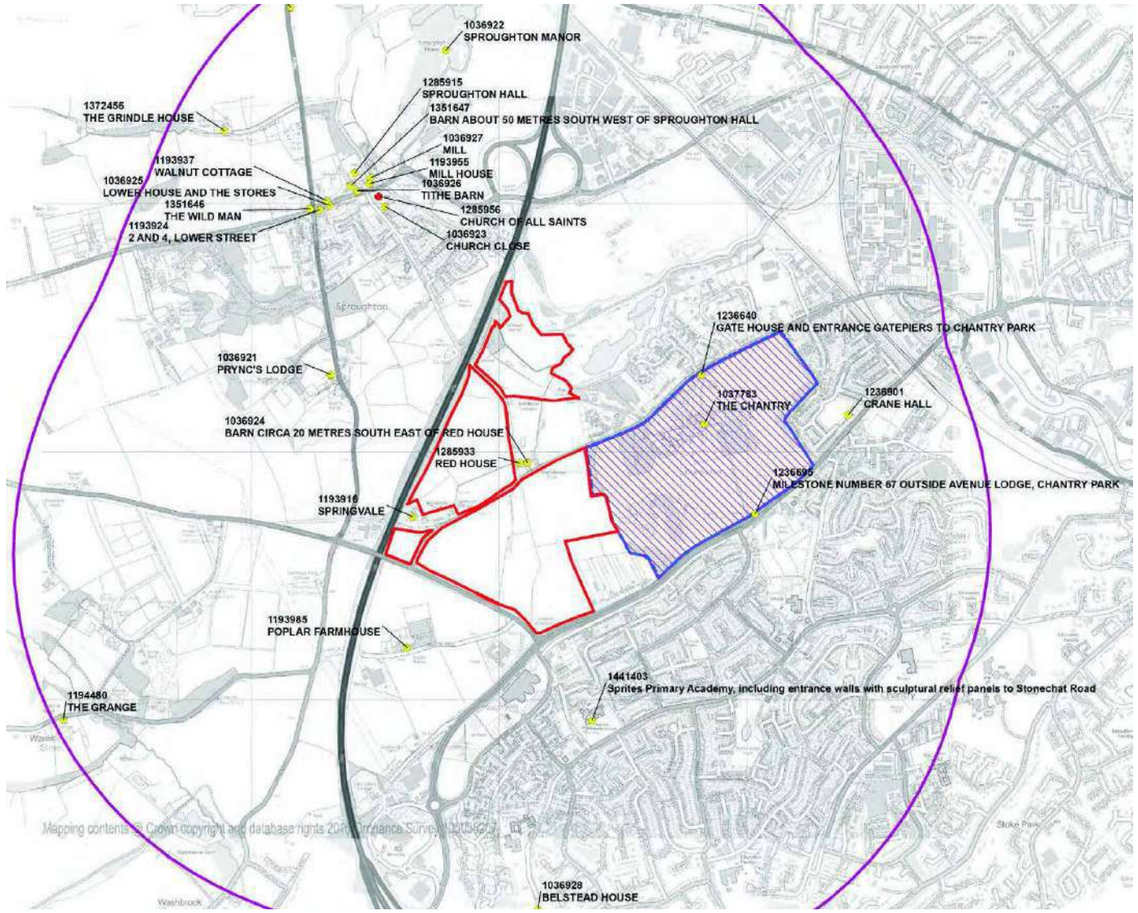
Subsequent trial trenching of the site comprised the excavation of 67 trenches in the south and north west of the Study Site. Archaeological features were recorded in 29 of the excavated trenches, with the majority of features concentrated in the south east, comprising a small Roman period farmstead. In addition finds of Prehistoric, Medieval and post-Medieval date of low significance were recovered. While the Study Site has a known archaeological potential the results of the Archaeological investigation of the Study Site indicate that any further archaeological evidence present is most likely of local significance only or regional significance in the context of improved understanding of the Roman period occupation of the landscape or the known local areas of Prehistoric activity such as at Devils Wood to the east of the Study Site.

Further archaeological mitigation measures have been secured by appropriately worded archaeological planning conditions of the Outline consent.

The existing archaeological evaluation report, together with any further archaeological reporting will be deposited with the Suffolk Historic Environment Record. Any archaeological evidence recovered from the Site will be deposited with the local archives or otherwise appropriately stored if it cannot be recorded and preserved in situ.



LOCATION OF TRIAL TRENCHING



BUILT HERITAGE ASSETS PLAN

Overview of Site Context

The results of the various site studies were used to inform and structure the development proposals for the Outline planning application. These are illustrated, where appropriate, on the site features plan presented opposite:

• Opportunity for the provision of a sustainable development, which can accommodate up to 750 dwellings, up to 3ha of primary education land, public open space, Sustainable Drainage Systems (SuDS), landscaping and highway improvements;

• Proximity to the Red House Farm, situated to the east of the site, requires safeguarding to protect the setting of this Grade II listed building;

• Primary access points to the site should be obtained off Hadleigh Road running though the site and London Road to the south-east;

• Creating biodiversity corridors, running from north to south and east to west connecting with the River Gipping and Chantry Park;

• Retaining an area for a new primary school;

• Providing a network of safe, attractive and accessible routes, including the retention and enhancement of existing footpaths and public rights of way;

• Retaining a development free, landscape area close to the Red House Farm complex with suitable screening to protect sensitive views;

• Distinctive character areas to respond to the landscape and heritage and promote a beautiful development; and

• Creating key spaces/nodes at important movement intersections, well defined with landscape structures and buildings in order to provide beauty and variety.

Identity

Local Character

"The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses."
(Para. 50, NDG 2021).

Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development.

The site has been split into 4 no. Character Areas, each with a clearly defined character relating to the site's context and surroundings. The following pages describe how the character areas should designed in such a way to help create a varied and diverse townscape.

The character areas are detailed below as follows:

- CA1: Southern Gateway
- CA2: Wolsey Ridge
- CA3: Wolsey Vale
- CA4: Neighbourhood Core

Each character area is defined via a range of design components including building typology, density, height, enclosure, building detail, building materials and other key elements that shape the overall appearance of the identified character areas.

CA1: Southern Gateway

This character area is defined by an orthogonal grid as an extension of Wolsey Grange 1 with more linear routes and frontages creating an edge to the development fronting on to busy roads.

CA2: Wolsey Ridge

This character area provides a solid edge from the A14 with frontages and buildings gradually becoming more organic and varied in scale towards the Parkland edge.

CA3: Wolsey Vale

This character area unifies the development parcels and creates a soft interface between the ecologically sensitive edges of the central Valley Park and Chantry Park.

CA4: Neighbourhood Core

The character of this area will provide the transition between the Southern Gateway and the sensitive green edge of Wolsey Vale.

PROPOSED CHARACTER AREAS PLAN

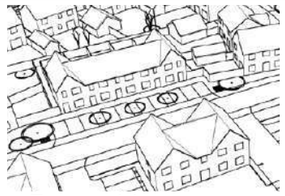
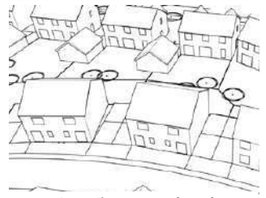
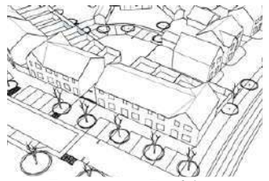
CA1: Southern Gateway

The Southern Gateway character area responds to the A1071 and London Road with a more continuous and prominent frontage as an extension of the existing urban settlement pattern. This area includes two important and well defined gateway entrances into the development from the south.

The eastern gateway focuses on the pedestrian entrance into the eastern parcel, with buildings and a tree lined street enclosing the existing public footpath. Views along this route are linear and open up to the north onto a new open space with the existing Oak tree as the main focus of the space.

The western gateway could be defined by larger or a taller arrangement of buildings to mark the approach to the new development from the West where the existing public footpath links with Wolsey Grange Phase 1.

Street Component	Permitted Types
Building alignment	- Formal orthogonal perimeter blocks with linear routes
Orientation	- Formal and more continuous frontage along the street
Roofscape	- Similar roof forms with most roofs having eaves parallel to the street
Setbacks	- Predominantly narrow frontage to dwellings
Spacing between buildings	- Formal, allowing vehicular and pedestrian access.
Green Spaces	- LEAP - Green corridor that opens up to the north with existing oak tree as main feature of the space
Density	Density band 40 - 50 dph in the majority of the Character area with a small area to the east having a Density band 30 - 35 dph
Storey Heights	Maximum height up to 3 storeys in the majority of the Character area with a small area to the east having a maximum height of 2 storeys
Building Style	Contemporary

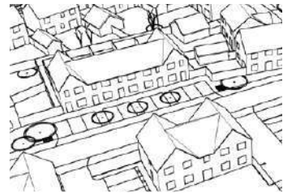
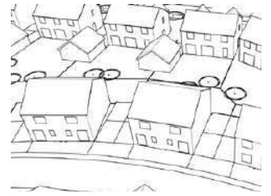
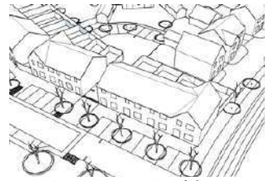
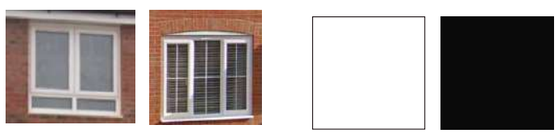
Component	Illustration	Notes
Dwelling Typologies / Forms	 Terrace / Apartments  Semi-Detached	Mix of apartments, terraces and semi-detached houses
Parking Arrangements	 Parking Court  Frontage Parking	Parking Courts should be secondary to on-plot parking and frontage parking and only utilised where continuation in the built form is required. Occasionally on Plot at the side
Boundary Treatments	 	Mix of simple railings and formal hedges
Materials	**Walls** **Primary**  Red Multi **Secondary**  Red Brick & Multi Buff **Accent**  Anthracite Cladding, Off-white render **Roofs Primary** Slate Grey **Roofs Secondary** Orange tile	Anthracite roofing components (eaves, verges & Fascia) Material details will be specified at an RMA stage, which will allow flexibility subject to the availability of materials at the time.
Building Features		- Contemporary flat hung canopies - Gablets on feature dwellings - Occasional contemporary brick detailing - Eaves fronted to street
Window Styles & Colour		- Asymmetrical window, with a occasional central vertical window bar. - Anthracite windows
Door Styles		- Full height glazed side panel, with or without sidelight. - Garage door colour to match the front door
Surface Treatments		- Asphalt - Block Paving - Charcoal or Brindle, in a herringbone pattern

CA2: Wolsey Ridge

Wolsey Ridge is defined by new east-west green corridors that include a large number of existing trees and new swales features. The character of this area varies with a more formal and continuous edge to the west and a more informal layout and feel towards the east and south.

The main loop street and its frontage create a continuous sequence of views along the route, while green corridors provide linear views out onto the landscape.

Street Component	Permitted Types
Building alignment	- Mix of frontages - detached, semi-detached and terraced
Orientation	- Varied frontage along the street
Roofscape	- Roofs to be consistent along the loop street with more variety introduced along the edges of the area and green corridors
Setbacks	- Similar setbacks along loop street with more variety along green corridors
Spacing between buildings	- Varied
Green Spaces	- LAP - Green corridors that include existing trees and SuDS features - Entrance green space - Splayed green verges at key junctions
Density	Density band 35 - 40 dph in the majority of the Character area with a small area to the west having a Density band 30 - 35 dph
Storey Heights	Buildings of upto 2 and 2.5 storeys with occasional 3 storey buildings at key locations
Building Style	Contemporary or Traditional

Component	Illustration	Notes
Dwelling Typologies / Forms	 Terrace / Apartments  Semi-Detached	Mix of terraces and semi-detached houses with limited apartments, occasional detached.
Parking Arrangements	 Frontage Parking  On Plot Parking	Predominantly on plot and on street to the frontage
Boundary Treatments	 	Mix of hedges and planting
Materials	**Walls** **Primary**  Mix of red & Red multi brick **Secondary**  Dark red **Accent**  Black cladding  Cream render **Roofs Primary**  Red Plain or Pan **Roofs Secondary**  Charcoal Grey	- Ancillary / subservient buildings with occasional vertical black cladding - Black or white roofing components (eaves, verges & Fascia) Material details will be specified at an RMA stage, which will allow flexibility subject to the availability of materials at the time.
Building Features		- Gable end and flat canopies - Occasional black plinths, contrasting headers and Cills and 3 Brick Banding detail - Pentice boards on prominent dwellings
Window Styles & Colour		- Symmetrical casements with a fixed lower glazed panel - Optional window bar - Black or white windows -Asymmetrical windows
Door Styles		- 6 panel door style or 4 panel door style - Garage door colour to match the front door
Surface Treatments		- Asphalt - Block Paving - Charcoal or Burnt Ochre. In a herringbone pattern

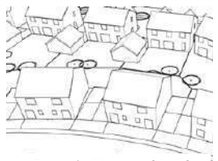
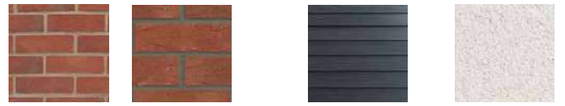
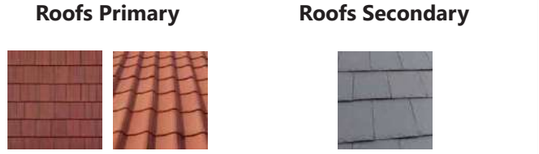
CA3: Wolsey Vale

Wolsey Vale character area has a picturesque light coloured pastel feel with winding streets and edge planting providing a more informal character along this sensitive edge adjoining the Red House Farm complex and create light and spacious feel around the Valley Park.

The area wraps around the internal edges of the development to unify the development parcels and create a soft interface between the rest of the development and the central Valley Park and Chantry Park.

Buildings are predominantly traditional 2 storey detached houses and front onto private lanes enclosed by planting or hedges when in close proximity to the Red House Farm complex.

Street Component	Permitted Types
Building alignment	- Informal winding streets / private lanes with planting on the valley's edge
Orientation	- Fragmented frontages with wider / irregular gaps / Deeper
Roofscape	- Variety of roof form
Setbacks	- Varied / irregular setbacks
Spacing between buildings	- Informal / varied
Green Spaces	- Valley Park - Green corridors that opens up on to Valley Park - Chantry Park interface
Density	Density band 30 - 35 dph in the majority of the Character area with a small area to the west having a Density band 35 - 40 dph - the area to the north of London Rd to have a higher density of upto 40-50dph
Storey Heights	Buildings of upto 2 storeys with occasional 2.5 storey buildings at key locations - the area to the north of London Rd to include the ability of upto 3 storeys at key locations
Building Style	Contemporary or Traditional

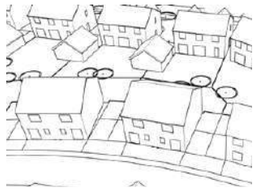
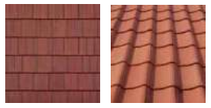
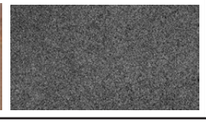
Component	Illustration	Notes
Dwelling Typologies / Forms	 Detached  Semi-Detached	Mix typology buildings (mainly 2 storey detached with some semi-detached houses)
Parking Arrangements	 Garages  On Plot Parking	Predominantly on plot or garages
Boundary Treatments		Varied front garden depths with low level hedges, planting. Chilham boundary fences. Timber post and rail.
Materials	**Walls** **Primary** **Secondary** **Accent**  Orange Brick Red Brick Black Cladding Off-white render **Roofs Primary** **Roofs Secondary**  Red Plain & Orange Pantile Slate Grey	- More traditional architectural treatment and fenestration - Horizontal brick banding as a feature from the Red House - Black or white roofing components (eaves, verges & Fascia) -Occasional Black Boarding to sub-servient / ancillary Buildings
Building Features		- Larger pitched canopies on selected plots - 3 Brick Banding detail - Occasional stone cills - Brick headers - Occasional black plinths - Clipped eaves
Window Styles & Colour		- Symmetrical casements with a fixed lower panel - White or black windows - Asymmetrical windows
Door Styles		- Cottage style door - Garage door colour to match the front door
Surface Treatments		- Asphalt - Block Paving - Charcoal or Burnt Ochre. In a herringbone pattern

CA4: Neighbourhood Core

This area is more suburban in character and creates a transition between the Southern Gateway to the south along the A1071 and London Road and the sensitive green edge of Wolsey Vale character area.

Buildings and material palettes are richer and provide more variety along the frontages, particularly those frontages enclosing open spaces.

Street Component	Permitted Types
Building alignment / orientation	- Mix blocks, predominantly irregular perimeter blocks
Orientation	- Varied frontage along the street
Roofscape	- Variety of roof form particularly around central open spaces
Setbacks	- Regular setbacks
Spacing between buildings	- Varied
Green Spaces	- LEAP - Green space opposite to the school entrance
Density	Mix density, mainly Density band 35 - 40 dph with same areas Density band 40 - 50 dph & 30 - 35 dph
Storey Heights	Mix typology buildings, mainly 2 storey semi-detached with some detached houses and 2.5 storey buildings at key locations
Building Style	Contemporary

Component	Illustration	Notes
Dwelling Typologies / Forms	 Semi-Detached  Detached	-Mix of frontages - predominantly detached and semi-detached houses -Gable fronted, hipped feature buildings.
Parking Arrangements	 On Plot Parking  On Plot Parking	Predominantly on plot with limited on street parking
Boundary Treatments	 	-Dwellings internal with shallow front gardens with boundary planting -Dwellings external boundaries with deeper fronts
Materials	**Walls** **Primary** **Secondary** **Accent**  Orange & Red  Multi Buff  Anthracite Cladding  Off-White render **Roofs Primary** **Roofs Secondary**  Slate Grey  Red Plain & Orange Pantile	More contemporary architectural treatment and fenestration Material details will be specified at an RMA stage, which will allow flexibility subject to the availability of materials at the time.
Building Features	 	- Contemporary flat canopies on brackets - Gablets on feature dwellings - Occasional contemporary brick detailing
Window Styles & Colour	  	- Asymmetrical window, with a occasional central vertical window bar. - Anthracite windows
Door Styles		- Contemporary style door with full height glazed panel - Garage door colour to match the front door
Surface Treatments	  	- Asphalt - Block Paving: Charcoal or Burnt Ochre. In a herringbone pattern

Character Areas Quick Reference Guide

CA1:Southern Gateway

Bricks: Primary Red Multi. Secondary Red Brick & Multi Buff.

Roof Tiles: Primary slate grey. Secondary orange tile.

Accent: Anthracite cladding & off-white render.

Windows: Anthracite Asymmetrical window, with a occasional central vertical window bar.

Doors: Contemporary style door with full height glazed panel.

Details: Contemporary flat hung canopies, gablets on feature dwellings, occasional contemporary brick detailing & eaves fronted to street.

Boundaries: Mix of simple railings and formal hedges

Surface Treatments: Asphalt, Block Paving: Charcoal or Brindle.

Influences and cues: Characteristics taken from the character assessments carried out to the south of the development, as well as Wolsey Grange Phase 1.

CA2: Wolsey Ridge

Bricks: Primary red and multi red brick. Secondary dark red brick.

Roof Tiles: Primary Red plain or pan. Secondary Charcoal grey.

Accent: Black cladding & cream render.

Windows: Black or white Symmetrical and Asymmetrical casements with a fixed lower glazed panel.

Doors: 6 panel door style or 4 panel door style

Details: Gable end and flat canopies, occasional black plinths, contrasting headers and Cills and 3 Brick Banding detail & Pentice boards on prominent dwellings.

Boundaries: Mix of hedges and planting

Surface Treatments: Asphalt, Block Paving: Charcoal or Burnt Ochre.

Influences and cues: Characteristics taken from the Sproughton character assessment, as well as the other character assessments.

CA3: Wolsey Vale

Bricks: Primary Orange brick. Secondary red brick.

Roof Tiles: Primary red plain and orange plan tile. Secondary slate grey.

Accent: Black Cladding or off-white render.

Windows: White or black symmetrical and asymmetrical casements with a fixed lower panel.

Doors: Cottage style door

Details: Larger pitched canopies on selected plots, 3 Brick Banding detail, occasional stone cills, brick headers, occasional black plinths & clipped eaves

Boundaries: Varied front garden depths with low level hedges, planting. Chilham boundary fences. Timber post and rail.

Surface Treatments: Asphalt, Block Paving: Charcoal or Burnt Ochre.

Influences and cues: Characteristics taken from the Sproughton character assessment as well as Red House.

CA4: Neighbourhood Core

Bricks: Primary orange & red. Secondary multi buff.

Roof Tiles: Primary slate grey. Secondary red plain and orange plan tile.

Accent: Grey or Blue/grey Cladding or Off-White render

Windows: Anthracite Asymmetrical window, with a occasional central vertical window bar.

Doors: Contemporary style door with full height glazed panel

Details: Contemporary flat canopies on brackets. Gablets on feature dwellings. Occasional contemporary brick detailing.

Boundaries: Dwellings internal with shallow front gardens with boundary planting. Dwellings external boundaries with deeper fronts

Surface Treatments: Asphalt, Block Paving: Charcoal or Burnt Ochre.

Influences and cues: Characteristics taken from the character assessments carried out to the east of the development.

06 Built Form

"Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place." (Para. 61, NDG 2021)

Built Form

Compact Form of Development

A compact form of development will help to promote active travel to local facilities and services, so reducing dependence on the private car and enhancing the scheme's sustainability.

Different levels of compactness should be offered throughout the development, in order to respond to the unique local context of each individual area within the scheme.

The degree of compactness within each area of the development is defined by:

- The level of residential density; and
- The buildings types and forms.

Density

Well designed new development makes efficient use of land with an amount and mix of development and open space that optimises density. It also relates well, and enhances the existing character and context, such as interface with existing dwellings, heritage assets, and open space. At the same time, the density will be required to relate to place-making components within the proposals, such as specific street types and proximity to proposed green amenity spaces, or public open space.

A varied level of density, is therefore expected within the proposals, to respond to and reinforce the different areas within the development, in order to reflect the surrounding context – existing and proposed.

The Density Strategy Plan shows the density banding that has evolved as a response to the local context of the various development parcels.

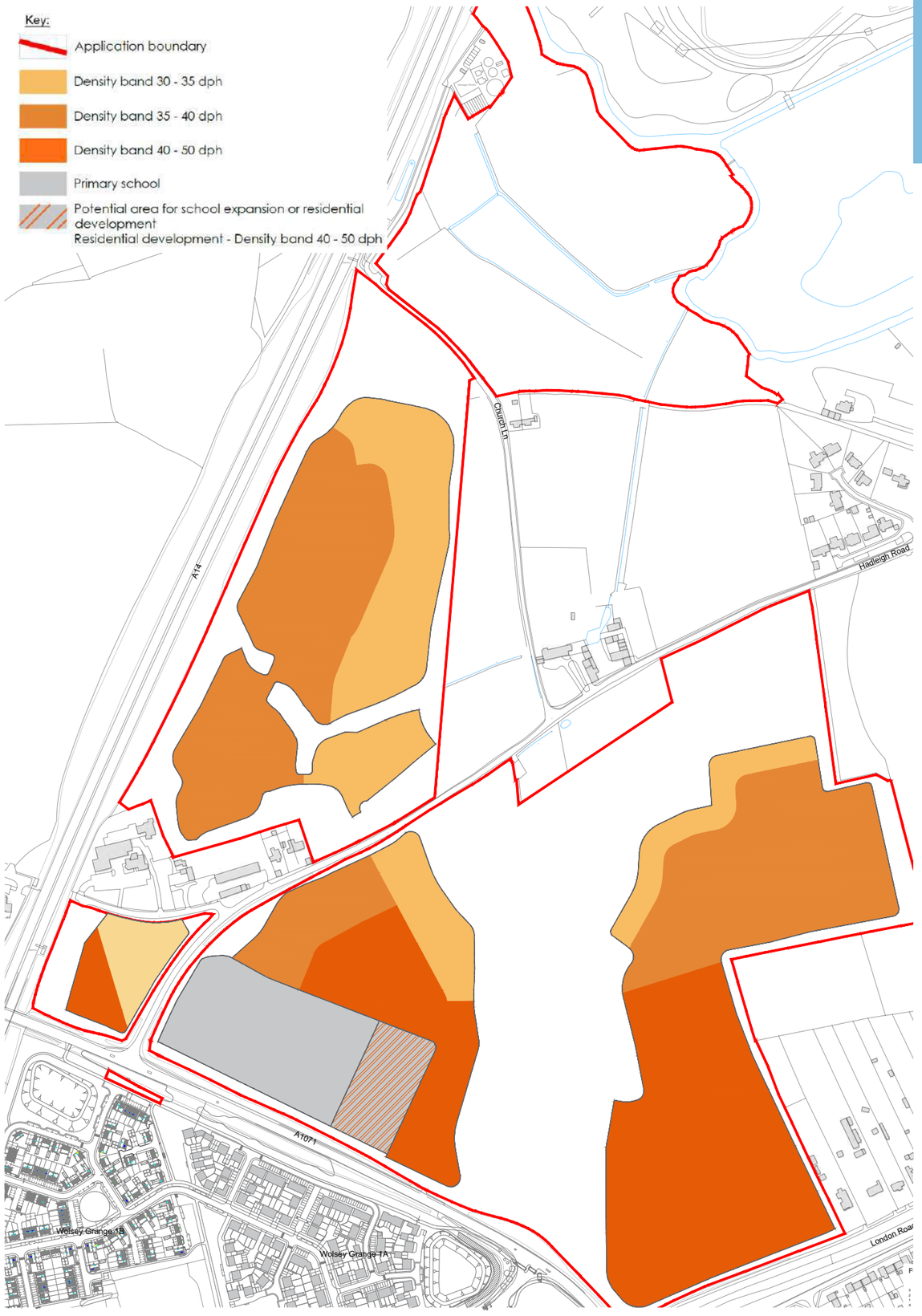
Future development in these parcels will meet the following principles:

- A development edge fronting onto the open space, with an average density of between 30 - 35dph. The low density will contribute to a softer edge to the development in transition to the informal open space and the open countryside further beyond. It will also assist in screening the setting of the existing Grade II Red House.

- A development core with an average density of between 35 - 40dph. Medium density along this route will facilitate a formal appearance to this principal movement corridor, with dwellings – mostly detached houses – arranged along shared private drives which would restrict direct access to parking spaces. The arrangement of dwellings at medium density within this location will also offer opportunities for shrub and tree planting in front of dwellings, as part of semi-private front gardens. This will assist in providing a buffer between the main vehicular route at the public realm and the private realm.

- A southern development zone that addresses the A1071 and London Road with a higher density of between 40 - 50dph. Higher density will be expected in the inner parts of the development, behind the houses fronting the primary vehicular routes and to the rear of dwellings fronting the open spaces. A larger portion of semi-detached and terraced houses will be proposed in these locations, alongside the larger detached houses, with private courts also used to increase the efficient use of the land.

This level of gross density includes the site reserved for the school and potential area for school expansion land.



DENSITY STRATEGY PLAN

Building Types and Forms

A wide range of building types and forms should be incorporated into the proposed development. A variety within the built form will add interest to the street scene, aid street legibility and "way-finding", as well as contributing to the sense of a coherent neighbourhood.

