



LAND TO THE NORTH OF ASTON ROAD HADDENHAM

Design & Access Statement | Incorporating Design Code

IN SUPPORT OF RESERVED MATTERS APPLICATION PHASE 1 & 2

May 2017



FOREWORD



ABOUT DANDARA

Emerging over the last two decades as one of the UK's most diverse property developers, the Dandara Group is now renowned for award winning quality and landmark buildings. With a wealth of experience, encompassing both high end residential and commercial developments, Dandara has established a reputation of versatility and vision.

We are passionate about quality, which is why we undertake every aspect of the development process ourselves, from land buying and planning, to design, build and sales. We know just what it takes to make a house a home. We invest in research and development and spend time talking with prospective home buyers to create practical, comfortable homes that provide quality and value for years to come.

CONTENTS

INTRODUCTION

OUTLINE PLANNING APPLICATION	01
PLANNING APPLICATION PROPOSAL	03
SITE LAYOUT PROPOSAL	05
CONSTRAINTS & OPPORTUNITIES	07

DESIGN CODE

DESIGN FRAMEWORK PRINCIPLES	11
DESIGN CONCEPT	13

INTEGRATING INTO THE NEIGHBOURHOOD

01. Connections	17
02. Facilities and services	19
03. Public transport	21
04. Meeting local housing requirements	23

CREATING A PLACE

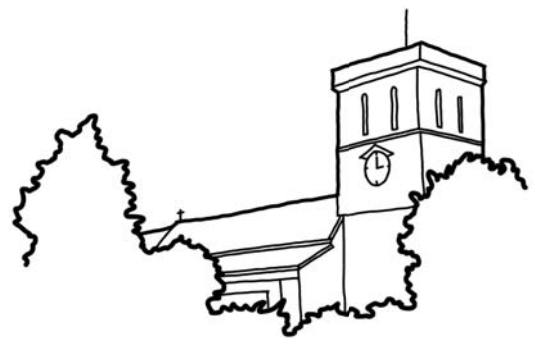
05. Character	27
06. Working with the site and its context	35
07. Creating well defined streets and spaces	39
08. Easy to find your way around	41

STREET & HOME

09. Streets for all	47
10. Car parking	49
11. Public and private spaces	51
12. External storage and amenity space	53

SUMMARY

BUILDING FOR LIFE 12 SUMMARY	57
DESIGN CONCEPT SUMMARY	59



INTRODUCTION



1. < Church can be seen from the entrance on Stanbridge Road



2. < Existing hedgerow along the centre of the site



3. < Southern part of the site looking northwards



4. < Houses along the northern boundary

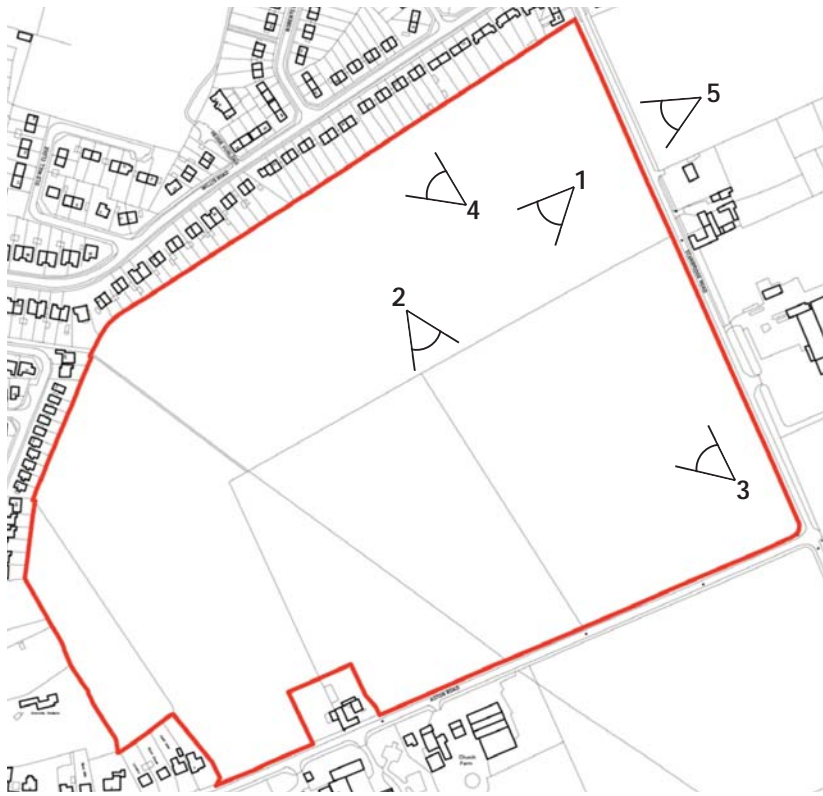


5. < Entrance to site across Stanbridge Road

The Site | The Land to the North of Aston Road forms a logical and coherent addition to the village which bounds the site to the north and west. The village is well served with key local amenities such as: primary school, village hall, sports, leisure facilities, and garden centre together with public houses and key local shops.

The Approved Application | In February 2015, AVDC granted outline planning permission (ref: LPA 14/02666/AOP) for a new development of up to 280 dwellings along side associated parking, landscaping, public open space and off site highway works. The application also included 35 retirement properties and a burial ground.

The outline application Design & Access Statement included an Illustrative Master plan for the site that was produced following design framework principles. This identified a range of design elements including key spaces, building frontages, urban structure, vehicle routes and public realm. The Reserved Matters application has sought to retain these key design principles within the final proposal.



Outline Application Boundary showing views of the Outline application site



The approved Outline Illustrative Master plan



Jan 2017



Feb 2017



March 2017



April 2017

Design Evolution: The above images show the evolution of the development informed by design reviews and consultation with AVDC

Reserved Matters Application | This Design and Access Statement has been prepared to support the submission of a Reserved Matter application which seeks planning permission for Phase 1 and 2 of the residential development on the land to the north of Aston Road in Haddenham. The preparation of this document is in conjunction with the guidance notes provided by CABE in 'Design and access statements How to write, read and use them'

The purpose of this document is to set out the design evolution of the application proposal. It demonstrates how the scheme has advanced whilst complying with supporting best practice principles and recommended design guides. This document outlines the vision, key design principles, access, movement, layout and appearance of the proposed neighbourhood.

This document also explains how the Outline design principles have evolved into a detailed proposal and should therefore be read in conjunction with the Design & Access Statement for the Outline planning application and the Planning Supporting Statement.

The design has evolved following numerous consultations with Aylesbury Vale District Council, Bucks County Council, and Haddenham Parish Council. Through pre-application discussions the proposal has evolved into the development which forms this Reserved Matters application.

Whilst this Reserved Matters application is for Phase 1 and 2 of the development only, this Design and Access Statement will consider elements of the scheme as a whole.



Site Location Plan

 Outline Application Boundary



Phasing Plan

 Outline Application Boundary

 Phase 1 & 2 Reserved Matters Boundary

 Phase 3 & 4

Site Location Plan
Phasing Plan
Taken from Google Earth



The Proposed Illustrative Site Layout

Proposed Illustrative Site Layout | The proposed Layout Plan shows the arrangement of buildings on the site. It also shows the relationship between built form and open spaces as well as paths and road network. The key elements to note is the Central Green space which acts as the main focal point to the scheme. Other points to note are the diverse style, sizes, clustering of the proposed buildings and how their arrangement define the space in which they sit.

The public open spaces are a key element to the scheme, providing ample play space, visual amenity and permeability. The natural landscape features have been retained where possible. The road network and new pedestrian links are well connected throughout the site making movement around the scheme clear.

The proposed illustrative site layout accommodates a total of 280 units. However, the number of units provided for the Reserved Matters Application for Phase 1 & 2 of the Proposal equates to a total of 143 new homes.

	1 Bedroom Apartment	2 Bedroom House	3 Bedroom House	4 Bedroom House	5 Bedroom House	Total
Private Market Housing	0	13	45	37	13	108
Affordable Rent	9	12	5	0	0	26
Shared Ownership	0	5	4	0	0	9
Total (Phases 1 & 2)	9	30	54	37	13	143

The Tenure Mix Provisions for Phase 1 & 2



Extract showing the Central Green Space



Extract showing the Public Open Space to the south western corner



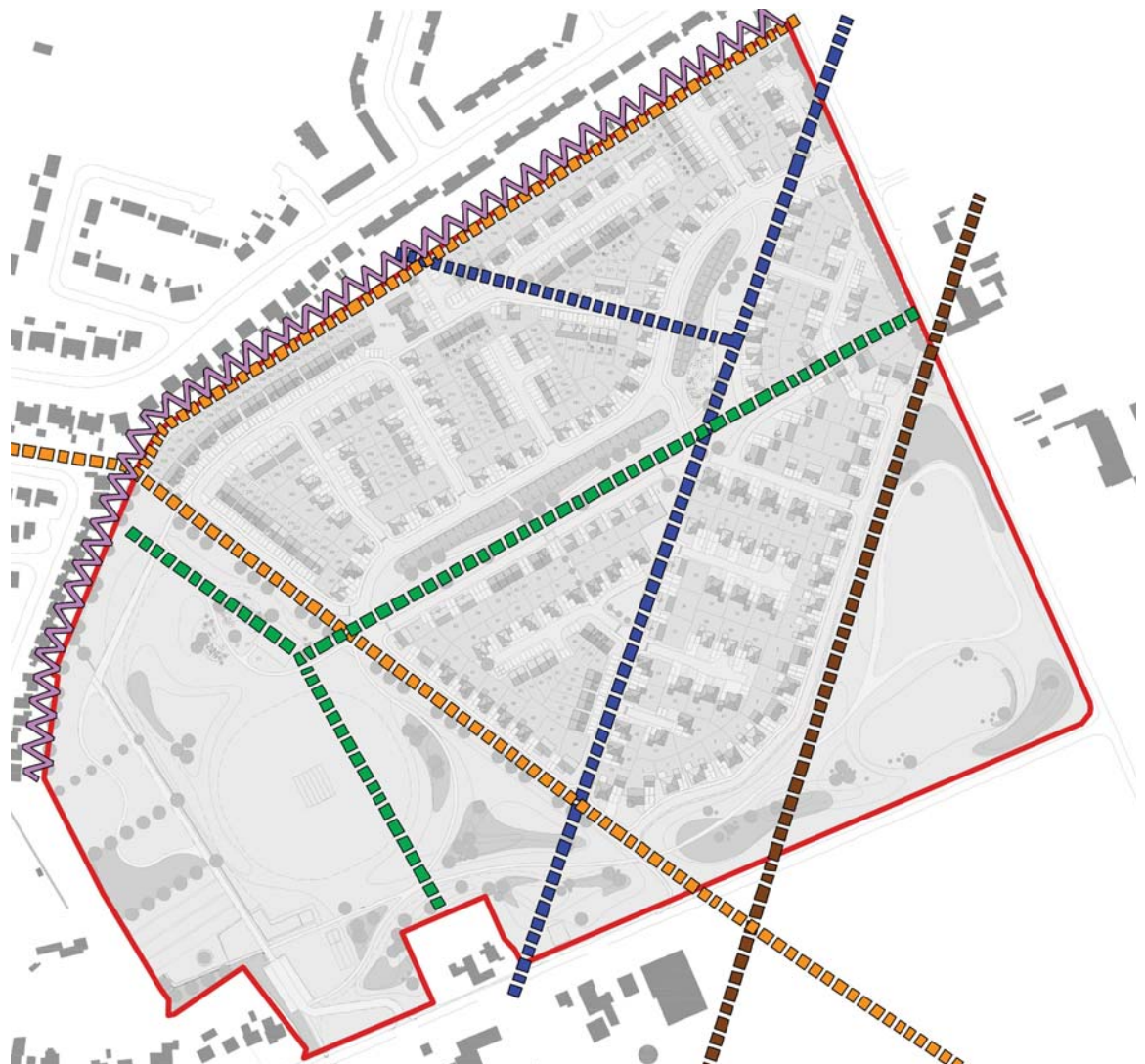
Extract showing the Neighbourhood Area Equipped for Play (NEAP) situated towards the north western part of the site



Extract showing provided facilities including a Cricket Pitch and allocated space for a Pavilion

CONSTRAINTS & OPPORTUNITIES

Constraints Plan



Neighbouring residential properties

Public Right of Way

Oil Pipe

Sewer Pipe

Retained Hedgerows

Site Analysis | This section describes the analysis of the site and its surroundings and how this has shaped the concept upon which the development proposal is based. The analysis for the Constraints and Opportunities have directly informed the proposed site layout. These were formed following the gathering of information during the Outline proposal phase and have been carried across during evaluation at the Reserved Matters stage.

