

# 3293 DESIGN & ACCESS STATEMENT

Proposed Affordable Housing Development  
Former Depot, off Melford Road, Harwood Place, Lavenham

for **Hastoe**  
East



## Introduction

This Statement is submitted as part of the planning application to construct eighteen homes of which twelve affordable homes, four shared ownership homes, and two starter homes on a former highways depot off Melford Road, Lavenham.

The village is located around five miles north east of the town of Sudbury. Situated in a relatively hilly area, Lavenham is situated on a ridge on the western bank of the River Brett. The ridge is intersected by two small valleys, dividing it into three parts; the church is located atop the southernmost section, the marketplace on the central part, while the northernmost section is topped by the remains of a windmill.

The aerial photograph above shows Melford Road and the application site is identified by the red star. The site lies within a small development known as Harwood Place which is slightly separated from the main village settlement which lies to the north-east.

Harwood Place comprises predominantly 1950's/1970's/modern housing development to the north of Melford Road, with open fields to the South. Much of this is frontage housing, set well back from the road.

## The Brief, Pre-Application Consultations and Community Involvement

Lavenham Community Land Trust commissioned a Housing Needs Survey, carried out by Community Action Suffolk, in September 2014. This showed a significant need for affordable housing in the parish. Following the success of the previous local needs scheme at Brent Eleigh Road, Hastoe Housing were approached by the CLT to progress another development. A full appraisal of sites was carried out but there is little availability in the village. The CLT approached Suffolk County Council regarding the redundant gritting depot who agreed to dispose of the site.

The site comprises a former Suffolk County Council gritting depot, which, when in service, could be considered an anti-social use adjacent to dwellings.

Hastoe Housing Association is a specialist rural housing provider with expertise in small local schemes and they are champions of good standards of design and construction for social housing. Hastoe have completed a number of other successful schemes in the area, in particular the award-winning Passivhaus development in Wimbish.

The proposed mix and tenure split for this development is:

Schedule of Plot Types:	
1	4p2b bungalow
2	2p1b
3	2p1b
4	4p2b bungalow
5	4p2b s/o
6	6p3b s/o
7	4p2b s/o
8	6p3b s/o
9	6p3b
10	4p2b
11	6p3b
12	4p2b
13	4p2b
14	6p3b
15	4p2b s/o
16	4p2b
17	4p2b
18	4p2b bungalow

approx site area 0.55 ha / 1.35 acres  
density 32.7dph / 13.3 dpa

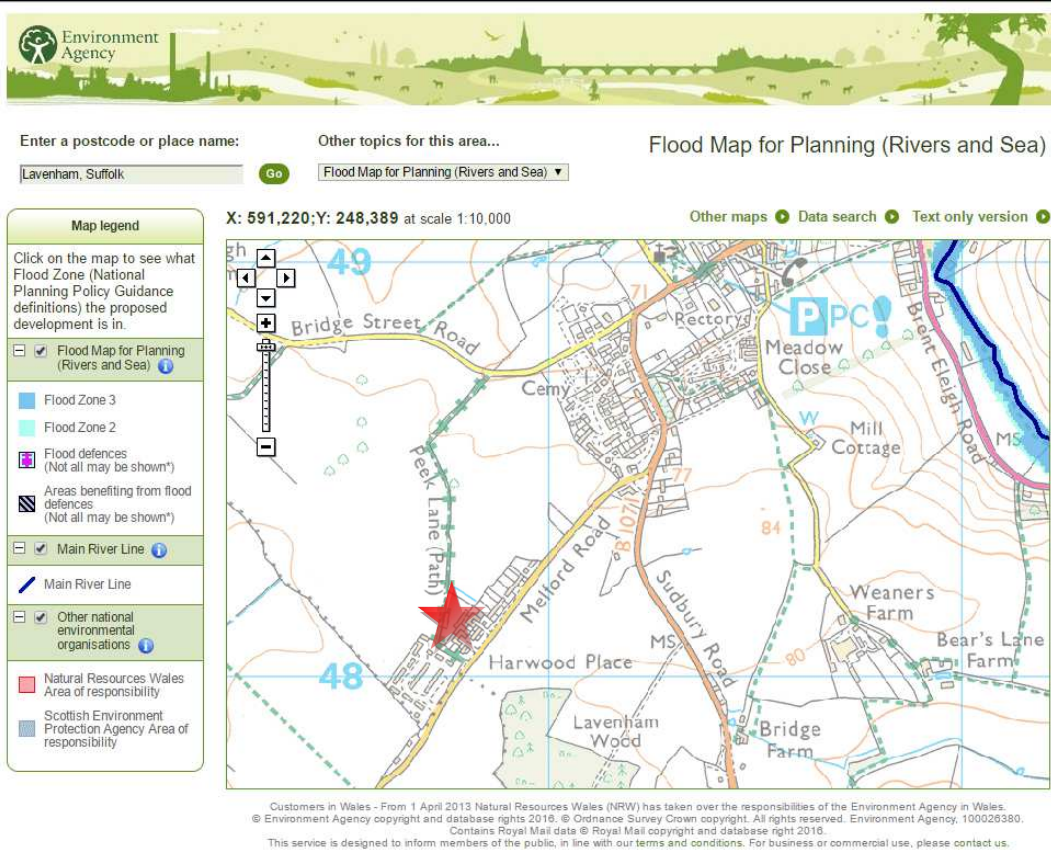
Sustainability
A principal element of the brief is to construct the houses to a high sustainability standard, and it is currently proposed to deliver these to the AECB Silver standard.
AECB Silver standard requires homes to be constructed to have very low energy requirements, and is generally achieved through the use of very high levels of insulation and air tightness, with controlled mechanical ventilation and heat recovery systems to reduce the occupier's reliance on energy resources.