Taking cues from existing building types, forms, and material palettes within the site's surrounding will also assist in positively integrating the development to its local context. The design solution for the site should reflect the variety in townscape form that can be seen in Sproughton, and in particular the area surrounding the site.

The distribution of different building types, sizes and forms throughout the site will be defined by the "urban grain" – a term referring to the arrangement of blocks containing buildings and plots of different sizes.

Similarly to the distribution of varied density throughout the site, the urban gain will affect the level of compactness in different areas within the development, such as street frontages, transitions with open space and central areas within a development parcel.

Low Density

A loose urban grain should be incorporated along the low density areas of the development, at the interface with the proposed public open space.

EXAMPLE OF LOW DENSITY - EXTRACT FROM A TW DEVELOPMENT

PICTURE OF MULTI-USE SUDS WITH LOWER DENSITY FRONTAGE - EXTRACT FROM WOLSEY GRANGE PHASE 1

Medium Density

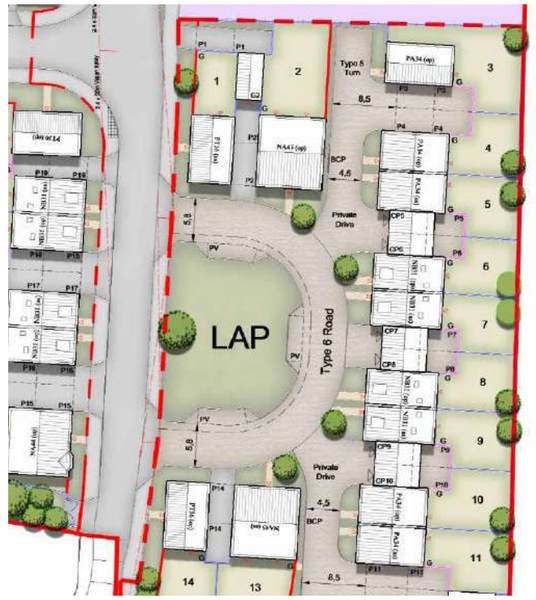
The larger detached family homes, arranged within relatively large plots, which are generally set back generously from the edge of the street/private drive, contribute to a softer edge to the development in transition to the informal open space and the open countryside further beyond.

A tighter urban grain, in comparison, should be provided within the inner parts of a development.

A medium density area can be created through a combination of higher density and lower density areas together, which is typically adjacent to open spaces.

A tighter urban grain within these locations will contribute to an increased residential density, therefore achieving a greater compactness to the development.

The frequent rhythm of change in the built form, resulting from the relatively narrow plot frontages, will contribute to adding interest to the street scene, as well as aiding street legibility.



EXAMPLE OF MEDIUM DENSITY - EXTRACT FROM A TW DEVELOPMENT

Higher Density

Other areas within the development (such as the southern development zone that addresses the A1071 and London Road with a higher density), will display a varied, or mixed level of concentration associated with different urban grains. For example, where larger plots accommodating detached houses are arranged alongside smaller plots, associated with semi-detached and terraced dwellings.

Such a "mix" of urban grains helps to achieve a balanced approach between higher levels of concentration, which adds interest to the street scene. This will enable a looser form of development which aids the softening transition between the built-up areas and the green amenity spaces.

EXAMPLE OF HIGHER DENSITY - EXTRACT FROM A TW DEVELOPMENT

Blocks, Building Line, & Building Height

The three-dimensional envelope for the new buildings is defined by:
- The blocks.
- The building line.
- The building height.

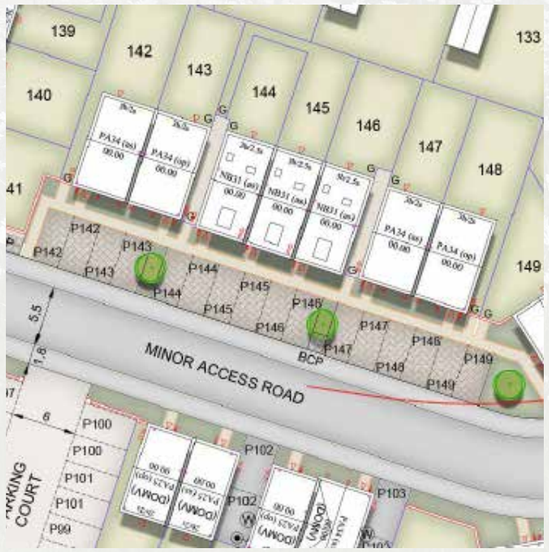
Blocks

Block configuration within the development will need to follow the principle of continuity and enclosure, where perimeter blocks provide a strong frontage to the public realm whilst protecting the amenity of existing residents. This continuity assists in defining the public realm; promotes an active street scene; and helps to create a safe and attractive environment.

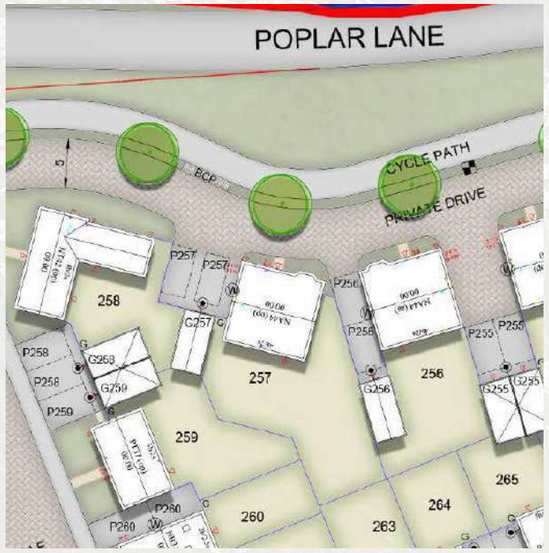
The new development will provide frontage over the proposed areas of public open space and also provide surveillance over the proposed pedestrian / cycle infrastructure.

At the same time, block configuration will vary within the development to reflect the parcel's unique local context. A tighter form of enclosure will characterise the inner parts of the development, with semi-detached and terraced houses accompanied by frontage parking, leaving relatively narrower gaps between the buildings.

A looser form of block enclosure will be proposed along the fringes of the development, at the interface with proposed informal open spaces, with large detached houses separated by parking to the side of the plots and with garages set back from the building line.



TW EXAMPLE OF HIGH DEGREE OF BLOCK ENCLOSURE, FACILITATED BY SEMI-DETACHED AND TERRACED HOUSES, COMBINED WITH FRONTAGE PARKING.



A LOOSER FORM OF BLOCK ENCLOSURE AT THE FRINGES OF THE DEVELOPMENT EXTRACT FROM WG1

Building Line

Streets with a positive character tend to have a distinctive building line, either:

- A consistent distance between the front of buildings and the street, or
- A variation of building lines.

TW will have to ensure that building lines are consistent. Building lines should be rational, for example straight where there isn't a particular design intent. Inconsistent building lines on their own do not create character.
It should be the building lines that define streets and spaces, not the roads that run through them.

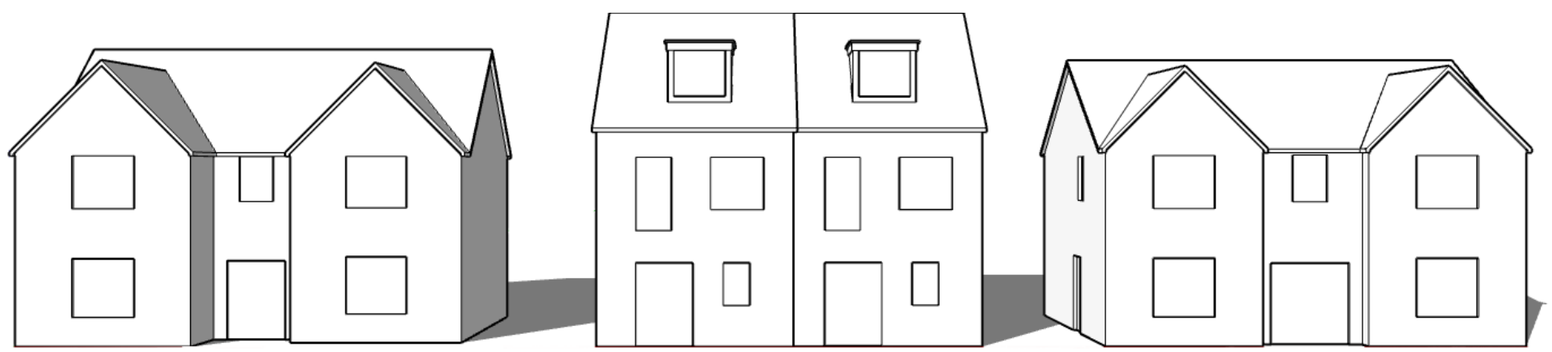
The depth of the building line, as well as the extent of its consistency, will vary across the development, as follows:

Along the Main Vehicular Routes

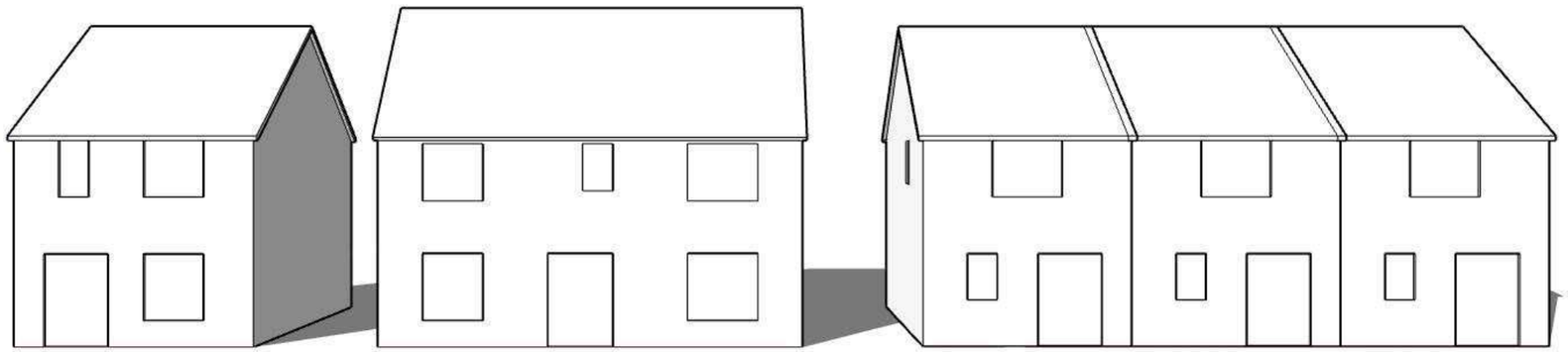
Along the main vehicular access road, building should generally be consistent and formal, resulting in coherent built form, which is appropriate to this location, where dwellings are lining the primary street through the development.

Dwellings will generally be accessed off shared private drives which stretches in parallel to the main vehicular route, increasing the opportunities for soft landscaping and tree planting, as well as allowing for a wider buffer between the private realm and the main road.

EXAMPLE OF BUILDING LINE - WIDE FRONTS



EXAMPLE OF BUILDING LINE - NARROW, WIDE AND TERRACE



Areas Surrounding Public Open Spaces

Where fronting onto public open spaces and landscape buffers, building line will generally be irregular and inconsistent, adding to a less formal appearance of the development in these locations. In broad terms, dwellings are to be set back behind generous front gardens in these locations, to allow for a soft transition between the built form and the green open space.
Often accessed from a shared private drive which runs parallel to the edge of the public open space, dwellings in these locations are positioned well away from the public realm, with the private drives adding depth to the semi-private area in front of dwellings.

Inner Parts of the Development

Building line within the inner parts of the development should generally be formal and consistent, to give coherent built form along Minor Access Roads and Shared Surface Roads.

The combination of a wide range of building types, including detached, semi-detached and terraced dwellings, and a varied arrangement for car paring methods, the building line within these areas will display a degree of flexibility, resulting in an organised, consistent street scene, with some opportunities for soft landscaping to the front of dwellings.

Height

The proposed building heights will be required to meet the principles set out within the Outline planning consent, issued 12th September 2023.

The Parameter Plan - Maximum Building Heights is an approved drawing under the Outline permission. This Design Code will follow these parameters.

It is acknowledged that this contrary to the Sproughton Neighbourhood Plan and its associated guidance documents, which were adopted in October 2023. These documents combined seek to restrict building heights over two storeys, and part of WG2 will therefore not accord with the Sproughton Neighbourhood Plan.

The Design and Access Statement accompanying the Outline planning consent set out the building height strategy across the site in the "Development Parameters" section.

It suggested that the development will feature a range of storey heights:

• Building along the sensitive green edges of the development will have a maximum of 2 storeys.
• Buildings within the internal core of the development will have a maximum of 2.5 storeys.
• Buildings on the souther zone close to London Road and the A1071 will have a maximum of 3 storeys.
• The school building will be a maximum of 2 storey (i.e. 12m to ridge).

The Design and Access Statement also suggested that within the overall site layout, a variation in building height and form, can add visual interest to streets and aid orientation and legibility.

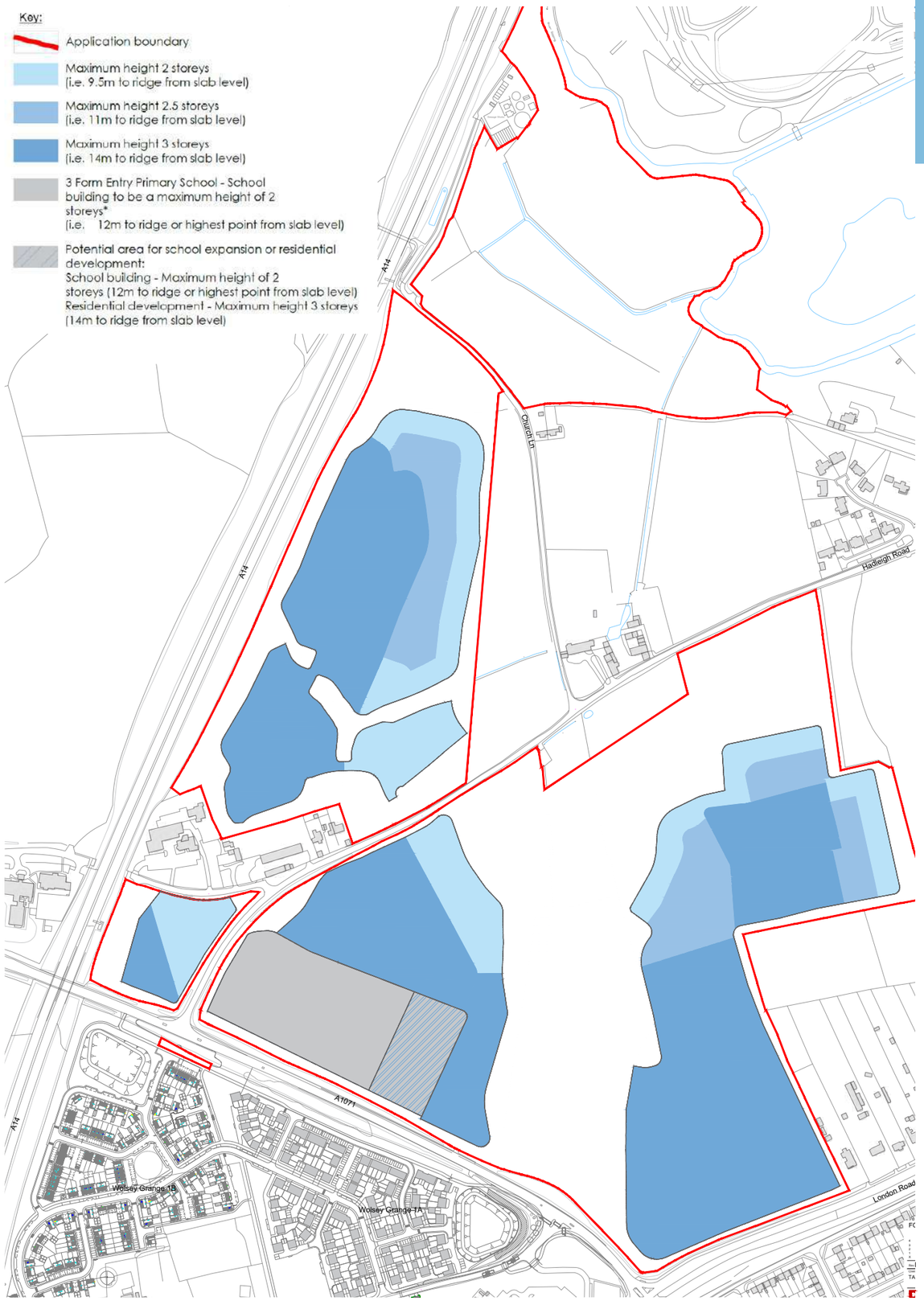
Taller buildings can offer landmarks to delineate spaces. This can also be achieved by way of tree planting. A combination of built form, orientation, open spaces and tree planting should be explored at the detail design stage. .

Key Frontages

It is important to remember that key design principles will continue to be applied, and incorporated into the proposed massing of the buildings.

Key development frontages, such as those overlooking areas of public open space and following the primary movement route, will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development.

Landmark buildings, positioned within key locations such as important street intersections or at vista stops, should be designed as such so that they reinforce their prominent location. Larger or taller buildings, or by merit of materials and detailing and more distinctly recognisable landmark buildings should be located in these key locations.



PARAMETER PLAN - MAXIMUM BUILDING HEIGHTS

Movement

Introduction

"Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function." (Para. 75, NDG 2021)

An audit of existing levels of accessibility at the site by all modes of transport was carried out as part of the Transport Assessment accompanying the Outline consent. The audit has concluded that there is a good level of connection to a range of services and facilities within an easy walking or cycling distance from the site. The Transport Assessment has set out the access strategy for the proposals, while placing an emphasis on alternative modes of transport, such as cycling, walking and using public transport, as attractive and reasonable means of movement within and out of the site, which contribute to the development's sustainability. This principle is to be carried out forward and maintained as integral part of future Reserved Matters Applications to the site.

Proposals for WG2 will be required to follow the Movement principles set out within the National Design Guide (NDG), forming part of the ten characteristics for well-designed places. Three overarching targets are outlined in the NDG to promote a sustainable movement strategy and ensure the place is accessible and easy to move around:

- A connected network for all modes of transport;
- Active travel; and
- Well-considered parking, servicing and utilities infrastructure for all modes and users.

A Connected Network

A connected network and hierarchy of routes for all modes of transport, according to the NDG, form the circulatory system of any settlement and its design will determine how easy and safe it is to get around for all, and how it links destinations to public transport. In alignment with the Ministry of Housing, Communities & Local Government's "Guidance Notes for Design Codes" (2021), design parameters are coded for the following Movement section components:

- The street Network;
- Public Transport; and
- Street Hierarchy.

A Street Network

The "Guidance Notes for Design Codes" highlights the main characteristics of a connected street network:

"A connected street network is one that provides a variety and choice of streets for moving around a place. It is direct, allowing people to make efficient journeys. Direct routes make walking and cycling more attractive and increase activity, making the streets feel safer and more attractive. Connected street networks form the basis of most of our beautiful and well-used places. They are robust, flexible and have been shown to stand the test of time." (Guidance Notes for Design Codes, p. 8)

A well-connected street network will be required to ensure that each street has more than one connection to another street, while cul-de-sacs are reserved for tertiary level street types. Additionally, connected streets will allow permeability for different users, offering a safe and secure movement corridor with high level street activity and passive surveillance. The "Suffolk Design – Street Guide" identifies the following design principles, which underlay a well-designed street network:

- Regarding the function of the street as public thoroughfare in a built environment, which has a public realm function and can cater for a variety of different users. Five principal functions are considered: Place, Movement, Access, Parking and Utilities;
- Streets should be designed for users (pedestrians, cyclists, public transport users, equestrian and recreational users, as well as vehicles;
- Street should incorporate Sustainable Drainage Systems;
- Streets should facilitate crime prevention through environmental design;
- Incorporating a wide range of physical components within the street design, such as varied surfaces and kerbs, street furniture and trees and planting; and
- Incorporating utilities and lighting.

The adopted "Suffolk Design Guide for Residential Areas" SPG (revised in 2000) – Shape of Development section outlines the pattern of street networks in new developments. According to this guidance document, consideration should be given to creating road patterns more in keeping with traditional forms of settlements found in Suffolk. At the same time, it suggests that the hierarchical approach for the design of street network in a "tree-like" structure where road patterns are fanning out in a loose form, ending in cul-de-sacs may be suitable for small scale developments. Instead, in larger scale developments, there is a need to introduce road patterns which are joined in a network, lending the development shape and variety.

In the context of the development at WG2, a connected street network will need to incorporate these principles, and comprise a street pattern which essentially limits the cul-de-sac arrangement, reserving it for tertiary level of streets. The network will need to incorporate vehicular connections and design criteria as identified in the Transport Assessment, submitted as pert of the consented Outline planning application, as follows:

- Visibility splays from the proposed site access junctions have been shown at 2.4 x 40m in accordance with the proposed speed limit of 30mph and requirements for a classified road in accordance with the Suffolk design guide.
- The internal road layout is anticipated to comprise of major and minor access roads with footways and direct frontage access and shared surface driveways with direct frontage access.
- Key pedestrian and cycle desire lines have been accommodated within the master plan and existing Public Rights of Way (PROWs) have been incorporated and improved.
- Pedestrian and cycle routes to the proposed primary school have also been considered within the master plan, taking into account the undulating nature of the site.
- Car parking spaces will be provided in accordance with Suffolk County Council Guidance for Parking (adopted 2014, third edition 2019).
- A number of off-site mitigation measures are proposed. These are outlined in the Access section.

Suffolk County Council

Suffolk Guidance for Parking

Technical Guidance

Adopted November 2014

Second Edition - November 2015

Third Edition - May 2019

Fourth Edition - October 2023

Public Transport

The "Guidance Notes for Design Codes" suggests that a connected network will require access to public transport, as a key to providing people with choice for everyday journeys beyond the immediate neighbourhood, as well as seeking to reduce the reliance on the private car.

Encouraging the use of public transport by new residents will potentially reduce the reliance on car journeys within the site's area and contribute to a sustainable environment, which supports modes of transport other than car journeys. Future Reserved Matters Application for the development on the development parcel will be required to demonstrate the means by which existing public transport services are incorporated into the proposals.

In the context of proposals for the development of Wolsey Grange Phase 2, Land North of the A1071, a number of bus services operate in close proximity to the site. These include:

• Park and Ride: London Road - Town Centre. Regular service every 20 mins during the week and Saturdays (No Sunday Service)

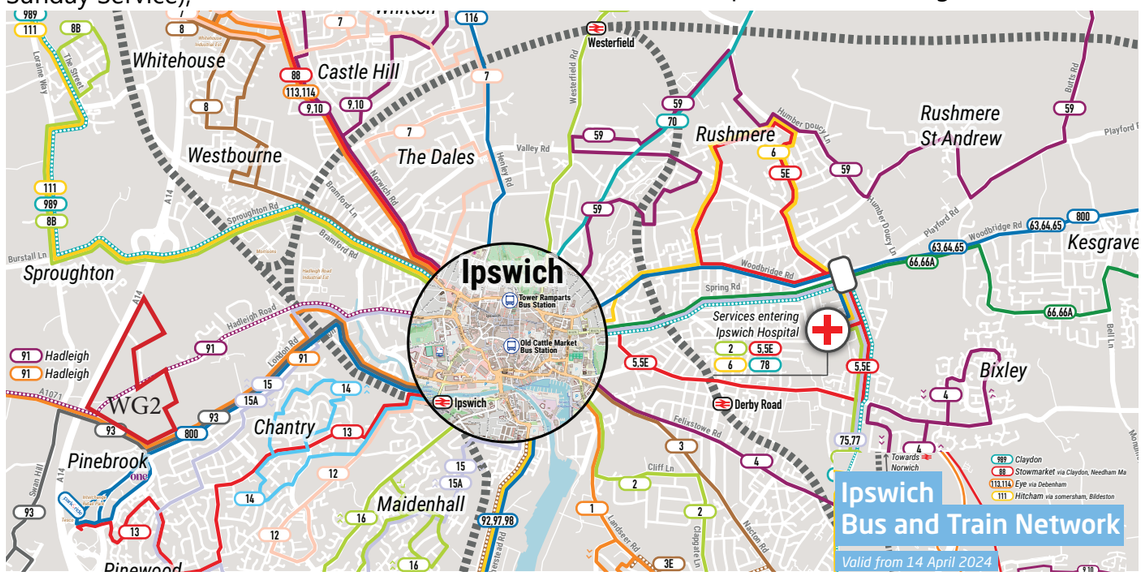
• Bus route 93: Ipswich - Capel St Mary - East Bergholt - Colchester. Regular service every 1-2 hours during the week and Saturdays (No Sunday Service);

• Bus route 91: Ipswich - Hadleigh - Sudbury. Regular service every 1-2 hours during the week and Saturdays (No Sunday Service);

There are 4 bus stops near the development, depending on your location within the site. They are on Hadleigh Road, A1071 & London Road. The Bus Route Plan identifies the service at each of the bus stops. Two new bus stops on Hadleigh Road served by the existing footway and to the northern side of Hadleigh Road and to a new section of footway on the southern side of Hadleigh Road.

The network of bus routes provides good connections to Ipswich train station (to the east) which is situated approximately 3.5km from the site and offer connectivity to employment, retail and leisure opportunities further away. Both train stations provide links to nation-wide destinations, including London, Peterborough, Norwich, Ely.

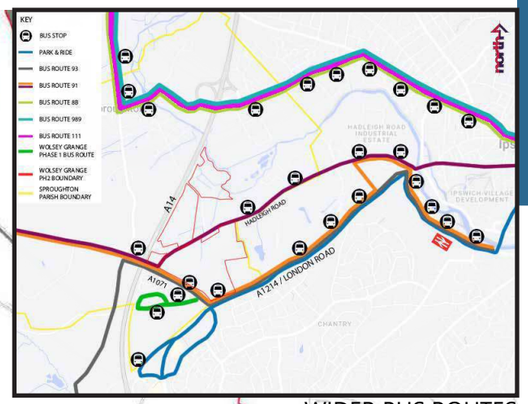
It is anticipated that the detailed planning application for the south-east parcel will incorporate a bus route along the proposed spine road, connecting the site's access off Hadleigh Road at the northern boundary with A1214/London Road and the proposed access at the site's south boundary. Such link will facilitate a desirable connection between the new development and existing destinations.



BUS ROUTE PLAN - BY SCC

Key

- Indicative Site Boundary
- Exisitng Bus Routes
- Proposed Bus Route Through the Site
- Exisitng Bus Stops
- Proposed Bus Stops
- Proposed Residential
- Proposed Primary School & potential area for school expansion or residential development



WIDER BUS ROUTES

BUS ROUTE STRATEGY PLAN

Street Hierarchy

A connected network ought to incorporate a clear hierarchy of streets, to reflect the different role they play in a place, depending on the movement upon them, the built-form and uses around them and the design of the street space itself.

A clear hierarchy of streets is required to create an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.

The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its place making function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.

Suffolk County Council's "Suffolk Design Guide for Residential Areas" suggests that the scale and density of each part of a new development should reflect the type of road to which it relates, for example:

"Higher order residential roads should have dwellings set well back from the carriageway, and possibly at a lower density. […] Lower order roads will provide the opportunity to create a more closely integrated arrangement of buildings and spaces." (Suffolk Design Guide for Residential Areas SPG / Shape of Development, p. 34)

According to this guidance document, the hierarchical road layout will help to ensure the progressive reduction in vehicle speeds in large development areas, assisting in accommodating pedestrians and cyclists, as well as contributing to site legibility and way-finding.