Easements | The site is constrained by numerous utility easements. These physical constraints create non-developable paths cutting across the site. This includes an oil pipeline towards the south eastern section of the site as well as a sewer easement that cuts across the middle of the site.

Site Topography | The site gently slopes from the north to the south east of the site. This forms an opportunity to create a natural way of disposing surface water towards the south-eastern corner through the proposal of an attenuation pond.

Existing Hedgerow and Trees | There are a number of trees and hedgerows on the site, some of which are retained. The proposal seeks to incorporate these within the development by integrating them into the landscape strategy for the overall site. Large field boundaries are found across the site in the form of hedgerows that will be retained where possible and enriched with native planting.

Opportunities Plan



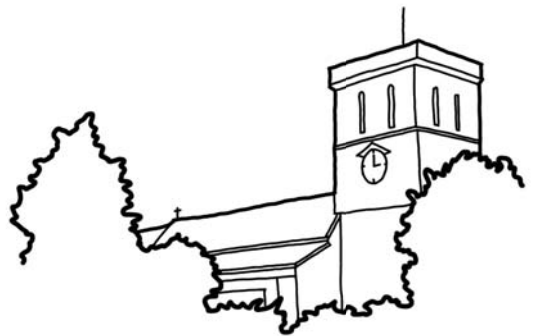
Existing links | The two existing public rights of way allow for additional connections into the site from its local surroundings. Both footpaths will be retained. The site offers an opportunity to provide high quality public open spaces which connect into the network of public rights of way, allowing the development to legibly integrate with its surrounding context. New footpaths are proposed to connect to the existing public rights of way creating further connections and encouraging pedestrian and cycle movement throughout the site.

Adjoining Village | The existing residential dwellings found towards the Northern edge of the site limit opportunities with the design proposal. An existing row of houses here means that there is a restriction to the size of the units in terms of storey height. Furthermore, the

orientation of any proposed dwelling along this edge are restricted and will therefore be north facing frontages.

Key Views | The site offers a great deal of views of surrounding landscaping towards the southern and western parts. Views towards the church can also be seen by the entrance to the site situated by Stanbridge Road.

Open Space | The site consists of generous amounts of open spaces. These spaces have opportunities to create parkland and play areas. They also have the potential to connect the areas with its wider vicinity through the existing links found on the edges of these spaces.



DESIGN CODE

DESIGN FRAMEWORK PRINCIPLES

Design Guides | The qualities of character, continuity, enclosure of the public realm, ease of movement, legibility, adaptability, diversity, security and services are the basis for all successful developments and are reflected in a variety of national guidance documents including the following:

- **By Design, 2000**
- **Manual for Streets 2, 2010**
- **Open Space Strategies, 2009**
- **Secured by Design, 2016**

Together with 'Aylesbury Vale District Local Plan', the 'Haddenham Neighbourhood Plan 2016' and 'Recycling and Waste Advice Note for Developers 2015', these documents have formed the basis of the Design Concept and Design Framework Principles for the scheme. These documents have been used as guidance tools throughout the design process.

The development proposal's compliance with key planning policies and supplementary planning guidance is set out in more detail within the Planning Supporting Statement which accompanies the application.



Design Framework Principles

Based on the above guidelines, general design framework principles and objectives have been outlined in order to form the Design Concept. These are four objectives that establish the vision for the development and have been used as a tool throughout the design process. These are:

REFLECTION:

- A proposal that takes strong aesthetic references from local vernacular for design and materials
- Deliver a community that sits within the landscape and relates better to it
- Incorporate sustainable building techniques and materials
- Maintain the existing views that the site offers

CONNECTIONS:

- A development proposal that allows for visual and physical permeability and connections throughout the site
- Maximise the potential of the site in terms of a sustainable transport approach
- Link to existing areas and wider neighbourhood
- Develop network of vehicular and pedestrian access points

RESPONSIVE

- Retain existing landscape character
- Preserve and enhance existing ecological value
- Maximise the opportunities given by the site
- Develop a design that has regard to improving accessibility to existing facilities
- Utilise the constraints of the site to dictate the form of the development

DISTINCTION:

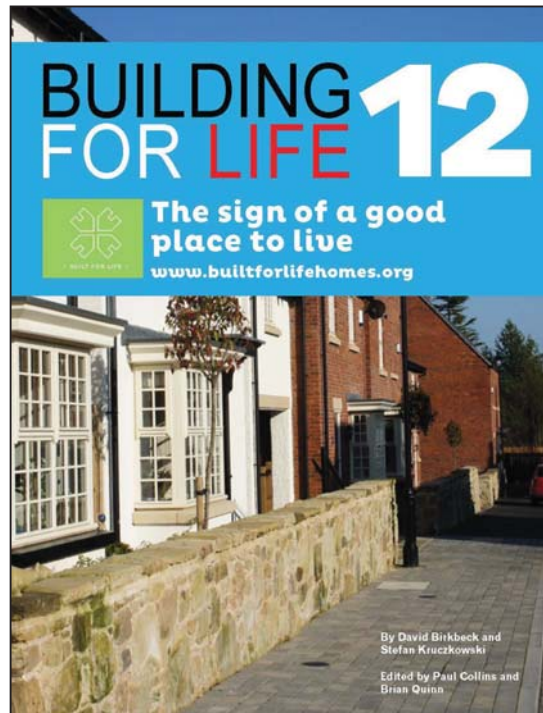
- Design new landscaped spaces establishing a transition between the development and the surrounding area
- Define a series of open spaces that allow easy and clear navigation
- Create a variety of house types and sizes
- Create a sense of place for those that live there, and an environment that fosters a sense of neighbourhood and community
- Create a safe neighbourhood that ensures that there is natural surveillance to all elevations.

Building For Life 12 | Dandara are committed to excellence in design and place making. Through a careful design-led approach we aim to create and deliver a successful and exemplar development. Our approach to this proposal has been tested against the Building for Life 12 document (2015) to demonstrate that it meets with our established Design Framework Principles highlighted in this section. This Design and Access Statement has therefore been informed by the Building for Life 12 principles.

BF12 is endorsed by government and is the industry standard for well-designed homes and neighbourhoods. It can help local communities, local authorities and developers work together to create a good place to live. This document will apply the 12 outlined urban design principles recommended by Building for Life 12 as a guiding tool to demonstrate that the scheme has met with a high standard of design.

These principles are outlined in the form of questions throughout the document and answered by demonstrating how the development meets with the BF12 principles as well as our own framework objectives.

Below are the BF12 principles that will be discussed throughout the document.



Building for Life 12

1 | Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

2 | Facilities and Services

Does the development provide (or is it close to) community facilities, such as shops, schools, work places, parks, play areas, pubs or cafés?

3 | Public transport

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

4 | Meeting local housing requirements

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

5 | Character

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

6 | Working with the site and its context

Does the scheme take advantage of the existing topography, landscape features (including water courses), trees and plants, wild life habitats, existing buildings, site orientation and micro-climate?

7 | Creating well defined streets and spaces

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

8 | Easy to find your way around

Is the development designed to make it easy to find your way around?

9 | Street for all

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

10 | Car parking

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

11 | Public and Private Spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe to use?

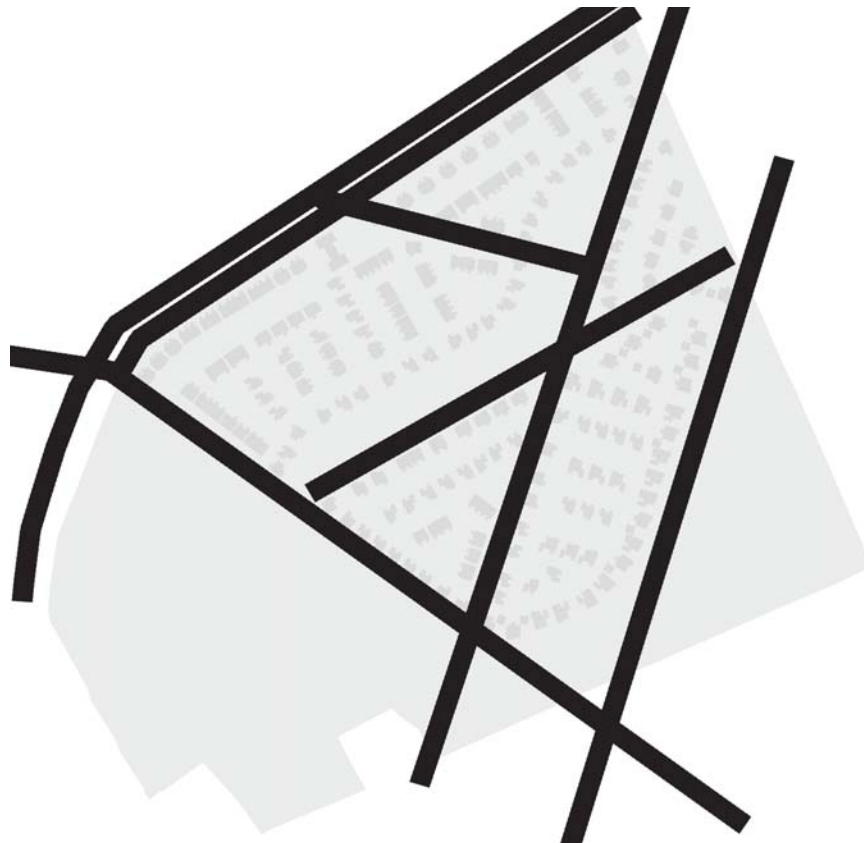
12 | External Storage and amenity space

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



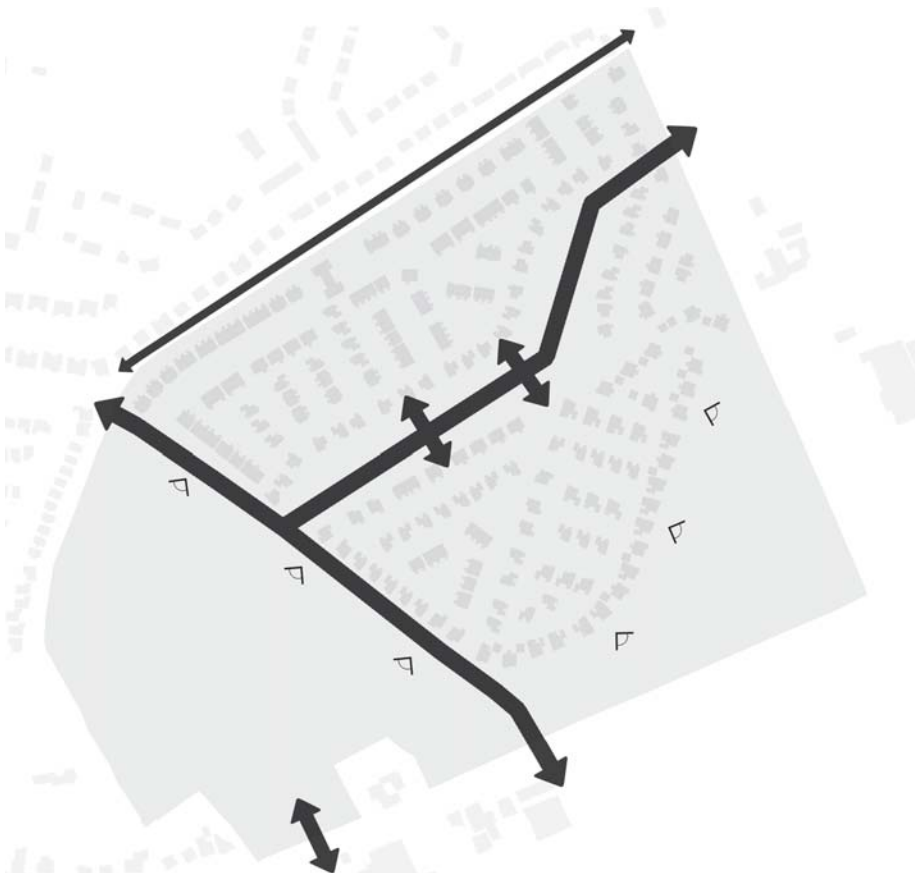
DISTINCTIVE:

