

Design, Access and Compliance Statement



Application for approval of Reserved Matters pursuant to application: SE/09/1283, for the infrastructure for Phases 2-6, Comprising of the Internal Estate Roads, Drainage, POS, Landscaping, Sports Pitches and Allotments.

Land at North West Haverhill, Anne Sucklings Lane, Little Wratting, Suffolk.



April 2020

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1. Introduction

1.1 Purpose of the Document

This Design Access and Compliance Statement has been prepared to support a Reserved Matters application, which forms a crucial part of the approved hybrid planning permission (ref: SE/09/1283) at North West Haverhill granted on 27th March 2015, for the construction of 1,150 residential dwellings, relief road, alongside associated works including a landscape buffer, primary school, local centre including retail and community uses, public open space and landscaping.

This Design Access and Compliance Statement, specifically looks to support the Reserved Matters application for parts (v) landscaping and (vi) infrastructure and the associated works of the outline planning permission comprising of: the internal estate roads, drainage, public open space, landscaping, sports pitches and allotments. The red line site for the application measures 9.35 hectares (23.11 acres) and is indicated in figure 1.

Condition B8 from the outline permission requires the submission of a Design and Access Statement for every reserved matters application submitted, therefore this Design Access and Compliance Statement looks to satisfy this condition.

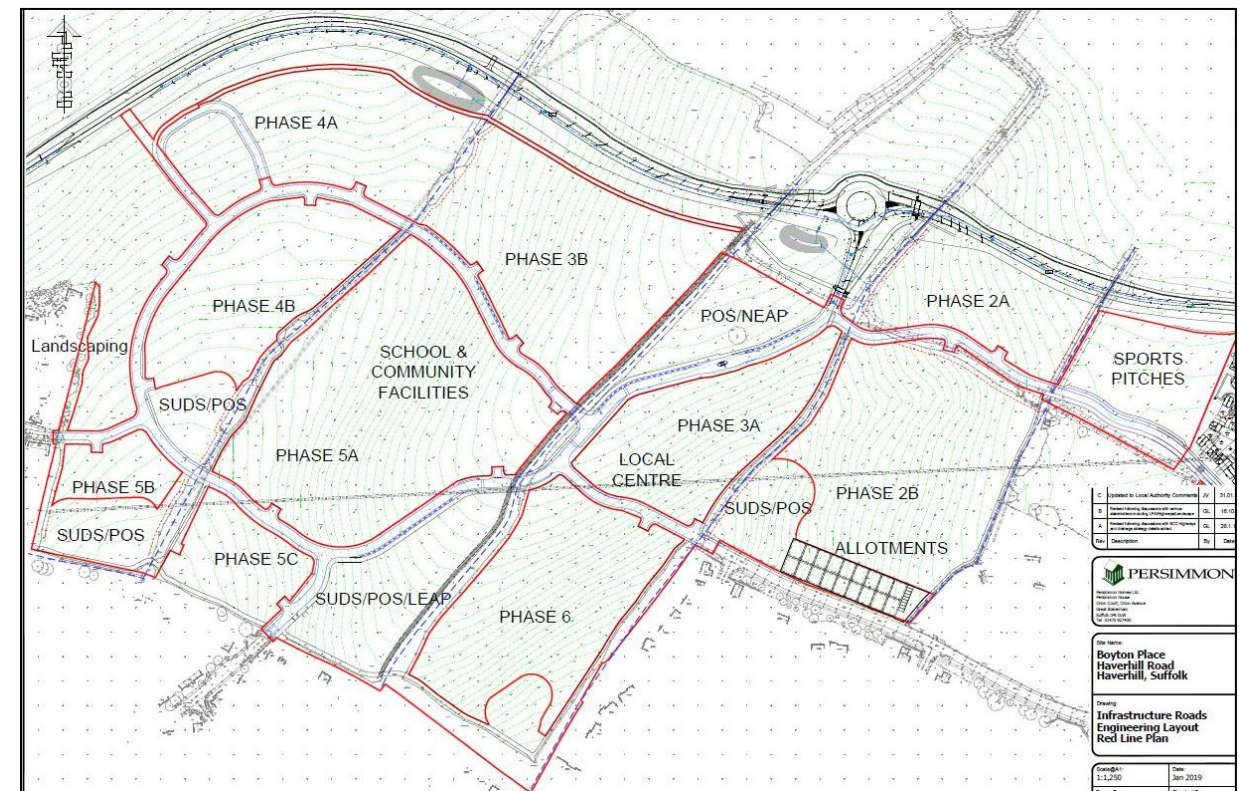
The formal description of development is set out below;

“Application for Reserved Matters pursuant to hybrid planning permission SE/09/1283 for Infrastructure comprising of: the internal estate roads, drainage, POS, landscaping, sports pitches and allotments for Land at North West Haverhill”

This document has been prepared in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015 and guidance set out within Planning Practice Guidance, prepared by the Department for Communities and Local Government.

This Design Access and Compliance Statement document helps to explain the proposals for which planning permission has been sought. It also demonstrates the decision making process used to develop the proposals and the rationale behind key decisions that have shaped the proposed development.

Figure 1: Red Line Site Plan



2. The Site & Surrounding Area

2.1 Site Description

The application site (9.35 hectares (23.11 acres) lies within the approved 43-hectare (106.25 acres) site for 1,150 residential dwellings. The Haverhill site is situated on the north western side of Haverhill. This Reserved Matters application relates to the infrastructure element of the development, which extends from the edge of the development at Phase 1 of the site on the eastern edge, through to Phases 5 and 6, to the south and west of the site.

Figure 2: Aerial View of the Haverhill Site



2.3 Planning History

Hybrid Permission

In 2015 Planning permission (ref: SE/09/1283) was granted for “1 Planning Application – (i) construction of relief road and associated works (ii) landscape buffer

2. Outline Planning Application –

(i) residential development

(ii) primary school

(iii) local centre including retail and community uses

(iv) public open space

(v) landscaping

(vi) infrastructure, servicing and other associated works as supported by additional information and plans received 27th September 2010 relating to landscape and open space flood risk, environmental statement, drainage, layout, ecology, waste, renewable energy and transport issues including treatment of public footpaths and bridle paths”.