The Suffolk Design Guide also outlines the different types of road and their access requirements, as part of the hierarchical approach to the design of a connected network.

Residential access roads, according to the design guide 2022, include:

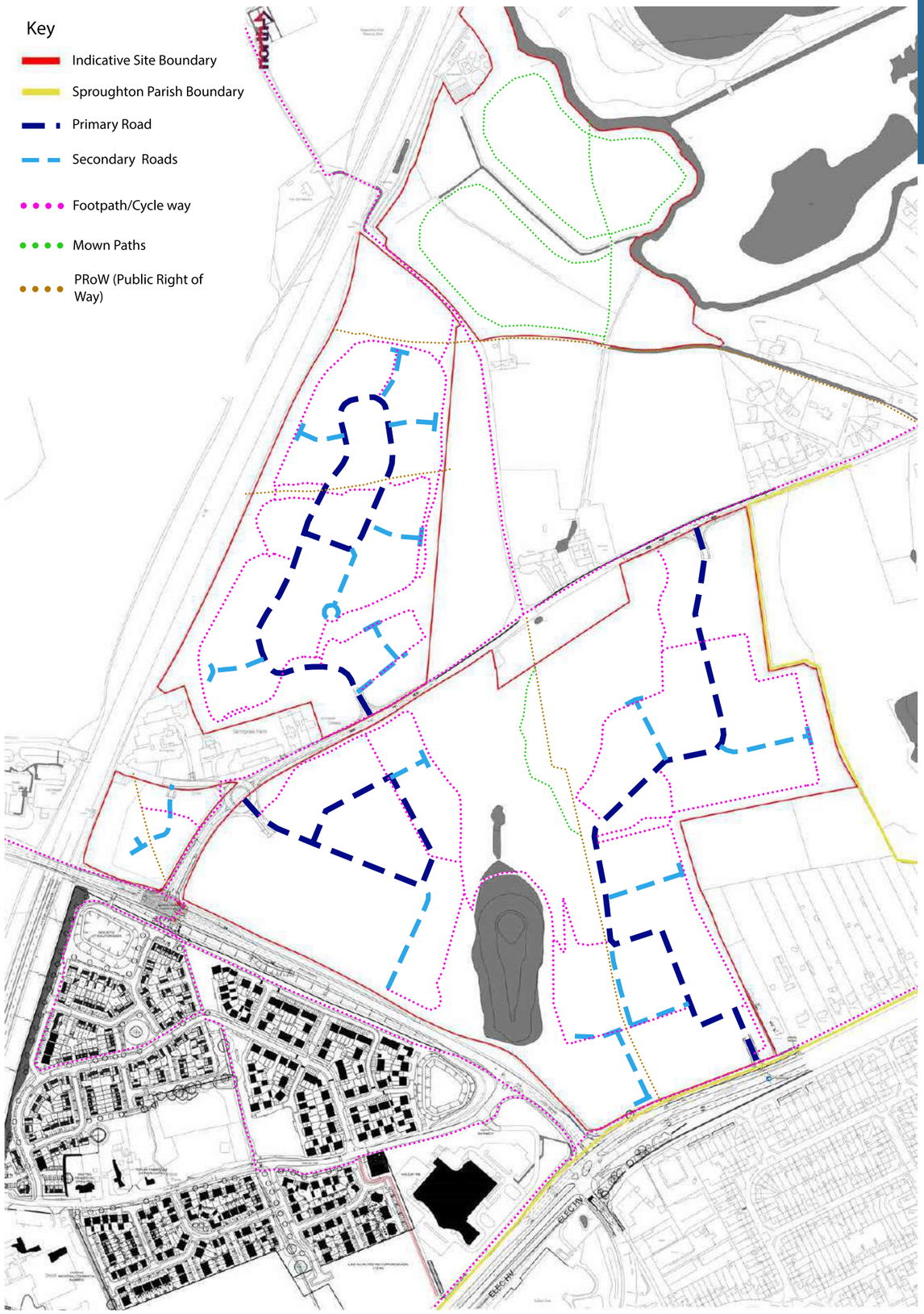
- Primary Access Roads: "is the largest street that is covered within this guide and will form linkages between neighbourhoods and the wider strategic road network. The key identifying feature of a primary carriageway is its purpose to cater for a public transport service."

- Secondary Access Roads: "distributes private cars onto quieter streets. The street corridor will have an active front, with limited direct vehicular accesses to dwellings. It can provide access to private drives as well as junctions with shared surfaces and tertiary streets."

- Tertiary Roads: "can be used by both vehicles and cyclists and makes up a significant proportion of new streets and will often be interlinked and with filtered permeability to encourage more connected street patterns." A single access can serve up to 30 dwelling, whereas, two accesses would normally serve no more than 200 dwellings, if looped.

- Shared Surface Roads are adoptable residential roads that prioritise pedestrians over the motor car and would normally serve up to 50 dwellings if looped or 25 in the form of a cul-de-sac.

- Private (Not Shared) Driveways remain un-adopted with shared responsibility and ownership by the dwellings they serve. These private spaces do not tend to be accessible to the general public.



STREET HIERARCHY PLAN

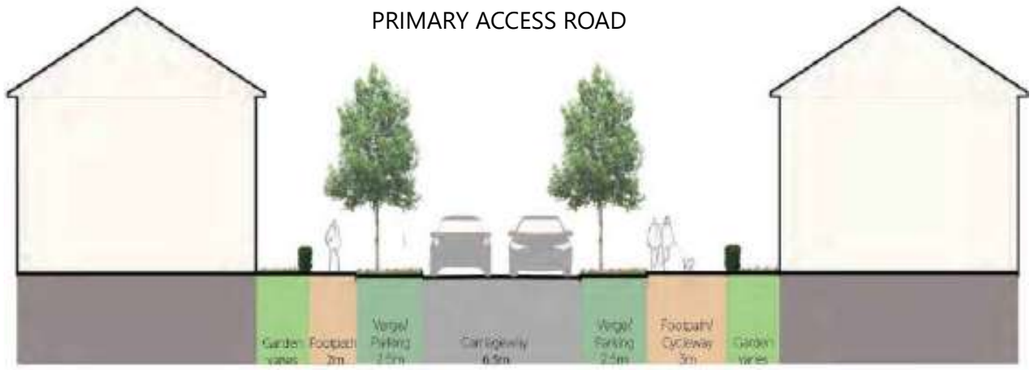
Primary Access Roads

Primary access through the site is Hadleigh Road (which is subject to improvements through a s278); with a clear separation of carriageway and footway. Each parcel of development has its own Secondary Road which will act as the main vehicular loop route connecting with Minor, Shared Surface Roads and Private Drives. The Primary Access Roads are tree lined to one side and some contain swales as part of the side verge.

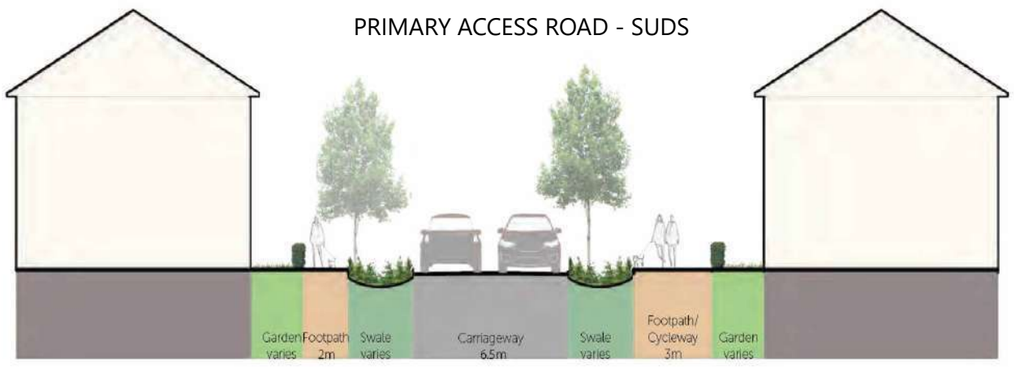
The street corridor will have an active front, but with no direct vehicular access to dwellings. Instead, junctions should be provided to the network of secondary and tertiary carriageways.

These streets are key connecting streets with Hadleigh Road and London Road. Designed for all modes, including local bus services. These streets are designed to cope with a high level of traffic movement, as they are primary roads.
The Primary Access Roads will be informed by the following design principles, in accordance with the Suffolk Design Street Guide 2022:

PRIMARY ACCESS ROAD



PRIMARY ACCESS ROAD - SUDS



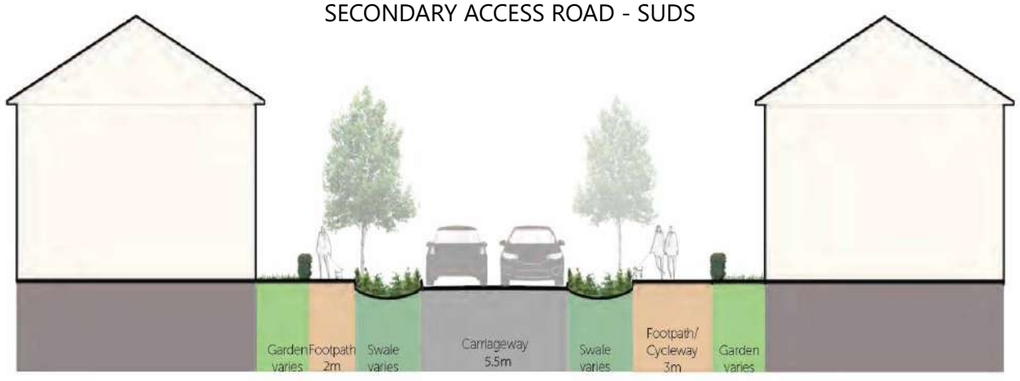
Secondary Access Roads

Secondary Access Roads are key internal connectors that link the whole of the development with the Major Access Road. They are designed as traditional streets with the carriageway and footway clearly demarcated and prove a greater level of enclosure.

These streets are key internal connections to the north and south of the development. They are designed to cope with a medium level of traffic movement, as they are connector roads.

SECONDARY ACCESS ROAD

SECONDARY ACCESS ROAD - SUDS



Tertiary Roads

Tertiary streets will be informed by the following design principles:

- Must have a design speed no greater than 15mph achieved primarily through suitable layout design with vertical speed control measures reserved for use around intersections and crossings as part of ensuring design priority.
- Must be at least 5.5m wide.
- Must provide footways on any side that borders dwellings.
- Must provide a 0.5-1m maintenance strip when proposed without footway. (0.6 minimum with streetlights).

Shared Surface Roads: Two Options

Shared Surface Roads will be informed by either of the following design principles:

With Utility Verge
- Have a design speed of 10mph.
- Must be a minimum of 5.5m wide with further widening for vehicle movements and parked vehicles.
- Must provide a 2m utility margin.
- Must provide a maintenance strip between 0.5m and 1m.
- Must include speed reduction features with a focus on good geometrical design to
- Control speeding. Opportunities to split the utility and pedestrian zone.

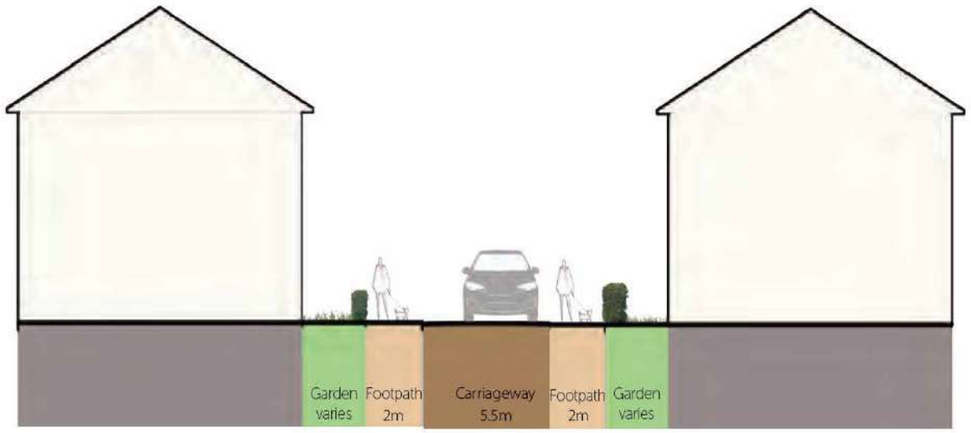
With Utility Zone
- Have a design speed of 10mph.
- Must be 6.1m wide (2.0m utility and pedestrian zone, 4.1 shared zone) with further widening for vehicle movements and parked vehicles.
- Should provide parking opportunities in addition to the 6.1m zone.
- Should provide different block paving colours for parking, pedestrian and shared zones.
- Must include speed reduction features with a focus on good geometrical design to control speeding. Opportunities to split the utility and pedestrian zone.
- May require an additional maintenance strip of 0.6m for street lighting.

Private Driveways

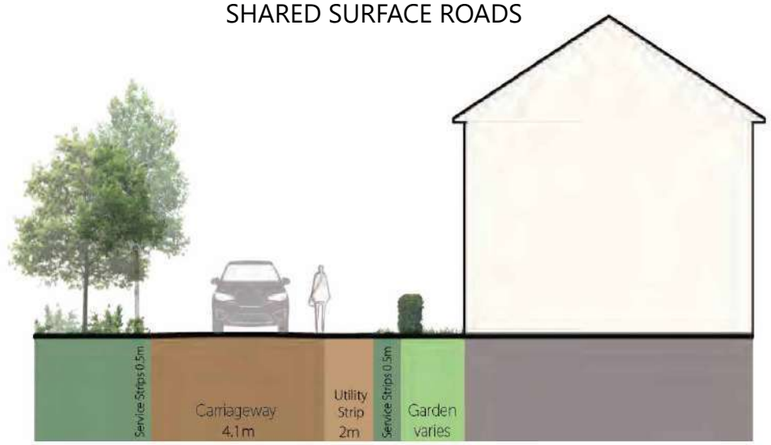
Private Driveways are informal more organic/winding streets that typically serve a small number of properties. They are shared surface streets enclosed by both development and landscape or open land. These areas have a more private feel than the tertiary streets, as they are limited in length and are not through roads. This street type is not intended for adoption.

Private Driveways will be informed by the following design principles:
10 mph maximum design speed;
4.50m wide carriageway but varies to suit design approach;
Footway shared surface with cars and pedestrians;
On-Street parking on limited areas;
Traffic calming measures controlled by design; alignment of streets and parking; surface treatment;
Direct access to properties;
- Utilise different materials to delineate surface uses.

TERTIARY ROADS



SHARED SURFACE ROADS



PRIVATE DRIVEWAYS

All roads will be informed by the following design principles, in accordance with the Suffolk Design Street Guide 2022 and the Cycle Infrastructure Design (LTN1/20).

	Primary Access Road	Secondary Access Road	Tertiary Access Road	Private Drives (non-adoptable)	Bus Access	Footpaths / Cycleways
Design Speed						
	Max 30mph	20mph (with traffic calming), 25mph (without).	15mph	10mph	N/A	Minimum design speed of 12.5mph (cycles only)
Street Dimensions						
Min carriageway width	6.5m	Minimum 5.5m increasing dependent on specific uses, such as assess to employment, schools and Retail.	Maximum 5.5m.	2.6m minimum for single 3.5m minimum for shared with additional space for turning, passing and manoeuvring.	6.5m minimum (Widening on sharp bends where centre line radius is less than 100m).	2m
Pedestrian / cycle shared use path	Would typically be accompanied with cycle infrastructure unless primary route is justified as being offline or primary carriageway. Access onto cycle infrastructure must be justified for residents abutting the primary carriageway	Minimum 2.0m wide footway on both sides of carriageway with active fronts. Footway widening may be required depending on use. Cycle routes should not be online, therefore may result in cycle infrastructure requirements depending on masterplan.	2.0m wide footway on active fronts of carriageway. Maintenance strips 0.5m to 1.0m wide where footpaths are not proposed. On carriageway cycle	N/A	N/A	
Street Design Details						
Minimum spacing between speed control measures	70 – 80m	50m	40m	N/A	N/A	N/A
Junction radii	Maximum 6m for non-industrial with dutch kerbs for access onto shared surfaces.	Maximum 6m with dutch kerbs for access onto shared surfaces.	Maximum 6m with dutch kerbs for access onto shared surfaces.	N/A	N/A	Minimum horizontal curve radii which should be used for cycle traffic on cycle routes including shared use facilities alongside rural highways where there are few pedestrians. 6mph – 3m (minimum).
Typical junction stagger	40m but can be reduced to 25m subject to local speed control measures.	25m	25m	N/A	N/A	N/A
Visibility splays (based on highest road hierarchy at junction)	maximum 2.4m x 43m	2.4m x 33m (25mph)	2.4m x 25m (20mph)	2m x 11m For Private Driveways or accesses visibility splays need not be taken into the public highway but should be protected against loss through planting, construction or erection of structures (i.e. fences).	General use cycleways and shared use 2.4m x 17m Primary cycle routes or other routes with steep downhill approaches 2.4m x 31m. Footpath 2x2m	2.4 x 17m

Active Travel

"Active Travel" forms the second overarching Movement principle within the National Design Guide. The term refers to non-motorised and sustainable forms of transport, primarily walking and cycling. A well-design place will prioritise active travel by making walking and cycling easy, comfortable and attractive for all users, so they are seen as genuine choices for travel on local journeys. This means creating continuous, clear, relatively direct and attractive walking and cycling routes, both within the site and into its surroundings.

The concept of "Active Travel" outlined in the NDG aligns with the principle of "Inclusive Streets", which appears in the "Suffolk Design – Street Guide" document. The "Suffolk Design-Street Guide" identifies the inclusion of all street users as a core principle in the design of streets, so that the two most important core principles of the street functions – "place" and "movement" - are being followed.

The design guide describes the range of street users on a sliding scale where users have a level of vulnerability, whereby, in general terms, vehicles (lorries, cars, buses etc.) are closer to the dominant end of the scale, and cyclists and pedestrians are at the inclusive and more vulnerable end of the scale.

Streets must be designed in consideration of all these potential users. This means a design which provides for all people, regardless of age or ability.

This Design Code, therefore, sets out the provisions required in order to achieve a scheme which prioritises an "Active Travel" approach, where non-motorised forms of movements are integrated into streets and open spaces to form a safe, accessible and attractive movement network. The following criteria for "Active Travel" have been outlined in this section, along with their associated design principles and requirements:

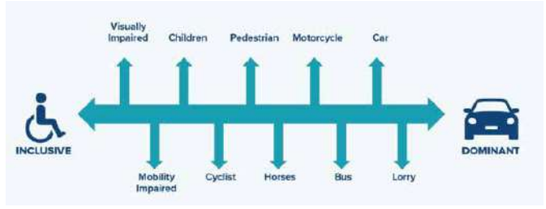
- Walking and Cycling - integrated approach to movement where pedestrian and cycle circulation form part of movement corridors, ensuring a safe and attractive setting for these users;
- Junctions and Crossings – setting out the requirements and design principles for junctions and crossings to ensure they are safe, convenient and attractive for all users;
- Parking and Servicing - the provision of well-considered parking, servicing and utilities infrastructure, ensuring they meet the requirements for all movement modes and users; and
- Services and Utilities - although private cars will usually comprise most of the flow, streets must accommodate and manage a range of vehicles, including for maintenance or emergency purposes, but also for other vehicles, such as delivery vans and refuse vehicles, all of which will require regular access.

Walking and Cycling Routes

The development of an integrated pedestrian/ cycle network within the site is seen as a key part of the transport infrastructure. Pedestrians are to be led into the site from links of existing PRoW and areas of existing and proposed residential development.

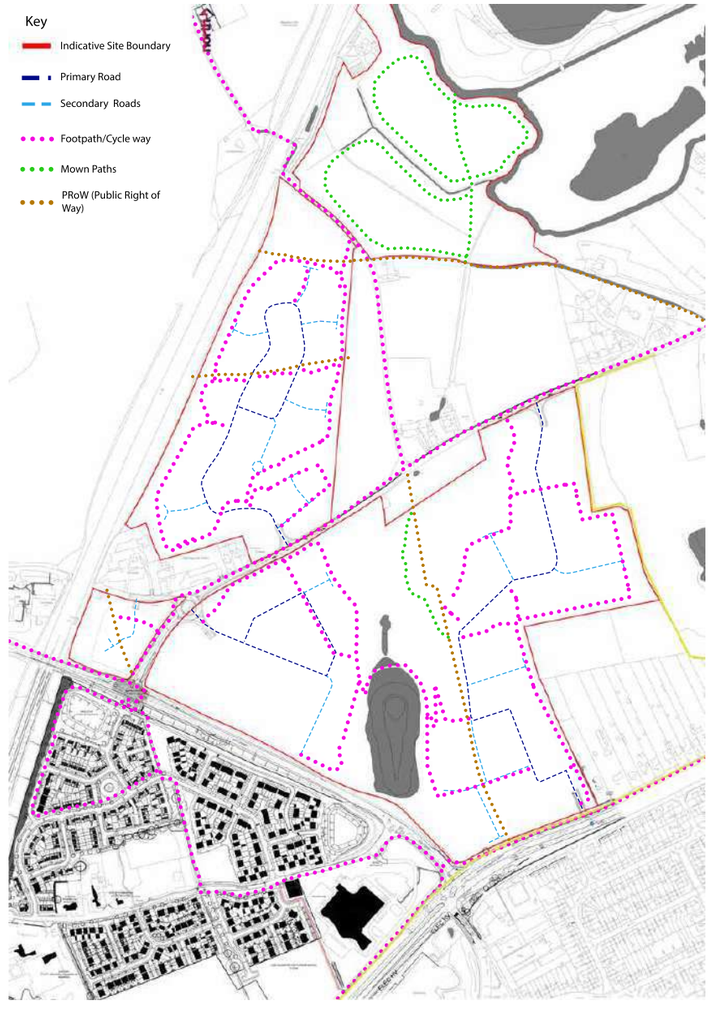
Cycle use will be encouraged through the high degree of permeability within the layout. With local facilities located nearby and low vehicular speeds proposed within the development, cyclists will therefore find it safe and convenient to use the streets for cycling.

Future Reserved Matters applications for WG2 will be required to meet the principles of "Active Travel" as set out above, as well as make the following provisions for pedestrians and cycle access set out within the consented Outline application, which in summary, include the following criteria:



INCLUSIVE VS. DOMINANT SCALE FOR STREET USERS: EXTRACT FROM SUFFOLK DESIGN STREET GUIDE

- A new pedestrian and cycle route traversing the site from north to south and connecting Sproughton village to the north with Suffolk One Sixth Form College to the south
- A further pedestrian link connecting the western and eastern development parcels through the Green Valley park with a safe and attractive route to school, this link will also connect with Chantry Park to the east
- The strategy enhances the existing pedestrian network and proposes new cycle and pedestrian links to connect the new neighbourhood with the wider context and the existing surrounding residential areas.
-
- Mown paths created in existing public open space areas
-
- New links are designed to take the most convenient routes (desire lines) into account whilst considering the existing and potential proposed site levels to ensure they will be accessible for cyclists, pedestrians and people with reduced mobility.



PEDESTRIAN AND CYCLE ACCESS STRATEGY

Junctions and Crossings

All junctions and crossings, according to the "Guidance Notes for Design Codes", need to be safe, convenient and attractive for all users, while Manual for Streets sets out detail on different types of crossing that can be appropriate for a particular street typology.

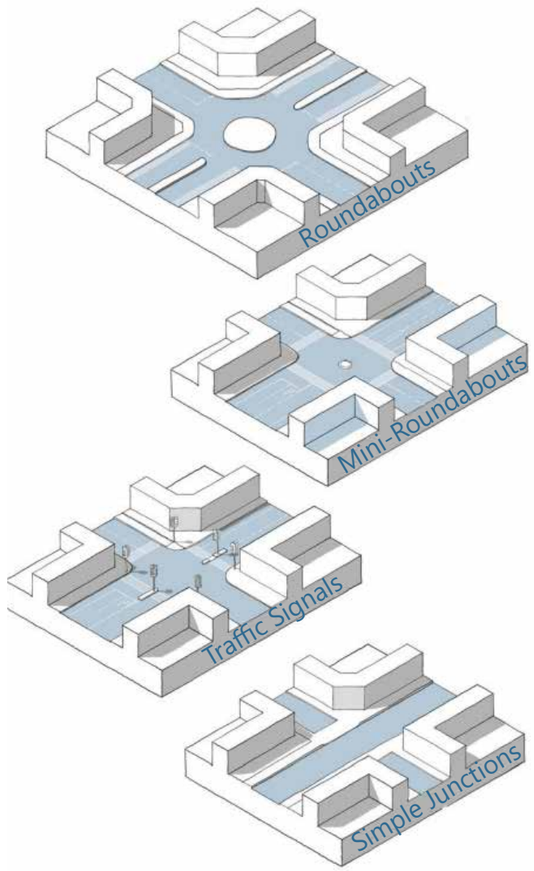
In broad terms, the "Guidance Notes for Design Codes" 2021 outlines the following junction types:

• **Roundabouts:** Maintain traffic flows and speeds but do not provide well for cyclists and pedestrians and require more land than other junction types. To be used if and when appropriate.

• **Mini Roundabouts:** Manage traffic priority on junctions between primary, secondary and high streets in the built-up area. To be used if and when appropriate.

• **Traffic signals:** These will be dependent on the vehicle and pedestrian flow. They allow direct crossing routes for pedestrians and should incorporate pedestrian and cycle facilities wherever possible and when appropriate.

• **Simple junctions:** Give way priority or unmarked junctions are appropriate between local streets and all other types of street.



Design proposals for WG2 will need to demonstrate that the choice of junctions and crossings is appropriate for the management of vehicular priority and pedestrian/cycle permeability on a connected street network which promotes "Active Travel".

A key consideration in the design of junctions and crossing should be the guidance provided in The Cycle Infrastructure Design – Local Transport Note 1/20 (LTN 1/20). According to this guidance, accommodating the needs of cyclists within the movement corridors is essential for successful places. The document suggests that:

"It is essential that the needs of cyclists are taken into account in the design of all new and improved junctions, not just those on designated cycle routes, and that crossings are provided where cycle routes continue across busy highways. Safety is vital, but junctions and crossings should also enable cyclists to negotiate them in comfort without undue delay or deviation. Junctions should be designed to enable cycle movements in all permitted directions. The design of cycle facilities should take into account the volume and speed of motor traffic and the type and size of the junction." (LTN 1/20, p. 95)

Providing separation between conflicting streams of traffic (including pedestrian and cycle traffic) is fundamental to improving safety.