Establishing a sense of place with a distinct character and well defined spaces



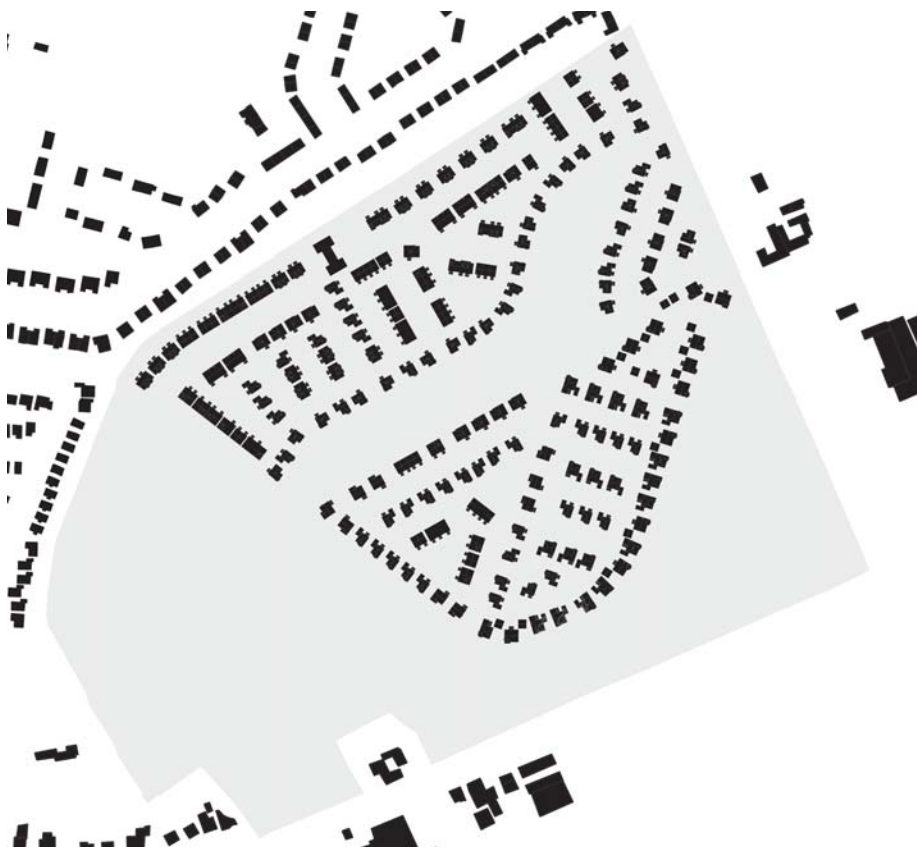
RESPONSIVE:

A naturally evolved scheme that has been shaped by its constraints and turned them into opportunities.



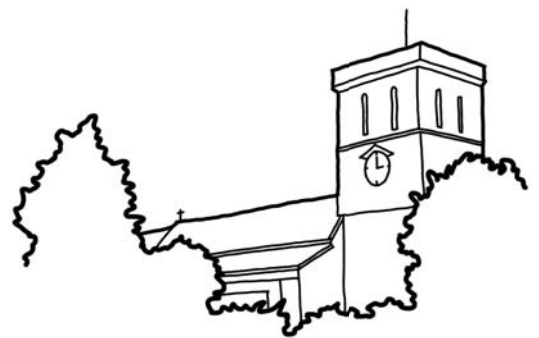
CONNECTIONS:

Creating a scheme with strong permeable views and links both within the development and the wider context



REFLECTION:

Reflection of the existing building grain, built form, architectural language and local signature style




INTEGRATING INTO THE NEIGHBOURHOOD



1.1. Neighbourhood Connections





1 | Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?



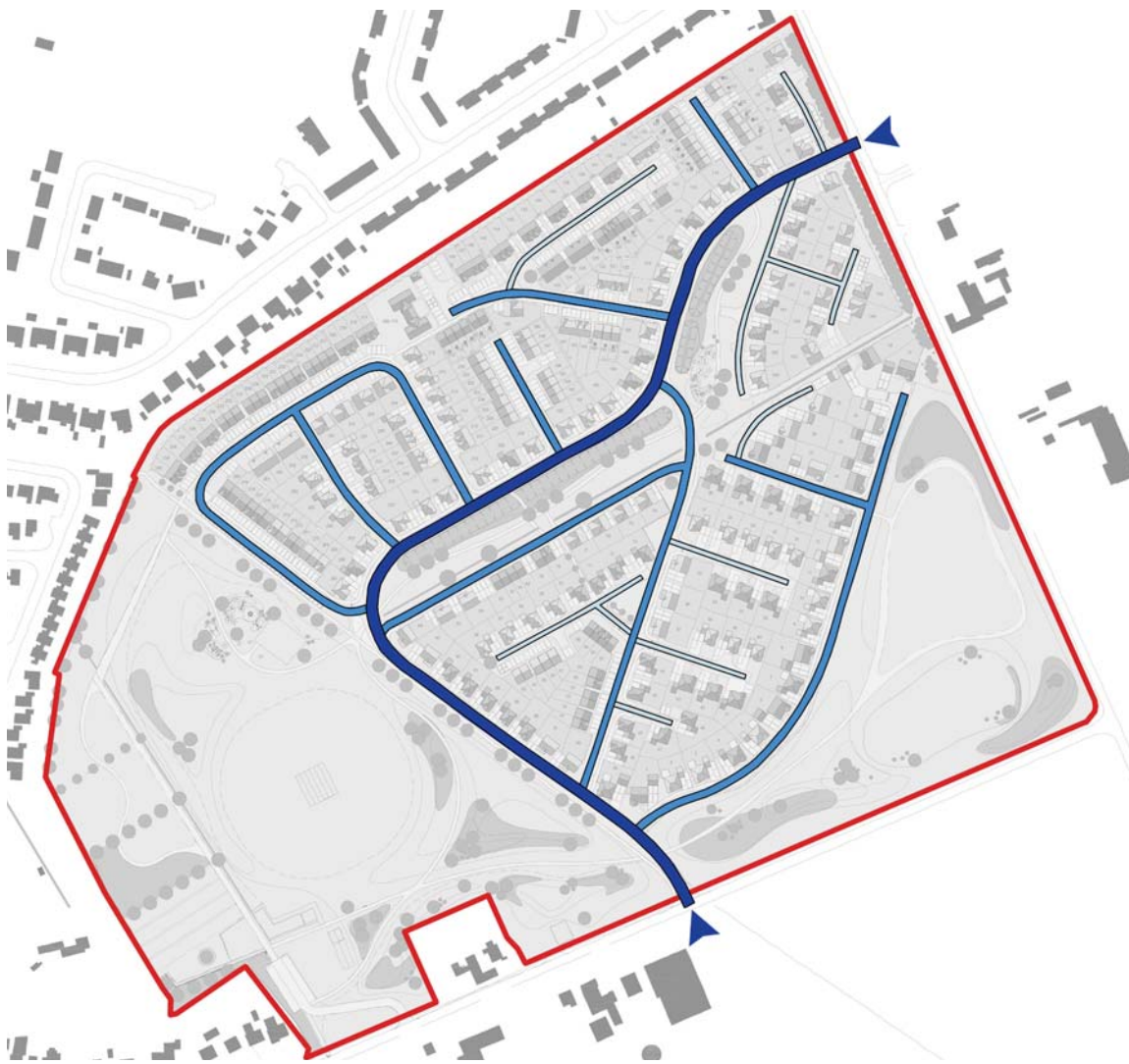
1.2. View of A4129 Thame Rd.

Integrate into surroundings | The new proposed development adjoins the residential district in Haddenham and is well connected to the existing local highways network and public transport links. The site lies a short driving distance from the A418 to the north of the site as well as a short drive to the A4129 to the south.

The A418 is 22.3 miles away from the M25, taking approximately 30 minutes to drive. The A4129 is 23.6 miles away from the

M40 taking approximately 27 minutes to drive. These roads offer ideal connections to nearby cities including London and Oxford. Proposed roads within the new development will offer road links from two separate access points; Stanbridge Road to the east of the site and Aston Road to the south of the site. This will allow for alternative route options and increased connectivity to the surrounding network of roads.

Image 1.1. & 1.2
Taken from Google Earth



1.3. Proposed Road network

● Primary Roads
 ● Secondary Roads
 ● Tertiary Roads

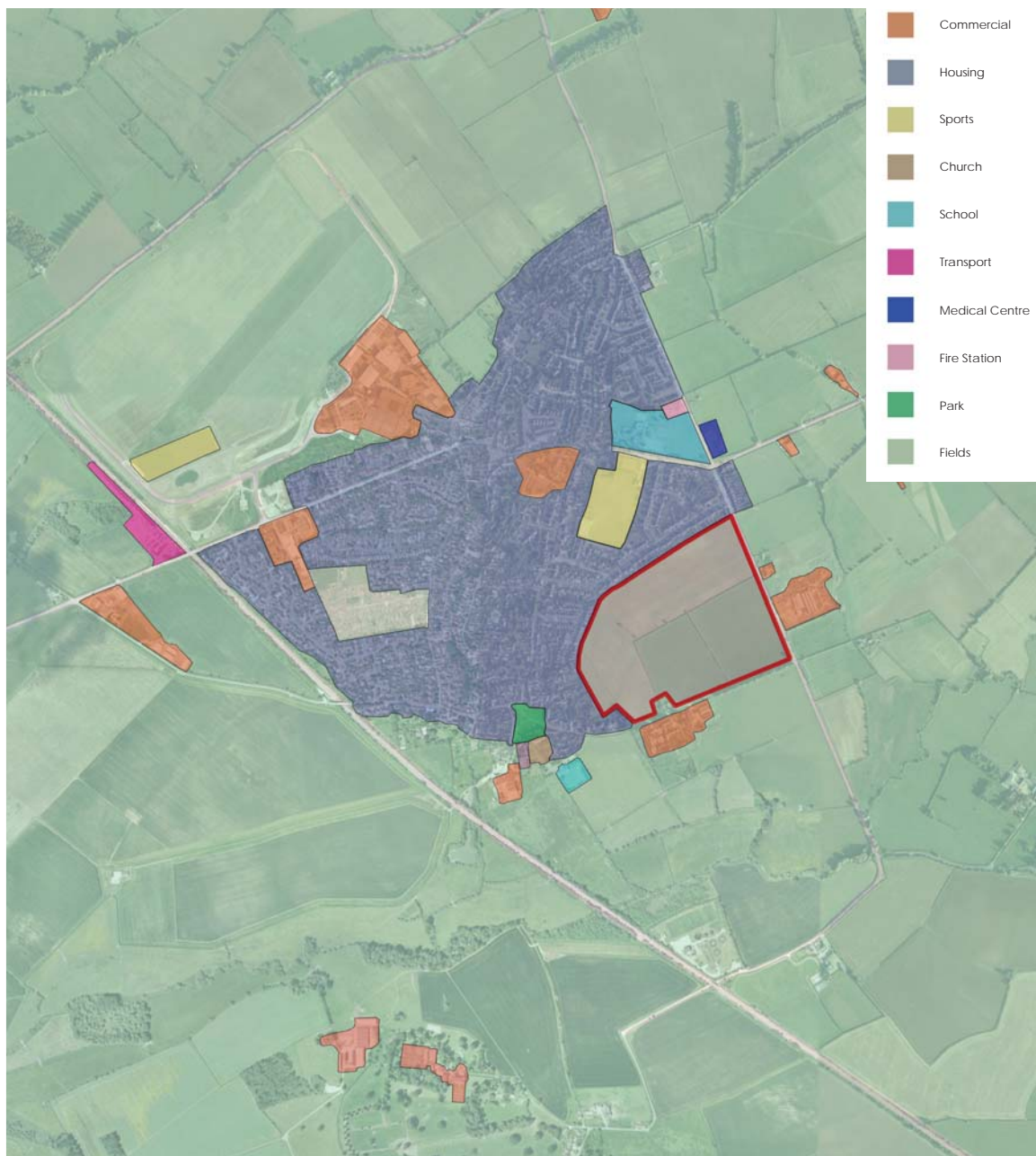
Movement | The connections and established links within the layout have evolved from a constraints and opportunities plan undertaken during site analysis. The alignment of the vehicular, cycle and pedestrian routes through the scheme were agreed under the Outline planning permission. A primary route through the site was established to connect the two approved access points. Streets have been designed to create paths for both the pedestrians, cyclists and vehicles. The layout has been designed to minimise cul-de-sacs and maximise permeability through the site.