This “hybrid” planning permission was granted on 27 March 2015, subject to various conditions and a s106 agreement. The s106 agreement requires contributions to local infrastructure, including community centres, education, healthcare, libraries, cycle stands and bus passenger information screens amongst others. The Masterplan submitted with the approved outline planning application provides a high level vision for the site. Of specific note are the street typologies that the Masterplan develops including boulevards and streets which are particularly relevant to this application. The street typologies are broadly set out in the Masterplan and will help establish the scale, form and massing of particular streets and will “give greater detail as to how character will be achieved across the site and how certain issues will be resolved, such as changes in landform and drainage”

Design and Access Statement (2009)

The Outline application was accompanied by a Design and Access Statement. It explained how the Masterplan “design evolved in response to specific issues, especially context and consultation with the public and other stakeholders to provide inclusive, high quality design of buildings and open spaces”. The Design and Access Statement included an opportunities and constraints plan which is replicated below. The key objectives are set out in a Concept Statement in respect of the reserved for the site and are summarised below:

- The topography should inform the overall design and layout of development
- Existing hydrological features should be retained in situ and integrated into the water management strategy
- Care should be taken to retain mature trees and hedgerows wherever possible
- Existing woodland and hedgerow vegetation to the north of the site combined with new areas of buffer planting along the northern and eastern boundaries of the site will help to soften the new urban edge of Haverhill

- Hedgerows follow ridgelines. The aim should be to retain and enhance these to maintain a “green” component on the skyline
- A buffer should be included south of Norney Plantation
- High ground at the eastern part of the site, north of Boyton Hall, is more visually sensitive and should be considered during the development of the masterplan.
- Site topography should be a key determinant of the urban form to help create a “sense of place” and unique identity within the area
- Development should be focused on the ridges and higher ground, which would leave the valley bottoms open for green space
- Development adjacent to open space shall be orientated towards the space to maximise passive surveillance

Land at North – West Haverhill Design Code (2017)

The Design Code required by condition B7 of the outline planning permission was approved along with the reserved matters for Phase 1 in September 2017 and builds upon the extensive work undertaken to date. It was designed to help designers working up Reserved Matters to address the opportunities and constraints of the site, create a sustainable development with a sense of place informed by good design practice and the local vernacular. The Design Code responds to the character of the site and its context. Whilst the Design Code provides detailed guidelines to inform Reserved Matters applications and ensure that the vision for the site is interpreted in a specific way, it is not intended to be so prescriptive to preclude creativity.

The Design Code has been designed to:

- Help deliver a distinctive development at North West Haverhill that has a quality and character appropriate to the site and its context. It will encourage an approach to the design and layout which will engender a strong sense of place and a legibility, essential to a project of this scale
- Ensure adherence to the terms of the Outline Planning Permission
- Reinforce the quality standards established at the outline application stage
- Establish mandatory rules and guidance as appropriate
- Provide a tool for the LPA to actively manage design quality at the Reserved Matters Stages
- Act as a technical manual for designers and developers

Pre-Application Advice

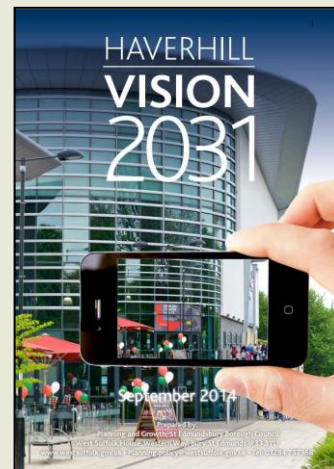
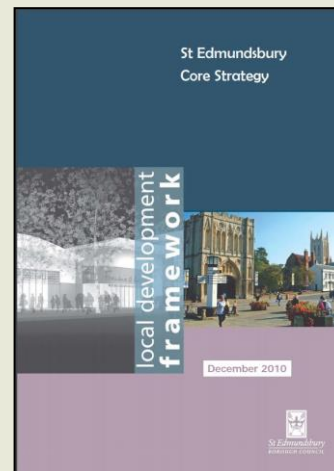
Following a pre-application meeting with officers of West Suffolk Council last year, detailed feedback was received on the 25th March 2019, a pre-application letter was received in relation to previous meetings regarding the proposed infrastructure application. It set out what West Suffolk District Council required in terms of the Reserved Matters Application for the Infrastructure comprising of the internal estate roads, drainage, POS and landscaping for Land at North West Haverhill. The key points raised in the pre-application letter are summarised in the Evolution of the Infrastructure Application section of this document and the Proposal section details how the advice has influenced the proposal.

3. Planning Policy

The documents and plans submitted with this Reserved Matters application have been designed to be in accordance with national planning policy (NPPF), Development Plan Policies for the local area and the Design Code for Land at North-West Haverhill. This section provides an overview of the national, regional and local planning policy context within which the proposed infrastructure has been considered.

The site is located within the administrative area of the West Suffolk Council. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that planning application be determined in accordance with the development plan unless material considerations indicate otherwise. The adopted development plan currently comprises:

- **Core Strategy (2010)**
 - CS2 Sustainable Development
 - CS3 Design and Local Distinctiveness
 - CS7 Sustainable Transport
 - CS12 Haverhill Strategic Growth
 - CS14 Community Infrastructure Capacity and Tariffs
- **Haverhill Vision 2031**
 - HV1 Presumption in Favour of Sustainable Development
 - HV2 Housing Development Within Haverhill
 - HV3 North west Haverhill Strategic Site
 - HV12 Haverhill North-West Relief Road
 - HV18 Green Infrastructure in Haverhill
- **Joint Development Management Policies Document (2015)**
 - DM1 Presumption in Favour of Sustainable Development
 - DM2 Creating Places – Development Principles and Local Distinctiveness
 - DM3 Masterplans
 - DM6 Flooding and Sustainable Drainage
 - DM7 Sustainable Construction
 - DM11 Protected Species
 - DM12 Mitigation, Enhancement and Management and Monitoring of Biodiversity
 - DM13 Landscape Features



Other Key Documents include: The adopted Masterplan, the approved Design Code and the St Edmundsbury Open Space Sport and Recreation Facilities SPD.

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

A key objective of the planning system is to contribute to the achievement of sustainable development. The NPPF highlights three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).

Other key objectives of the NPPF are discussed in the following paragraphs:

Requiring Good Design

Paragraph 124 of the NPPF encourages the creation of high quality buildings and places which is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps

make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

Paragraph 131 of the NPPF attaches great weight to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings. As such, the contemporary design approach promoted in the Design Code reflects the NPPF.

Promoting Sustainable Transport

Paragraph 103 requires that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Meeting the Challenge of Climate Change, Flooding and Coastal Change

Paragraph 148 states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the

conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.

New development should be planned for in ways that:

- a) Avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and
- b) Can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.

Paragraph 156 states that strategic policies should be informed by a strategic flood risk assessment, and should manage flood risk from all sources. They should consider cumulative impacts in, or affecting, local areas susceptible to flooding, and take account of advice from the Environment Agency and other relevant flood risk management authorities, such as lead local flood authorities and internal drainage boards.

Paragraph 163 states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) Within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- b) The development is appropriately flood resistant and resilient;
- c) It incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- d) Any residual risk can be safely managed; and
- e) Safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

Conserving and Enhancing the Historic Environment

The NPPF encourages Local Planning Authorities to look for new opportunities for development in Conservation Areas, to enhance or better reveal their significance. Proposals that preserve those

elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Conserving and Enhancing the Natural Environment

Paragraph 170 states that, Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- c) Maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
- d) Minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- e) Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- f) Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Paragraph 174 states that to protect and enhance biodiversity and geodiversity, plans should:

- a) Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and
- b) Promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

According to paragraph 180 planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well

as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a) Mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;
- b) Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
- c) Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Finally, the NPPF stresses (paragraph 38) that Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

National Planning Practice Guidance (2018)

The online National Planning Practice Guidance (NPPG) supports and informs existing policies within the NPPF. It is to be considered in line with the NPPF as a material consideration in the determination of planning applications.

