

Proposed Development

4

4 Proposed Development

4.1 Description of the Planning Application

4.1.1 The Applicants seek outline planning permission from the Borough Council for:

"Outline planning application, with all matters reserved with the exception of access, for residential development (within use classes C2/3); two primary schools; two local centres including retail, community and employment uses (within use classes A1/2/3/4/5, B1 and D1/2); open space; landscaping; and, associated infrastructure."

4.1.2 All matters are reserved for future consideration with the exception of site access. Notwithstanding this, a series of maximum development parameters have been defined to enable a robust assessment of the potentially significant effects on the environment. These parameters are set in this chapter and shown on the plans in Appendix 4.1, which comprise:

- Application Redline (5055-PL-01);
- Landuse Plan (5055-ES-01);
- Density Plan (5055-ES-02);
- Building Heights Plan (5055-ES-03);
- Road Hierarchy (5055-ES-04);
- Public Rights of Way (5055-ES-05);
- Indicative Phasing Plan (5055-L-106);
- Hedgerow Removal Plan (5055-L-112);
- Habitat Creation Plan (5055-L-113);
- Development Access Haverhill Road (10173-HL-04);
- Development Access Chalkstone Way (10173/HL/02); and
- Coupals Road Car Park Access (10173-HL-20).

4.1.3 It is anticipated that the Borough Council will make the parameter plans conditions of the planning permission, thereby limiting the proposed development to the form assessed in the EIA.

4.2 Overview of the Masterplan

4.2.1 Great Wilsey Park has the capacity to provide a sustainable mixed use development of up to 2,500 new homes. It is envisaged that Great Wilsey Park will be comprised of three distinct neighbourhoods linked via a linear 'Green Spine' or Country Park. The proposed development will include two neighbourhood centres which will include local shops, primary schools, and employment and community uses.

4.2.2 The proposed development incorporates the following principal components (see the Land Use Plan in Appendix 4.1) :

- Residential development of up to 2,500 or 76.62ha (Use Class C3);
- Extra care residential development of up to 120 units or 1.5ha (Use Class C2) (included in the 2,500 set out above);
- Two schools or 3.7 ha including (Use Class D1):
 - One two-form entry primary school; and
 - One one-form entry primary school.
- Two mixed-use local centres including:
 - Mixed-use local centre – total area 0.6ha comprising:
 - Up to 1,250sqm Use Classes A1/2/3/4/5 and D1/2; and
 - Residential units (included in the 2,500 total set out above).
 - Mixed-use local centre – total area 1.3ha comprising:
 - Up to 1,250sqm Use Classes A1/2/3/4/5 and D1/2;
 - Residential units (included in the 2,500 total set out above); and
 - Up to 5,600sqm of uses comprising B1 and D1/2 (of which between 450 – 2,000sqm will be for D1 healthcare uses and up to 3,000sqm will be B1).
- Green infrastructure (up to 80.19ha) including:
 - Public open space;
 - Equipped Children's Play Areas;
 - Sustainable Drainage (SuDS);
 - Tree, hedge and shrub planting;
 - Meadow creation;
 - Wetland; and
 - Permissive paths and cycleways.
- Land for the potential expansion of the Samuel Ward Academy (3.6 ha);

- Community Allotment Gardens (1.5ha);
- Site access via a roundabout at Haverhill Road and a secondary access via Chalkstone Way to comprise a signalised junction;
- A road access point onto Coupals Road to serve a small car park for users of the Country Park;
- On-site roads, pedestrian and cycle routes; and
- Associated on-site facilities and service infrastructure including strategic surface water attenuation and other sustainable drainage measures (SuDS), utilities and related infrastructure.

4.3 Residential Uses

- 4.3.1 The proposed development will deliver up to 2,500 residential units, including up to 120 extra-care units, in phases by 2029. A mix of dwelling types will be provided both in terms of size and tenure. The exact mix will be determined at reserved matters stage for each phase so as to respond to the prevailing housing needs at that time.
- 4.3.2 Building heights (see Appendix 4.1) will be restricted to 2-storeys on the northern part of the site where development sits on higher ground, adjacent to the open countryside. Development will similarly be restricted to 2-storeys where it adjoins Haverhill Road, and fronts Little Wrating and Calford Green to the south, and either side of Great Wilsey Farm. To the south, alongside Chalkstone Way, development will be restricted to 2-storeys on higher ground, up to the edge of the existing woodland plantation through the proposed development. Through the centre of the development, on relatively lower lying land, alongside the proposed Country Park and adjacent to the proposed local centres, development will be restricted to 2.5 storeys. Development at 3 storeys will be restricted to the immediate vicinity of the local centres, reflecting their higher intensity use and the potential for some apartments in these areas.
- 4.3.3 The average density to be achieved across the site will be 32 dwellings per hectare (dph, see Appendix 4.1). The highest densities are to be focussed close to the two local centres and against the existing residential fringe of Haverhill where higher density development is already present. Medium densities of between 30 to 35dph will be focussed along the proposed development's 'Green Spine' and in those areas close to the two community hubs. Densities will broadly decrease incrementally with distance from the local centres and Green Spine, towards the proposed development's periphery. The lowest densities of between 20 and 25dph are proposed to the north east and south east where development fronts open countryside or lies close to Calford Green.
- 4.3.4 All housing will be developed in accordance with standards for lifetime homes standards.