Permeability & Connectivity | The master plan build upon existing connections whilst establishing new connections to create improved connectivity and permeability through the site and out to the surrounding areas. The design framework established under the outline

planning application ensures the connectivity of routes are firmly established within the fabric of the design.

The primary road through the site has the open central green space at the heart of the layout which acts as the defining feature of the site. Secondary streets also lead onto the central green whilst the tertiary routes have a domestic character where vehicular movement is reduced to provide quieter environments with greater privacy.

Access | The movement network within the site will be provided for all potential users. It will maximise accessibility to all parts of the site, be at an appropriate gradient and will be suitably well lit. Changes in level, including kerbs have been kept to a minimum between the pedestrian and highway zones. This ensures ease of access throughout the scheme whilst providing clear definition and distinction between shared surfaces and public roads, achieved through textural/material changes and shaped surfaces.



2.1. Land Use

2 | Facilities and Services

Does the development provide (or is it close to) community facilities, such as shops, schools, work places, parks, play areas, pubs or cafés?

Existing Community Facilities | The application site is within walking distance of the village centre which provides a wide range of public amenity, shops, leisure and sporting facilities. The local village is easily accessible by public footpaths.

Access to Haddenham will be further improved by the

upgrading of existing public rights of way, establishment of new routes and enhancements to public transport services.

Proposed Community Facilities | As part of the Section 106 legal agreement, the final development will accommodate a Cricket Pitch, Cricket Nets, a Sports Pavilion with associated parking, a LEAP, a NEAP and a burial ground. The Pavilion will provide flexible use and can therefore be used for other community purposes. These new facilities are located to be accessible not only to the new development but also serve the existing communities surrounding the application site. The proposed development allows for the delivery of two bus stops associated with an improved services being discussed with the Parish Council.

Image 2.1 - 2.8.
Taken from Google Earth



2.2. Haddenham Community Junior School



2.3. Haddenham Medical Centre



2.4. Haddenham St Mary's CE School



2.5. Haddenham & Thame Parkway train station



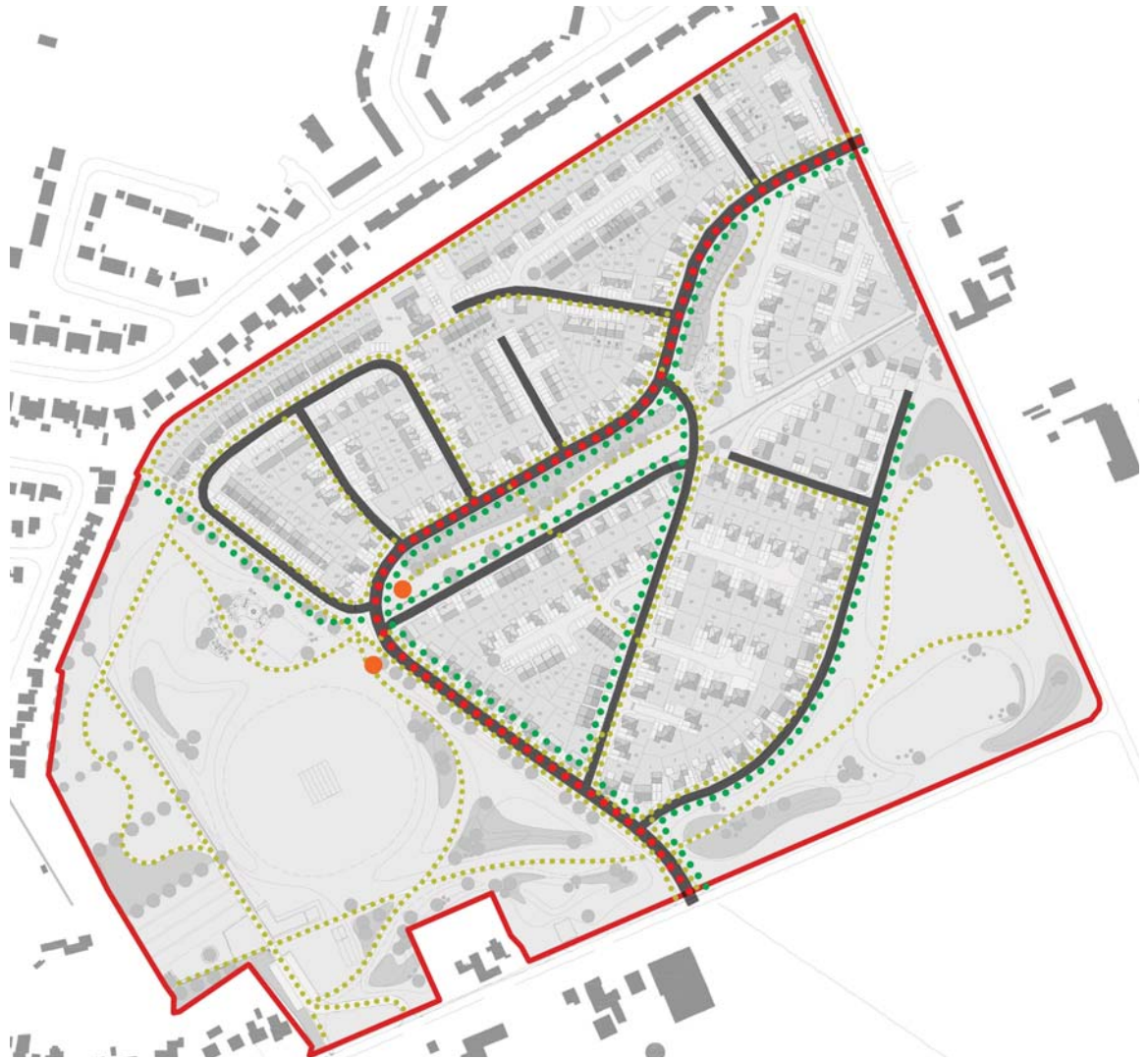
2.6. Retail Park along Pegasus Way



2.7. Local shops on Strokes Croft Road




2.8. Haddenham Fire Station



3.1. Proposed links

- Potential future Bus stops
- Potential future bus route
- Cycle Route
- Proposed foot-links



3 | Public transport

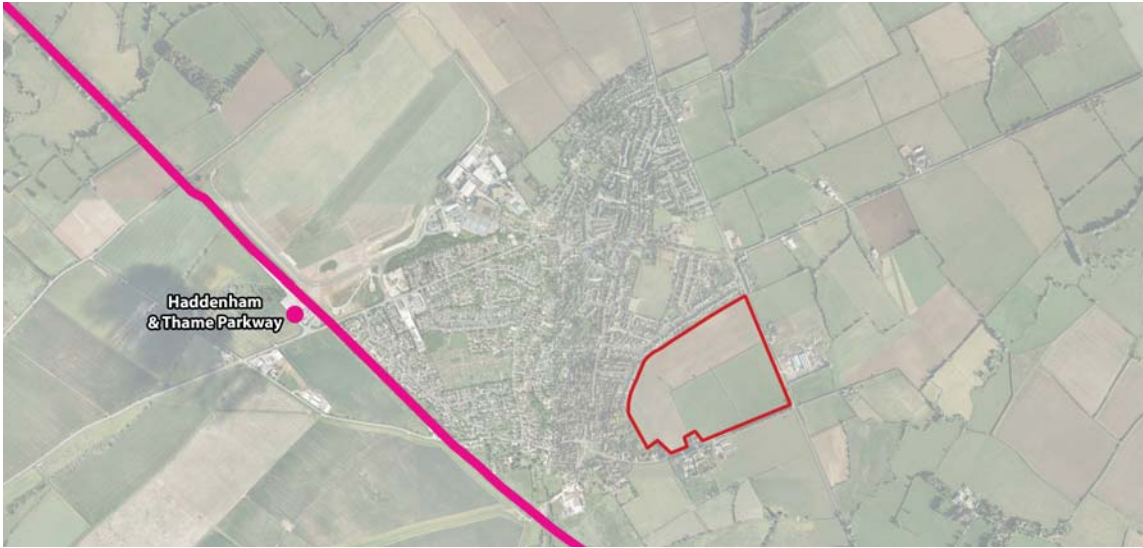
Does the scheme have good access to public transport to help reduce car dependency?

111 - Mon&Fri 1 journey per day, 112 - Wed&Fri 1 journey per day, 270 - Mon to Sat 1 journey per day, 280 every 20 min Monday to Saturday & every 60min on Sundays.

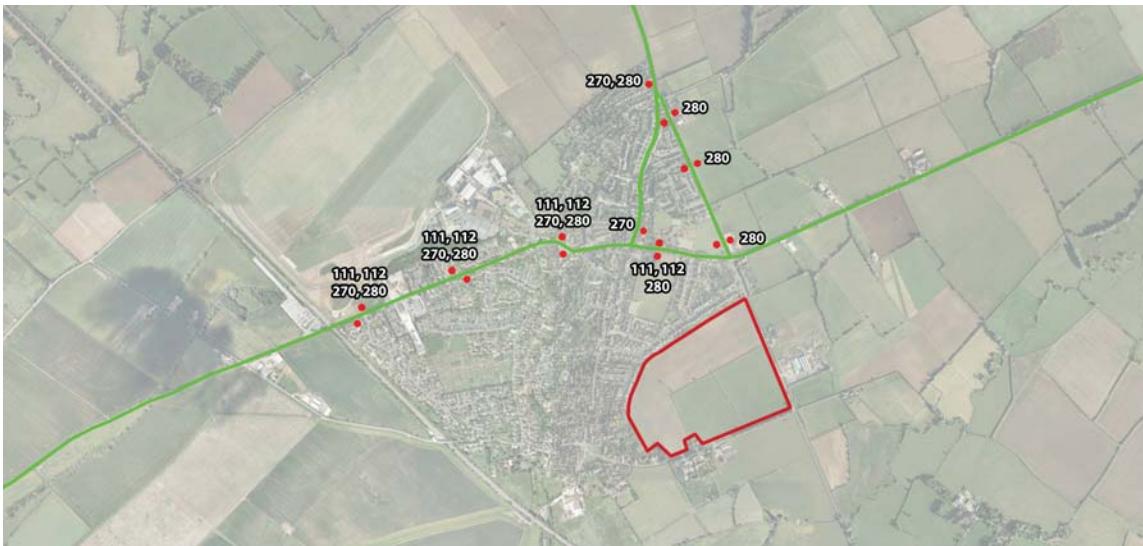
Alternative Travel Links | Pedestrian and cycle access has been carefully considered to provide safe and meaningful access throughout the site. Footpaths have been proposed throughout the scheme including along the main spine road. Cycle and bus routes have been introduced within the development, creating connections between identified key areas and to the surrounding areas beyond the site boundaries. The proposed routes reflect the importance of spaces within the proposed site layout.

Existing Transport Links | The application site is within close proximity to numerous public transport facilities. Haddenham & Thame Parkway train station is situated approximately 1 mile away from the site. Trains currently include connections that run to London Marylebone twice every hour with a journey time of 40 minutes. Other connections include to Banbury and Oxford which also have frequent train services with journey times of 30 minutes. At present there are four bus services (numbers 111, 112, 274 and 280) with stops located near the application boundary. These buses offer services to nearby centres such as Oxford as well as to the Haddenham Thame Parkway train station. Buses run at the following times:

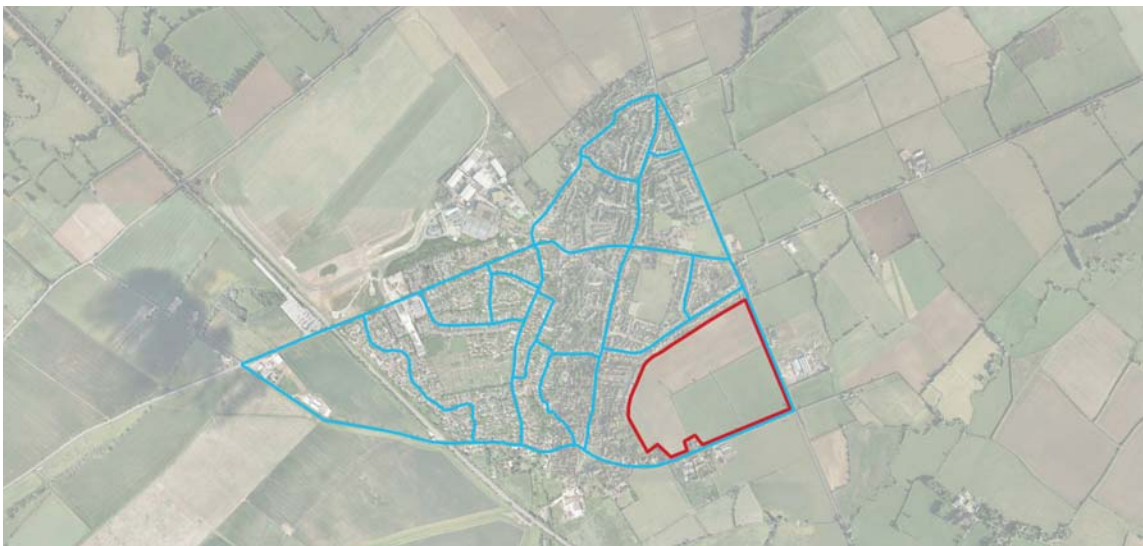
The spine road has been designed to accommodate a potential new bus route through the new development. This will serve all phases and the existing neighbourhood. The new bus service will link the site to the wider area for future and existing residents. The bus will be accessed through Aston Road and Stanbridge Road, connecting through the Central Green along the Primary road.