4. Evolution of the Infrastructure Application

This Design Access Planning and Compliance Statement has been prepared in accordance with the approved Design Code for this site in Haverhill. This reserved matters application looks to build upon the extensive work undertaken and advice received throughout the pre-application process and aims to assist with understanding the rational and evolution of the infrastructure application.

The comments received in the pre-application by the Case Officer have been taken into consideration for the design and layout of the reserved matters infrastructure application. The following section looks at those key points made in the pre-application, and expands on how these points have been addressed in the Proposal section of this document.

- 1) How does the application respond to both the approved parameter plans and design code?
- 2) A clear Phasing Plan is required under condition B2 of the outline application, this plan should show the open green spaces and development parcels.
- 3) The reserved matters applications should only include the primary movement corridor through the site rather than the secondary roads that extend into the parcels.
- 4) Concerns with secondary routes conflicting with existing landscape features – hedges etc.
- 5) The application has to extend far enough to allow the appropriate drainage and soft landscaping associated with the primary road network.
- 6) The green infrastructure framework plan highlights the green corridor which runs alongside the relief road providing cycle and pedestrian routes, this should be included in the reserved matters application.
- 7) Condition B8 of the outline application requires a Design and Access statement to be submitted and should include the development layout, building blocks and heights, architectural approaches, the function and treatment of key open spaces, street types and street materials, parking, boundary treatments, movement patterns, lighting of outdoor spaces and security principles.
- 8) The design code sets out the accepted approach to blue infrastructure across the site. Any proposed change to the approved design code will need to be fully justified.
- 9) The design code does allow for suds features to be incorporated into the open space. However, this does not mean that those spaces will be able to be dominated by those

features. The design of the SUDs features must also need to provide access for future maintenance.

- 10) There were concerns that the plans submitted with the pre-application showed the SUDs features being too close to existing landscape features.
- 11) There were concerns that the northern most pond (SUDs pond located in the Phase 4B land) appeared to be located very close to the back edge of the highway, as does pond 1 (Phase 2b land).
- 12) Suds should be designed to create a range of habitats within them. Where a knee rail is required, then a chunky timber post with a metal pole would be the preferred means of enclosure, with a gate for access.
- 13) A large tank is shown to the east of the local centre, more information is required here and how it would fit with the layout for the local centre to ensure it does not compromise the future development of the parcel.
- 14) The Environmental Statement (ES) with the outline application highlights the importance of existing trees and hedgerows within the site as well as existing wildlife sites. It specifically states that as few features as possible will be removed and hedgerows and ditches are to be retained to form features and green corridors through the site and to break up building form.
- 15) The need for updated ecological information was discussed at the meeting as the surveys submitted with the pre-application were not up to date and considered inadequate for the LPA to assess further reserved matters applications on.
- 16) The Arboricultural Impact Assessment has been noted, however, it does not appear to include tree survey details on a map base.
- 17) The landscape parameter plan picks out the key areas of strategic public open space. It is currently difficult from the plans provided to establish how these relate to the layout shown.
- 18) It is not clear from the current plans whether this 20 metre overall distance which includes highway edge, buffer planting and footpath and the green lane are accounted for.
- 19) The design code also highlights on the opportunities and constraints plan that there are a number of existing landscape features to be retained drawing particular attention to those areas that form part of a local wildlife site.
- 20) Officers will need to be satisfied that the scheme proposed in the reserved matters application will meet the provision for open space set out at the outline stage and confirmed in the Environmental Statement which is “approximately 11.38 hectares of new open space across the development including a suitable mix of open space including 2.59 hectares for amenity open space, 2.59 hectares for children’s play space, 5.69 hectares for playing pitches and outdoor sports facilities and 0.52 hectares for allotments.” (Page 292 of ES).
- 21) Detailed planting plans have been provided as part of the pre-app. At this stage a more strategic overview of the spaces setting key areas for discussion would perhaps have been more helpful.
- 22) The area of open space to the west of phase 1, this will need to provide a children’s play area as indicated in the approved design code.
- 23) The planting along the eastern boundary should be looked at alongside the treatment of the edge of the adjacent parcel, with all planting and boundaries designed to make sense on the ground rather than following redlines.
- 24) There were concerns with the nature and layout of the parking submitted with the pre-application and the visual impact it would have from a key route through the site. I also have concerns with its relationship with neighbouring properties.

- 25) The plans submitted with the pre-application did not show clearly where existing ditches are located and what are existing landscape features. The plans do not show a cohesive network of spaces and the layout appears to completely sever the green corridor in a way that is not compatible with the parameter plan.
- 26) The Anglian water pipe route currently shown would significantly compromise an existing landscape feature, as previously mentioned. Ways to relocate this to a less harmful position were discussed and should be explored in the reserved matters application.
- 27) There are a number of key areas within the overall site where the highways infrastructure will need to cross green corridors. The design of this will need to be considered very carefully to ensure that the integrity of the green space is not compromised.
- 28) The area between the local centre and the school and community facilities is of particular importance. The current arrangement appears to have little regard for the integrity of the green corridor or for place making within the heart of the site.
- 29) The design code specifically deals with central plaza design in SW10. This area is proposed in association with the local centre. This must be a distinct quality public urban space with landscaping and seating incorporated into the design of the space. From the plan provided it would appear that this would sit outside the area currently shown as part of the infrastructure reserved matters.
- 30) There is a Byway with a traffic regulation order crossing the site. How this will be incorporated into the overall layout of the site?

As this Design Access and Compliance statement supports the Reserved Matters Application, it seeks to satisfy Condition B8 which requires a Design and Access statement to be submitted. As part of condition it requires the development layout, building blocks and heights, architectural approaches, the function and treatment of key open spaces, street types and street materials, parking, boundary treatments, movement patterns, lighting of outdoor spaces and security principles.

As this reserved matters application is applying for the internal estate roads, drainage, POS, landscaping, sports pitches and allotments; the building blocks, and heights, architectural approaches, parking, movement patterns, lighting of outdoor spaces and security principles would not be relevant for this application. These details will be submitted at a later date alongside each application for each phase of development.

With regards to ecology although it does not form part of this reserved matters application, the existing ecological surveys that were submitted with the pre-application have been updated and further ecological surveys have been undertaken by JBA and accompany the submission of this reserved matters application. The surveys submitted with this application cover Phases 2-6, as well as this infrastructure application, and include the Preliminary Ecological Appraisal – January 2019, Ecological Constraints Plan – November 2019, Breeding Bird Survey – October 2019 and the Wintering Bird Survey – February 2020.

5. Proposal

This proposal for infrastructure including internal estate roads, drainage, POS, landscaping, sports pitches and allotments for Land at North West Haverhill has been designed so that it adheres to the following principles listed below which were set out in the approved Design Code and will be explored in the section to follow.