4.4 Employment Uses

- 4.4.1 Employment uses will be provided within the two mixed use local centres. Within these areas, up to 1,250sqm of A1/2/3/4/5 and D1/2 Use Class floorspace will be provided as part of the eastern local centre and up to 5,600sqm of uses comprising B1 and D1/2 (of which between 450 and 2,000sqm will be for D1 healthcare uses and up to 3,000sqm will be B1) will be provided as part of the western mixed use local centre (see the Land Use Plan in Appendix 4.1).

-
- 4.4.2 It is envisaged that employment land uses will include small scale B1 office development aimed at start-up businesses or local firms in need of flexible space for expansion or contraction. This has been located to be easily accessible from the site's main access, from Haverhill Road, making this attractive to businesses.
 - 4.4.3 Employment opportunities will also be created by the retail elements to be included within the local centres and the site's two primary schools. In addition there would be employment opportunities associated with the proposed health centre uses.
 - 4.4.4 These uses will be located within the higher density parts of the site, measuring up to 3-storeys in height, and centrally for the neighbourhoods that they are to serve to ensure that these are within walking distance of the proposed residential development.

4.5 Community Uses

- 4.5.1 Each local centre will act as a community hub which will include education, community, employment and leisure facilities such as local shops (A1/2/3/4/5 Use Classes) and primary schools.
- 4.5.2 Two primary schools are proposed as part of the development to serve the site. The western primary school is intended to be a two-form entry school (420 pupils plus nursery) whilst the eastern primary school is intended to be a one-form entry school (210 pupils plus nursery). There are potential opportunities for the two schools to provide 'out of hours' services to the wider community, subject to operational practicalities.
- 4.5.3 The local centres include D1/2 uses that could provide community meeting rooms and centres for the dissemination of local news and events. In addition, the western local centre includes 450 to 2,000sqm, for D1 healthcare uses. The smaller end of the range would be sufficient for a GP surgery large enough to serve the proposed development. The additional healthcare floorspace is made available should the Clinical Commissioning Group (CCG) wish to investigate providing a more comprehensive medical facility onsite. Should the CCG not require this floorspace, the planning application is sufficiently flexible to allow it to be put to other uses.
- 4.5.4 These community uses will be located within the higher density parts of the site, measuring up to 3-storeys in height, and within walking distance of the proposed residential areas.
- 4.5.5 The proposed development will include community allotments in two plots (measuring a total of 1.5ha), one to the centre of the site, adjacent to the 'Green Spine' and the other to the south of the site. Opportunities to incorporate a community orchard into the scheme will also be explored.
- 4.5.6 Children's play space will be provided in three formal areas across the site (as a minimum) and incidental open spaces throughout the development will be designed to be play friendly for all ages and extensive areas of both formal and informal recreation.
- 4.5.7 The proposed development also makes provision for 3.6ha of land for the potential expansion of the Samuel Ward Academy to the benefit of the wider community.

4.6 Green Infrastructure

- 4.6.1 Green infrastructure accounts for 80.19ha of the proposed development and includes public open space, woodland, drainage and play areas. The proposed development has been 'landscape led' to safeguard existing environmental assets on the site wherever possible, which has resulted in the creation of a linear country park, or 'Green Spine', through the site from Haverhill Road to the east, to Coupals Road to the south.
- 4.6.2 The site's existing woodland blocks, watercourse and hedgerow network will form the basis of the Country Park and will be supported by a network of proposed new green infrastructure which includes new broadleaved woodland, specimen trees, hedgerows, allotments, parkland, conservation grassland, and wetland habitats. Drainage will also be integrated into the site's green infrastructure.
- 4.6.3 The Green Spine through the centre of the proposed development terminates in a 17ha open space in the southernmost part of the site. This open space offers opportunities for wetland, meadow, scrub and woodland habitats as well as both surfaced and unsurfaced footpath routes.