Therefore, The LTN 1/20 describes five core design principles which represent the key requirements for people wishing to travel by cycle or on foot. When people are travelling by cycle, they need networks and routes that are:

•**Coherent** - Facilitating cycle movement in all permitted directions;

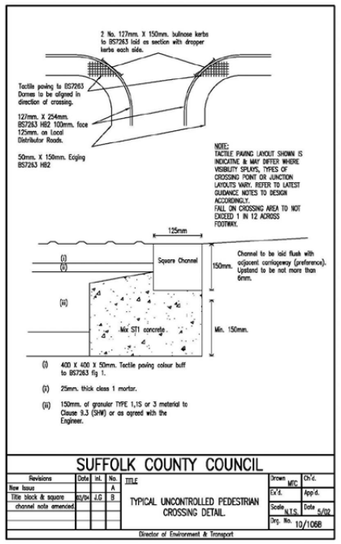
•**Direct** - Minimising the distance and time required for cyclists to travel through a junction;

•**Safe** - Promoting safety through the removal and management of conflicts between cyclists, motor vehicles and pedestrians;

•**Comfortable** - Minimising the occasions when cyclists need to stop or to give way; and

•**Attractive** - Encouraging the design of junctions as a place for people to gather.

The implementation of the above principles for future WG2 applications should adhere to the detailed access drawings submitted as part of the consented Outline planning application for the site.



TACTILE PAVING SPECIFICATION
EXTRACT FROM SCC'S SPECIFICATION FOR ESTATE ROADS

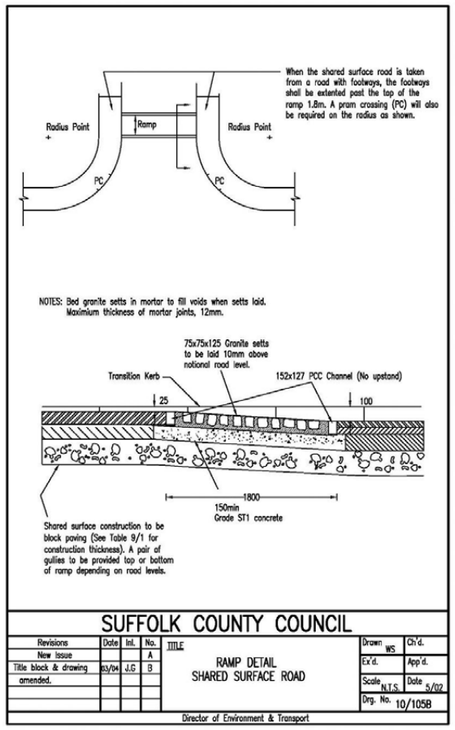
To ensure a connected network of streets, junctions and crossing within the inner parts of the development should also:

• Incorporate, where possible, a raised table, designed to reduce vehicular traffic;

• Allow for ramps, paved raised tables and planting at key pedestrian crossings to facilitate a safe movement of pedestrians and enable a pedestrian/cycle priority crossing to roads in such locations;

• Ramps should be introduced at junctions to delineate a change in street type, assisting in the progressive reduction of vehicular speeds, in accord with the principle of hierarchical street pattern outlined in the Suffolk Design Guide.

The detailed design of junction will be expected to meet the requirements set out in the Suffolk County Council's "Specification for Estate Roads" (May 2007), covering junction components such as lighting, ramps configuration and tactile paving.



RAMP SPECIFICATION
EXTRACT FROM SCC'S SPECIFICATION FOR ESTATE ROADS

Traffic Calming Types

Traffic signs and road markings

Traffic signage and road marking could be used in the following circumstances:

- Informal and formal crossing areas
- Cycle and pedestrian crossings

Street name plates

- Street nameplates will need to satisfy the Department for Transport Circular Roads 3/93.
- Name plates need to be in the context of the development and other street furniture.
- They can be mounted on fences, walls and buildings to reduce street clutter, but subject to a covenant being put in place.
- Where a street is to remain private the nameplate should refer to this.

Speed Controls

Suffolk Design for Streets sets out that *"Wherever possible use of street layout such as sinuous carriageways should be used in preference to vertical traffic management features such as ramps with the exception of transition between shared use areas and other streets. Signing should be minimised where possible, for example, through the use of informal rather than formal priority systems where this is acceptable and safe for all users. and in safety terms"*.

All detail shall be submitted as part of a Reserved Matters application and agreed with the Highways Authority.

EXAMPLE OF TRAFFIC CALMING DESIGN TAKEN FORM THE SUFFOLK DESIGN FOR STREETS

Access

The development at WG2 includes additional off-site highways works to address the potential development impact on the surrounding Highway network. These works will be dealt with by way of a separate S278 agreement.

Details of the highways improvements are illustrated on the following plans, which can be found in Appendix A of the Interim Travel Plan, prepared by Cannon Consulting Engineers, as follows:

A) Four arm Roundabout junction with Hadleigh Road to serve a small parcel of development on the western side of Hadleigh Road and residential development on the eastern side of Hadleigh Road along with the potential primary school site.

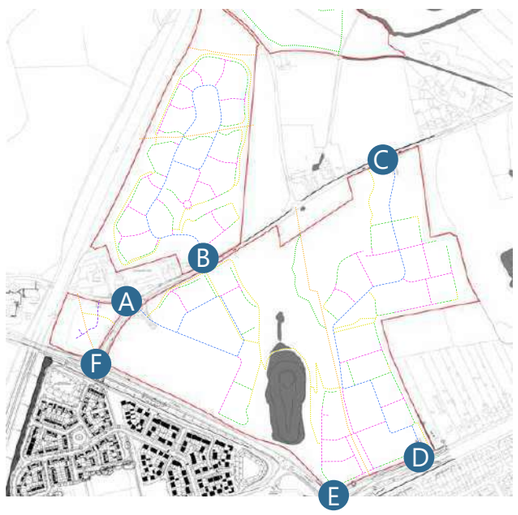
B) & C) Priority T-junction with ghost island right turn into land to the north of Hadleigh Road.

D) Exit only onto London Road A1214.

E) Improvements to the junctions at A1214 and A1071 - have already been completed through WG1. The left turn lane off London Rd is being extended.

F) Priority T-junction with ghost island right turn into land to the south of Hadleigh Road. Junction will be signalised (F)

Pedestrian/cycle and emergency access to Church Lane.



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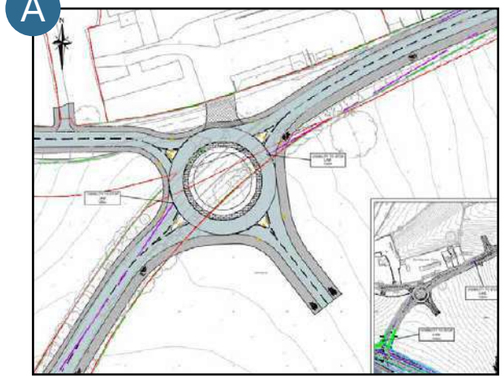

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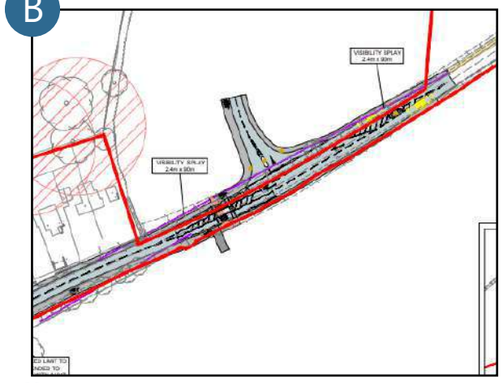

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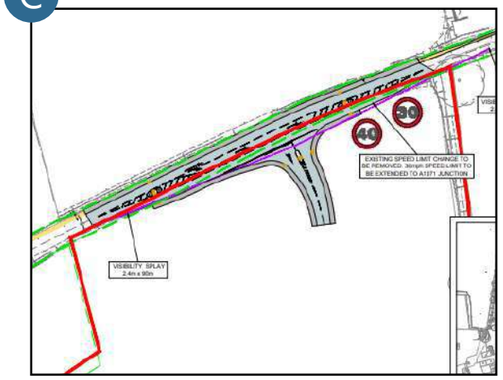

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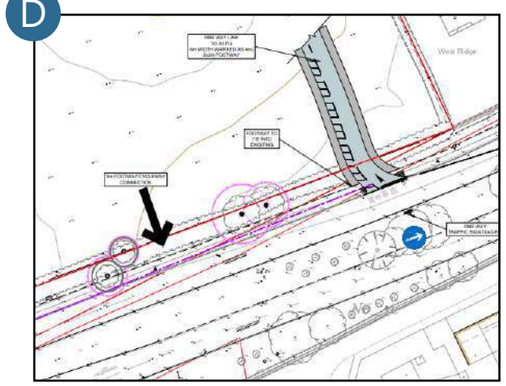

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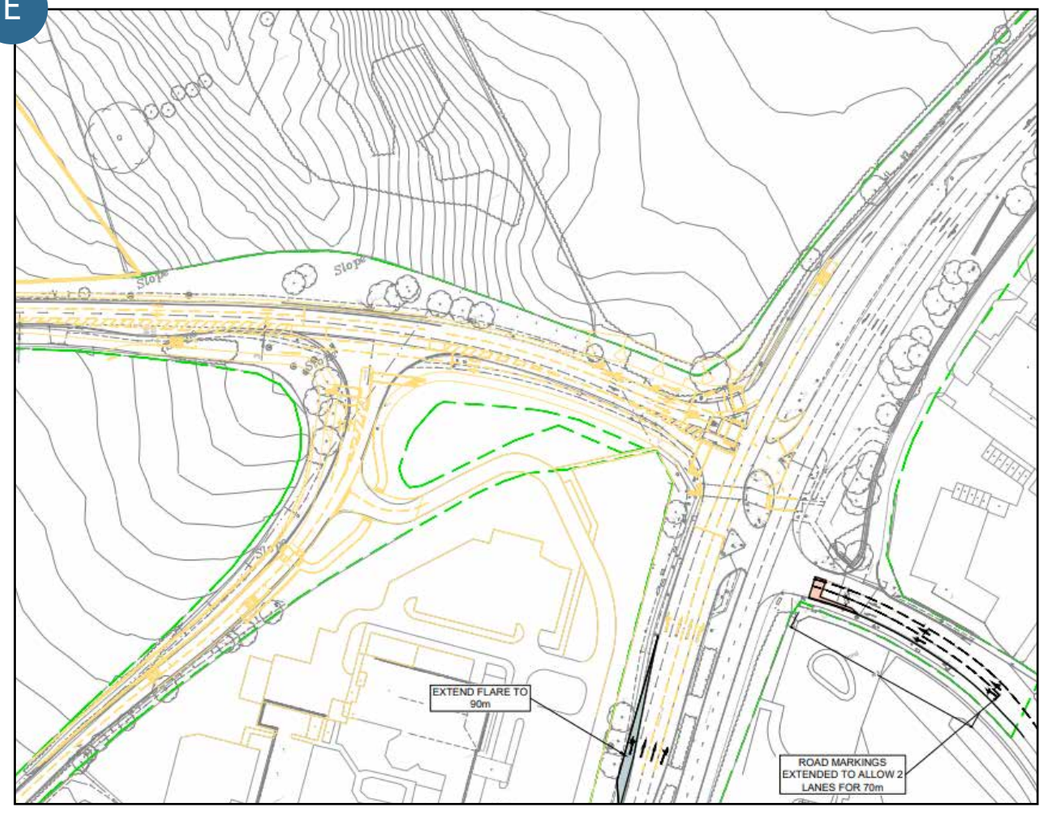

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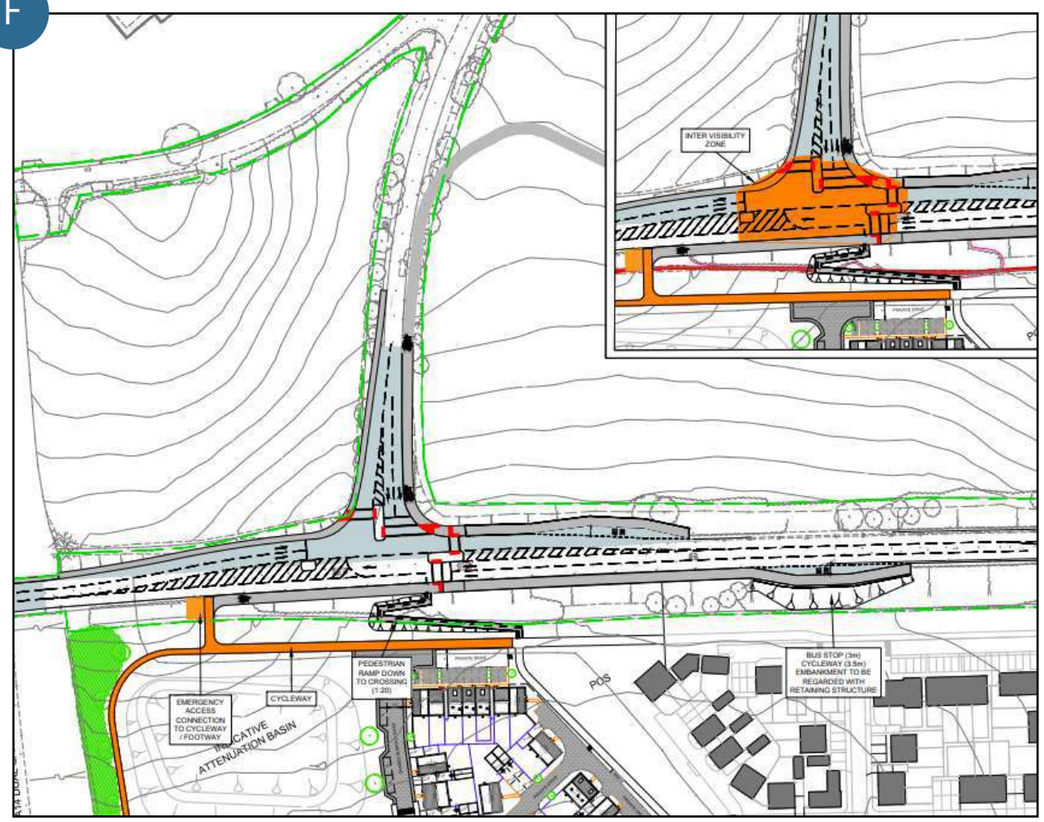


Parking and Servicing

According to the NDG, the provision of well-considered parking, servicing and utilities infrastructure for all modes and users, form the third overarching principle for a Movement strategy aimed at achieving a well-designed place.

Car Parking

Car parking affects the quality of a place, both visually and in terms of how it is used, particularly by pedestrians, as pointed out in the "Guidance Notes for Design Codes". According to this guidance document:

"Well-considered parking is convenient, safe and attractive to use. It is also well-integrated into streets, blocks and plots and does not dominate the local environment." (Guidance Notes for Design Codes, p. 13)

The parking standards relevant for WG2 development are set out within Suffolk County Council's "Suffolk Guidance for Parking" (adopted November 2014, third edition May 2019). This document provides a best practice guidance which can be used to develop appropriate local residential parking policies and guidance, with an emphasis on good design, as well as the ensuring the right amount is provided. At the base of this is a design-led approach to the provision of car parking spaces so that it is integrated into the public realm and streets, while being pedestrian, cycle and vehicle friendly.

Parking within the proposals for WG2 development will be provided in a location that is both convenient and well overlooked. It will be designed to be as unobtrusive to the street scene as possible, with screening provided by the use of hedges and planting, where appropriate.

The main design principles for the proposed residential car parking strategy are as follows, in accordance with the Suffolk Guidance for Parking and the Interim Travel Plan:

- Allocated parking will predominantly be provided on plot, within the curtilage, either to the front or side of dwellings, with individual bays and/or garages set back from the building line, to allow ease of access to dwellings.

- Allocated residential parking will be provided at a minimum rate of:

» 1 no. car space per 1-bedroom dwellings;
» 2 no spaces per dwelling for units with 2 and 3 bedrooms;
» 3 no spaces per dwelling, for units with 4 and more bedrooms; and
» Visitor spaces 0.25 spaces per dwelling.

- Parking bay sizes are to be **5.0 x 2.5m**, and for parallel parking **6.0m x 2.0m**. In order to physically provide access to both sides of a parked car, those parking spaces located at the end of a row, against a boundary fence or wall of a building, will require an extra width of 300mm (total width of 3.1m). Additional width is required for disabled parking spaces to give a total width of 3.9m minimum.

- Aisle width - typically, right angled spaces require **6.0m** minimum aisle width for reasonable manoeuvring, while parallel parking requires **3.0m** minimum.

- Tandem parking (one vehicle behind the other, including one within a garage or car port) is acceptable on-plot, within the curtilage of a dwelling but should be avoided in areas which offer general access, e.g. parking courts.

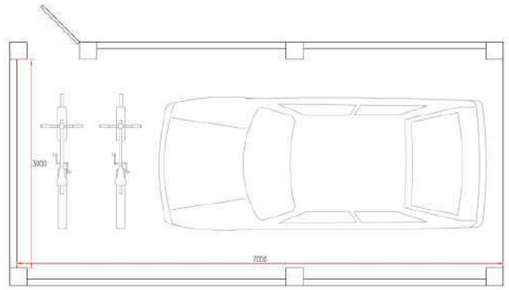
- 'Trident' Parking - Where three spaces are provided in a line it should only be provided away from Primary Highway Routes and kept to a minimum on Secondary Routes and lower highway designations. Trident Parking is however more acceptable on Private Driveways where vehicle movements are expected to be much lower. All trident parking should be discussed during the detailed design process and judge for its own merits but also supplemented by alternative parking arrangements such as Visitor Parking close by.

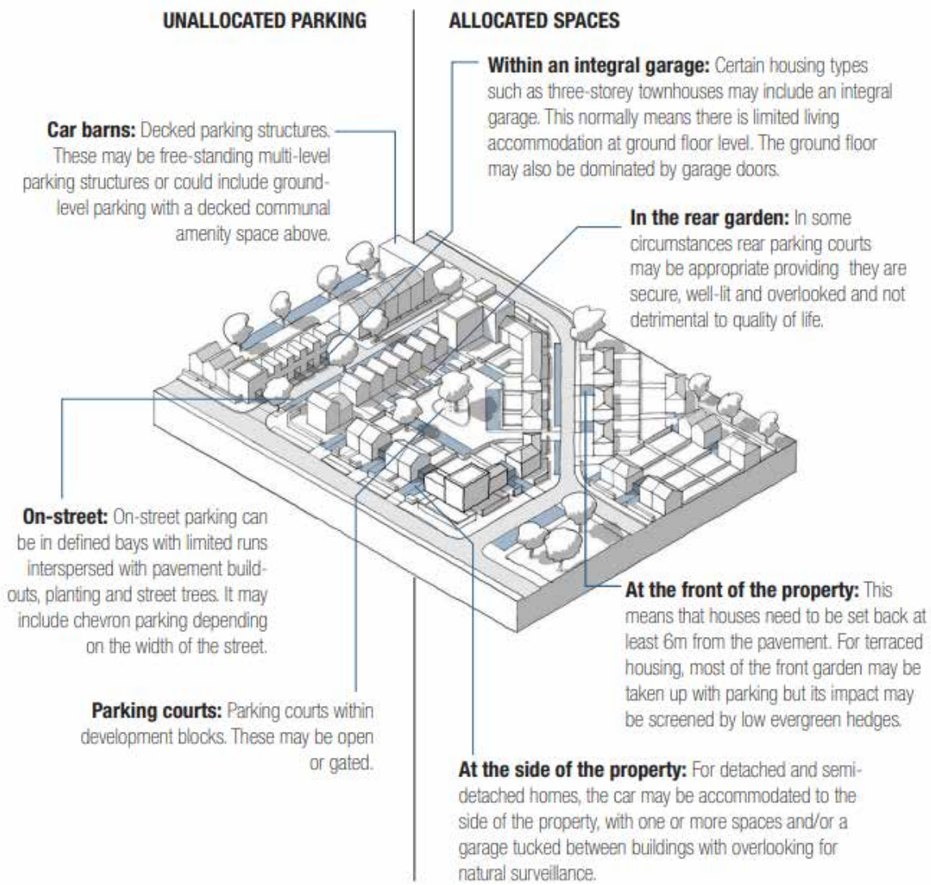
- Where parking is provided on street (via parallel or perpendicular bays) it will be carefully designed to be typically no more than 4 spaces appear in a row, and areas of landscaping and/or planting will be used to break up the appearance.

- The use of rear parking courts shall only be warranted where a particular design response is required in the Street Scene such as a prominent continuous Terrace. All Parking Courts should be judged on their function and form on an individual basis Where parking courts are utilised, they will serve no more than 6 dwellings, and will be designed to include good levels of natural surveillance and opportunities for active overlooking.

- Disabled parking will be provided in accordance with the appropriate standards.

- Standard garage sizes should follow the Suffolk County Council Parking Guidance. A garage should be 3m x 6m and a garage that includes cycle storage should be 3m x 7m.





RESIDENTIAL PARKING OPTIONS
(Guidance Notes for Design Codes, p. 13)

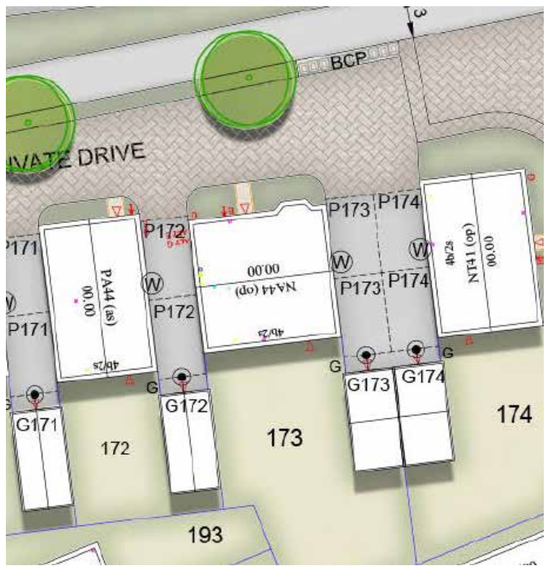
General Good Design Principles:

- Consideration should be adopted to provide accessible, secure and well supervised parking at all times.
- Allowance should be made for satisfactory vehicle manoeuvring and general highway safety.
- Care must be taken to ensure vehicles do not overhang the highway causing danger or obstruction to other road users, cycleways or footways.
- Well considered Visitor Parking should be provided to help alleviate the need for on-street parking.

Parking on-plot within the curtilage of the dwelling should be prioritised across the entire WG2 development in the first instance over alternative arrangements outlined below.

Paired Perpendicular Parking:
To be provided where achievable between buildings (often on splayed corners of the street) allowing residents to manoeuvre a single vehicle without the need to remove or manoeuvre the second at the same time.

Wider parking bays will require a suitable landscaped response to their boundaries to maintain a satisfactory level of enclosure in the street scene.



ON-PLOT GARAGE PARKING- EXTRACT FROM WOLSEY GRANGE PHASE 1

Tandem Parking:
Where one vehicle behind the other is proposed, sometimes including a garage or a carport, this should predominantly be provided on-plot within the curtilage of the dwelling.

Where provided between buildings, spaces should be widened to a minimum of 3m

Spaces should be safe to access with adequate circulation areas and could be supplemented by localised visitor parking spaces.

Parallel (lay-by) Parking:
To be clearly define as being Public or Private in accordance with Local guidance.

Where allocated privately, these should not sit within the Adoptable Highway / S38 designated area and should therefore be proposed solely within private parking areas or alongside the Adoptable Carriageway within the curtilage of the plot they are due to serve.

Spaces should be a minimum of 2m wide x 6m long.

Triple Parking:
Triple Parking where a minimum of 3no. parking spaces are required, which may include a garage or carport should be avoided along major access roads that are likely to experience higher volumes of traffic. This option however can be considered on a plot by plot basis along Secondary, Tertiary and Private Roads where Highway Safety is not likely to be so compromised by manoeuvring vehicles.

Where unavoidable, higher concentrations of visitor parking could be proposed close by to help alleviate the need for all triple parking spaces to be utilised at any given time.

Frontage Parking:
Shall consist of allocated parking spaces located directly in front of the dwelling they are due to serve in the first instance.

Buildings should be set back a suitable and safe distance from the parking bays to allow for the provision of access paths and appropriate landscape opportunities to the dwelling frontages.

Spaces can be delineated through the use of differing yet appropriate surface treatments or painted 'T' marks in less prominent, public-facing locations.

Appropriate ground cover planting and occasional tree planting interspersed between spaces must be afforded to lessen the visual impact of the motor vehicle within the street scene.

No more than 6no. parking spaces should be proposed in a line without the introduction of Landscaping

FRONTAGE PARKING - EXTRACT FROM WOLSEY GRANGE PHASE 1

Bin Collection Points should be appropriately sited where they are deemed necessary and adjacent parking spaces should be adequately protected from bin movements on collection day.

Private Drive:
Should be of suitable width allowing end users to pass in their respective vehicles but also not overly wide encouraging uncontrolled or unwanted parking opportunities (preferably 3.7m to 5.0m in width)

Both Tandem and Trident Parking (including garage or carport behind) is acceptable and could be further supplemented within the driveway itself with additional visitor parking to provide alternative parking arrangements for residents.

Suitable vehicle circulation areas should be provided within the driveway in accordance with Local Guidance to allow adequate access to parking spaces, for delivery vans and with longer driveways, Refuse Vehicles (all subject to further discussion with SCC Highways during detailed design stage).

All Private Drives should be suitably bordered with boundary treatments that help define the transition between Public and Private Space and should provide a defensible boundary to help avoid future unwanted trespass opportunities over private land.

Parking Squares:
Will typically serve apartments or terraced housing in medium to high density areas and will help generate a sense of place in the wider context as a character generator whilst performing an important function for the dwellings it serves.

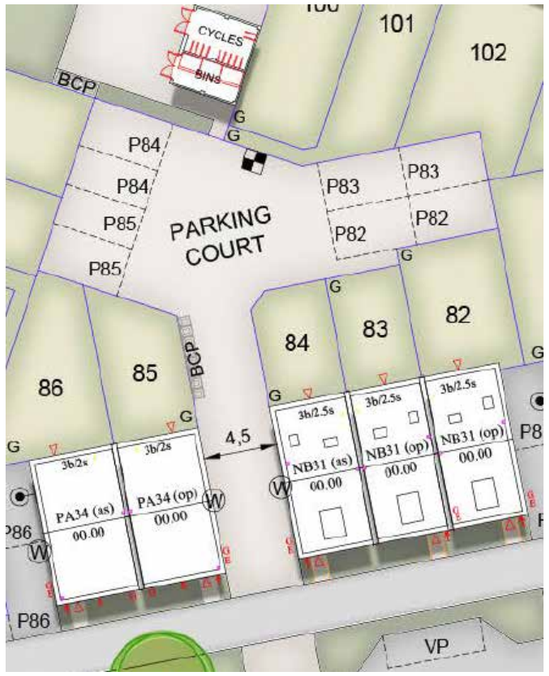
The square should be directly fronted by buildings offering a high level of enclosure, particularly in higher density areas and should provide convenient access via linked and safe pedestrian routes.

There will need to be a clear definition between what is Public and what is Private where interactions with the Adoptable Highway occur. This to ensure that Allocated Spaces can be assigned to the intended user.

All squares should be suitably hard and soft landscaped appropriate to the character sought which may include soft green boundaries and occasional tree planting to help reduce the dominance of any vehicles.

Parking Courts:
Parking Courts should serve small groups of dwellings in the first instance and should provide suitable natural surveillance via habitable rooms, appropriate boundary treatments or from further dwellings proposed within the Court itself.

Allocated Parking Spaces should be provided as close as possible to the building that they are intended to serve to ensure they are well-used by future residents. Rear Garden Access should also be afforded to each Plot served by the Parking Court to reduce travel distances to and from the vehicle.