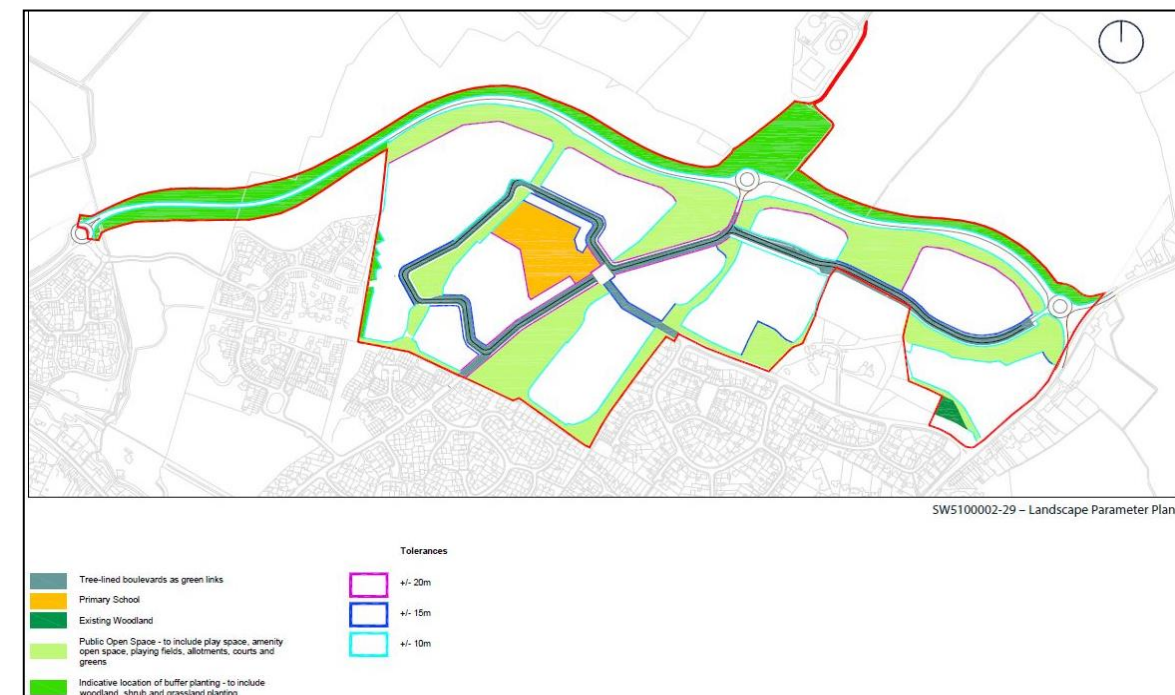
- Follows the spatial distribution of open space detailed on the Green Infrastructure Framework having regard to adherence to the Land
- Use Parameter Plan and Landscape Parameter Plan approved at outline stage
- Incorporate and enhance the existing features e.g. trees with a number of ecological enhancement measures such as the creation of hibernacula's, grassland habitats, and use of native species with proposed planting of shrubs and trees;
- Provides formal Sports Ground in the location detailed.
- Maintain and enhance the biodiversity on the site in line with approved strategies and mitigation, with the retention and enhancement of important habitats with additional planting and connectivity of wildlife habitats;
 - Key open spaces to maximise social interaction and provision and opportunities for formal and informal play;
 - Multi-functional key open space incorporating accessible footpaths, water attenuation, opportunities for play as well as a range of wildlife habitats.

5.1 Internal Estate Roads

This application seeks the approval of Reserved Matters pursuant to application SE/09/1283, for strategic infrastructure (Phases 2-6). The information within this reserved matters application follows closely the approved Design Code and is in general accordance with the Parameter Plans shown in Figures 4 and 5.

The proposed internal estate roads, drainage submitted for this reserved matters application are generally in accordance with the approved Land Use Parameter Plan. The only element that differs slightly from approved Land Use Parameter Plan is the addition of a loop road, which will have development within the centre of it and development either side of it as shown in the diagram within the land allocated for Phase 4A.

Figure 3: Landscape Parameter Plan from the Design

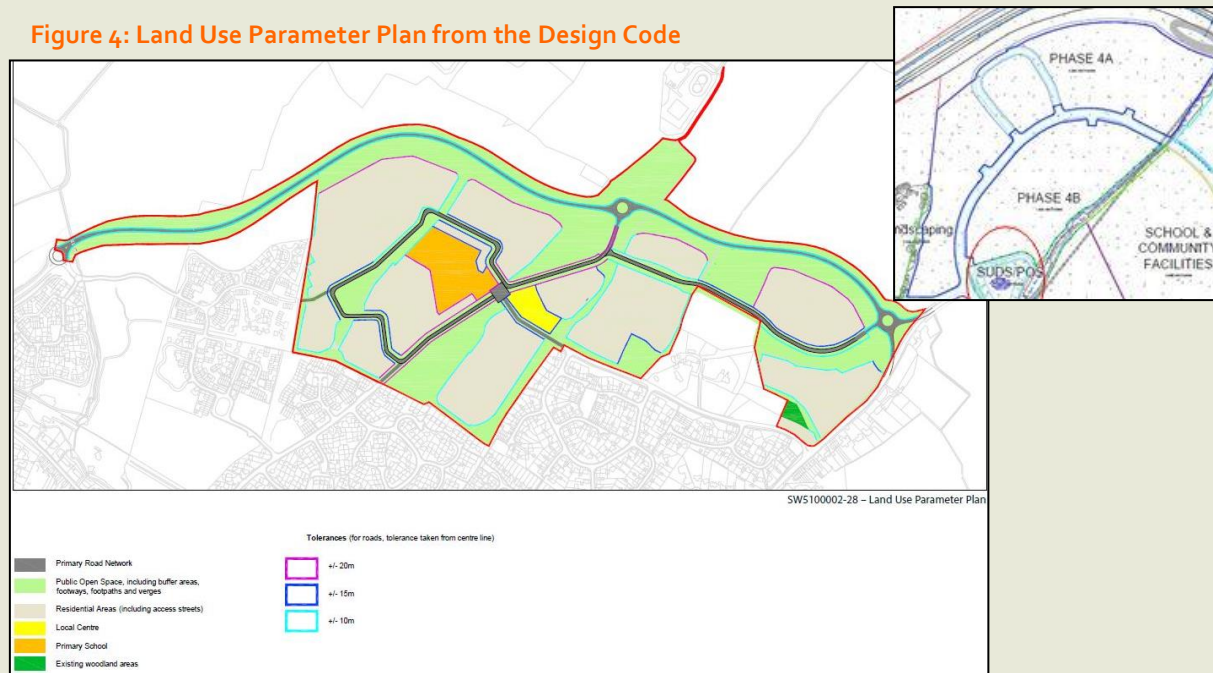


The proposed POS and Landscaping for this reserved matters application are also generally in accordance with the approved Landscape Parameter Plan. The only major elements that differ slightly from the approved Landscape Parameter Plan is the landscaping around the primary road network which will be delivered as each phase of development is developed. The other element which differs from the approved Landscape Parameter Plan is the addition of the loop road shown in Figure 5. Although it is not in full accordance with the Parameter Plans it does accord with the approved Design Code. According to the approved Design Code, on page 21 it states the following:

"The Framework Plans are diagrammatic in nature and the delineations they show are not intended to be taken as precise, albeit they are within the parameters established by the Outline Planning Permission. It is important to retain the degree of flexibility as allowed for within the Outline Permission. As phases of development are designed in detail elements such as the definitive boundaries of areas may be modified within the terms of the outline permission to reflect the detailed layout considerations".