3.2. Local train station and train line



3.3. Local bus routes and bus stops



3.4. Cycle Routes

Image 3.2 - 3.4.
Taken from Google Earth



4.1. Plan showing the overall House Type Mix

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

Local Housing Requirements | The layout provides a range of houses across the site and will provide a mix of homes for those starting families, downsizing or buying their first home. The range of houses can be seen in figure 4.1. The housing mix has been informed by a range of evidence base documents prepared to inform the emerging Local Plan.

Affordable Housing | The provision of 35% affordable housing will have been designed to be integrated with tenure blindness and a range of house typologies are provided for rent and shared ownership. The affordable housing shall be constructed in accordance with HCA Design Quality Standards and will achieve minimum HQI scores as follows:
 Unit size - 41; Internal layout - 32; Noise, services & Light 22; Building for Life - 12.

- 2 BED BUNGALOW (over 55's) 756sqft
- 2 BED BUNGALOW (over 55's) 975sqft
- 3 BED HOUSE (over 55's) 1005/998sqft
- 3 BED HOUSE 1005/998sqft
- 3 BED HOUSE 1104/1110sqft
- 4 BED HOUSE 1273 sqft
- 4 BED HOUSE 1452 sqft
- 4 BED HOUSE 1603sqft
- 4 BED HOUSE 1758 sqft
- 5 BED HOUSE 1956 sqft
- 2 BED HOUSE 764 sqft
- 3 BED HOUSE 883 sqft
- 4 BED HOUSE 1076 sqft
- 1 BED FLATS 458 sqft

Elderly Housing | The scheme has been designed to provide homes for the elderly. The overall scheme will comprise 35 elderly persons dwellings as required by the Section 106 legal agreement. However, Phases 1 and 2 will contain a total of 19 elderly persons dwellings which comprises a mix of bungalows and traditional houses. This scheme requires that the primary occupants of these homes are by those aged 55 years or over.



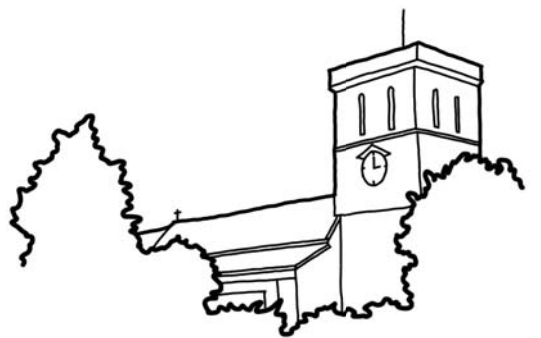
4.2. Plan showing the Tenure Mix

■ Private Tenures ■ Affordable Tenures



4.3. Plan showing the Over 55's dwellings


■ 2 Bed detached bungalow ■ 2 Bed semi-detached bungalow ■ 3 Bed semi-detached/terraced house



CREATING A PLACE



5.1. Wychert Wall Plan



5 | Character

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



5.2. Proposed Wychert Wall by the entrance of Stanbridge Road

Wychert Walls | Wychert walls are traditional structures found across the village of Haddenham. These walls are a distinct signature style to the local area and can be seen throughout the village surrounding the application site. Similar to that of a cob construction, the historic method of building Wychert walls includes a natural blend of white chalk and clay which is mixed together with straw to form the structure. Traditionally it is topped with thatch or with red clay tiles. However, over the years various styles and variations of the traditional wall have emerged throughout Haddenham.

Proposed Wychert Walls | The proposed site plan includes several Wychert walls interspersed throughout the scheme. These appear in most places where traditionally, a brick wall may have acted as a boundary between public and private space. These include garden boundary lines that face onto the public realm. To include Wychert walls in the proposed scheme will make the transition between the local town and the new development seem coherent and allow the scheme to relate to Haddenham as a distinctive historic settlement.



5.3. Variation of existing Wychert Walls across Haddenham



5.4. Photographs of local town show fully boarded buildings, combinations of black weatherboarding with white/cream render and local brick

Local Materials | The proposed building fabric for the new development is a reflection of the materials found in the local town and in neighbouring sites. Proposing a range of locally distinctive materials will allow the new scheme to blend in naturally with its local surroundings.

Black Weatherboarding | One of the signature features on buildings in Haddenham is either fully or partly weatherboarded houses. These are often prominent buildings. On partly weatherboarded buildings the boarding is found on the gable, highlighting it as a main feature. There are a large number of black boarded buildings accompanied with a contrasting white render. Fully boarded buildings are often accompanied with a red pantiled roof.

Brick | There are several varieties of brick houses in Haddenham offering a range in colours and shades. Through some research it was noted that the most common shade

is a traditional red brick. However, there are also multi-bricks and buff brick houses found throughout the town. In key areas, brick buildings are often paired with features of black feather edge boarding.

Render | There are two distinct shades of render found repeatedly in the local town. This includes a chalk white render and a cream/pearl render. Despite the difference in shade, these rendered buildings are often paired with black weatherboarding and red roof tiles. Rendered buildings with joining Wychert walls are often of the same shade.

Tiles | A varied mixture of roof tiles can be found in Haddenham. This includes red tiles, grey tiles and a variety of pantiles. It was discovered that a lot of the red tiles were accompanied with buildings with black weatherboarding as a main cladding material.



5.5. A black boarded house terminates the view of this proposed street, mirroring the existing black weatherboarded barn which terminates the view at the end on Church End Road, Haddenham.



5.6. The entrance from Aston Road features a prominent black weatherboarded house to mark the arrival into the proposed development



5.7. Local architectural features found across the town in Haddenham

Local Architectural Features | To ensure that the design of the houses are suitable with their village setting and architectural context, research of the local architectural character has been undertaken. It took the form of an extensive tour of the local area, paying particular attention to defining architectural styles and detailing, elevation composition and distinctive materials.

The above photographic summary illustrates the initial findings of this character style:

- Local brick buildings with exposed brick chimneys with simple detailing
- Full and partly feather-edged black weatherboarding occasionally paired with white rendered surfaces or brick

- A combination of red pantile roofs as well as grey roof tiles
- Cottage styled front doors
- Flat arched voussoir headers and traditional soldier coursing
- Brick sill detailing
- Cottage styled crossbar windows
- Lean-to and gabled porches

As shown on the opposite page, the selection of materials proposed for the development is a reflection of those found within Haddenham to ensure that the development responds positively to the local vernacular of the area.



Plot 17: Character Features
 Full brick chimney, cross-bar windows, red pantiles roof, black weatherboarding



Plot 70: Character Features
 Red tile roof, white render, partly weatherboarded, lean-to porch



Plot 22: Character Features
 Rooftop chimney, cross-bar windows, brick cladding, voussoir lentils, brick sill, lean-to porch



Plot 4: Character Features
 Rooftop chimney, cross-bar windows, red pantiles roof, half-boarded, brindle brick, gabled porch, cottage door



Plots 181, 182, 183: Character Features
 Grey roof tiles, cross-bar windows, pearl render, black weatherboarding, gabled porch, cottage door

5.8. Local architectural features



5.9. Character Area Plan

- The Central Green
- Connective Corridor
- Park View
- Village Edge
- The Lanes
- The Village
- Rural Edge



Typical Character of Central Green

The Central Green

The Central Green represents the heart of the development, providing a generous open aspect as one enters off Stanbridge Road. The area provides a gateway through the site incorporating landscaping, public open space, a play area and vehicular, pedestrian and cycle routes. It will act as a main thoroughfare, creating a sense of community through movement, play and recreation. High quality dwellings will frame the space, providing a sense of ownership and passive surveillance to the Central Green and incorporating a traditional townscape vernacular comprising predominately red brick and a pearl render with weatherboarded accents, particularly to those buildings which frame key views through the space towards St Mary's Church.



Typical Character of The Lanes

The Lanes

These residential areas have developed a strong sense of privacy within a more domestic setting off the principal vehicular routes. They will comprise intimate clusters of smaller sized homes along shared surface streets which encourage a sense of community and pedestrian and cycle priority. These areas take inspiration from the historic core of Haddenham where small collections of cottage-style dwellings share an access off the main street within a tranquil residential setting. These homes will comprise buff brick as the principal material alongside cottage style doors, porches and windows. The buff brick will be a reflection and a sense of continuity to the dwellings found just to the north of the boundary of the site.



Typical Character of Rural Edge

Rural Edge

These dwellings overlook the generous areas of public open space and the country park. They consist of family sized dwellings set within larger plots which are of a scale able to successfully frame such an expanse of open space. They have been designed to read as more visually imposing dwellings so that when viewed from within the open space, they give the perception of the type of properties which would have historically framed a central village square or would represent a historic village centre when viewed across farmland. The architecture at the edges of the site offer a modern interpretation of the local fabric comprising predominantly brindle brick and black weatherboarding as the prime materials. These family homes will include angled bay windows, chimneys, brick sills and voussoir headers.



Typical character of the Connective Corridor

Connective Corridor

This part of the site has been designed to frame an important movement corridor as one travels north-south through the site. The properties comprise predominately smaller sized dwellings which create a strong collective street-scape along these routes in a manner that recognises the importance of the corridor but simultaneously seeks to reinforce the residential community that has been created. The overriding aim is to facilitate ease of movement through a part of the site which remains a coherent residential street and community. The palette of materials chosen will incorporate elements from all parts of the scheme in recognition of the connections that this space facilitates throughout the development.



Typical character of The Village

The Village

The houses found on these quiet streets consist mainly of larger family homes set within an established residential context, similar to the historic heart of Haddenham. As one moves within the site from the more formal rural edge, there is an increasing sense of domesticity where traditional family homes create a sense of established community living within the heart of the development. These homes display a more varied vernacular including features such as white render accompanied with black weatherboarding and red roof tiles as the primary external building fabric. Houses will include angled bay windows, chimneys on key buildings and cross bar windows. Other key features in these areas include defined landscaping and low level fencing to the front gardens.



Typical character of Village Edge

Village Edge

These areas adjoin the existing edge of Haddenham village and provide continuity between existing and future communities. The properties include a mixture of houses, bungalows and apartments, creating a varied street-scape which is representative of Haddenham as it has grown outward from its historic core over-time. The streets have a quiet, domestic character reinforced by shared surface treatments which encourage pedestrian and cycle movements and the creation of new neighbourhoods. Materials vary from pearl render and a local red brick with occasional black boarding to highlight feature buildings.



Typical character of Park View

Park View


These dwellings overlook the large areas of public open space along the western section of the site. The houses here carry a varied mix between 2, 3 and 4 bed homes. Facing onto the village, these houses are a reflection in materiality to those house found in the town. This includes a local red brick with fitting red roof tiles. The use of these materials along this edge will minimise the visual impact of the new development. Homes on this road are on prominent locations on the Primary and Secondary road. Some houses will therefore be clad in black weatherboarding or include chimneys to address the roads as well as the public open space.




6.1. Outline Application Illustrative Master plan



6.2. Reserved Matters Application Proposed Site Layout

 Key Frontages

 **6 | Working with the site and its context**

Does the scheme take advantage of the existing topography, landscape features (including water courses), trees and plants, wild life habitats, existing buildings, site orientation and micro-climate?