PARKING COURTS - EXTRACT FROM WOLSEY GRANGE PHASE 1

Tandem Parking within Parking Courts should only be explored once all other parking options have been exhausted, however this should not be ignored when it results in an improved associated Street Scene & Public Realm perception due to the reduced visual impact of the motor vehicle externally.

Appropriate Lighting shall be afforded when and if a Private Management Company are appointed to manage the shared space created.

Configuration of Parking court should follow the principles below:

- Overlooking onto the parking court should be achieved by increasing the number of habitable rooms facing it, while avoiding gable ends backing onto the court;
- Soft landscaping and tree planting should be incorporated into parking courts to break the sequence of parking bays and to soften the court's appearance;
- Boundary fencing should be designed to allow observation from dwellings over the parking spaces; and
- The number of dwellings served off a parking court should be limited, and should generally be up to 10 dwellings.

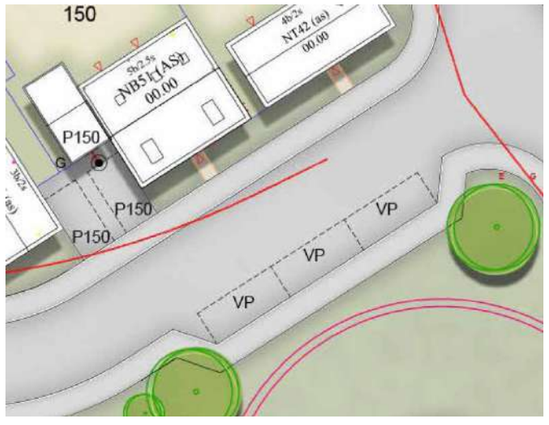
Visitor Parking Spaces

Visitor parking spaces include unallocated parking bays, which can be provided on-street on adoptable roads, often in the form of laybys, as part of private drives or incorporated into parking courts, alongside allocated parking spaces.

Allowance should be made for visitor car parking. A 0.25 space per dwelling (1 no. space per 4 no. dwellings) allowance will be made for visitor parking, in line with Suffolk Guidance for Parking.

Private drives could be widened to facilitate parking opportunities for visitors, in addition to the allocated spaces, within the curtilage of the dwellings. These opportunities could be utilised towards meeting the required level of visitor parking spaces set within the Suffolk Guidance for Parking document.

Visitor spaces are to be distributed throughout the scheme, to maximise the accessibility of this facility to all residents.



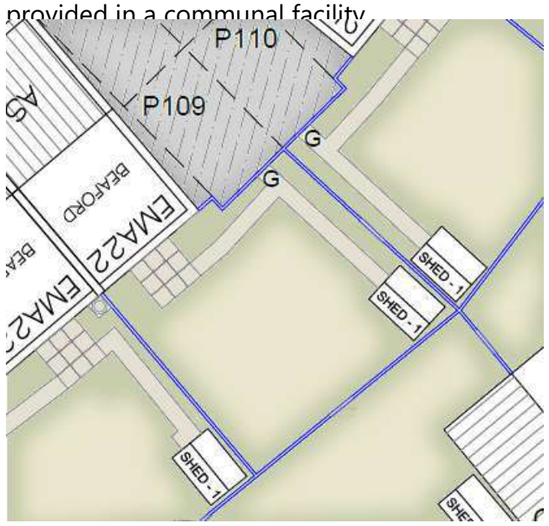
VISITOR PARKING - EXTRACT FROM WOLSEY GRANGE PHASE 1

Cycle Parking

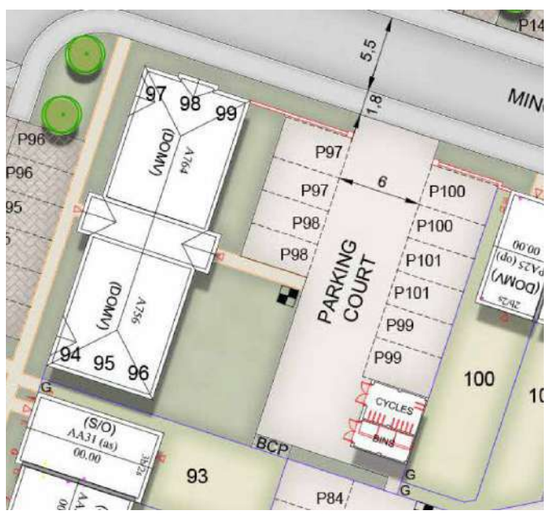
Cycle parking spaces for individual dwellings will be provided within the curtilage of the dwelling, at a rate of 2 spaces per dwelling, in line with Suffolk Guidance for Parking.

Where cycle parking is to be accommodated within garages, then these will be of an appropriate size to ensure that there is room for both car and cycle parking. Where no suitably sized garage is available, cycle parking should be provided in secure covered areas, such as a shed at the rear garden.

For apartments, secure cycle parking will be provided in a communal facility.



CYCLE PARKING SHEDS - EXTRACT FROM TAYLOR WIMPEY BARHAM



CYCLE PARKING - EXTRACT FROM WOLSEY GRANGE PHASE 1

Low Emission Vehicle Parking (Electric Vehicles Charging)

The adopted Suffolk Guidance for Parking requires that all new developments in Suffolk are to provide sufficient electric charging infrastructure to cater for the growing demand of electric vehicles in the area.

Proposals for development on the site will be required to provide Electric Vehicle Charging facilities in compliance with the principles set out within the Building Regulations part S.

All charging related equipment must be fully compliant with Building Regulations and certified with the relevant British Standards. These will be provided on a plot by plot basis. TW often provide external EVC points on their developments.

As set out in the Approved Document S – Infrastructure for the Charging of Electric Vehicles (ICEV) (2021 Edition), Part S1 of the Building Regs states that a new residential building with associated parking must have access to an electric vehicle charge point.

The ICEV defines an 'Associated Parking Space' as: *"any parking space that is available within the site boundary of the building, for the use by the occupant of, or a visitor to, a dwelling in the building, including any parking space which is for the use of any occupant of, or any visitor to, any dwelling in a building containing more than one dwelling."*

The ICEV also states that any cable route must be 'a safe and unobstructed route from the power supply to the envisaged electric vehicle charge point location'.

The Note accompanying Para 1.1 in Section 1 of the ICEV states 'Where no associated parking spaces are provided, there is no requirement to install an electric vehicle charge point'.

The Building Regulations 2010

Infrastructure for the charging of electric vehicles

APPROVED DOCUMENT

S

Requirement S1: The erection of new residential buildings

Requirement S2: Dwellings resulting from a material change of use

Requirement S3: Residential buildings undergoing major renovation

Requirement S4: Erection of new buildings which are not residential buildings or mixed-use buildings

Requirement S5: Buildings undergoing major renovation work which are not residential buildings or mixed-use buildings

Requirement S6: The erection of new mixed-use buildings and mixed-use buildings undergoing major renovation

Regulations: 44D, 44E, 44F, 44G, 44H, 44I, 44J

2021 edition – for use in England

Services and Utilities

Although private cars will usually comprise most of the flow, streets must also accommodate and manage for a range of vehicles, including maintenance or emergency purposes, but also for other vehicles, such as delivery vans and refuse vehicles, all of which will require regular access. The geometric design for streets will be dictated by the larger vehicles.

Emergency Services

In most developments, ensuring adequate provision for access for a large fire appliance will enable all other emergency service vehicles to safely operate in the streets. A swept path analysis will be required to demonstrate adequate access for a fire appliance.

Refuse Building Regulations

Proposals for development on the site will be required to provide Waste disposal facilities in compliance with the principles set out within the Building Regulations part H, section H6.

Low Rise domestic developments (houses, bungalows and flats up to 4th floor), any dwelling should have, or have access to, a location where at least two movable individual or communal waste containers.

Storage areas, where separate storage areas are provided for each dwelling, an area of 1.2m x 1.2m should be provided.

Storage areas for waste containers, residents should not have to move waste more than 30m, containers 7should be within 25m of the waste collection point specified by the waste collection authority.

Refuse Services

The Suffolk Waste Partnership is a strategic partnership of the county, district and borough councils, which work together to continuously improvewastemanagementservicesthroughout Suffolk and provide technical guidance for residential and commercial developments. Suffolk authorities currently operate a three-bin (recycling, garden and residual waste) system, as set out in the Partnership's guidance document: Waste Technical Guidance for Residential and Commercial Developments (February 2019).
In line with the Suffolk Waste Partnership's guidance document, adequate provision is required for waste segregation, storage and collection.

- Storage Capacity: Appropriate amount of space is required to fit external storage containers for domestic waste (3 x 360 litre bins).
- Storage and Collection Points: Storage points and collection points should be convenient for both the user and the service crews to access without presenting a risk to health and safety.

For individual dwellings (not flats) only, residents should not have to move waste more than 30m to any designated storage area within the boundaries of the property.

For flats only: Residents should not have to move waste more than 30m (excluding vertical distance) to any designated storage area within the boundaries of the property.

Any designated storage area within the boundaries of the property should not be more than 30m distance from the collection point, to minimise the distance householders need to move their waste.

Collection crews should not have to carry individual waste containers or move wheeled containers in order to facilitate their collection.

Utilities

The highway should also be considered a conduit for utilities. The requirement for public utilities is an essential part of development. The layout, installation, and maintenance of services all need to be considered in the design of streets to minimise obstruction and avoid narrowing of the footway during maintenance works.

Most streets will need to provide a route for statutory undertakers and other services and in the most cases these can be simply managed. The National Joint Utilities Group (NJUG) provides details of service arrangements and typical sections and the 2m section for typical service spacing shall be adhered to wherever possible.

In terms of preference, utilities should be within highway verges (not swales), then footways and least preferably within the carriageway. The utility corridors should be identified early in the development process and should not be confused with narrow 'maintenance' strips that are provided to allow the highway authority space to maintain the edge of the street and / or to include apparatus such as road signs and street-lights.

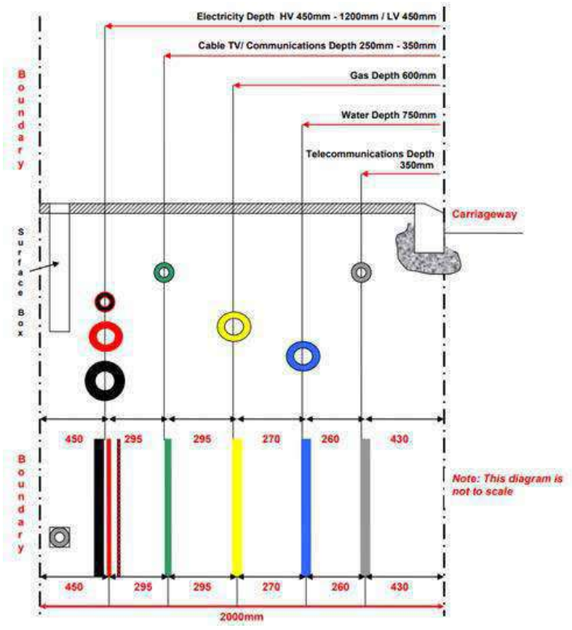
In shared surfaces the preference is to provide a utility corridor alongside the carriageway. This must be a minimum of 2m wide.

Other considerations regarding utilities applicable to the design of streets may include:

- The proximity of current and proposed public utilities needs to be considered when planting schemes are proposed and will require liaison with the utility providers.

- Placement of cabinets, sub-stations, covers, pumping stations and other features of utilities should be identified at an early stage of the design. The number of covers should be minimised to reduce highway clutter and cabinets shall not be placed in visibility splays.

- Suffolk Fire and Rescue Service requires, through a condition of planning permission, the prior agreement of the location and specification of fire hydrants within developments, this normally occurs when the water mains are being agreed.



NATIONAL JOINT UTILITIES GROUP (NJUG) – 2M SECTION FOR TYPICAL SERVICE SPACING

Street Lighting

In the public adopted highway the installation will require approval from Suffolk County Council. The Council's key objectives are to achieve sufficient illumination to enable safe movement for pedestrians and cyclists whilst reducing opportunities for crime and enabling drivers to see potential hazards on the streets.

Adoptable lighting will be designed in accordance with the current edition of BS 5489 and provided on adoptable roads and footways serving the development.

Private lighting may also be required depending on the site design and assessed on the case by case basis. In these areas lighting predominately acts to discourage crime and increase a sense of personal safety. Designers should refer to BS 12464:2014 when considering parking areas.

On traffic- free routes in urban areas, routes should meet the highway standard for street lighting. In rural areas lighting should be considered on a case-by-case basis; low-level lighting or solar cat's eye lighting may be a more appropriate approach.

Sustrans provide further details for lighting traffic-free routes and greenways design and technical guidance for Lighting of Cycle Tracks can be found in TR23 Light of Cycle Tracks (ILE, 1998).

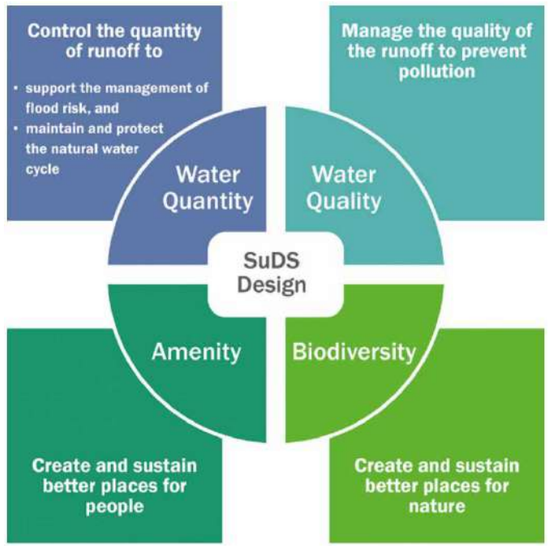
Lighting specifications of specific materials and style will be approved through the detail designs in accordance with Suffolk County Council specifications.

SuDS and Drainage

The Outline consent included detail of the SuDS strategy for the disposal of surface water within the Flood Risk Assessment (FRA) (dated April 2021, ref: CCE/V891/FRA-04). The FRA is controlled by condition 11 of the consent.

The SuDS strategy has included the design principles within the SCC "Flood Risk Management Strategy Appendix A Sustainable Drainage Systems (SuDS): A Local Design Guide".

SuDS are designed to maximise the opportunities and benefits from surface water management. There are 4 main categories of benefits that can be achieved by SuDS: water quality, water quantity,amenity and biodiversity. These are referred to as the 4 pillars of SuDS design.



FOUR PILLARS OF SuDS: EXTRACT FROM THE CIRIA SuDS MANUAL

The following text are extracts from the Suffolk Flood Risk Management Strategy Appendix A in relation to the four pillars.

Managing Runoff Quantity

Surface water runoff should be managed via a method as high up the following SuDS hierarchy as reasonably possible, with more sustainable options ruled out only where sufficient evidence can be provided to support the decision:

- Rainwater Harvesting/Re-Use Onsite.
- Shallow infiltration (circa 2.0m, see section on infiltration systems).
- Gravity discharge to a watercourse.
- Gravity discharge to a surface water sewer/ highway drain.
- Gravity discharge to a combined sewer.

Improving Amenity & Biodiversity

Water is a valuable natural resource, and the management of rainfall and runoff can support sustainable development. Good urban design aims to deliver attractive, pleasant, useful and above all ''liveable'' urban environments that support and enhance local communities.

Water, managed on the surface in areas of green open space, rather than underground, can deliver amenity & biodiversity benefits such as:

- Air quality improvements.
- Air and building temperature regulation.
- Support & protect local habitats & species.
- Carbon emission reduction/sequestration.
- Community cohesion and crime prevention.
- Support education.
- Support health & wellbeing.
- Noise reduction.
- Encourage recreation.
- Create diverse and resilient ecosystems.

Where possible, SuDS and amenity features can be merged to create multifunctional spaces. Landscape planting should be done to both replicate existing habitats, provide treatment of the surface water and offer biodiversity and amenity value. However, the planting should also be done to create new habitat, where appropriate, so that it is adaptable to climate change within Suffolk.

Managing Runoff Quality

The drainage system should be designed and constructed so surface water runoff does not adversely impact the water quality of the receiving water bodies, both during construction and when operational. Interception storage should be provided to capture the first 5mm of rainfall, in the form of initial losses into the ground, this can be achieved by using above ground conveyance, vegetated surfaces, permeable surfaces or long-term storage.

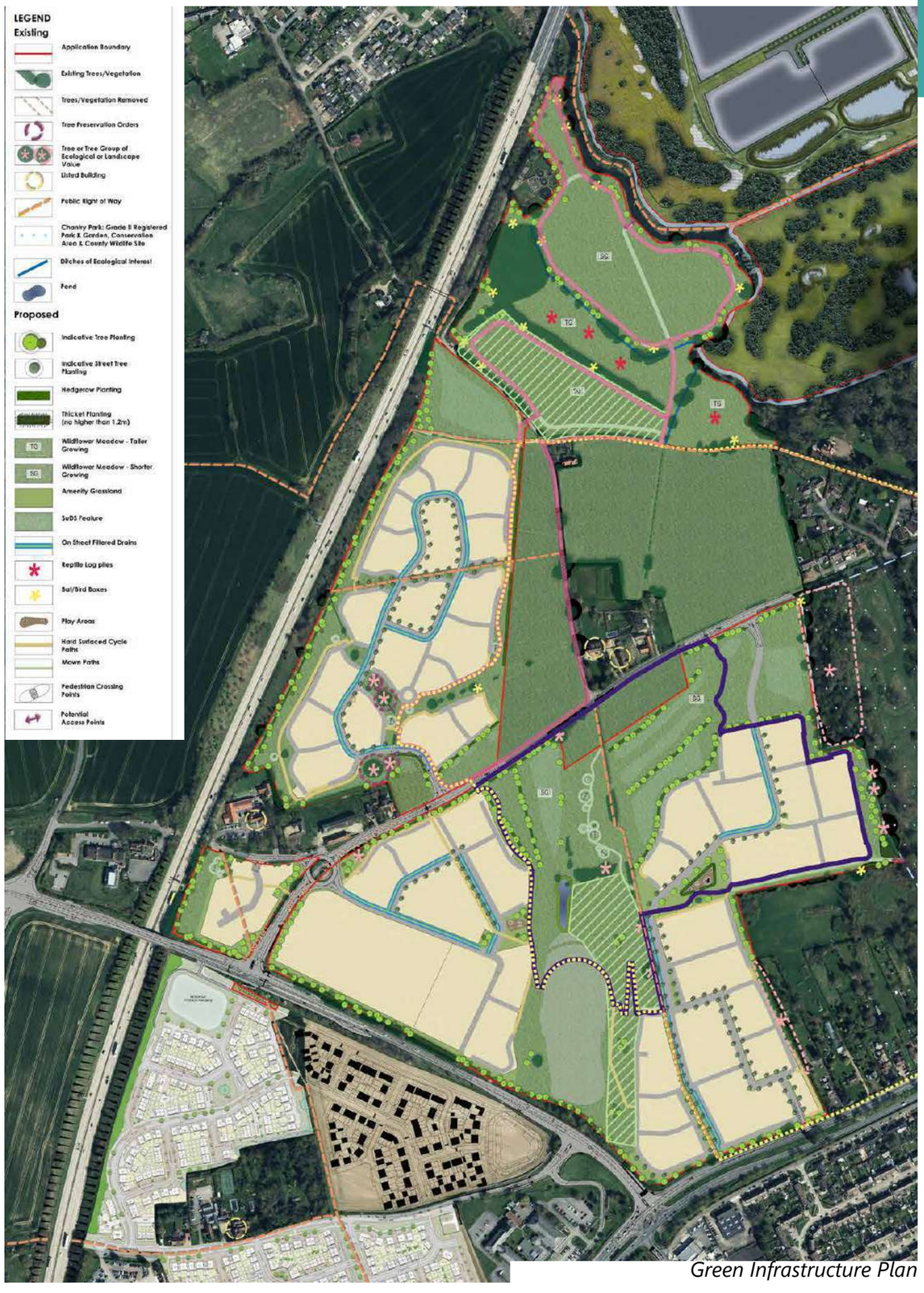
PROPOSED SuDS & SURFACE WATER FLOW PLAN

07 Nature

Nature and Green Infrastructure

There are several key principles which form the basis of the Green Infrastructure strategy for Wolsey Grange 2. These are:

1. Structural landscaping on the lower slopes of the site either side of Hadleigh Road and on the edges of the development parcels, is proposed to reflect the key Rolling Valley Farmland landscape character area, and will comprise native hedgerows with scattered tree planting and simple wildflower grassland with mown paths around the attenuation features;
2. New trees around the proposed roundabout on Hadleigh Road to supplement existing trees and replace those lost to facilitate vehicular access into the site;
3. Structural landscaping on the boundaries of the adjoining transport network, including along the edges of the A14 carriageway and the A1071 to comprise native trees and hedgerows to provide softened edges to the development;
4. Formally arranged structural landscaping along London Road to complement existing street tree planting and to assist in stitching the south eastern edge of the development into the adjoining urban area;
5. New tree planting along the eastern development edge with Chantry Park to add to the well treed edge and provide further filtering where views of the development are possible;
6. New tree planting within the public open space to the north and east of the indented development in the south western part of the site including Springvale (Oakland Hall Day Nursery), to filter views of the development;
7. Where public footpaths pass through the development, they will be set within green corridors enhanced with new tree planting;
8. New tree planting within the northern part of the Site to add to the age profile of the trees in this area and to provide additional habitats for biodiversity;
9. Dedicated dogs 'off lead' areas in the northern part of the Site, with mown paths in two areas for varied lengths of walk;
10. A hard surfaced cycle route will link Church Lane in the north to London Road (A1214) to the south, extending through, and connecting to the new housing in the development;
11. New recreational routes will meander through the public open spaces and landscape corridors, connecting the development to the on site public footpaths and beyond to the wider public rights of way network, as well as to the cycle route;
12. New planting around the edges of the pond, within the central green spine to protect the water voles from cat predation.
13. Green verges along the spine roads will be planted with wildflower mixes and tree planting, creating multiple green infrastructure benefits such as drawing new habitats into the built development.
14. Delivering a minimum of 10% BNG as required under the conditions of the Outline decision notice.



Green Infrastructure Plan

Recreation Routes

The movement strategy provides attractive and safe routes that will positively encourage walking and cycling as the primary mode of transport within the development. The strategy enhances the existing pedestrian network and proposes new cycle and pedestrian links to connect the new neighbourhood with the wider context and the existing surrounding residential areas.

New links include :

- A new pedestrian and cycle route traversing the site from north to south and connecting Sproughton village to the north with Suffolk One Sixth Form College to the south
- A further pedestrian link connecting the western and eastern development parcels through the Green Valley Park with a safe and attractive route to school, this link will also connect with Chantry Park to the east

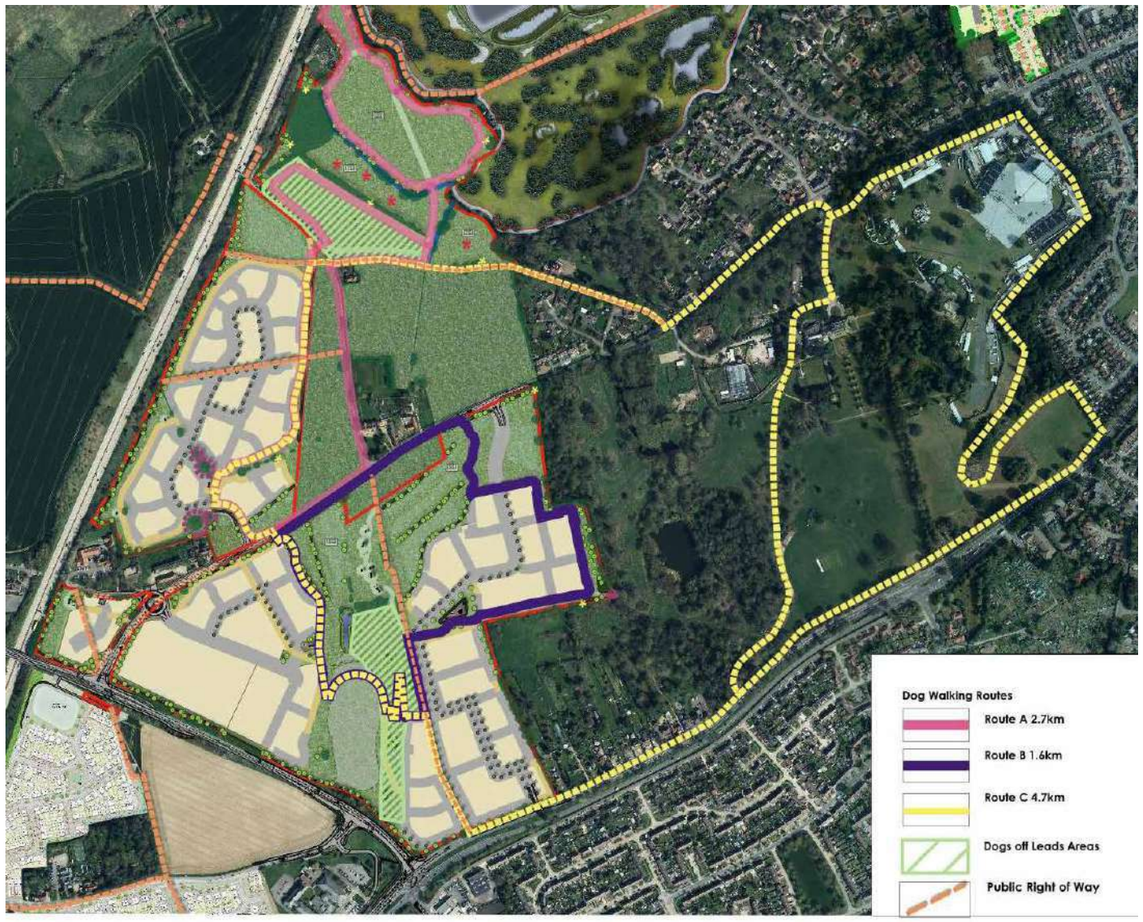
New links are designed to take the most convenient routes (desire lines) into account whilst considering the existing and potential proposed site levels to ensure they will be accessible for cyclists, pedestrians and people with reduced mobility.

To further encourage recreation and dog walking locally three walking routes will be highlighted to local residents, though interpretation boards which will be installed and maintained around the site. These areas will be equipped with benches, dog waste bins and fencing to allow dogs to run off lead and will be managed and maintain to ensure the areas remain suitable.

The following are the three walking routes proposed:

- Route A covers a 2.7km circular walking route using the "dog off-lead" greenspace to the north by the River Gipping and the central green corridor that runs through the site.
- Route B is a smaller 1.6km route maximising the usage of the "dog off-lead" central green corridor in the southern section of the land and the path around a number of attenuation basins to provide a shorter walk.
- Route C, is 4.7km and has also been produced using the existing development greenspace and footpaths within the wider area, combining a section of neighbouring Chantry Park.

Both routes A and B can be combined to provide a much longer 4.7km route accessing all the green spaces provided by the development, and various other walking routes can be derived by combining different aspects of the two routes. Off-lead areas will also be provided within the open space areas of the development.