Therefore, the addition of the loop road whilst not being strictly in accordance with the Framework Plans, should be seen as a flexible addition where a degree of flexibility is required and should be applied.

Figure 4: Land Use Parameter Plan from the Design Code



The majority of secondary routes have been removed from this application following pre-application advice, further details of the exact locations for secondary roads will be forthcoming when each phase of development is carried out and submitted as a separate planning application. The primary movement corridors have taken into consideration the existing landscape features such as hedges etc. to ensure that they are impacted as little as possible further details of this will be found on the landscaping plans. Throughout the site landscaping has been provided around the SUDs and for the POS areas, but not alongside the primary road network. Further detailed landscaping plans will be submitted as each phase of development comes forward to ensure that each phase of development and road network has an appropriate level of landscaping.

5.2 The Gateways

There will be two main gateways into Phases 2-6 of the development, one which would be created in the form of a central roundabout (The Central Gateway) and one from the West (The Western Gateway – Phase 1).

Figure 5: Gateways into the site



5.3 Primary Movement Corridor

The proposed detailed alignment of the Primary Movement Corridor has been prepared in accordance with the approved Masterplan, which was prepared in consultation with Suffolk County Council and West Suffolk District Council. The Primary Movement Corridor provides the major route through the development, with the individual development zones being accessed via by either the roundabout in the centre of the relief road or via the Western Gateway. The primary movement corridor comprises of the relief road, as well as the main roads throughout the development zones. The main roads throughout the development zones will generally be 5.8m in width, with a 3.0m footpath / cycleway on one side of the road and a 1.5m footpath on the other. The main roads throughout the development zones are proposed to be used as a continuation of the Haverhill bus route and therefore it has been necessary to provide widening of the carriageway on some bends to allow two busses to pass each other. This has been shown in blue on the Primary Movement Map below.

Figure 6: Primary Movement Map



Figure 7: Street Hierarchy Framework Plan

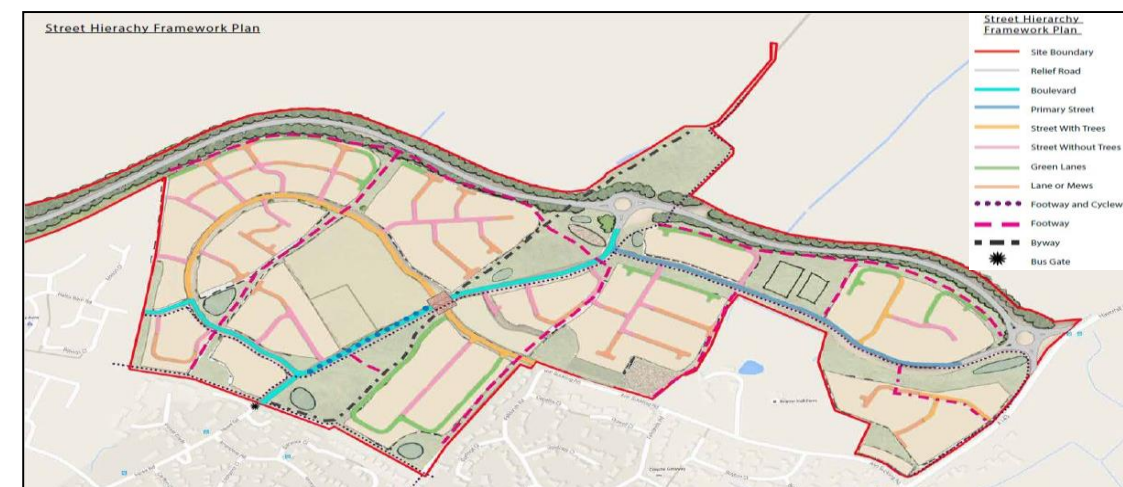
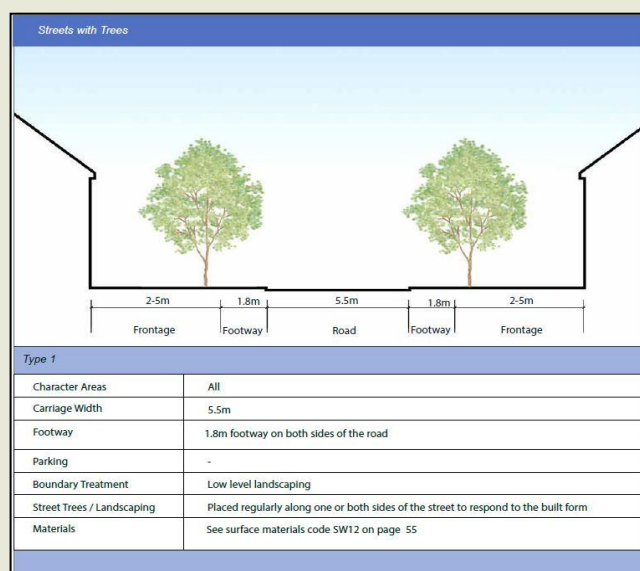
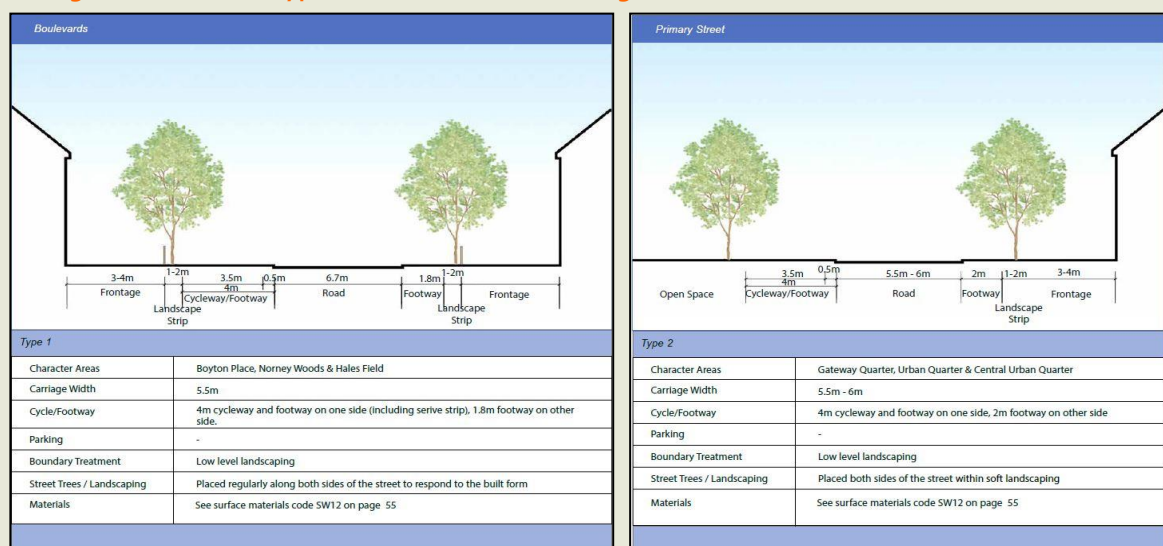


Figure 8: The Street Hierarchy Plan shows the locations and different types of roads within across the site. All the different types of streets as shown in Figure 9 have their own unique differences as explained in the text below.