4.7 Highways and Accessibility

- 4.7.1 The proposed development will be accessed via two points of access, one from Haverhill Road (A143) to the north west of the site and one from Chalkstone Way to the south (see Appendix 4.1). A third small access point will be provided from Coupals Road to exclusively serve a car park for users of the Country Park.
- 4.7.2 The junction with Haverhill Road will take the form of a roundabout whilst the Chalkstone Way junction will be formed by a signalised junction.
- 4.7.3 To ensure legibility and ease of access throughout the proposed development, a hierarchy of roads will be established. The primary routes will provide access to the proposed development from Haverhill Road and Chalkstone Way. These routes will link the two access points and to the two proposed local centres and primary schools. To the north of the site the primary route also provides direct links to employment uses. Secondary and tertiary routes filter down from the primary routes, providing links to each development parcel.
- 4.7.4 Existing Public Rights of Way will be retained and enhanced with new surfacing. Further routes will be provided in order to complement the existing network and ensure each part of the proposed development is linked to the central 'Green Spine', local centres and to the wider area.
- 4.7.5 The proposed development will accommodate a bus service along all or part of the primary route. A legal agreement attached to the planning permission will require provision for either a dedicated service or an extension to existing services along with associated transport infrastructure to include stops with real time display within 400m of all parts of the development.
- 4.7.6 Offsite highway works will also be delivered by the proposed development to ensure that the capacity of Haverhill's road network is adequate to accommodate the proposed development (see Appendix 4.2). These works comprise:
- Installation of traffic signals at the junction of A143 Haverhill Road, Wratting Road and Chalkstone Way;

- Installation of traffic signals at the Cangle Junction;
- Installation of a ghost island junction at the T-junction of A143 Wrating Road and Millfields Way;
- Widening of the existing mini-roundabout at the junction of A143 Sturmer Road and Chalkstone Way; and
- Installation of a dedicated left-hand turning lane for motorists travelling from the A1307 Cambridge Road wishing to turn into the A1307 Withersfield Road towards Haverhill town centre.

4.8 Surface Water Drainage

- 4.8.1 The existing tributary of the River Stour that flows through the proposed development site will be protected and enhanced with targeted clearance and additional habitat creation. Surface water will not be permitted to flow directly into this watercourse and must first be attenuated, so that its outflow is regulated to a discharge rate agreed with Suffolk County Council. As a consequence a Sustainable Drainage System is proposed (SuDS).
- 4.8.2 Details of the proposed drainage strategy are included in the Flood Risk Assessment (Appendix 11.1) and have been accommodated in the parameter plans in Appendix 4.1.
- 4.8.3 This system will comprise of a series of attenuation basins interconnected by swales. Attenuation basins will be designed to be dry for much of the year, only filling when required during storm events. At other times they will provide amenity grassland areas. The site's existing hedgerow network will form the basis of new linear green corridors along which new swales may be routed. These green corridors or 'Greenways' will range between 15 and 25m in width.

4.9 Utilities

- 4.9.1 The proposed development can be supplied with normal network service supplies without prohibitive reinforcements to the existing network. Some localised, non-prohibitive reinforcements may be necessary together with protections or diversions where existing plant is affected by the proposals.
- 4.9.2 With regard to foul water drainage it is proposed that a direct connection to the Haverhill Water Recycling Centre (WRC), therefore no off-site mitigation will be required as a result.
- 4.9.3 UK Power Networks have confirmed that electricity supply for the site is possible by providing a point of connection at the existing distribution centre at Haverhill Primary Substation.
- 4.9.4 National Grid Distribution has completed an assessment of its existing gas network within the vicinity of the development area, and has confirmed that there is sufficient capacity within the existing network to serve the development. National Grid Gas Networks have proposed a point of connection to Haverhill Road.

4.10 Lighting

- 4.10.1 The proposed lighting design for Great Wilsey Park has been carefully considered to ensure that dark corridors remain for the bat population of the site (see Chapter 9 for further details). All roads and most

footpaths will be lit to standards outlined by the County Council. However, these will be of a design to limit light spillage or excessive glow. Full details of the lighting strategy can be found in Appendix 4.3.

4.11 Sustainability

- 4.11.1 The residential element of the proposed development will be designed in accordance with Building Regulations standards, which are regularly reviewed by the Government and incrementally tightened to reflect improvements in energy efficiency and sustainable design. The Government confirmed in early 2015 that the Code for Sustainable Homes could no longer be applied to new residential developments.
- 4.11.2 The commercial and community elements of the proposed development will be designed to conform to relevant planning policies which require non-residential development to achieve BREEAM excellent standard.

4.12 Waste Collection

- 4.12.1 The routes to and within the proposed development have been designed to allow waste collection vehicles access and all dwellings and commercial/community premises will be designed to incorporate the appropriate standards for collection and recycling in line with the local waste authority's requirements at the time of each reserved matters submission.