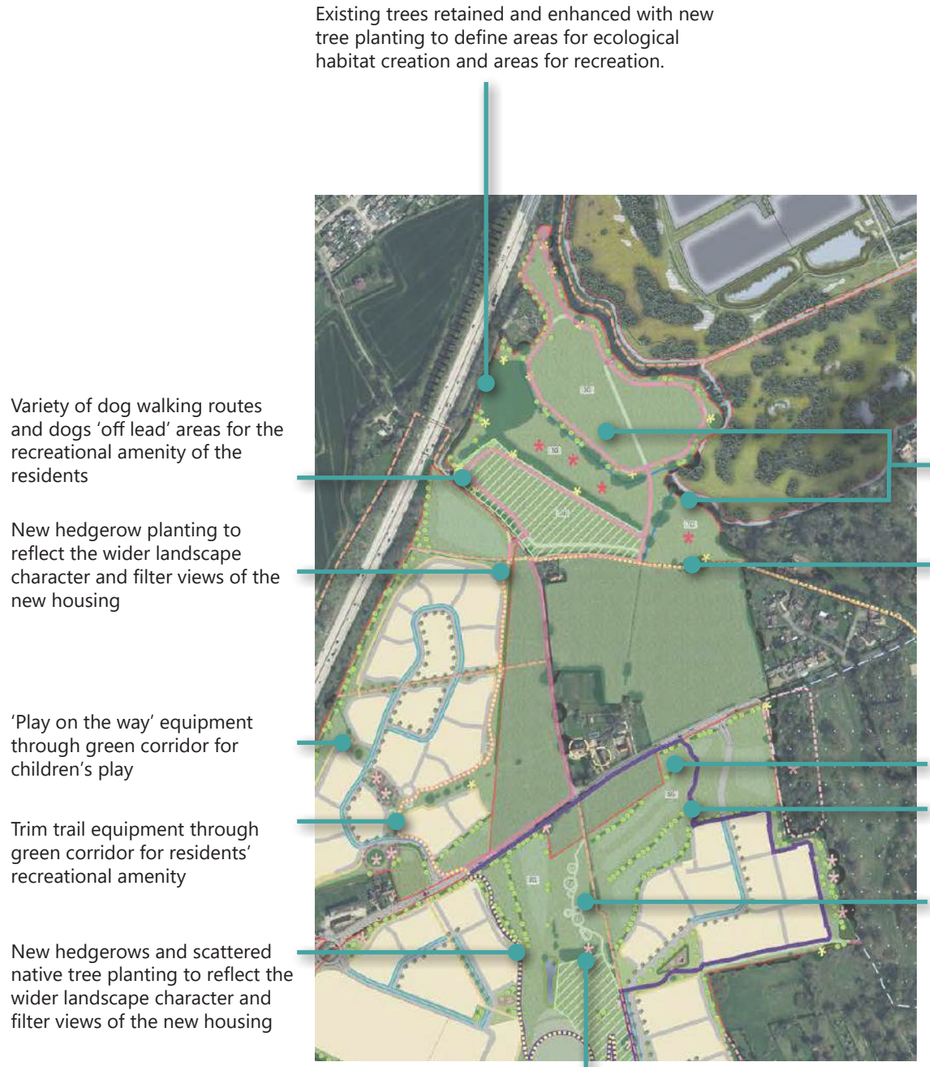
Dog Walking Routes and Off Lead Areas

Open Spaces

Green Valley Park

The Green Valley Park will lie at the heart of the new community and is designed as a multifunctional, natural green space. It connects the two main undeveloped parts of the Site: the steep-sided valley south of Hadleigh Road and the lower-lying valley along the edge of the River Gipping. It will provide a large area of accessible natural green space on the doorstep of the new residents, and offers additional recreation opportunities for existing residents in the surrounding area.

KEY PRINCIPLES	
Use and Function	• Recreational amenity • Habitat protection and creation
Components	• Recreational routes; • Dogs 'off leads' areas; • Trim trail; • Retained mature trees, including a veteran tree in area south of Hadleigh Road; • Biodiveristy enhancement
Character intended	• Semi-natural informal public open space; • Central part, with scattered trees and hedgerows; • Northern part, flood plain with river to north and east and more enclosed character
Design requirements	• Structural tree and hedgerow planting; • In-fill tree planting in the northern part of the Park • Informal dogs 'off lead' paths northern part of Park • Trim trail • Mown paths through wildflower areas
Trees & Planting	See Planting Strategy
Street Furniture	• Timber trim trail equipment, benches and bins
Public realm boundary treatment	• No boundary treatments to the south of Hadleigh Road; in the north, timber boundary treatments, where necessary for safety
Lighting	• Low level lighting, only where necessary for safety and designed to avoid impacts on bats and other wildlife



Northern Green Corridors

These comprise linear public open spaces into the heart of the development, connecting the residents to it. The corridors also act as attractive links between the park and the walking routes on the edge of the housing parcels, and connect to the cycle path through the development.

The northern corridor follows the alignment of the existing public footpath, and has a formal character, with avenue tree planting along the length of wide grassed verges.

The southern corridor contains mature Oak trees (covered by Tree Preservation Orders), and these provide an established character to this corridor. Trim trail and 'play on the way' equipment weaves through the trees and green corridor, drawing residents along its length.

KEY PRINCIPLES	
Use and Function	• Recreational amenity • Attractive setting for housing
Components	• Recreational routes, including formal footpath; • Trim trail and children's 'play on the way' equipment; • Retained mature trees; • Bird / bat boxes in mature trees away from lighting
Character intended	• Northern green corridor - formal avenue of trees within wide verges;
Design requirements	• Avenue of trees within amenity grassed verges; • Management of areas around existing trees for long term health
Trees & Planting	See Planting Strategy
Street Furniture	• Timber trim trail and 'play on the way' equipment, benches and bins
Public realm boundary treatment	• No boundaries unless safety requires, and if so, natural timber materials
Lighting	• Targeted lighting to allow use of the green corridors in the winter months

Southern Green Corridor

These linear spaces connect the southern parts of the development together across the Central Valley Park, with the semi-natural green corridors opening out along the way, into formal areas of public open space.

The eastern corridor roughly follows the historical field boundaries, embedding these into the development, and allowing a potential connection to Chantry Park to the east. The large formal triangular area, known as Eastern Square provides an area for community gatherings, informal meeting and children's play, with formal tree planting linking to the avenue planting along the spine road.

The western corridor becomes a green-blue link around the parcel, connecting the Central Valley Park to the pocket park, known as Western Square. Here residents can gather and play near the school, with the tree-lined verges (which also integrate swales) linking the park to the small area of open space at the roundabout entrance.

KEY PRINCIPLES	
Use and Function	• Recreational amenity • Attractive setting for housing
Components	• Two areas for community use, with children's play areas in each; • Recreational routes; • Retained mature tree.
Character intended	• Formal areas of public open space for gathering and play; • Setting for the surrounding houses.
Design requirements	• Mainly level areas of amenity grass surrounded with trees; • Informal recreational routes linking Central Valley Park to the two squares; • Area of invertebrate mitigation, with areas of trees within amenity grassed verges; • Management of areas around existing trees for long term health
Trees & Planting	See Planting Strategy
Street Furniture	• Timber trim trail equipment, benches and bins
Public realm boundary treatment	• No boundaries unless safety requires, and if so, natural timber materials
Lighting	• Targeted lighting to allow use in the winter months, but away from informal areas where wildlife will be affected

Tree planting with wildflower along the green-blue swales, providing shade and cooling to deal with heat island effects as well as storm water attenuation

Formal area of public open space with children's play area and formal tree planting for shade and cooling

Mature existing tree retained as key feature at entrance to ensure some established character with new planting to bolster the existing landscape features

Children's play area (LAP)

Informal recreational route

Area for invertebrate mitigation

Biodiversity Strategy

The site provides significant scope for a range of biodiversity enhancements to be delivered providing for a biodiversity net gain on site.
Larger areas of new wildflower planting will benefit a range of different flora and fauna, including skylarks, invertebrates and reptiles in the land north of Hadleigh Road, and invertebrates near the boundary with Chantry Park.

New tree and hedgerow planting within and on the edges of the wildflower areas will strengthen existing habitats and in time provide further foraging opportunities for bats which have been recorded within the site.

A margin of 8m wide will be allowed along the River Gipping to avoid any impact on otter and water vole found in the river, and 3m margins along the wet ditches will protect water vole in these locations.

Thorny plant species will be planted around the pond south of Hadleigh Road to avoid predation by cats of water vole, which have been recorded in this pond. In addition, the inclusion of bat boxes, bird boxes and the creation of log piles for reptiles will provide further opportunities for these species across the site.

SuDS Strategy

The SuDS Strategy proposes features such as swales and attenuation basins, and demonstrates that the Site will be drained in a sustainable manner, commensurate with national and local policy, and in line with Suffolk's Flood Risk Management Strategy. These features shall also offer additional benefits to the area such as water quality and biodiversity improvements and shall contribute positively to the green spaces on the site.

Other features such as roadside grassed filter drains, under-drained swales, SuDS planters and permeable paved private hardstanding, and visitor parking bays will also be utilised to clean the runoff of water as close to the source as possible.

Roadside SuDS shall discharge to an infiltration basin, strategically situated at a low point in the site, from which water shall then discharge into the ground.

All SuDS features will provide sufficient water quality treatment, to ensure that this water does not have any impact on the groundwater in the area. This will also ensure that flood risk to downstream areas of the site is reduced, as the existing surface water flow route shall be entirely contained within the site, meaning there is no impact on areas off site.

It is proposed that the foul drainage system implemented on site will connect into the existing network. Where possible, this will be achieved via gravity. However, where levels do not allow for this, the proposed drainage strategy will provide further details.

Planting Strategy

The planting of any new development scheme is one of the key ways to boost biodiversity on site and to ensure that there is a distinct sense of place in each area of the site. The planting strategy plan has been devised by portioning the site into several broad areas. The tree strategy is outlined within the section on Public Spaces later in the document.

Planting specifications for the site will be built around the foundations provided by the suggested palettes shown here. They are based around mainly UK native species but include some that are not native in order to build in resilience in the face of climate change. To respond to the hotter and drier conditions encountered in the UK in recent years, we will need to use more drought tolerant species native to more southerly regions of Europe.

NATIVE HEDGES AND STRUCTURAL PLANTING

Acer campestre (Field Maple)

Carpinus betulus (Common Hornbeam)

Corylus avellana (Hazel)

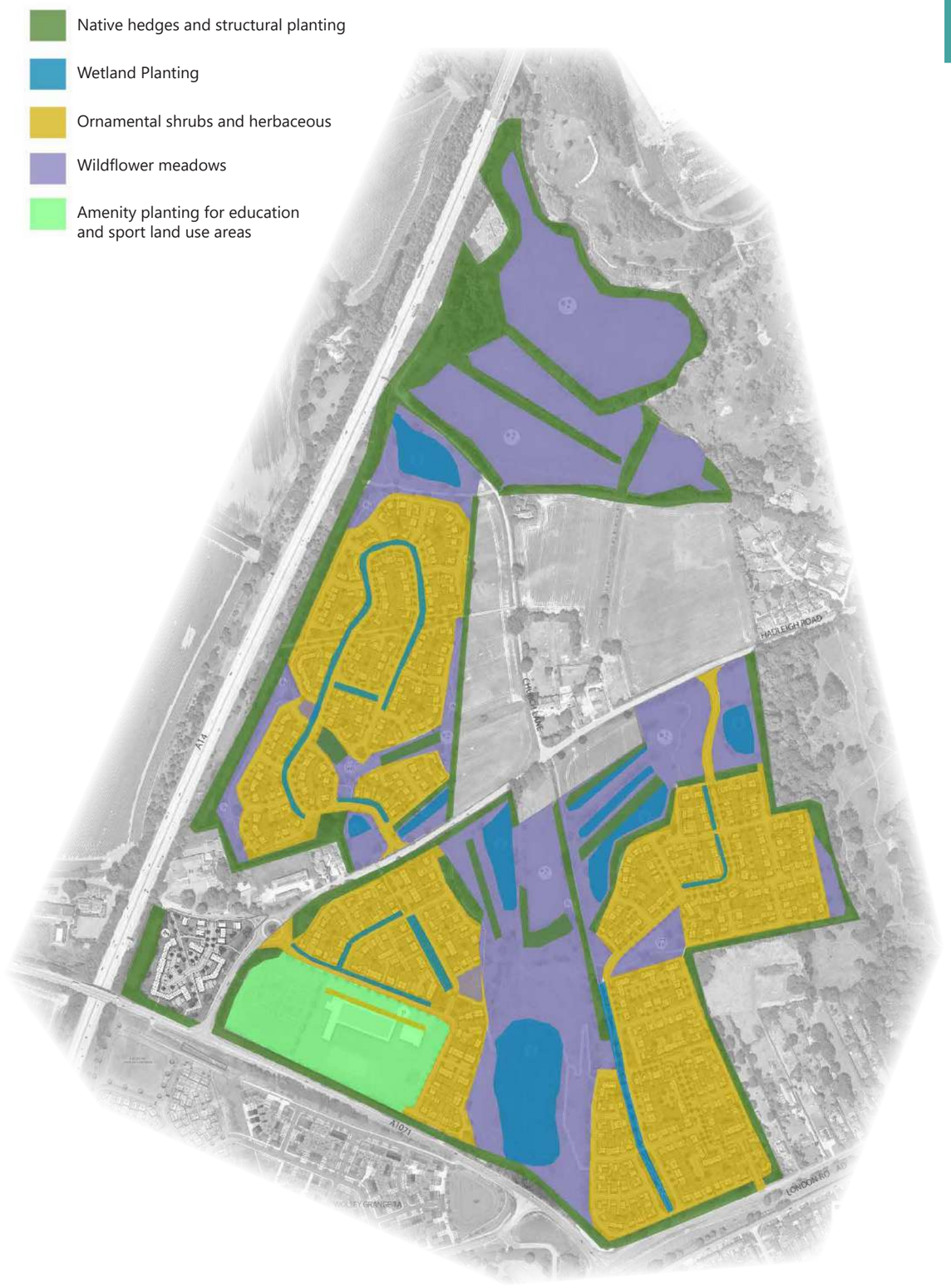
Crataegus monogyna (Hawthorn)

Cornus Sanguinea (common dogwood)

Rosa canina (Dog Rose)

Ilex aquifolium (Holly)

Vibrunum Opulus (Guelder rose)



WETLAND PLANTING - SWALES, RAINGARDENS AND SUDS BASINS

Aquilegia vulgaris (Granny's Bonnet)

Caltha palustris (marsh marigold)

Carex riparis (Greater pond sedge)

Euphorbia palustris (Marsh spurge)

Filipendula ulmaria (Water meadowsweet)

Geranium sylvaticum (Wood cranesbill)

Geum rivale 'Mrs J. Bradshaw'

Iris pseudacorus (Yellow flag iris)

Lythrum salicaria (Purple loosestrife)

Mentha aquatica (Water mint)

Molinia caerulea 'arundinacea' (Molinia, 'Karl Foerster')

Persicaria amphibia (Amphibious bistort)

ORNAMENTAL SHRUBS AND HERBACEOUS

Euonymus japonicus (Euonymus 'Jean Hugues')

Escallonia 'Apple Blossom' (Escallonia)

Hebe 'Midsummer Beauty' (Shrubby Veronica)

Lavandula angustifolia 'Hidcote' (English Lavender 'Hidcote')

Lonicera nitida 'Lemon Beauty' (Box honeysuckle)

Mahonia media 'Winter Sun' (Oregon Grape 'Winter Sun')

Brunnera macrophylla (Siberian bugloss)

Dryopteris filix-mas (Male fern)

Geranium macrorrhizum 'Album' (Cranesbill 'Album')

Pulsatilla vulgaris (Pasque flower)

Rudbeckia fulgida 'Goldsturm' (Coneflower 'Goldsturm')

Verbena bonariensis (Purpletop Vervain)

ORNAMENTAL SHRUBS AND HERBACEOUS

Ceanothus ‘Blue Mound’ (Californian lilac)

Hedera helix ‘Glacier’

Magnolia stellata

Pittosporum tenuifolium ‘Tom Thumb’

Osmunda Regalis (Royal fern)

Astrantia major ‘Burgundy Manor’

Cornus sanguinea ‘Mid-winter fire’

Anenome ‘Honorine Jobert’

Lysimachia atropurpurea ‘Beaujolais’ loosestrife

Mahonia eurybracteata ‘Soft Caress’

Asplenium scolopendrium

Jasminum officinale

WILDFLOWER MEADOWS

Achillea millefolium (Yarrow)

Daucus carota (Bishops Lace)

Digitalis purpurea (Lady’s Glove)

Hypericum perforatum (Perforate St. John Wort’s)

Leucanthemum vulgare (Oxeye Daisy)

Linaria purpurea (Purple toadflax)

Papaver rhoeas (Common poppy)

Ranunculus acris (Meadow buttercup)

Rhinanthus minor (Yellow rattle)

Sanguisorba minor (Salad burnet)

NB. Meadow grassland mixes should be informed by on-site soil analysis. These plants shown above are all contained within Pictorial Meadows mix PS05 Native Meadows.

Public Spaces

Play Strategy

The play provision will offer opportunities for active and passive recreational activities and social interaction, within safe places that are easily accessible by the residents.

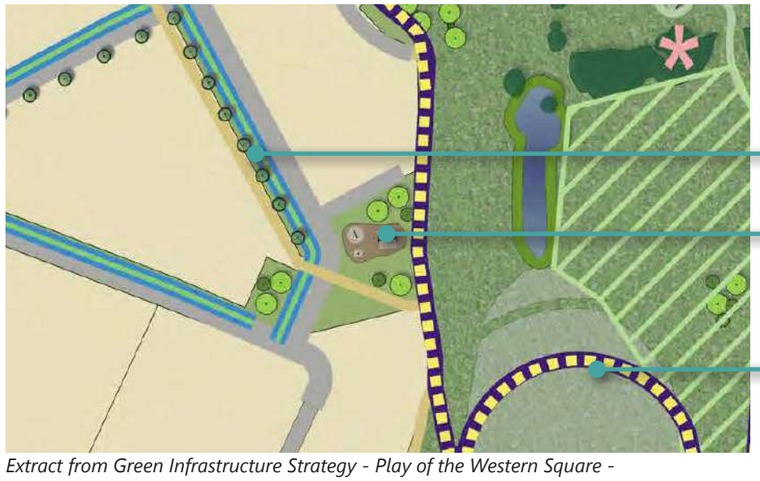
Play areas will be provided to cater for a range of target age groups, including toddlers, children of 4-8 years of age, and older children and teenagers. For the younger age groups this will be provided within a formal children's play area located near the school, while active play for these and the older age groups will make the most of the natural informal parts of the public open space within the Central Valley Park and green corridors.

A LEAP (Local Equipped Area for Play) will be provided in Eastern Square, and a LAP (Local Area for Play) Western Square. In the northern parcel, 'play on the way equipment' and trim trail equipment will be provided along the recreational routes. In all cases, the equipment will comprise timber pieces and other natural materials to reflect the naturalistic character of their surroundings. Use of timber will continue within the central locations, but with a more contemporary character, using some metal elements.

For all formal play areas, the principle of passive surveillance will mean that the new houses front onto the open space which contain play areas.

KEY PRINCIPLES	LEAP	LAP
Use and Function	• For children who are becoming independent, and within 5 minute's walking time of houses	• For children of under 6 years of age, and within 1 minute's walking time of houses
Dimensions / Components	• Minimum activity zone 400 sq/m; 20m from nearest habitable facade	• Minimum activity zone 100 sq/m; 5m from nearest home
Character intended	• Organic layout with natural materials in contemporary style	• Organic layout with natural materials in contemporary style
Design requirements	• Stimulating play experience with provision for a minimum of six play experiences	• Area to contain a number of different play experiences with safety surfacing
Trees & Planting	See Planting Strategy	See Planting Strategy
Street Furniture	• Contemporary timber play equipment, benches & litter bins	• Contemporary timber benches & litter bins
Public realm boundary treatment	• Hedging to edges to soften • Railings / knee rails on boundaries adjacent to roads • Wood chip or rubber chip safety surfacing beneath play equipment.	• Hedges to edges to soften
Lighting	• Limited to low-level lighting	• Limited to low-level lighting

Extract from Green Infrastructure Strategy - Play of the Eastern Square - LEAP



Extract from Green Infrastructure Strategy - Play of the Western Square - LAP

LEAP

An equipped play area (approx. 400m² activity zone), will be designed that will cater predominantly for older children (approximately aged 8-12), with some provision for younger children. The LEAP will take the form of natural play located just to the east of the Green Valley Park, indented into one of the neighbourhood areas. The play space will be designed as a sequence of spaces which will cater for children of all ages. It will consist of timber equipment with a limited number of natural elements such as low mounding and boulders to allow opportunities for natural play.

Suggested play provision:

- Combination play units offering climbing and sliding opportunities for a range of age groups;
- Climbing zones and nets;
- Timber climbing structures with rope nets and slide;
- Timber swing unit;
- Balancing play, such as see-saw or rope bridge;
- Carved timber sculptures;
- Safer surfacing provided by rubber bark mulch or rubber grass matting.

Door Step Play / Local Area of Play (LAP)

The public open space permeate throughout the development and offer opportunities for informal doorstep play as well as other passive and active recreational activities within these spaces. This will be provided by provision of more natural play elements such as boulders, stepping stones and trim trail stations throughout the perimeter open spaces and central Green Valley Park.

Tree Strategy

Tree specification on the site should be based on best practice guidance, such as that published by the Trees & Design Action Group. The key objective of the organisation is to secure a resilient population of trees in our towns and cities.

Planting a tree is an investment, not only financially, but for the generations of communities who will live with and benefit from them for many decades to come. They are key to conveying a sense of place, character and aiding in signposting different types of spaces within a neighbourhood.

The tree strategy for Wolsey Grange 2 is based around characterising the neighbourhood's different places based on their intended use, whether they are private or more public spaces or more informal or formal. The key thread through the whole neighbourhood though is to build in biodiversity, and therefore resilience, through variation in species.

The following strategy provides a palette of the type of trees which would be considered appropriate and will inform the future detailed planting design for the Site.

When specifying street trees, consideration should be given to the guidance provided in the Suffolk Design Streets Guide (2022 Edition). The majority of this guidance has been incorporated into this document. Refer to Appendix B of the Suffolk Design Streets Guide when specifying trees near to highway infrastructure.

In terms of maintenance, trees when mature should not create a canopy overhanging the highway within 2.6m above any footway or verge and 5.2m above any carriageway.

Within verges tree root barriers are necessary if trees or hedges are planted within 2.5m of a footway, cycleway or carriageway.

Primary Roads

Secondary Roads

Tertiary Roads / Shared Surface Roads

Public and Community Spaces

Street Tree Planting Guidance

Spacing of tree planting should be based on the ultimate canopy spread of the trees. Linking canopy effect requires decades to achieve. On the other hand, closer planting spacing can achieve the desired results quicker within more acceptable timescales. Staggered grid avenue can achieve a denser appearance if the street type allows.

The following spacing should therefore be used as a guide for different sizing of trees:

- Large trees - optimum 8m spacing (e.g. alder, maple)
- Medium trees - optimum 5m spacing (e.g. whitebeam, hornbeam)
- Small, columnar or fastigiate trees - optimum 3-5m spacing depending on habit.

Alternative species and sizing will be possible depending on season and avaiability.

Street Type	Tree function and layout	Planted tree size minimum	Typical tree size after 25 years	Tree staking
Primary Roads	Large sized trees to create an attractive leafy street. • Regularly spaced trees on both sides of the street, in regular pairs or rows along the street • 8-10m spacing • Single species groups for shorter streets, species varied by development block for longer streets	18-25cms girth 5.0m height clear stem 2.4m	10m height Canopy 3-5m Clear stem 3.2m	Underground guying
Secondary Roads	Small or medium sized trees with narrow crowns to create attractive leafy streets to encourage walking and cycling. • Small trees on one side of street within gardens where space allows, or • Medium trees in verge on one side of street only.	A minimum sizes of: 18-20cms girth 5.0m height clear stem 2.4m	Small trees - two verges: 7m height, canopy 3m. Medium trees - one verge: 10m height, canopy 3.5m, clear steam 3.2m.	Underground guying or double timber stakes
Tertiary Roads / Shared Surface Roads	Small trees or multi-stem shrubs, to create attractive leafy green streets with an informal home-zone feel. • Single trees or grouped in pairs • Single species groups for shorter streets, or mixed species for informal feel	A minimum sizes of: 16-18cms girth 4.0m height clear stem 2.4m or multi-stem min. 3 stems, height 3.5-4.0m	Small trees: 7m height, canopy 3m , clear steam 2.4m	Underground guying or double timber stakes

PRIMARY ROADS

Acer campestre ‘Elsrijk’ (Field maple cultivar)

Alnus cordata (Italian alder)

Acer platanoides ‘Princeton Gold’ (Norway Maple Cultivar)

Betula utilis ‘Edinburgh’

Prunus avium ‘Plena’ (Flowering cherry cultivar)

Pyrus calleryana ‘Chanticleer’ (Flowering callery pear)

Prunus maackii ‘Amber Beauty’

Sorbus intermedia ‘Brouwers’ (Swedish Whitebeam cultivar)

SECONDARY ROADS

Acer campestre ‘Streetwise’ (Field maple cultivar)

Acer platanoides ‘Globusum’ (Norway maple cultivar)

Malus ‘Evereste’ (Flowering crab apple cultivar)

Prunus ‘Sunset boulevard’ (Flowering cherry cultivar)

Sorbus aucuparia ‘Cardinal Royal’ (Rowan cultivar)

Sorbus aria ‘Majestica’ (Whitebeam cultivar)

Sorbus intermedia ‘Brouwers’ (Swedish Whitebeam cultivar)

Carpinus betulus ‘Frans Fontaine’ (Hornbeam)

TERTIARY ROADS / SHARED SURFACE ROADS

Amelanchier lamarckii 'Robin Hill' (Snowy Mespilus cultivar)

*Crataegus laevigata 'Paul's Scarlet' (Hawthorn cultivar)

*Crataegus prunifolia (Plum-leaved thorn)

** Liriondendron tulipfera (Tulip tree)

Malus 'Evereste' (Flowering crab apple cultivar)

Prunus 'Umineko'/'Snowgoose' (Flowering cherry cultivar)

**Aesculus hippocastanum

Sorbus aucuparia 'Golden Wonder' (Rowan cultivar)

* Trees to be planted further into adjacent public open spaces
** Potential focal point trees at hammerhead points on edge of development

PUBLIC COMMUNITY SPACES

GREEN VALLEY PARK

Acer saccharum (sugar maple)

Corylus avellana (common hazel)

Castanea sativa (sweet chestnut)

Fagus sylvatica (European beech)

GREEN CORRIDORS AND 'VILLAGE GREEN' AREAS

Prunus padus (Bird cherry)

Prunus avium 'Plena' (sweet cherry)

Fagus sylvatica purpurea (copper beech)

Quercus robur (Oak)

Street Furniture

Street furniture will utilise a unified palette of timber and metal, with furniture within the Green Valley Park being more informal in style, and that within the Green Corridors and play areas more formal. Street furniture will include seating, picnic benches, cycle racks, and bins, as well as interpretation board signage throughout the public spaces to ensure good navigation throughout the new neighbourhood. A combination of timber bollards and knee-rail fencing, together with hedging, will be utilised along the boundary between the residential area and the periphery Green Valley Park.


Litter and recycling bins


Timber knee rail


Formal benches


Timber bollards


Picnic benches


Cycle racks

Wayfinding signposts


Wayfinding walking route posts


Interpretation boards

Hard Landscape Palettes

Primary Streets will be more formal and constructed to withstand higher traffic loads and bus routes. They will be surfaced with tarmacadam with tarmacadam pavements. Secondary Streets will be less formal with a combination of tarmacadam and block paving to raised tables and key thresholds between different neighbourhood areas.