- The main roads (boulevard), connecting on from the adjacent relief road will consist of a 5.5m carriageway, 4m cycleway and footway on one side of the road, lined with street trees and low level landscaping to respond to the built form.
- The Primary streets linking phases 1 and 2 together will consist of a 5.5-6m carriageway, 4m cycleway and footway on one side and a 2m footway on the other, with trees placed on both sides of the street within soft landscaping.
- The Street with Trees which will provide the loop through phases 5,4 and 3, will consist a 5.5m wide carriage way with a 1.8m footway on both sides of the road and trees placed regularly on one of both sides along the street responding to the built form.

Figure 8: Different Types of Streets from the Design Code



5.4 Infrastructure Road Layout

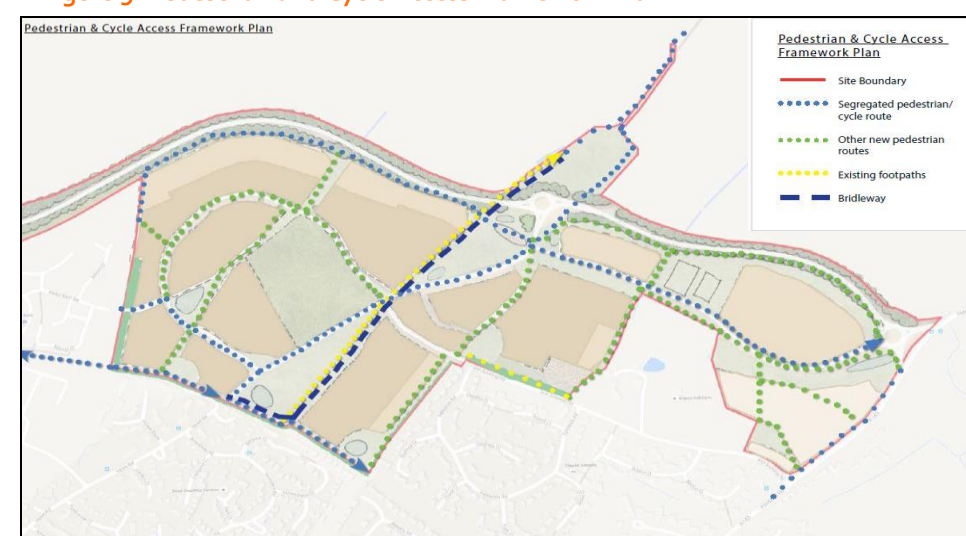
The proposed infrastructure roads will be accessed from the existing road on Phase 1 from the West of the site. The infrastructure roads have been designed to be in keeping with the overall character and appearance of the existing roads from Phase 1. The layout of the infrastructure roads has been designed in a way whereby it will enable access onto other phases of residential development within the site easily, with the main infrastructure road linking Phases 1 and 3 together initially. The road then will continue into Phase 3b and past the area of land designated for the Local Centre and Phase 6, beside the area of land designated for a school and community facilities, and will loop into the land designated for Phase 4. The infrastructure road will then continue to loop around into the land designated for Phase 5 and run alongside the other boundary of the land designated for the school and community facilities.

5.5 Footpaths, Cycleways and Parking

The footpaths and cycleways, which will run alongside the infrastructure roads, have been designed in general accordance with the street hierarchy framework shown below.

The images above are taken from the approved 2009 Design Guide and demonstrate indicatively how the hierarchy of streets throughout the development would look. The main infrastructure roads throughout the development zones will generally be 5.8m in width, with a 3.0m footpath / cycleway on one side of the road and a 1.5m footpath on the other. The footpaths and cycleways will enable pedestrians and cyclists to easily navigate around the site and wider Haverhill due to their connectivity with existing footpaths and cycle routes, as shown in the drawing below.

Figure 9: Pedestrian and Cycle Access Framework Plan



The cycle and pedestrian routes referenced in the pre-application response are not included in this reserved matters application as those details are being submitted as part of the discharge of conditions application for the relief road. All other cycle and pedestrian routes along the infrastructure roads have been shown and are in accordance with the approved pedestrian and cycle access framework plan shown above.

In the plans submitted with this reserved matters application, parking has been removed from the main route through the site and the parking for the site will be provided with the various phases of development as they come forward.

5.6 Trees, Hedgerows and Landscape Features

An Arboricultural Method Statement accompanies this reserved matters application, along with a Tree removal Plan and a tree survey. Although the Arboricultural Impact has been specifically updated, it is considered that the Arboricultural Method statement and Tree removal plan covers this. Further details of landscape features, hedgerows and trees to be removed are found in the JBA Tree removal Plan and Arboriculture Method Statement which have been submitted as part of this reserved matters application.

The design of the infrastructure roads, footpaths, cycle ways and blue and green infrastructure has taken note of the approved opportunities and constraints plan and where possible looked to minimise the impact the development will have on those areas. However, where there has been a requirement for a road to go through a hedgerow for example, it has been proposed at the most appropriate location, and when the works will take place they will be undertaken sensitively to ensure that the remainder of the hedgerow will continue to thrive. It is also noted that the planting along the eastern boundary has been looked at alongside the treatment of the adjacent parcel. The planting along the top of Phase 1 which ties in with the relief road has been included in the Phase 1 planning application and will provide a landscaped buffer between this phase of development and the relief road.