4.13 Phasing

- 4.13.1 Preliminary work has been completed with regard to the phasing of the proposed development which demonstrates that the implementation of Great Wilsey Park could be effectively managed over a period of time to provide a flexible and responsive supply of development land and the timely delivery of site infrastructure.
- 4.13.2 The site falls within a single ownership and the landowner is committed to making land available for development now in order to meet current demand. Furthermore there are no known significant environmental constraints which would preclude development being brought forward immediately.
- 4.13.3 The exact disposition of development parcels and the quantity of employment floorspace and/or residential units capable of delivery in any given phase remains flexible in order to respond to market demand. However, broadly it is considered that the proposed development could be delivered in three phases with ten sub-phases (see Appendix 4.1).
- 4.13.4 The proposed development is likely to take approximately 13 years to complete from the grant of planning permission, assuming two to three contractors will be active on site in any given year.
- 4.13.5 The first phase of development would ensure a primary link between Haverhill Road and Chalkstone Way as well as the delivery of the western local centre, school, health centre and employment space.
- 4.13.6 New woodland planting would also be undertaken along the northern boundary, along the north-eastern and eastern boundaries prior to the commencement of Phase 2. This is to ensure that this planting has time to mature prior to development on these parcels.

4.13.7 The second phase would seek to ensure the delivery of a second community hub (local centre and school) and the Country Park to the south. The third phase completes the development and enables pedestrian and cycle linkage between Haverhill Road and Coupals Road.

4.14 Construction Methods

Overview

4.14.1 The construction of the proposed development will come forward in phases. It is anticipated that this will be on the basis of parcels being pursued by individual house builders as the market dictates. Overall however it is anticipated that construction will average approximately 200 dwellings per year with the appropriate infrastructure being implemented in good time to service it. The local authority will be able to monitor this through reserved matters applications, and conditions and legal agreements attached to the outline planning permission.

Site Preparatory Works

4.14.2 Site preparatory works are anticipated to be relatively minimal since the site is anticipated to be free of contamination. There are also no structures onsite that require demolition.

4.14.3 It is anticipated that all archaeological investigations will be complete prior to commencement onsite and as such it is unlikely that archaeology will be a factor in site preparation.

4.14.4 As the construction commences across the site existing vegetation that is to be retained will be fenced off (including any root protection zones) to minimise the risk of damage. Vegetation that is to be cleared will be removed at the appropriate times of the year to accord with any ecological constraints. Where necessary the appropriate protected species licenses will be sought in good time before works to vegetation.

4.14.5 The site is crossed by a number of public rights of way which will need to be managed as construction progresses. As far as is safe and practicable these routes will be kept open, however, it is inevitable that at certain points during construction some routes will need to be temporarily diverted or stopped-up.

Changes in Ground Levels

4.14.6 The topography of the site means that some earthmoving will be required to create suitable platforms for residential development. It is anticipated that this will be largely on a plot by plot basis with no substantial landform changes envisaged. Overall it is anticipated that there will be no need for significant import or export of material to or from the site as a result of these earthworks.

4.14.7 As a result of these earthworks it is not possible to provide comprehensive information on maximum building heights.

Construction Traffic, Routing and Site Access

4.14.8 All construction vehicles will access the site from Haverhill Road. The new access will be the first element to be constructed. Areas of the site will be set aside for waiting and unloading vehicles so as to prevent construction vehicles waiting on the public highway. Parking areas for construction workers will also be provided onsite.

4.14.9 A construction site office will be erected prior to commencement of each phase to be the focal point of site management and provide visitor and delivery information.

4.14.10 In terms of haulage routes, it is anticipated that for the majority of the construction period the main route to the site will be along the North West Relief Road. However, prior to the completion of the Relief Road, it will be necessary for construction traffic to be routed through the centre of Haverhill or along the A143 from the north. During this initial phase measures will be implemented to ensure that construction traffic is minimised during the rush hour or other busy times to limit these temporary effects on the highway network.

Methods of Working

4.14.11 The standard working hours for all construction activity will be from 07:30 to 17:30 Monday to Friday, and 07:30 to 13:00 on Saturdays. No continuous 24-hour or overnight activities are envisaged. There will be no Sunday or Bank Holiday working unless agreed in advance with the planning authority.

4.14.12 The proposed development will be subject to a Construction Environmental Management Plan (CEMP), which will be based on the construction mitigation measures set out in this EIA and best practice at the time of construction. This will include measures to minimise the effects of transport, noise, dust and runoff. The CEMP will be controlled by a planning condition attached to the outline planning permission and will need to be agreed with the Borough Council prior to commencement onsite.

Construction Site Waste Management

4.14.13 All site waste will be subject to best practice in terms of recycling and disposal in accordance with the relevant legislation.