Tertiary roads / shared surface roads will use a variety of different block paving colours and patterns to differentiate between different character areas and neighbourhoods. For example, for streets closer to the urban centres then grey block paving palettes should be used, and those streets located closer to the peripheries near the open spaces should use warmer palettes such as natural stone colours or brindle.

Leisure routes through the open space will be predominantly self binding gravel, with areas of tarmac and paving around more formal areas and key routes.


Self binding gravel to leisure routes


Grey block paving to more central streets


Grey block paving to more central streets


Warmer coloured block paving to more peripheral streets


Warmer coloured block paving to more peripheral streets


Shared surface route

Landscape Treatment to Streets

The landscape treatment to the streets of Wolsey Grange 2 will be lead by the character areas across the site. These character areas respond to the local character, settlement grain and the immediate local context of the Site.

The landscape treatments to each of the streets vary depending on the type of housing within each character area and how these front onto the roads.

Key

- CA1: SOUTHERN GATEWAY
- CA2: WOLSEY RIDGE
- CA3: WOLSEY VALE
- CA4: NEIGHBOURHOOD CORE
- OPEN SPACE
- PROPOSED PRIMARY SCHOOL
- POTENTIAL AREA FOR SCHOOL EXSPANSION OR RESIDENTIAL DEVELOPMENT

CA1: Southern Gateway

- Mix of simple railings and formal hedges
- Formal and more continuous frontage along the street
- Similar setbacks particularly along green corridor / link
- Defensible planting to building frontages off the primary streets.
- Private drives to function as play streets with very low vehicular speeds to allow safe space for use by residents

CA2: WOLSEY RIDGE

- Mix of frontages – detached, semi-detached and terraced
- Similar setbacks along loop street with more variety along green corridors
- Mix of hedges and planting
- Defensible planting to buildings, evergreen structural species with colourful herbaceous accents

CA3: WOLSEY VALE

- Fragmented frontages with wider / irregular gaps
- Varied / irregular setbacks
- Varied front garden depth with hedges or planting
- Larger front gardens to be framed by clipped 0.8-1.2m high hedge with species-rich grass areas and narrow planting strip to building façade
- Narrower front gardens to be planted in their entirety to provide defensible space and screening from parking bays

CA4: NEIGHBOURHOOD CORE

- Mix of frontages – predominantly detached and semi-detached houses
- Small front gardens with planting
- Defensible clipped hedge planting to front
- Depth of front garden up to 2m, planted in entirety with focal evergreen shrubs or hedged with herbaceous plants behind
- Deeper frontages: maintenance strip to back of hedge and planting to façade

Uses

"Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use." (Para. 109, NDG 2021).

VARIETY AND MIX OF USES

The site covers a total area of 53.01ha of land located to the south-west of Ipswich. The development encompasses a variety of different uses and activities across the site, as illustrated on the approved 'Land Use Parameter Plan' as part of the Outline application.

This includes for the following uses:

INTEGRATED RESIDENTIAL DEVELOPMENT

The development incorporates 18.44ha for residential development of up to 750 dwellings. This provides for a gross density of 14.14 dph (for the whole site) and a net density 40.67 dph, in line with the approved Outline planning consent.

The housing mix will include a range of house types, sizes and tenures. This will include for affordable homes which will be fully integrated with the market housing provide, and be of a type and size that meets local needs.

GREEN INFRASTRUCTURE

The development will also include a variety of 'green infrastructure' in line with the approved plans for the Outline consent, which will comprise the following components:

PUBLIC OPEN SPACE

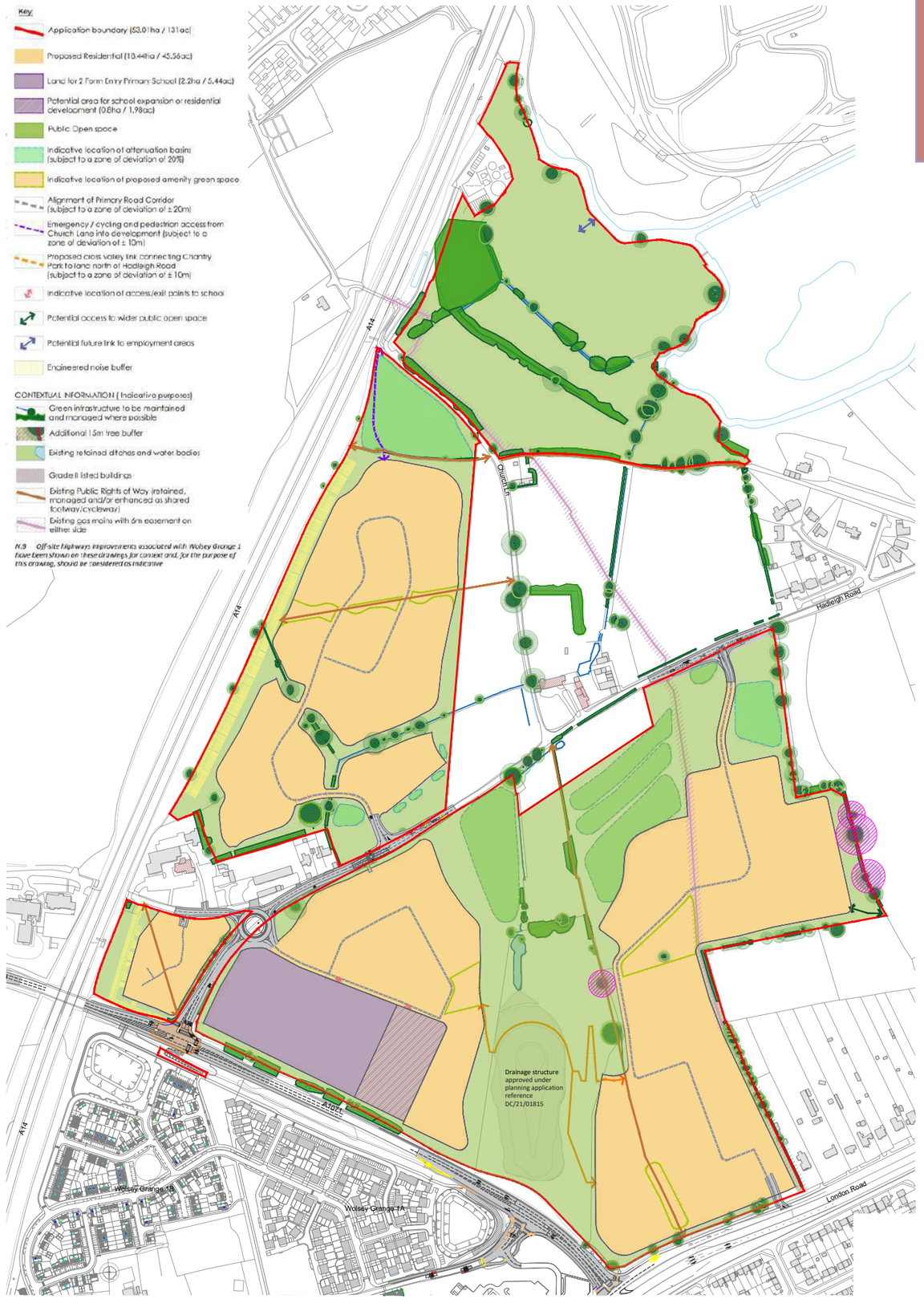
The site benefits from over 50% of the area being designed as some form of open space, and this divides into a number of distinct landscape typologies reflecting different character areas.

Two areas of semi-natural open space make

GREEN INFRASTRUCTURE PLAN

specific use of the topographical changes of the site. The first is the strong central landscape corridor, with distinctive valley topography, which connects the two areas of development in the southern part of the site - the low lying floodplain land to the south of the river gipping, close to the northern site boundary.

The site also benefits from a number of corridors that are roughly orientated east to west, which will draw the landscape into these parcels. These will take a more urban character, with formal areas of open space connected to the verges with street trees and swales, pocket parks, and incidental areas of open space. These will provide green walking routes and will incorporate natural play areas to be enjoyed through the site. A cycle track extends from Church Lane through the northern and southern parts of the development, and allows for a hard surfaced link between Sproughton and London Road (A1214).



PARAMETER PLAN - LAND USE PLAN

PUBLIC OPEN SPACE Cont.

The public open space incorporated within the proposals, in line with the approved Outline consent, will need to include:

- Local Areas of Play;
- Locally Equipped Area for Play (LEAP);
- Green Public Open Spaces in line with the principles set out in the Green Infrastructure Plan, forming part of the approved outline planning application; and
- Green corridors – aligning with the Illustrative Layout Plan.

Development should be influenced by landscape and heritage. It will been designed to acknowledge and respect the landscape character of the site and to recognise the heritage sensitivities of the listed buildings in the area, including the Red House, which is Grade II Listed. Where key views and sensitivities have been identified, development will be set back from Hadleigh Road allowing views towards the heritage asset.

The proposed development will consist of a mix of formal and informal open spaces, providing a range of recreational benefits for both new and existing residents of the local area.

The areas for recreation and play will be aimed at various age groups, and will provide a range of play experiences and opportunities for outside recreation. All equipment will be designed of natural materials to complement the natural approach to the landscape.

One Locally Equipped Area for Play (LEAP) will be located in the southern part of the development, in the formal park that will be created in the east. A Local Area of Play (LAP) is to be located in the pocket park to the West. Both of these play areas will be within easy access of the housing parcels, and specifically designed green corridors link them to the semi natural parts of the site. Areas of 'play on the way' will be aimed at younger children, and will be located along the routes around the development north of Hadleigh Road, with some trim trail equipment within the more semi-natural areas to the north. To the south of Hadleigh Road, a trim trail of several pieces of equipment will be grouped within the valley where it will benefit from the topographical features in this location.

Children's play areas are to be provided as part of the landscape proposals, in line with the principles set out within the Outline planning consent, and in accordance with subsequent discussions with the Local Authority. At the detailed design stage, the play areas will be designed to complement their attractive setting by incorporating natural materials and play elements, and new landscaping. The play areas will also be designed to offer disabled children the same play opportunities as other children.

The areas of open space accommodated on the Land Use Parameter Plan will provide substantial new assets for informal recreational activities, including walking, picnicking and informal play.

COMMUNITY

Community facilities should be designed as integral part of the residential development, promoting a sustainable community.

The development of the Outline consented scheme include the following land use components:

- School;
- Community Facilities; and
- New and enhanced cycle paths.

SCHOOL LAND

Land for primary education use has been secured within the approved Outline consent. The area of land proposed for this use is up to 3ha site (including additional expansion land) and is located to the south-west of the site, along the A1071. It is proposed that this land will provide a 2-form entry Primary School. The intention is for this school site to replace a much smaller facility secured for the WG1 development to the south of the A1071. A larger, and better located primary school would cater for the need generated by both WG1 and WG2. This has school land has been secured via the s106 relating to WG2.

In conjunction with discussions with Suffolk County Council, the site has been designed so that it is of sufficient size to accommodate later expansion if required.

AMENITY AREAS

Part of a network of public open space designed to create a sense of place. These areas will have a more 'cared-for' and manicured appearance.

SUSTAINABLE DRAINAGE FEATURES (SUDS)

To accommodate the provision of drainage basins to manage excess surface water run-off during periods of heavy or persistent rainfall. The sustainable drainage (SuDS) features will also be designed to create new habitats for wildlife and contribute to the setting of the new homes.

The outline SuDS Strategy proposed features such as swales and attenuation basins, and demonstrates that the site will be drained in a sustainable manner, commensurate with national and local policy, and in line with Suffolk's Flood Risk Management Strategy. These features shall also offer additional benefits to the area such as water quality and biodiversity improvements and shall contribute positively to the green spaces on the site.

Other features such as roadside grassed filter drains, under-drained swales, SuDS planters and permeable paved private hard-standing, and visitor parking bays, will also be utilised to clean the runoff of water as close to the source as possible.

HOUSING MIX

A successful community contains a diverse mix of people, which will require a variety of housing in terms of tenure, type, and construction. The development proposals will need to allow space for a range of dwelling types suitable for people of different ages and lifestyles.

The details associated with housing mix and tenure will be discussed and agreed with the Local Planning Authority as a future Reserved Matters application. Regard will be had towards the National, Local, and Neighbourhood Plan policies in addition to established need, evidenced through Strategic Housing Market Assessments or Local Housing Needs Assessments.

Babergh and Mid Suffolk Joint Local Plan

The Babergh and Mid Suffolk Joint Local Plan, policy SP01 states that across the Plan area the mix of tenure, size and type of new housing development should be informed by the relevant District needs assessment, or any local housing needs surveys where relevant.

The Sproughton Neighbourhood Plan

The Sproughton Neighbourhood plan policy SPTN2 is more specific in terms of a housing mix suggestion that at least 60% of housing shall be three bedroomed; unless it can be demonstrated that i) the particular circumstances relating to the tenure of the housing dictate otherwise or ii) the latest publicly available housing needs information for the Plan area identifies a need for a different mix.

Number of Bedrooms	Recommended Split
1	6.6%
2	30.5%
3	60.5%
4	2.4%
5 or more	0.0%

The Sproughton Neighbourhood plan goes on to say that "The Housing Needs Assessment recommended that, based on an appraisal of the market and needs, the following housing mix should be sought in new housing developments:"

Emerging Supplementary Planning Document: Housing.

The emerging SPD sets out that the Strategic Housing Market Assessment (SHMA) is a key piece of evidence and is required by the National Planning Policy Framework.

The SHMA identifies the Objectively Assessed Need for housing (OAN) and the mix and type of housing, including affordable housing, required over the plan period.

In respect of open market homes, the Ipswich Strategic Housing Market Assessment (2017 with a partial update in 2019) currently represents the relevant District-wide assessment.

The SHMA concludes that the district-wide requirements for different unit sizes of open market homes in respect of bedrooms, reproduced below. However, given the age of the SHMA, a more local housing need assessment required.

Percentage of increase in open market housing stock required, by unit size		
Size of home	Babergh	Mid Suffolk
One bedroom	13.1%	9.2%
Two bedroom	34.5%	32.5%
Three bedroom	29.6%	29.7%
Four or more bedrooms	22.7%	28.6%

SP01 – Housing Needs

1. **In Babergh District the Joint Local Plan (Parts 1 and 2) will seek to deliver a minimum of 7,904 net additional dwellings (416 dwellings per annum) over the Plan period.**
2. **In Mid Suffolk District the Joint Local Plan (Parts 1 and 2) will seek to deliver a minimum of 10,165 net additional dwellings (535 dwellings per annum) over the Plan period.**
3. **Across the Plan area the mix of tenure, size and type of new housing development should be informed by the relevant District needs assessment, or any local housing needs surveys where relevant.**

Babergh and Mid Suffolk Joint Local Plan

POLICY SPTN 2 - HOUSING MIX

In all housing developments of ten or more homes, at least 60% shall be three-bedroomed homes unless it can be demonstrated that:

i) the particular circumstances relating to the tenure of the housing dictate otherwise or

ii) the latest publicly available housing needs information for the Plan area identifies a need for a different mix.

The provision of bungalows will also be supported.

Proposals that include affordable housing will be required to ensure that:

a. It is designed to be 'tenure blind' (so that it is indistinguishable from open market housing) either on site or, where schemes do not include onsite open market housing, the wider area; and

b. where appropriate, clusters of affordable housing are distributed around the larger site and indistinguishable from the housing mix.

Sproughton Neighbourhood Plan

AFFORDABLE HOUSING

The development will provide up to 750 new dwellings, including affordable homes. The mix of units, according to this document, will reflect local needs.

In accordance with Development Plan policies, 35% of the housing provided would be affordable, which would equate to 262 units of the 750 new dwellings being proposed. This meets with the requirements of Policy SP02 of the Babergh Mid Suffolk Joint Local Plan.

Affordable housing will be provided in line with development plan and central government guidance and will form an integral part of the total housing provision.
The precise amount, type, mix, and tenure will be agreed with Babergh District Council Planning and Housing Officers at the time of a Reserved Matters application. All affordable housing will be of good 'Tenure Blind' design and distributed throughout the development.

The level of affordable housing provision will also need to be in line with the s106 agreement associated with the approved Outline planning consent, unless otherwise agreed in writing with the District Council.

Babergh and Mid Suffolk Joint Local Plan

Table 4a of the JLP sets out the affordable housing mix need between 2018 - 2036.

Policy SP02 confirms the requirement of 35% affordable homes for major development, and that the mix of tenure, size and type of new affordable housing development should be informed by the relevant district needs assessment, any local housing needs survey and other relevant supporting evidence.

Sproughton Neighbourhood Plan

The affordable housing mix is set out within the Sproughton Neighbourhood Plan but is caveated that "it is important to recognise that the need and affordability will change over time and that delivery should be supported by up-to-date assessments of need and mix".

It goes on to indicate the following mix :

Tenure	Indicative Mix based on Local Needs
Routes to home ownership, of which:	29%
• First Homes	25%
• Shared Ownership	2%
• Rent to Buy	2%
Affordable housing for rent, of which	71%
Social rent	To be set by registered providers
Affordable rent	To be set by registered providers

Emerging SPD: HOUSING

The emerging SPD sets out the Councils position towards the delivery of affordable housing. It is acknowledged that this is an emerging and therefore the contents of which may change by the time a Reserved Matters application is in.

It is important to note that the Joint Local Plan has identified the need for Discount Home Ownership within Table 4a (above).

Discount Market Sale represents an important part of what Taylor Wimpey deliver across the Districts of Babergh and Mid Suffolk. When compared to an equivalent home on the same site, the benefit of a 20% discount affects the speed at which such homes can be sold, which can reduce the average sale time down from 13 weeks to just 4 weeks for a Discount Market Sale. The inclusion of Discount Market Housing within the affordable housing provision for WG2, should be considered further.

Table 4a Babergh Affordable Housing Mix (tenure & size) 2018 – 2036

Tenure & size	1 bed	2 bed	3 bed	4 or more bed	Total by tenure
Shared ownership	134 (26.4%)	165 (32.6%)	156 (30.9%)	51 (10.1%)	506 (25.4%)
Social rent & Affordable rent	271 (27.6%)	228 (23.2%)	225 (22.9%)	259 (26.4%)	984 (49.5%)
Discount home ownership & starter homes (demand)	106 (21.3%)	173 (34.8%)	145 (29.2%)	72 (14.5%)	496 (24.9%)
Total by size	511	566	526	382	1,986
Total per annum	28	32	29	21	110

Percentages calculated as the number of bedrooms required for each tenure. Please note percentages may not add up to 100% and total numbers may differ due to rounding.

TYPE

As required by policy SP01 of the 2023 Babergh and Mid Suffolk Joint Local Plan, and SPTN2 of the Sproughton Neighbourhood Plan, the development of WG2 will incorporate a variety of houses for a range of households particularly families and elderly people. The Outline consent for up to 750 dwellings will comprise a wide range of house types and sizes in line with the market demand and housing need.

The proposed scheme will provide a housing mix within these ranges or as otherwise agreed with Babergh District Council at Reserved Matters stage, when the specific details of the layout and design for that parcel are prepared.

The S106 agreement also requires that the affordable housing are constructed in accordance with the Outline planning consent, in agreed locations, and in clusters of no more than 15 units. They should be built to a standard of construction that meets HE requirements, NDSS 215 and Building Regulations part M4(2) and M4(3), provided that no more than 5% of the affordable housing units shall be required to meet Building Regulations part M4(2) and M4(3), unless otherwise agreed in writing through a reserved matters application.

Homes and Buildings

Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries (Para 76, NDG 2021).

Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and wellbeing of their users and all who experience them" (Para. 120, NDG 2021).

Ensuring the delivery of well-designed homes and buildings, and the public realm, will depend on providing dwellings that:

- Meet a specific level of Housing Quality; with specific reference to-
  - space standards; and
  - accessibility.

- Promote Health and Well-Being
  - Lighting aspect and privacy; and
  - Security; and
  - Design of gardens and balconies

- Well designed movement networks, with reference to -
  - Active travel;
  - Inclusive streets;
  - Social interaction; and
  - Security in the public realm.

SPACE STANDARDS

New homes are to meet the following standards:

- The Nationally Described Space Standards (2015) is a national document which sets out the minimum size of dwellings in relation to the bedspaces, and the expected level of associated storage. Please see the table below, which sets out the space standards for individual dwelling types.

- The S106 agreement that accompanies the Outline planning consent (DC/21/02671) sets out the specific space standard requirements for affordable housing. It requires that the affordable houses are constructed in accordance with the Outline planning permission, in agreed locations, and in clusters of no more than 15 unit.

Good practice principles should be followed at the detailed design stage, as part of a Reserved Matters application. This includes:

- Allowing for a minimum l.9m-2m space between the front of the building and the edge of the footway or the parking bays;

- Facilitating a semi-private space as a buffer between public and private realms, as well as offering opportunities for soft landscaping;

- Allowing for a minimum of 1.5m between buildings; and

- Minimising the use of gable end wall facing the street or other elements of the public realm, such as public open space.

It is expected that the arrangement of dwellings within the street and their design, will follow the principles set out within "Manual for Streets".

Table 1. Minimum gross internal floor areas and storage (m^2)

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
1b	2p	50	58		1.5
2b	3p	61	70		2.0
2b	4p	70	79		2.0
3b	4p	74	84	90	2.5
3b	5p	86	93	99	2.5
3b	6p	95	102	108	2.5
4b	5p	90	97	103	3.0
4b	6p	99	106	112	3.0
4b	7p	108	115	121	3.0
4b	8p	117	124	130	3.0
5b	6p	103	110	116	3.5
5b	7p	112	119	125	3.5
5b	8p	121	128	134	3.5
6b	7p	116	123	129	4.0
6b	8p	125	132	138	4.0

MINIMUM NATIONAL DESIGN SPACE STANDARDS

ACCESSIBILITY

Accessible homes should be easily reached, entered, and used by everyone, regardless of age and physical ability.

Incorporating measures to increase accessibility within the scheme will contribute to the development's sustainability.

According to the S106 agreement for WG2, the affordable housing will be required to meet standard construction, as part of the Nationally Described Space Standards and Part M4(2) of the Building Regulations. This will include adequate parking, cycle storage and shed provision, which are visually similar in appearance to and not separated from the market housing units.

The proposal shall meet the building regulations Approved Document Part M4(2).

FLEXIBLE HOMES

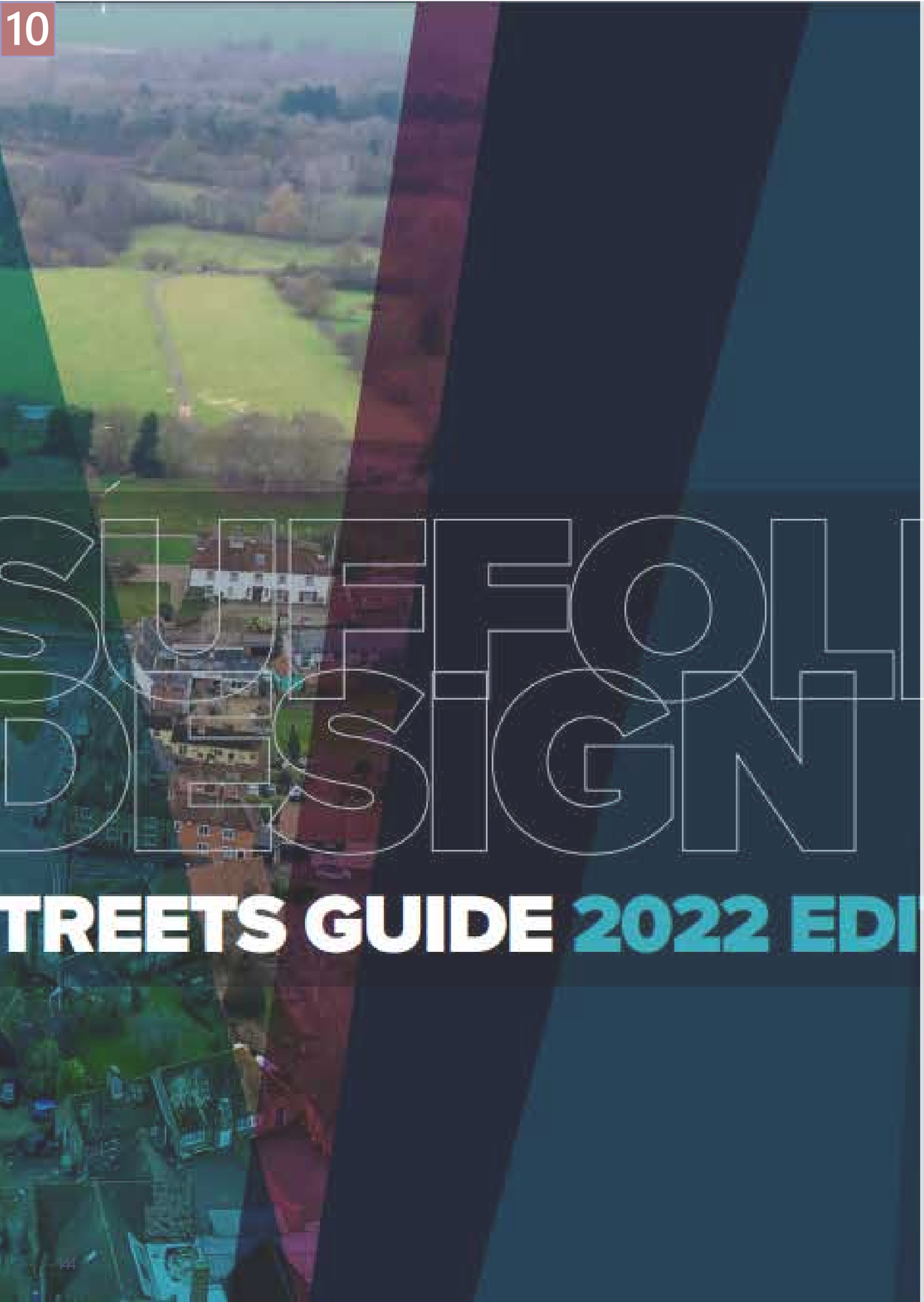
The increasing need for flexible homes has become more apparent in the past few years, post the COVID era. Residents aspire to have the option of working from home in a home-office environment, as well as expect their homes to promote the occupants' health, wellbeing and fitness.

It should also be recognised that as living spaces become more open plan, home working is shifting to be within these open plan spaces. Taylor Wimpey's product range includes areas within open plan spaces, which provide for 'working cubbies' i.e. cupboard space for a pull-out desk or similar that homeowners can use.

Future homes within the WG2 development are expected to accommodate opportunities for working from home, to meet this increasing demand, as well as minimise the need to travel and enhance the development's overall sustainability.

Parallel to the provision of a flexible home, proposals will be expected to promote the occupants' health and wellbeing by improving access to nature for communities through regenerating the natural environment on the site. Additionally, integrating green infrastructure into the new development, including parks, playing fields, woodlands and gardens, sustainable drainage features and planting, will enhance the quality of the natural environment in the immediate and wider context of the new homes. In turn, the integration of nature into the development helps creating a strong sense of place, supports water management, reduces flood risk and helps to enhance biodiversity.