The proposals were exhibited at an open public meeting in the village hall on 12<sup>th</sup> January 2016 between 3.30 and 7pm and this was visited by a range of residents of Lavenham. The meeting was well attended with visitors fully engaging with the project proposals, and the development team were able to explain issues around affordable housing, site selection, planning process and the development of the scheme design. A second consultation event was held on the 14<sup>th</sup> November 2016 between 4 and 6.30pm which was again well attended with visitors, with particular interest from local people wishing to be considered for a dwelling should the development proceed.

# Flood Risk

The site as a whole is shown located within 'Category Risk Zone 1 – little or no risk' (<0.1%) as shown on the inset Environment Agency (EA) map extract below.

Please also refer to section 5.5 within the Phase 1 Desk Study produced by Plandescil Consulting Engineers. A formal Flood Risk Assessment is not applicable due to the location of the site within Flood Zone 1 and the site being less than 1 hectare in size.



View from turning head, looking towards shared-access court



## Planning Policies & Relevant Documents

National Policies - National Planning Policy Framework

2014 Babergh Core Strategy

2006 Local Plan Saved Policies

Lavenham Neighbourhood Development Plan 2015

## Design

The site infills a triangular shape behind the existing development, and takes its boundaries from the extent of the disused former depot. The limit of an existing housing development to the North, and Latchmore Bank to the East. The southern boundary is an access footway to the rears of existing houses, and the northern boundary comprises a by-way known as Peek Lane. An existing metalled access road off Melford Road (an extension of the by-way reference BY20) is utilised for the access to the development, and the road is improved to adoptable standards within the proposal.

Given the number and mix of dwellings required, it is considered that the most appropriate and efficient form of development is to position the majority of the dwellings in two informal rows generally aligned east-west to maximise solar heat benefits, whilst easternmost properties are slightly rotated both to minimise overlooking of existing properties and to create an interesting 'stop-end' court to the development. Three bungalows are part of the brief and two of these have been positioned at the western approach to the development, to soften the scale and appearance of the scheme when viewed from the entry to the scheme.



The dwellings are arranged to provide an active street frontage, with open front gardens and car parking achieved to the sides of houses, to ensure the street scene is not car-dominated.

Materials are a variety of rendered walls, with pantiled roofs to reflect the general colourings of traditional houses in the vicinity. Similarly-tiled canopies and dark-stained timber boarding details to the frontages of plots add definition to the elevations.

The vehicular access to the site from Melford Road and the shared-surface access road within the development will be the subject of detailed discussions with Suffolk County Council Highways Department, but early discussions have indicated that the design shown would be acceptable in principle. The site access to Melford Road is situated within a 30mph zone and visibility splays of in excess of 43 metres are achieved in both directions. A new footpath link connecting via the existing housing to the bus-stop nearby on Melford Road is provided for residents' use.

The access road to adoptable standards incorporates a size 3 turning head before translating into a shared-surface access court. Each dwelling has car parking spaces of a size to meet SCC standards. A further three parking spaces are provided for visitors.

Existing boundary planting will be retained and supplemented, and a native species hedgerow is proposed to be planted along the northern boundary with the open countryside.

## Inclusive Access

The access arrangements to, and within, all the dwellings are to be provided in accordance with the relevant requirements of the Building Regulations and the 'Joseph Rowntree Foundation - Lifetime Homes Standards'.



View of the development from across fields, looking to the South

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15<sup>th</sup> November 2016  
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