- The sensitive rural edge to the south and west of the development remains as public open space
- The existing pedestrian links identified in the Outline master plan have been incorporated into the scheme and improved

Existing Site | The Outline illustrative master plan was designed to both accommodate and respond to the existing topography whilst taking on the building grain that was shaped by the existing constraints and opportunities. The detailed proposal continues these principles by providing:

- The central green space that was identified in the Outline illustrative plan which is established as the heart of the development
- The main spine road that connects the main entrances has been maintained
- The same key frontages looking onto open space

The proposed development is fitting to the site and its surroundings, and will make a positive contribution to the existing local character and within the wider context of Haddenham. The scheme will maximise the opportunities created by the existing site's topography, views, open spaces and the new links and connections formed.

Minimal Visual Impact | Special consideration has been given to the site's context, and every effort has been made to ensure that the scale and massing of the overall proposed scheme respects its rural location. The scheme therefore consists of low-rise residential homes respecting the surrounding urban grain and context. This will have a minimal visual impact allowing the new scheme to blend in with the existing village edge.



Boundary and Site Edges | The edges of the site are presented with key buildings carrying signature features. However, these buildings are not statement buildings or landmark buildings as this would detract from the project framework of blending in with the village approach to the development. These are instead versions of common house types, incorporating standalone features to achieve a sense of individuality and prominence.

Sustainable Design | The scheme has been designed with the key principles of sustainable development at the heart of the design process. A number of specific elements will be incorporated into the scheme from eliminating waste during the construction process through to benefiting the occupiers. The design of the proposed dwellings addresses energy efficiency to ensure conformity with policy and current Building Regulations including: high levels of thermal insulation to the external fabric; efficient heating systems;

the use of low energy light fittings; use of energy efficient white goods; low water-use fittings to sanitary appliances; the use of PIR operated external light fittings; maximising the opportunity for waste recycling.

Retaining Existing Landscape | We have looked to retain and utilise the existing features of the site, namely the established hedgerow running east-west across the site. This will be reused as the boundary line fencing off the proposed burial ground. Landscape features provide character areas with dwellings facing onto the landscape and public open spaces.

The layout has evolved to provide maximum permeability, defined character and enhanced landscaping to aid way-finding through the scheme. Streets have been designed to create paths for both pedestrians, cyclists and vehicles to maximise permeability.



6.4. Landscape Strategy Plan



6 | Working with the site and its context

Does the scheme take advantage of the existing topography, landscape features (including water courses), trees and plants, wild life habitats, existing buildings, site orientation and micro-climate?

Landscape Strategy | Our vision for the site's landscape strategy has been driven by the site's natural features and the desire to enhance connections into the wider community. A network of green infrastructure will help create a legible, attractive and functional environment that supports a sense of community. Within this Green Infrastructure there are several important landscape spaces; Community Park, Country Park, Green Corridor and a Burial Ground.

- The Community Park is at the largest of the landscape spaces and provides essential play, recreation, sport and community space. Within this area, the

Neighbourhood Equipped Area for Play (NEAP) will consist of a range of timber play equipment and be enveloped by earth mounding, tree planting and natural materials to create a sense of enclosure, encourage natural play and provide a secure stimulating play environment. Central to the park and framed by sculptural earth modelling, the cricket pitches have been provided to encourage community sports and promote an active healthy lifestyle. Proposed parkland tree planting and subtle sculptural land modelling has been incorporated into the open space to provide an undulating and sometimes playful environment.

- Along the south eastern boundary, the Country Park provides an informal character with an ecological focus. Naturally this area lends itself to the introduction of an attenuation basin for surface water, undulating landforms and swathes of wildflower meadow. A post and rail fence encloses the space to create a safe dog walking area.

- The Green Corridor is set within the residential area providing play, and passive recreation opportunities in the heart of the community. The Local Equipped Area for Play (LEAP) will be positioned within the Green Corridor and consist of a range of timber play equipment and sculptural earth mounding to encourage a sense of place through the atmosphere created by play. Railings and self-closing gates securely contain the play area while allowing natural surveillance from adjacent housing. A swale, swathes of wildflower meadow and community lawns surround the play area to help create a pleasant, gardenesque centre to the development with a human scale.
- The Burial Ground reflects the seasonal cycle through planting and colour by incorporating memorial meadows, woodland burial and a memorial garden.

The proposals seek to retain the existing public footpaths that run through and around the site, protecting the existing pedestrian links into Haddenham. In addition to these existing movement routes, several new pedestrian/cycle connections are being created throughout the site, connecting up the green open spaces within the development to the existing connections beyond the boundary. The primary new connection point has been proposed to align with the pedestrian movement between the development and Haddenham St Mary's Church of England School and St Mary's Church to the west.

Highways | Access points for the residential development site are from Stanbridge Road and Aston Road and comprise a 6.75m wide carriageway + 10.0m radius kerbs, sufficient to accommodate the proposed bus route. Other access points off Aston Road to serve the Burial Ground and Pumping Station comprise 5.5m carriageway + 6.0m radius kerbs.

Visibility splays to each access point off Stanbridge Road and Aston Road are provided in accordance with 85th percentile measured vehicle speeds as given in the Transport Assessment undertaken by Transport Planning Associates (Sept 2014).

The on-site road network will be to adoptable standard and derived in accordance with Manual for Streets 2 with 2.4m x 43.0m and 2.4m x 25.0m visibility splays/forward visibility envelopes suitable for 30mph and 20mph vehicle speeds respectively, where appropriate.

The road network has been checked to ensure sufficient turning and manoeuvring for refuse vehicles (11.12m long) and fire tenders (7.70m long). In addition the main 6.75m wide bus route has been checked to ensure two buses can pass each other on the 90degree bend to the western side of the development.

Drainage | Foul drainage will be via connections to the public foul sewers in Stanbridge Road, Aston Road and located within the site boundary.

Due to the site topography it is not possible to connect all new properties via a gravity network therefore approximately 40No houses will be served by a foul pumping station located in the Amenity Land adjacent the Aston Road boundary, which will in turn connect to the public sewer in Aston Road.

All foul sewer connections will be subject to consultation with Thames Water to ensure the existing public sewer network has sufficient capacity to accommodate the proposed flows with no detriment to other users downstream of the development.

SUDS | Surface water disposal will be via a combination of infiltration, via permeable road construction, and attenuated off-site discharge to the adjacent ditch network.

The off-site discharge will be controlled to green field run-off rates, as agreed with the Lead Local Flood Authority (Buckinghamshire County Council), with storage provided on site via an open pond designed to accommodate storm events up to and including the 1in100year + 40% allowance for climate change.

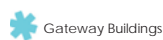
Open, shallow swales will be incorporated into the layout where possible to receive run-off from adjacent carriageways. The swales will have outfalls to the surface water drainage network.



6.5. Extract of Landscape Strategy Plan showing the proposed attenuation pond



7.1. Plan showing the Constraints & Opportunities



Gateway Buildings



View terminating Buildings



Key Buildings



7 | Creating well defined streets and spaces

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

Enhanced Streets and Spaces | The primary road has been defined by an open green space with informal planting. This provides a wider distance between dwellings along this route, clearly defining it as an informal primary space for all to use. A lower level of landscaping has been implemented on secondary streets, with grass, shrubs and bushes used to define the private and public realms. These areas are subservient to the central green space found along the primary route.

Housing typology | House types have been designed to perform specific roles depending where they sit on the

site. For instance, some have been designed to turn a corner and some carry added architectural elements that turns them into a key building. Using prime design features including full chimneys, weatherboarding and angled bay windows allows the key buildings to aid as way-finding through the scheme and provides points of reference along the internal routes.

As a principle there is no parking designed to be on the corner of a street, as this would create a weak edge with the car dominating the corner. Instead, we have used house types with dual aspects to turn the corner. These gateway houses (shown on Fig. 7.4) are successful in turning the corner due to the L shaped plan providing built form with bay windows to the side and a large window to the front of the plot. This extended side elevation provides mass to the corner plot. On most occasions, there will be a mirrored building that mimics the same material and architectural features. Paired, these will form a gateway which acts as a formal entrance to a new part of the site.



7.2. Streets on corners are designed to be turned well by addressing both frontages. Paired, these form a gateway access



7.3. The key building at the end of this road terminates the view and frames the space




Gateway building:
These buildings have a dual street aspect and have therefore been designed to address both sides using a side bay window. They further act as natural surveillance and ensures that public spaces are well over looked.

Key buildings:
These buildings have a more prominent presence and are often located in areas that will highlight them as a focal point. These aid the layout in terminating views and by acting as nodal points.

7.4. Depending where they sit on the site, house types have been modified to ensure they turn corners well or act as key nodal points



08.1 The Primary Road offers direct access to the Central Green space. This permeable area connects the north and south parts of the site.



8 | Easy to find your way around

Is the development designed to make it easy to find your way around?

Permeability | The proposed layout has evolved to provide maximum permeability, defined character and enhanced landscaping to aid way-finding through the scheme.

The large Central Green space situated at the heart of the scheme provides a civic space which integrates with the public open space connecting the site with the wider network. This central green area has been identified as a primary public space and acts as an arrival space as

well as a key feature of the development. This large area further acts as a transition space between the northern and southern half of the site, making connections between and across the site visible and permeable.

Secondary and tertiary streets provide maximum connectivity across the site. Secondary public spaces are predominantly soft landscaped and provide connections within the site and to surrounding areas by a series of green links that are often reinforced by key buildings, features to corners and street ends to provide focal points and address the spaces. These spaces create a sense of place and strengthen the overall scheme. The public spaces proposed vary in size and character and form part of a comprehensive public realm strategy.

Key spaces have been arranged throughout the proposed site plan to provide a variety of architectural and community focuses.



8.2. The Central Green space allows for permeable connections and views, making it easy to identify your location



8.3. Street Scene extract: Key buildings and a varied mix in architectural style and methods aid in distinguishing different areas in the development

08. EASY TO FIND YOUR WAY AROUND



Aerial View of Banks Road, Fort End and High Street



View of Banks Road, Fort End and High Street



Aerial View of The Paddocks



View of The Paddocks



Aerial View of Windmill Road



View of Windmill Road



Church End Aston Road The Paddocks



Church End Aston Road

All Images from section 8.5.
Taken from Google Earth

8.5. Examples of the urban grain of the surrounding area in Haddenham

1. Informal Close.

The roads and footpaths within this enclosure are terminated with a terrace to create a sense of enclosure.

2. Village Court

The road leading up to this area reveals a wide open space at the end of it. This court has houses overlooking the area which also includes landscaping.

3. The Village Green.

This open space was not proposed in the Outline illustrative master plan, however, it was felt that it was essential to include this element in order to introduce another green space which will further act as an arrival space and nodal point.



8.6. Key plan highlighting areas where courts have been formed



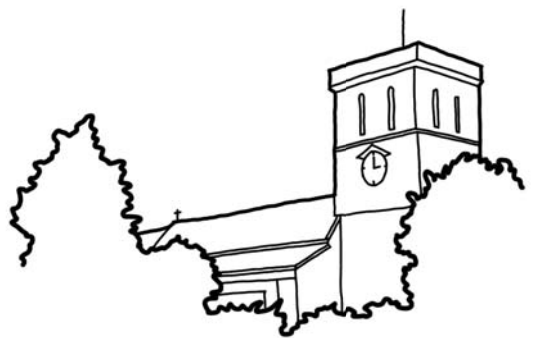
8.7. Views of proposed court area with village green



8.8. View of proposed Village Green

Urban Grain Analysis | Following an extensive study of the local layout and building formation within Haddenham, it was discovered that there were several trigonal courts formed by the arrangement of street, roads and foot links. These spaces are often green and have houses overlooking the open space. The proposed site layout has drawn inspiration from the arrangement of buildings and roads found across the local area in order to create village court areas within the scheme.


Way Finders | The creation of these courts results in areas of unique identity. These open spaces will encourage a sense of community and a place of recognition, thus acting as pronounced way-finders around the development. Furthermore, these courts will mirror the existing local grain that surrounds the site, making it blend in with its wider urban context.



STREET & HOME



9.1. Extract of External Works Plan showing the changes in material on the streets and road surfaces

 **9 | Street for all**

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

Vehicle Speeds and Social Spaces | The proposed access roads will serve residential dwellings, comfortably accommodating the various vehicle types and anticipated manoeuvres. Within the proposed development the access road has been designed in order to encourage low vehicle speeds with appropriate traffic calming features such as changes in materials, bends, road narrowing and raised tables.

On the Central Green, the difference in the soft and hard landscaping are detailed differently to the road to emphasise the transition. This space becomes a traffic calming measure

because of the material changes creating a sense that the pedestrian has priority. This green space, once emphasis on vehicular movement is reduced, becomes a civic space. Connected to the existing landscape features and the pedestrian routes, the central green could be used for community events.