ACCESSIBLE AND FLEXIBLE HOMES EXAMPLES



LIGHTING ASPECT & PRIVACY

The Guidance Notes for Design Codes document suggests that:
"Good quality housing creates a pleasant indoor environment with adequate levels of natural lighting, and sunlight, without problems of overheating, good quality ventilation and privacy from overlooking." (Guidance Notes for Design Codes, page. 75 para 187).

Paragraph 187 continues, stating that Design Codes should give careful consideration to the following.

- "Internal layouts that maximise access to natural light;
- Appropriate levels of glazing to ensure adequate internal lighting without problems of overheating;
- Dual aspect apartments particularly on north facing blocks;
- Application of privacy distances and their effect on layout; and
- Front gardens and privacy strips."

The Suffolk Design Guide for Streets (2022) should be used as guidance for the arrangement the public realm, promoting a well designed and accessible movement network. The key principles regarding design principles for the residential environment are set out:

- Priority for users of the public realm should fall in the following order: pedestrians, cyclists, public transport users, specialist service vehicles and private cars.
- Well designed and safe primary and secondary pedestrian / cyclist routes should be accessible either directly from a property or on appropriately designed private drives and paths.
- Footpaths should be at least 2 metres wide, safe and inciting with a bound or other suitable all-weather surfacing.
- Shared use paths should be at least 3 metres wide, and suitable for flows of up to 300 cycles / hour and up to 600 cycles / hour at 4 metres wide.
- Street furniture should be located 0.5 metre from the edge of the carriageway. Seating helps with place making and encourages people to mingle and engage.
- Streets should be designed to be fully inclusive, regardless of age, health and disability.
- Prevent crime using natural surveillance, access control, lighting and territorial reinforcement.

In addition to meeting the requirements set out in the Suffolk Design Guide for Streets (2022) , consideration should also be given to good practice design principle, such as:

- House frontages should be carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between
- The pavement and window; and
- Internal habitable rooms should have high-levels of natural daylight and connect well to gardens and terraces.

SECURITY

Homes should be built to promote the sense of security for both its inhabitants and their neighbours.

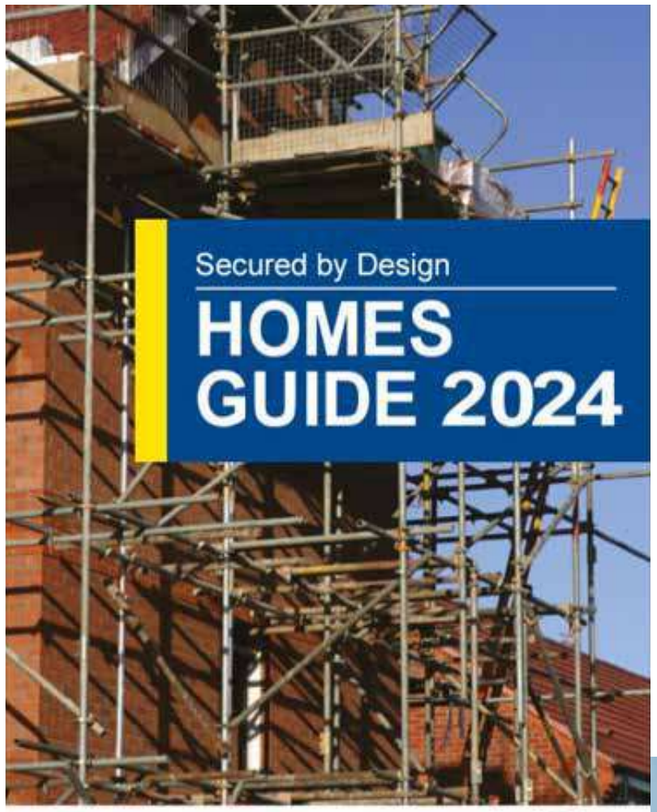
The key focus is for the layout to ensure that homes and places are easy to move around and safe and secure, as set out in Secured by Design - Homes Guide (2024). Specifically in Part 1, Layouts need to ensure natural surveillance from buildings to public spaces, encourage community interaction, engagement and participation and environmental control.

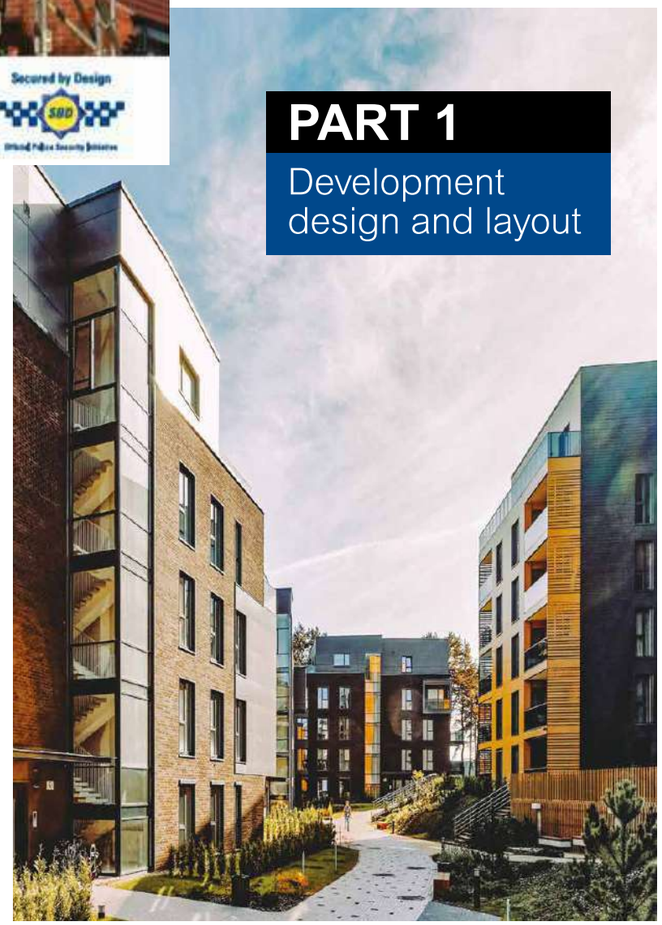
The Secured by Design document is a police initiative aimed at guiding specification, design, and the building of new homes to integrate crime prevention measures. The document sets out measures such as the design of dwellings boundaries, layout and orientation of dwellings, access, parking, planting and street lighting, all contributing to the safety of homes and streets.

In addition, the NPPF sets out the principle of safe homes as follows:
" ... create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience" (Para.135 (f)).

As well as measures introduced by the Secured by Design document, good practice principles for designing out crime from developments will include consideration of:

- Convenient, safe and direct access for all residents.
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in the methods of enclosure of private spaces.
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities.
- Create active observational security with views from dwellings towards open spaces.
- Control of access to private areas, particularly rear gardens and parking courts.
- Clearly define public and private areas to create secure spaces:
  - Provide public spaces with definable boundaries and clear functions.
  - Use surface and/or boundary treatments to clearly indicate the transition between public and private space.
- Design car parking provision that is secure and overlooked:
  - Provide car parking provision either in private space/on the street or within designated spaces which are visible from a routinely habitable (Kitchen/ Living) room window of that property
  - Provide carefully designed rear parking areas which are appropriately secured.
- Layout of roads and footpaths:
  - Vehicular and pedestrian routes should be designed so that they are open, well used and direct.
  - Where it is desirable to limit access, features such as rumble strips, change of surface or narrowing the carriageway should be used.
- Ensure good lighting:
  - Reduce the fear of crime and create a safe place for pedestrians and vehicles.
  - Areas within the Public open space should be overlooked as much as possible. These should discourage anonymous movement routes for persons up to no good.
  - Ensure adequate maintenance.
  - Details of the long-term management of spaces within the development will be provided to minimise neglect and anti-social behaviour.





Resources

"Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050." (Para. 135 NDG, 2021).

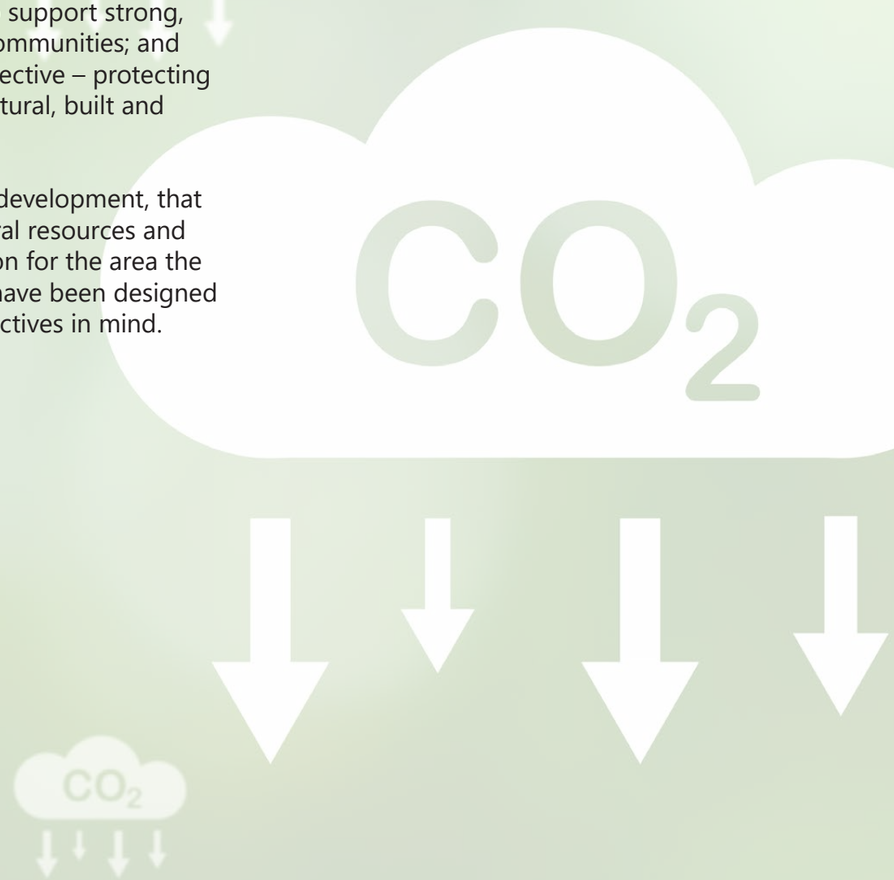
The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:

- An economic objective – to build a strong, responsive and competitive economy;
- A social objective – to support strong, vibrant and healthy communities; and
- An environmental objective – protecting and enhancing the natural, built and historic environment.

To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.

PRIMARY TARGETS

Taylor Wimpey is highly committed to the delivery of sustainable places and communities and its overarching targets are set out below. In particular, Taylor Wimpey is committed to provide a consistent response within their developments to issues arising from climate change, as set out in this section of the design Code.



OUR TARGETS

Our Environment Strategy (2021) focuses on three key areas and will see us make changes across our operations, supply chains and customer homes.

Designing Out Waste

- Cut our waste intensity by 15% 2025 and use more recycled materials.
- Engage with suppliers to meaningfully reduce plastic packaging on our sites by 2025.
- Help 20,000 customers to increase recycling at home by 2025.

Conserving Water

- Reduce operational mains water intensity by 10% on a 2019 baseline by 2025.
- Make it easier for 20,000 customer households in water stressed regions to install a water but by 2025.

More Sustainable Materials

- Measure the environmental footprint of the key materials in our homes and set a reduction target.

PLACEMAKING, DESIGN AND WELLBEING

Taylor Wimpey are committed to deliver schemes that promote social, environmental and economic sustainability, and the wellbeing of future residents. The aim is to encourage walking and cycling and to enable residents to adopt healthier lifestyles by integrating nature and green spaces, as well as access to leisure facilities. Factors such as noise, natural light, air quality and preventing overheating are considered inside all new homes.

Placemaking standards are based on best practice, such as the Building for a Healthy Life standard as below:

- Schemes that are well connected and integrated into their surroundings
- Layouts that are responsive to the context of the site, including topography, landscape, and existing buildings
- Distinctive character and good architectural quality
- Well defined streets and spaces with plenty of visual markers
- Good walk-able neighbourhoods that prioritise pedestrians and cyclists
- Attractive public and green spaces
- An interconnected network of green spaces and parks
- Easy access to community facilities, such as shops, schools and workplaces
- Well-designed homes and a mix of housing to suit local requirements
- Good provision for cycle and bin storage

ENHANCING ECOLOGICAL VALUE

The aim is to improve access to nature for customers and communities by regenerating the natural environment on their sites. Also, integrate green infrastructure into new developments including parks, playing fields, woodlands and gardens, sustainable drainage features and planting. This helps create a strong sense of place, supports water management, reduces flood risk and helps to enhance biodiversity.

COMMUNITY NETWORKS

When moving into a new home, people want to quickly feel part of a thriving community. However, it can take time for social networks to establish on new developments. We're exploring how we can accelerate this process.

GREEN TRAVEL

Taylor Wimpey aims to design walk-able neighbourhoods that prioritise pedestrians and cyclists and where customers can enjoy an active lifestyle and make sustainable transport choices. Placemaking standards encourage layouts that integrate paths and cycle routes that connect with existing networks and street design that encourages slower vehicle speeds and safer cycling conditions.

It is important to invest in public and community transport, walkways and cycle paths through the planning obligations and aim to install this infrastructure at an early stage.

Building for a Healthy Life (BFHL)

The Building for a Healthy Life (BFHL) Guidance , which has been prepared by Design for Homes, in conjunction with NHS England and Homes England, published in July 2023.

The purpose of the guidance document is to act as a guide for encouraging healthier lifestyles, and promote this to be a central focus of new residential development, and to be considered at the earliest stages of the planning process.

The importance of high quality, sustainably designed dwellings, consistent with nationally described space standards and design codes is integral to this document and considered fundamental in creating 'healthier communities.

The BFHL includes a design 'toolkit' that prioritises 'healthier communities', and addresses this by identifying three key principles which should be fundamental to residential development.

Within the three key principles are 12 criteria which development should fulfil and deliver. These principals are as follows:

14 INTEGRATED NEIGHBOURHOODS

- Natural connections
- Walking, cycling and public transport
- Facilities and services
- Homes for everyone

38 DISTINCTIVE PLACES

- Making the most of what's there
- A memorable character
- Well defined streets and spaces
- Easy to find your way around

62 STREETS FOR ALL

- Healthy streets
- Cycle and car parking
- Green and blue infrastructure
- Back of pavement, front of home

The 12 concepts of Building for a Healthy Life are used directly in the planning process, establishing specific criteria new development should meet. The guidance lists and illustrates examples of good and bad practice, and is being used within a Health and Wellbeing Impact Assessment, in order to integrate and regularise 'healthy communities' as being the starting point for new development.

The overall aim of this guidance is to raise the profile of these key fundamental principles to a point at which they become integral to designing a new development, and to be assessed as part of a planning decision.

A Health and Wellbeing Impact Assessment is now a validation requirement in Babergh for developments over ten dwellings. The assessment requires a summary to highlight how the development will meet the 12 concepts and principles within the Building for a Healthy Life Guidance. The table below is an extract of the Babergh BFHL developer checklist.

TW will use the Building for a Healthy Life Guidance from the outset of each detailed design stage to help form future discussions towards the joint goal of delivering successful place-making through high quality design.

BUILDING FOR A HEALTHY LIFE -WELLBEING & HEALTH ASSESSMENT

Integrated Neighbourhoods	Summary	Drawing/document reference number/document page number	Score (to be used by the LA)
Natural connections • Demonstrate how you have created a place that is well integrated into the site utilising the wider natural and built surroundings. • Explain how you have avoided creating isolated and disconnected places that are not easy places to move through and around. • Identify the places, facilities and services the site needs to connect to, evidence walking and cycling connections and travel times to these facilities.			
Walking, Cycling and Public Transport • Demonstrate how the development is designed so people can get around easily (both within and outside of the development site) on foot or bicycle, helping to improve healthy behaviours, public health opportunities and air quality whilst also reducing local congestion and carbon emissions. • Demonstrate how you have connected the proposed site to any existing footpath and cycle networks or any new access opportunities that can connect the development to the wider community. • Demonstrate how the development exploits existing (or planned) public transport hubs.			

Building for a Healthy Life

A Design Toolkit for neighbourhoods, streets, homes and public spaces

ENERGY EFFICIENCY

Taylor Wimpey's house type portfolio demonstrates a commitment to energy efficiency and considers a response to climate change, ensuring that the homes they build are suited for the energy challenges we face at present and in the future. Their homes also incorporate a range which takes account of customer insight and has been further informed by the experiences of how people use their homes during the Covid 19 Pandemic.

Overall, Taylor Wimpey's new houses are better designed to integrate the services and equipment that are required to meet compliance with AD L & associated Carbon Reductions to achieve Building Regulations Compliance. The Future Homes Standards 2025 remains fluid and Taylor Wimpey's approach will adopt principles set out by the FHS 2025 once this regulation step change has been approved.

This aligns with the Government's approach to ensure that homes we build today are 'zero carbon ready' and to encourage low carbon, sustainable ways of living.

The new houses will have improved insulation and fabric efficiency to meet the new FEES requirement (Fabric Energy Efficiency Standard) which may include increased cavities or changes to other elements, such as windows or a combination of both.

The layout and design of the houses is predicated on emphasising the qualities of light and space, as well as a connection with outside, all qualities that contribute to health and well-being.

The houses include sustainable design features, from energy- efficient walls and windows, to insulated loft spaces. This reduces running costs for our customers and helps cut carbon emissions.

Inside the homes, energy-efficient fixtures and fittings are being used, including 100% low energy light fittings and LED recessed downlights.

All Taylor Wimpey homes have water meters fitted, as well as low flow taps and showers, and dual flush toilets.

Off-site construction techniques are being integrated, which can improve the performance of finished homes.

Taylor Wimpey's focus on build quality helps ensure that the finished homes achieve the specified energy efficiency standards, and that ventilation systems are installed correctly to provide good indoor air quality.

OPPORTUNITIES TO INCORPORATE NATURE AND SUSTAINABILITY

OUR VISION

"Our world – our home – is in trouble and we aren't standing on the sidelines watching. We want to be part of the solution – working together to minimise the impact we have on climate change and protecting our planet for future generations. We are committing to challenging, measurable targets based on science, to making changes in the way we work and to reducing our footprint. By thinking globally and acting locally, we will play our part to create a greener, healthier home for us all. Let's build a better world together."
(Taylor Wimpey Environment Strategy 2021)

INTEGRATING SUSTAINABILITY INTO OUR DEVELOPMENTS

Taylor Wimpey are committed to build great homes and create thriving communities by focusing on improving environmental performance, fostering community networks, supporting local economic activity, and helping customers adopt a more sustainable lifestyle.

ENERGY EFFICIENCY

New dwellings will include a range of sustainable design features ranging from highly energy efficient walls and windows, to insulated loft space. This reduces running costs for the new residents and helps cut carbon emissions.

BUILDING REGULATIONS

The proposed development will align and comply with the Building Regulations as enforced. The Future Homes Standard 2025 showcases the high level of building fabric specification and other system benefits required to create an efficient and sustainable product providing low emissions and high standards of quality.

The 2021 Part L&F was published and came into force in June 2022 with a 1 year transition to June 2023, where all plots not started will transition to the 2021 L&F specification. The specification illustrated on the enclosed render below reflects Taylor Wimpey current Housetype Specification providing compliance.

The 2025 FHS render below illustrates the variety of fabric and technological enhancements that Taylor Wimpey believe will be necessary for their House Type range to meet the FHS 2025. The exact specification would vary depending on the house type and construction methodology however this represents their 'best guess' at the moment. The government have now concluded their consultation and we await the guidance document and transitional arrangements.

ENERGY COMMITMENTS

Taylor Wimpey recognise the developing need to build sustainable homes and developments along with the emerging regulations that will shape how people use and live in their homes. As outlined in Section 10 Energy Efficiency of the Design Code document, Taylor Wimpey will look to provide energy commitments ahead of regulations where possible, i.e. Air Source Heat Pumps. This will be further detailed and established as part of the Reserved Matters Application for the residential phase.

Taylor Wimpey

2025 Future Homes standard home

Taylor Wimpey

2021 Building Regulations compliant home

Taylor Wimpey

Sustainable Homes

EMBODIED ENERGY

Embodied energy is the energy consumed by all the processes associated with the production of a building. Reducing embodied energy can be achieved by remodel and reuse of buildings where possible rather than rebuild, using low energy materials, designing to use materials efficiently, reducing the energy used in construction, the re-use of materials and design for disassembly and adaptability so that the carbon locked in the building can be retained or reused in future. This can be achieved by:

- Reuse and refurbishment in preference to new construction;
- Energy used in construction;
- Reuse of materials;
- Design for disassembly; and
- Foundations that accommodate trees.

Taylor Wimpey's response to climate change incorporates measures to reduce embodied carbon. They already source many materials with lower embodied carbon and energy, for example:

- Timber frame can have a significantly lower carbon footprint than traditional "brick and block" building techniques, due to the materials and use of off-site construction techniques;
- The glass mineral wool insulation used is made from recycled glass bottles;
- Recycled uPVC makes up over 60% of the material used in Taylor Wimpey's window frames and cavity closers;
- Use of recycled aggregates and recycled bricks and blocks; and
- Chipboard flooring contains 30% recycled wood and 70% wood sourced from Forest Stewardship Council (FSC) certified.

SUSTAINABLE MATERIALS AND CONSTRUCTION TECHNIQUES

All demolition and construction processes and materials production and application have environmental impacts. In addition to embodied energy, issues relate to the impacts of extraction, pollution, ozone, water extraction, and waste disposal.

Taylor Wimpey test sustainable build technologies, including cross-laminated timber with wood fibre insulation and energy efficiency solutions, for example:

- Selecting, and partnering with responsible sourcing of suppliers who meet high standards of sustainability;
- Sourcing timber from sustainably managed forests, certified by recognised schemes such as the FSC and PEFC, while requiring that all suppliers provide timber from legally logged sources, in line with Taylor Wimpey's Supply Chain policy and the EU Timber Regulation; and
- Construction waste – waste reduction through providing guidance to relevant teams and introducing incentives for compliance.

Taylor Wimpey aim to use more sustainable and recycled materials in the homes, to reduce waste from sites and to adopt modern methods of construction that can improve efficiency and reduce environmental impacts.

Examples of more sustainable products and materials include:

- Glass mineral wool insulation supplied by Knauf, is made from recycled glass bottles. Around 6 million bottles were used to create the insulation for our homes in 2020
- Recycled uPVC makes up over 60% of the material used in our window frames and cavity closers supplied by Eurocell, our main window frame supplier that supplied almost half our window frames in 2020
- Around 93.5% of timber supplied by Group suppliers is FSC or PEFC certified
- Around 60% of the sanitary ware, 55% of timber frame, 81% of blocks and 80% of the bricks we buy are BES 6001 certified (the standard for responsible sourcing of construction products)
- Some sites are using 100% recycled aggregates and 75% recycled concrete blocks supplied by Sheehan Group
- Off-site construction techniques can improve the performance of finished homes. For example, Taylor Wimpey use off-site pre- insulated panelised systems for the top storey of 'room in the roof' house types and system roof which are pre-formed roof panels, including insulation that are placed together on site. Also, a wide range of pre-fabricated GRP canopies and chimneys stacks, floor cassettes and spandrels panels are used.

MODERN METHODS OF CONSTRUCTION (MMC)

'Modern methods of construction' is a term that embraces a range of off-site manufacturing and on-site techniques that provide alternatives to traditional housebuilding. Such techniques can contribute to the efficient use of resources.

MMC approaches, such as panelised systems and sub- assemblies, are seen to be enhancing the build process by increasing the speed of construction and improving quality; given the concerns about full volumetric construction, these alternatives are providing solutions sufficient for many housebuilders' and housing associations' needs at present.

Sub-assemblies and components (i.e. off-site manufactured gable spandrel panels and cassette roofs, door sets, floor cassettes, GRP dormers and canopies) and panellised construction (i.e. Timber Frame, Large Format Block (LFB) Structural Insulated Panels (SIPs) and Light Gauge Steel Frame (LGSF) are most widely adopted forms of MMC, and consideration should be given to maximising their use within the development.

WATER EFFICIENCY

Water scarcity is already a challenge in some parts of the UK and climate change will exacerbate this. Taylor Wimpey aim to reduce water use in their operations, to design their homes to be water efficient, in line with building regulations and to protect water quality during construction and re-mediation on their sites.

They integrate measures to manage surface water and reduce flood risk on their completed developments.

We have a target to reduce our metered mains water consumption by 10% by 2025.

All new Taylor Wimpey homes have low flow taps and showers, and dual flush toilets water and, in England and Wales, all homes have water meters fitted. Some developments include additional water saving features.

Lifespan

MANAGEMENT PLAN

Management Plans and their associated maintenance processes, enable the quality and condition of places created by a development to be preserved. Good management and maintenance contributes to the resilience and attractiveness of a place, whilst at the same time allowing communities to a have pride in their area.

According to the legal S106 agreement, the WG2 Management Plan will incorporate the following:

- Affordable housing units - these are to be transferred to a Registered Provider to be agreed with the District Council;
- Bus Service Improvements - £500,000 to be used to enhance bus services for future residents of WG2, and the existing surrounding community.
- Open Space – prior to the first occupation of any dwelling in a particular phase, the open space for that phase shall be delivered as agreed through the future open space specification. In addition to this, there is a requirement for the "owners" to transfer the Public Open Space 'preferably' to the District Council or to a Nominated Body for the maintenance and management of the open space.

PARTICIPATION

Participation has been integral into the process of preparing this Design Code. This has helped to improve transparency; build trust; allow for valuable knowledge to be shared; increase a sense of 'involvement' over the completed development; and help to build community cohesion.
Taylor Wimpey is fully committed to consulting the local community and stakeholders regarding their proposals, which aim to bring forward a sustainable scheme that delivers attractive housing and importantly complements the village of Sproughton, whilst acknowledging the edge of the Ipswich fringe.

Condition 60 of the Outline consent for WG2 specifically requires engagement with the Parish Council. To date, Taylor Wimpey have met with the PC on a number of occasions in relation to the preparation of the Design Code. These meetings have also included Babergh District Council Officers, who have had sight of the emerging Design Code as it has evolved.

[ONGOING CONSULTATION AND PUBLIC ENGAGEMENT TO INFORM FURTHER ITERATIONS OF THE DESIGN CODE]

COMMUNITY MANAGEMENT

Community management is the management of a common resource by the people who use it through the collective action of volunteers and stakeholders. The community management of neighbourhoods is a valuable way of engendering a sense of ownership and responsibility as well as building social cohesion.

Community management could be facilitated in a number of ways, for example:

- Encouraging, or setting informal community management groups, which would oversee and look after community projects, such as tree planting;
- Neighbourhood Planning Groups;
- Community management of public spaces;
- Community management of buildings and facilities; and
- Community management of local energy networks.

Summary

- POLICY LED DEVELOPMENT
- SPROUGHTON VILLAGE FOCUSED
- STRONG CHARACTER AREAS
- TRANSITIONS FROM BUILT FORM TO OPEN SPACES
- IMPROVE ACTIVE TRANSPORT
- GREEN CORRIDORS
- EXTENSIVE PUBLIC OPEN SPACE
- SUITABLE HOUSING MIX
- FLEXIBLE HOMES THAT MEET SPACE STANDARDS
- DELIVER ON TAYLOR WIMPEY'S ENVIRONMENTAL STRATEGY


JB
James Bailey
PLANNING
Taylor
Wimpey