Figure 10: Opportunities and Constraints Plan from the approved Design Code

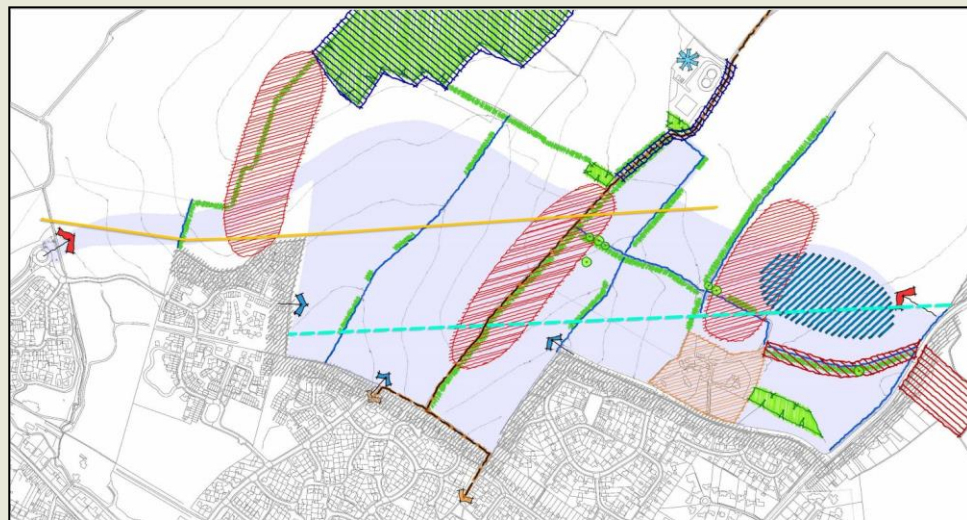
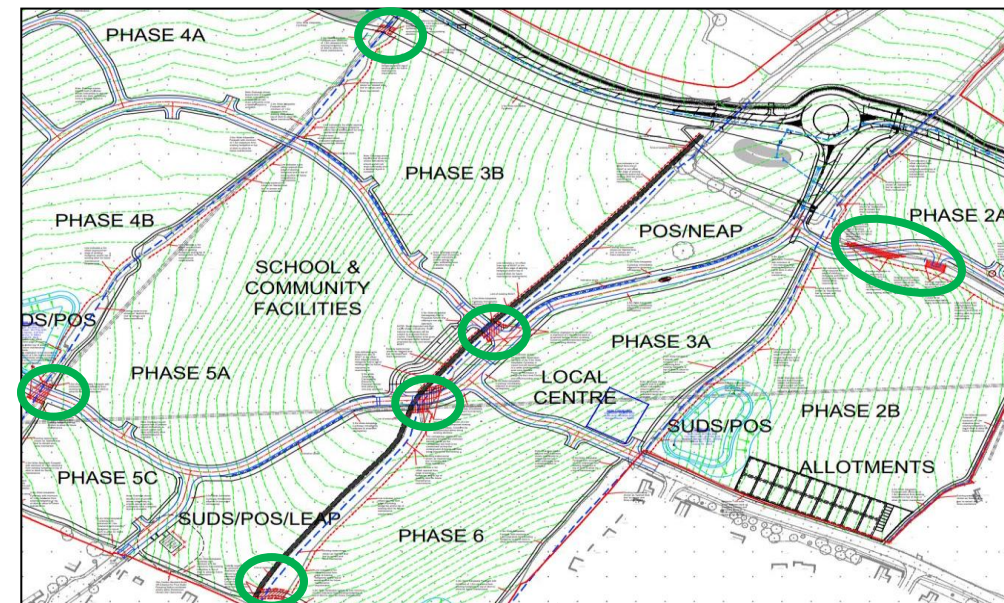


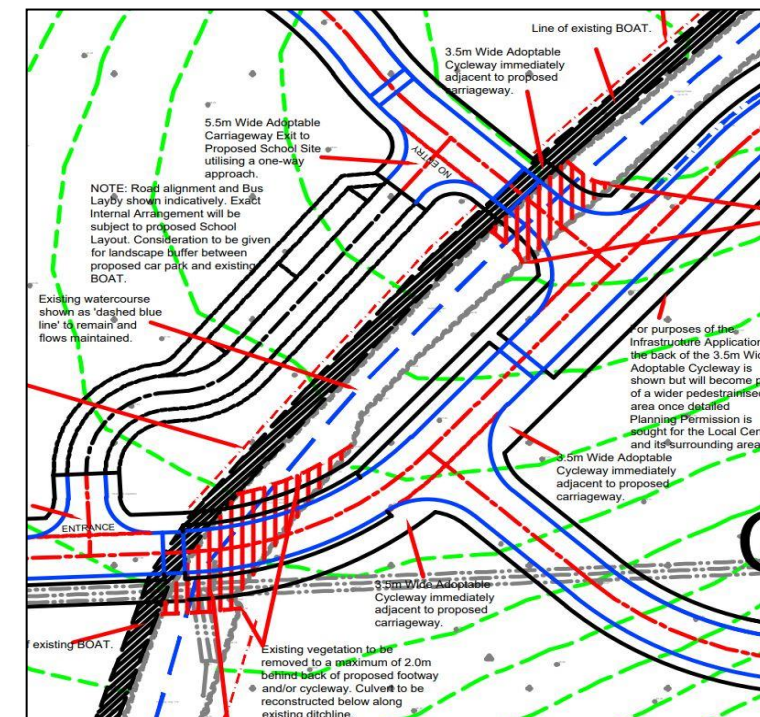
Figure 11: Persimmons engineering layout showing the sections of infrastructure that cross green corridors / remove sections of hedgerows



There are 6 key points as shown in Figure 11, across the whole site where the highways infrastructure will have to cross green corridors / remove a section of a hedgerow. These locations have been carefully considered and the layout of the infrastructure, as well as the blue and green infrastructure have been designed to impact the green corridors / hedgerows as little as possible.

The engineering plans which have been submitted with this reserved matters application demonstrate the location of existing ditches and existing landscape features, showing a cohesive network of spaces. The layout has been designed so that it protects as much existing landscape features as possible.

Figure 12: Persimmons engineering layout showing an example of the location of existing ditches and landscape features



It was also raised in the pre-application that there was a traffic regulation order that runs from the north of the middle of the site to the south connecting onto the existing road network in Haverhill. The infrastructure has been designed so that it largely follows the line of the byway and that the infrastructure impacts it as little as possible.

Figure 13: Suffolk CC permanent TRO

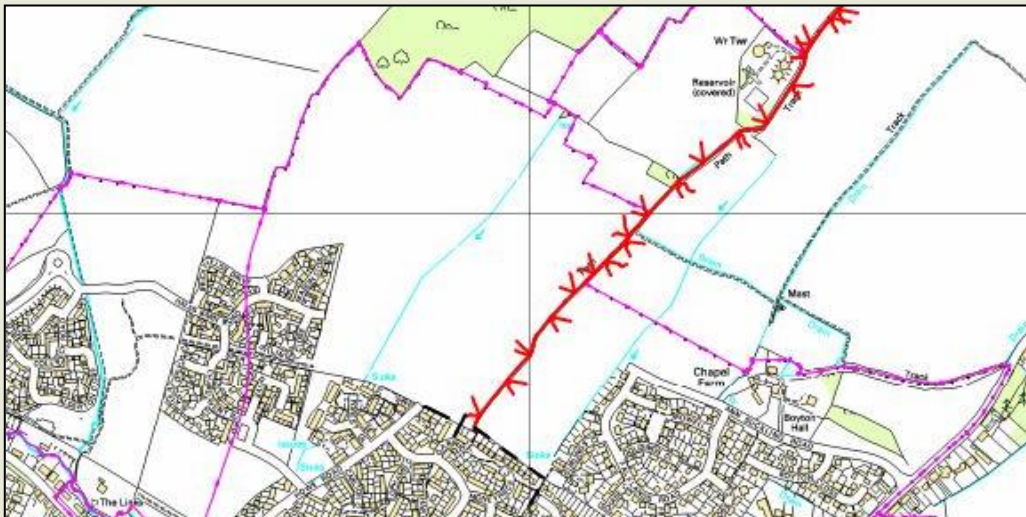
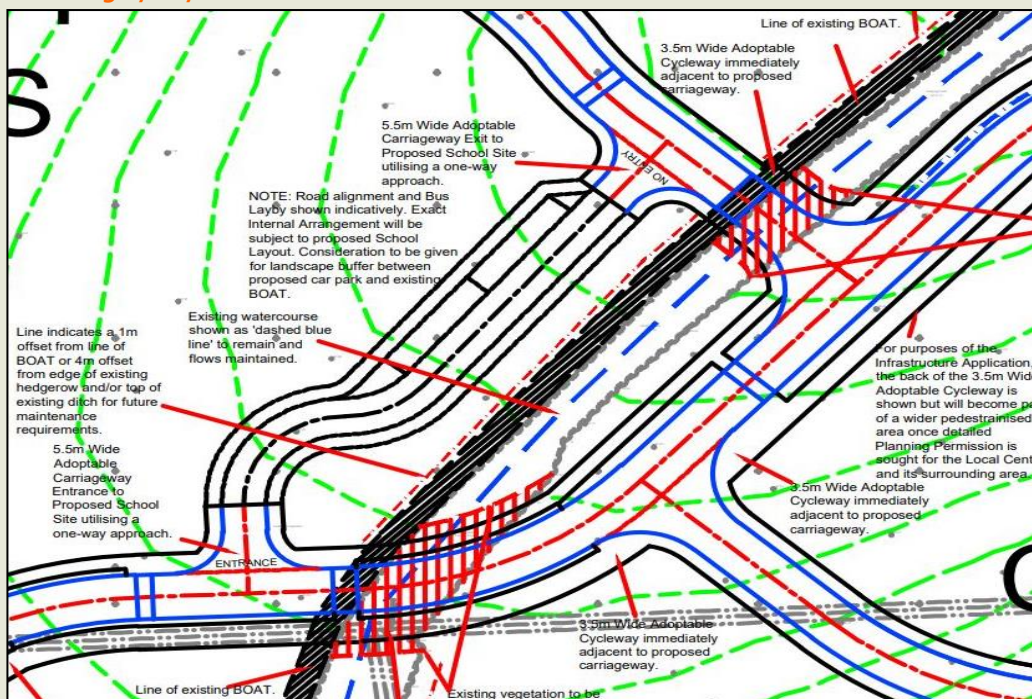