Private drives are utilised to access small clusters of homes. These streets have reduced widths to emphasise their private nature and reduce speeds across the shared surfaces.

The proposed roads have been checked digitally for swept paths and forward visibility splays for refuse vehicles, service and fire vehicles.

The overall movement network within the site will provide for all potential users, and maximise accessibility to all parts of the development.



9.2. Public and private spaces are clearly defined by changes in materials including soft and hard landscaping




9.3. Swept Path Analysis. Extract of proposed site plan indicating tracking for anticipated manoeuvres



10.1. Parking Plan





10 | Car parking

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

Car Parking | An appropriate level of resident and visitor parking will be provided as part of the scheme, which will comfortably accommodate the expected requirement as stated in the Haddenham Neighbourhood Plan. For the overall development, there is sufficient parking spaces in accordance with the Neighbourhood Plan standards. The overall scheme will include a total of 56 unallocated

visitor parking spaces. This standard in accordance with the Neighbourhood plan and equates to the provision of 0.2 spaces per dwelling. Garages have not been counted towards the total count of car parking spaces and at no point are there more than two cars park spaces arranged in tandem.

Bicycle Parking | The scheme complies with the Neighbourhood Plan guidance for cycling parking spaces. All houses have provided a space for two bicycles. These are to be stored in a proposed shed found in the rear gardens. As clear access between all rear gardens and public space are connected via their garden gates, all houses will have accessible, practical and safe cycling storage. This will promote and encourage the use of cycling as a means of transport. The apartment has a provision of 9 bicycles, one for each flat. These are stored in a joint storage facility.

	Car parking spaces provided per dwelling		Cycle parking spaces provided per dwelling	
	On-plot/Allocated Parking Spaces	Shared/Unallocated Parking Spaces	Individual Storage	Communal Storage
1 Bed	2	0.75	1	1
2 Beds	2	1.25	2	1
3 Beds	2	Not Applicable	2	1
4 Beds or more	3		2	1

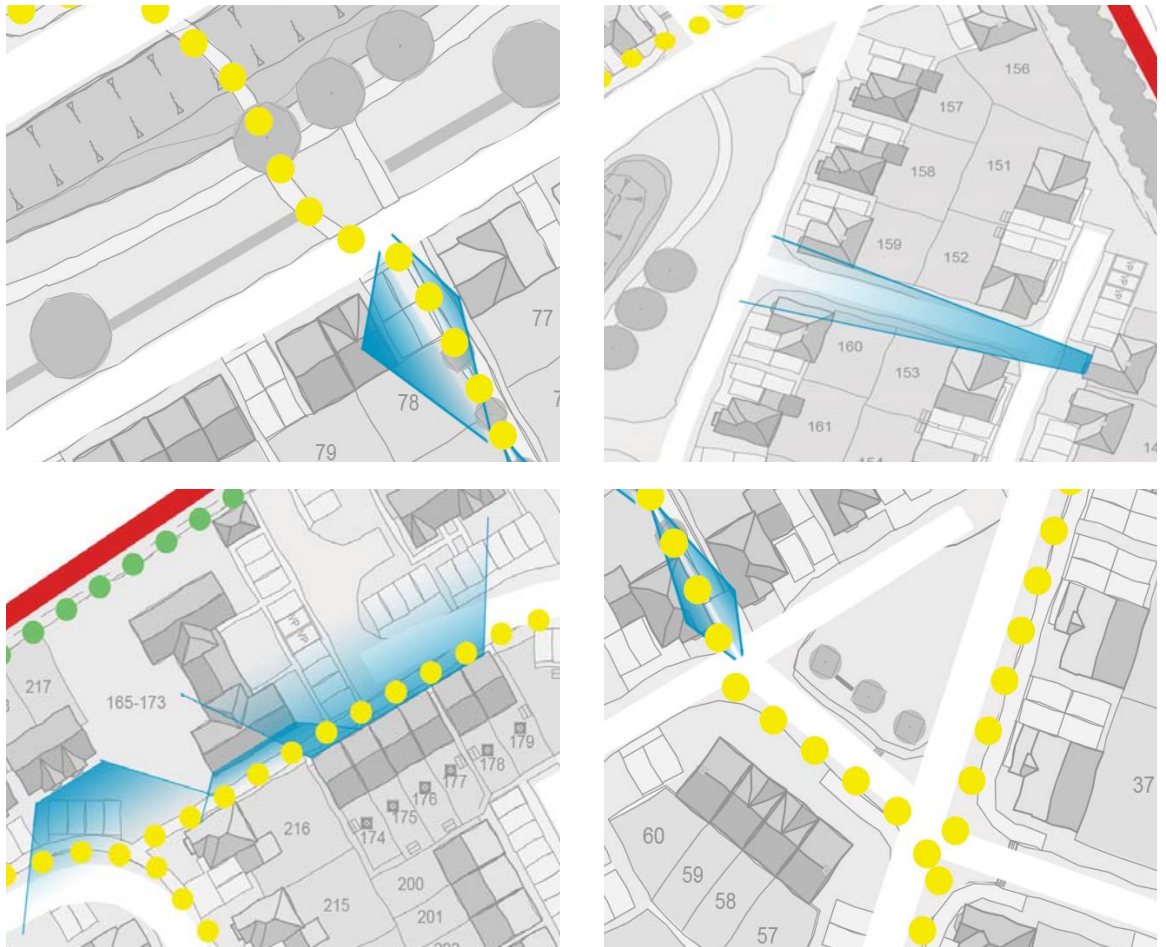
Table 2: Car and Cycle Parking

10.2. The overall development complies with the Haddenham Neighbourhood Plan parking standards



10.3. Street Scene extract: The majority of the houses have on plot parking, removing the need for overbearing parking courts

11. PUBLIC AND PRIVATE SPACES



11.1. The diagrams show that areas not situated in the open space are well overlooked.

● Natural surveillance ●●●●● Existing foot - links ●●●●● Proposed foot - links



11 | Public and Private Spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Public and Private Zones | Public and private spaces will be clearly defined through the variety in material use and landscaping. In front of houses, low level landscaping will provide enclosure and a sense of private space.

Defined parklands and open space have been provided within the scheme. This includes the linear tree line along the western part of the scheme which forms a formal entrance from Aston Road. This tree line leads up towards the play facilities, connecting to the zone at the north corner of the site. This park space also includes a cricket pitch and is intended for sports and recreational purposes. These spaces are easily accessible to all residents in the vicinity and are also connected via footpaths and

cycle links. Within the site, more informal and visual open spaces are provided. At the entrance of the southern entrance the space incorporates green parkland which leads up to the proposed attenuation pond. This area creates attractive views to the new residents and is primarily dedicated to dog walkers. The public open space through the centre of the site provides opportunities to create pedestrian links through the scheme connecting to the adjoining zones.

To the south of the site the crescent of houses frame the southern view. Within this public open space an attenuation basin integrates with a strategic drainage system. Further to these public spaces all houses will have access to private amenity with gardens. These have been designed wherever possible to have a minimum of 20m back to back distances and 14m back to flanks.

Natural Surveillance | The development layout follow the principles of 'Secure by Design'. All public open spaces are overlooked by active frontages offering natural surveillance. However, the scheme ensures that even narrow passages and pathways are overlooked by additional side windows on nearby houses.

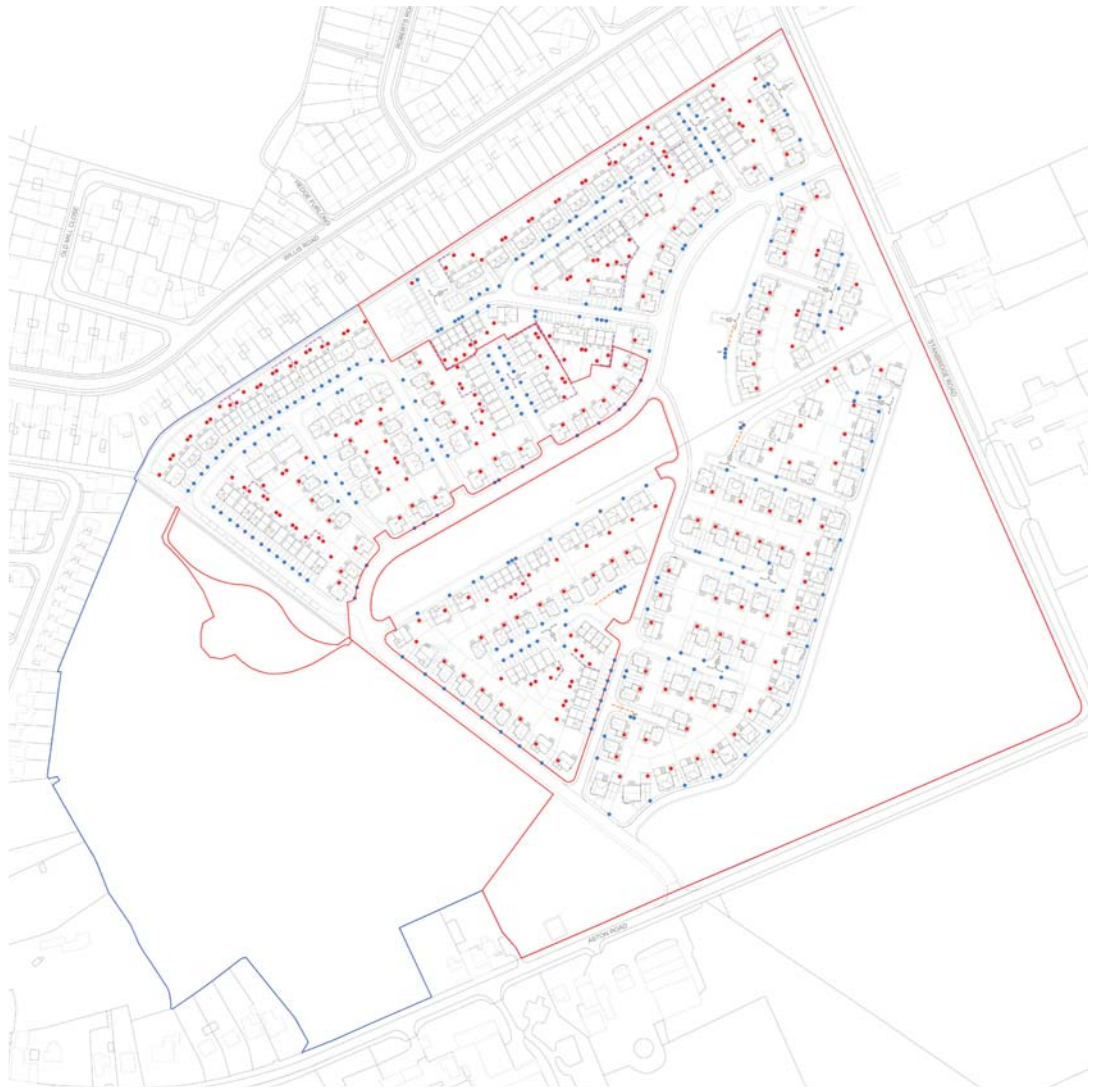


11.2. The Central Green space has been identified as a central public zone which connects the new community to its nearby surroundings



11.3. The development on the southern edge frames the public open space at the south-western corner of the site.

12. EXTERNAL STORAGE AND AMENITY SPACE



12.1. Refuse Strategy Plan

12 | External Storage and amenity space

Is there adequate external storage space for bins and recycling, as well as vehicle and cycles?

-  Ownership Boundary
-  First Reserved Matters Application Boundary
-  Waste Storage Location in rear garden
-  Waste Collection Location
-  Pedestrian Route from Storage to Collection
-  Crew distance to Bin Collection Point
-  Vehicle turning head

Refuse Strategy | Provision for bin storage is in line with the council's refuse policy. Bins for all houses will be stored at the rear garden. Therefore each house has a gated access to the front of the property. This leaves the street frontages of all streets free of bins. In cases where a house is mid terrace, a short pathway to the rear is provided with a hard standing for bin collection from a designated place. Where relevant, the provision for bins is in line with adopted policy regarding drag distances.

The apartment block has a designated bin store which includes provision for recycling. This bin storage complies with the council's refuse policy, providing the prescribed amount of bin capacity for the required amount of bin and recycling storage.

12. EXTERNAL STORAGE AND AMENITY SPACE

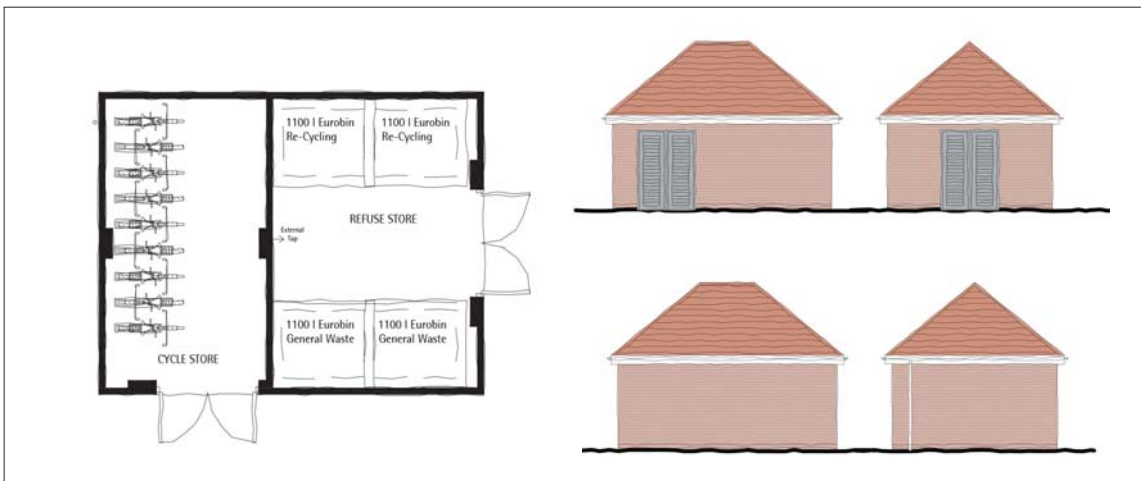
12

Number of properties	Number of containers required for refuse	Number of containers required for recycling
Individual houses	1 x 140 litre bin (where 5 or more people are resident 1 x 240 litre wheeled bin is supplied by application only)	1 x 240 (mixed recycling) 1 x 23 litre food caddy 1 x 240 litre wheeled bin (garden waste)
0-7	1 x 1100 litre bins	1 x 1100 litre bin
7-14	2 x 1100 litre bins	2 x 1100 litre bins
15-20	3 x 1100 litre bins	3 x 1100 litre bins
21+	4 x 1100 litre bins per 21	4 x 1100 litre bins per 21 properties

Container	Dimensions (mm)	Min floor space required(mm)
25 litre food waste bin	Width – 320 Depth – 400 Height – 405	330 x 420
140 litre wheeled bin	Width – 560 Depth – 558 Height – 1054	570 x 570
240 litre wheeled bin	Width – 720 Depth – 734 Height – 1063	730 x 750
360 litre wheeled bin (commercial waste only)	Width 760 Depth 880 Height 1100	770 x 900
660 litre wheeled bin (commercial waste only)	Width 1000 Depth 800 Height 1000	1200 x 1200
1100 litre wheeled bin	Width – 1375 Depth – 1000 Height – 1470 Height with lid open - 2470	1575 x 1300

12.2. Required bin capacity for the proposed development

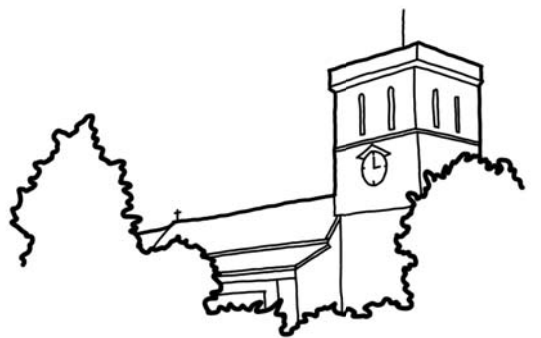
12.3. The required container dimensions for the bin provisions



12.4. The proposed bin and bicycle storage for the Apartment block meets with the AVDC 'Recycling and Waste: Advice note for developers 2015' guidance



12.5. All houses have external access to the rear garden to keep bins stored away from the street frontages, creating a clear street scape



S U M M A R Y



1 | Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

The proposal creates a development which integrates the new connections with the existing network links surrounding the site. Following the initial Outline application this scheme has ensured that all existing links and access points are preserved. The introduction of new access points, roads and footpaths will create accessibility and permeability to the new residents as well as existing ones.



2 | Facilities and Services

Does the development provide (or is it close to) community facilities, such as shops, schools, work places, parks, play areas, pubs or cafés?

Haddenham offers several facilities and services including shops, schools and a medical centre. Facilities provided by the new development will include large open spaces, parks and landscaping, play areas, a cricket pitch, a pavilion and a burial ground. The new facilities are easily accessible and will be a positive addition to the wider community.



3 | Public transport

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

The surrounding area of the site offers several existing services including local bus services train station. The location for the new development provides existing transport services such as buses, cycle routes and a train station. The project proposal looks to include further cycle routes as well as a new bus service which will go through the new development. The new bus service will encourage the use of public transport and benefit the new locals as well as the existing ones.



4 | Meeting local housing requirements

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

The residential aspect of the scheme responds to the AVDC standards preferred mix of housing. This includes provisions for affordable houses and homes for the elderly. The affordable dwellings have been integrated well across the site with no excessively large clusters. The overall scheme has a varied mix of house types and sizes, all of which are tenure blind.



5 | Character

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

Despite carrying its own identity, the proposed scheme has adopted the local style of the existing village. The distinct character areas have underpinned the rural identity of the local vernacular, and materials and architectural style mimicking those found within the local town. This includes incorporating Wychert Walls across the new development.



6 | Working with the site and its context

Does the scheme take advantage of the existing topography, landscape features (including water courses), trees and plants, wild life habitats, existing buildings, site orientation and micro-climate?

Where possible the existing topography and landscape features are retained & enhanced with new green infrastructure and a new attenuation pond towards the sloping end of the site. The new dwellings will sit within a diverse range of new landscaped streets and public open spaces which will in-turn encourage social activities and community engagement. The proposed dwellings are a reflection of the existing village and are all below 2 storey in height. This means that the visual impact will be at a minimal.



7 | Creating well defined streets and spaces

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

There are a series of attractive streets and spaces with a clear hierarchy of roads, footpaths, private drives and shared surface roads. Pedestrian routes are well defined linking onto all public open spaces. Houses have been designed to address streets through their materials and architectural features. This includes gateway buildings which successfully turns corners by addressing both sides of the street.



8 | Easy to find your way around

Is the development designed to make it easy to find your way around?

The proposed development is both pedestrian and bicycle friendly. It has deliberately been designed to make it easy to move around. The Central Green found at the heart of the site acts as a reference point along the primary route. Due to its large site, the Central Green is easily accessible and quick to locate. Distinct characters such as key buildings and courts have been articulated to be more distinct in design. This allows them to aid in movement around the site by acting as way-finders.



9 | Street for all

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

The proposed roads follow a hierarchy and pattern that are pedestrian friendly. These are designed to encourage vehicles to drive slowly and carefully using traffic calming measures including bends on the roads, change of materials, narrowing of roads and raised tables where appropriate. The streets and public open spaces are designed with 'Manual for Streets' guidance in mind to increase the potential of social activity.



10 | Car parking

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

Parking where possible is on plot and in accordance with policy found in 'Haddenham Neighbourhood Plan 2016'. Spaces in the count does not include garages. Using on plot parking avoids an overbearing impact on the streetscape. Visitor parking spaces have been provided throughout the scheme, providing 0.2 spaces per house which is in accordance with the local policy. Bicycle storage is provided for all dwellings as per the required amount stated in the Haddenham Neighbourhood Plan 2016.



11 | Public and Private Spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Spaces throughout the scheme have been well defined to establish Public and Private spaces. This has been achieved in a variety of ways including a change in the material language on roads and landscaping. 'Secured By Design' principles have been used to create a safe neighbourhood by maximising permeability and by ensuring that all areas within the proposed design are well overlooked.



12 | External Storage and amenity space

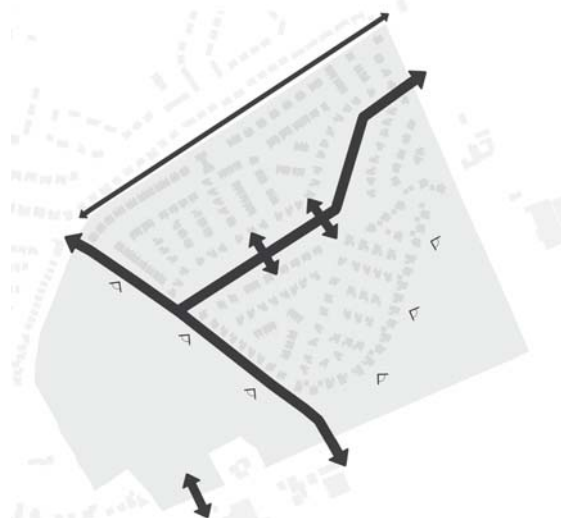
Is there adequate external storage space for bins and recycling, as well as vehicle and cycles?

Secure and sufficient storage space will be provided for bins. This will carefully be integrated into the typologies predominantly within private back gardens. This includes all proposed houses as they have been designed to provide access to the rear garden. This reduced the visual impact the bins will have on the streetscape. The apartment block has a shared bin storage and collection point. All bin storage spaces are designed in accordance with AVDC's 'Recycling and Waste Advice Notes for Developers 2015' guidance document.



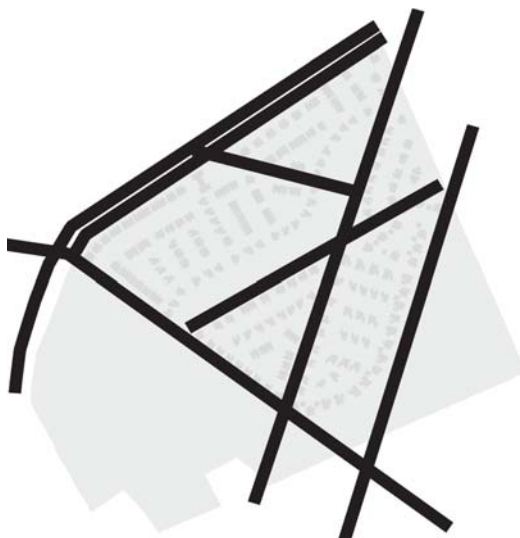
DISTINCTION:

The design proposal has created a clear distinguished space that has its own identity. Throughout the scheme there are areas of interest, attractive and successful outdoor spaces which provide facilities for the wider community.



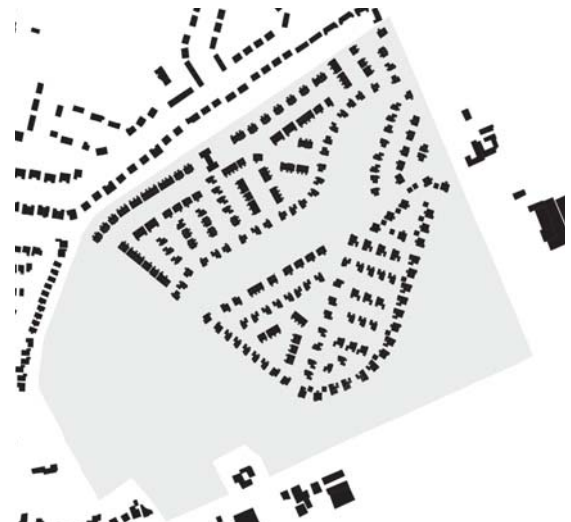
CONNECTIONS:

The site is easily accessible and the proposed connections around the new development are made to be clear and easy to move around the scheme. Newly proposed footpaths, cycle routes and bus services will encourage the use more public transport.



RESPONSIVE:

The scheme has been moulded by its existing constraints and opportunities. It has naturally evolved by using and developing existing character features including its open spaces, views and landscape features.



REFLECTION:

The site is influenced in design by the local town in Haddenham. Features including architectural character, local grain have all been adopted to create a development that sits well along its vicinity.



A varied mix of house types have been designed and articulated using a palette of architectural materials, styles and textures prevalent with its local area.

The overall design proposal provides a safe and community led neighbourhood that sits well in its landscape surrounding. The new development offers open spaces, play areas and transport services. Through the development of new access points and connections the scheme encourages integration with the wider context of Haddenham, contributing these facilities for all.

This development has been designed to give a sense of place and with the intention of making the new residents feel a sense of belonging, ownership and delight.



 **dandara**
award winning property