Figure 14: Persimmon Homes Engineering drawing showing the BOAT and line of existing byway.



There were concerns in the pre-application that the 20 meter overall distance which includes highway edge, buffer planting and footpath and the green lane had not been accounted for, however in both the landscaping and engineering plans submitted with this application it is shown, an example of which is shown below. The 20m overall distance includes the highway

edge, buffer planting, footpath and green lane, and therefore also accords with the Green Lane Road Type from the approved Design Code which requires the 20m overall distance.

Figure 15: Persimmons Engineering Plan showing the roads and the 20m overall distance including the highway edge, buffer planting, footpath and the green lane.

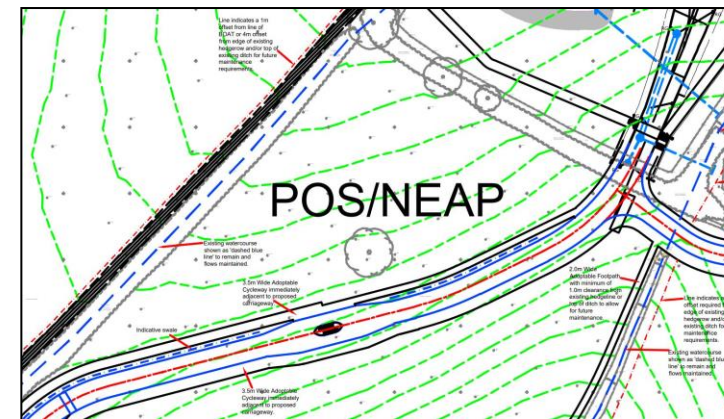
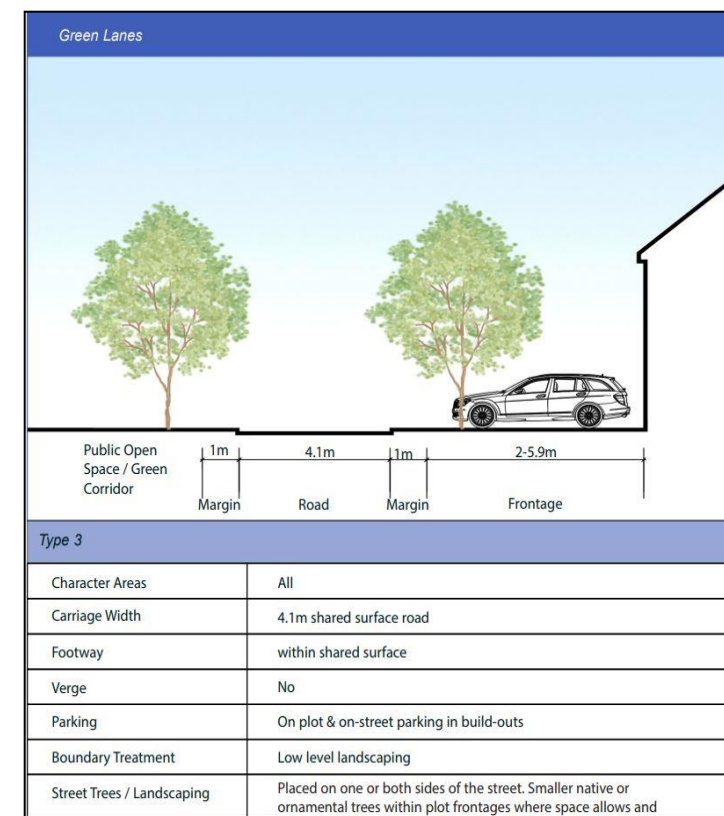


Figure 16: Green Lanes Road Types from the approved Design



The key areas of strategic public open space are shown in the landscape drawings provided by JBA as well as on the Phasing Plan, an example of which is shown below of the upper half of the Anne Suckling Way Park. The landscape plans have been designed so that they are in accordance with the approved landscape parameter plan and current and future occupiers

Figure 17: JBA Landscaping Plan showing one of the main areas of POS.



5.7 Landscaping Strategy

The broad landscape strategy for the Haverhill site as a whole has been developed following the principles and aims, set out in the outline application, approved Design Code and take into account the following key context considerations and functional requirements:

The Green Infrastructure Framework opposite adheres to the Land Use Parameter Plan and Landscape Parameter Plan approved by the outline planning permission. The Green Infrastructure Framework has also been informed by the illustrative plans accompanying the outline permission, including the 'Open Spaces and Landscape Areas', 'Open Space Areas' and the 'Sustainable Drainage Masterplan'.

The Green Infrastructure Framework illustrates a network of open spaces, the formal sports ground, linear Parks and Green Corridors. Many of these areas are designed to be multi-functional, including such functions as corridors for walking, cycling and wildlife, space for sustainable drainage, landscape buffers and formal and affording informal recreational opportunities.

Ann Suckling Way Park is located at the heart of the development. A large part of this area will have a 'parkland' style with a network of footpaths running between specimen and standard trees. It will also incorporate children's play area and SUD's attenuation. Detailed guidance for this Park is provided in para 4.5.3 of the Design Code.

The Linear Parks follow the natural valleys.

The linear parks;

- create valuable green links aligned between the existing town and the countryside
- form part of the Green Infrastructure Network

- Create visual breaks in the development
- Provide recreational opportunities close to the residential neighbourhoods

Chapel Farm Park forms a green area along the northern edge of Anne Suckling Road and is intended to accommodate allotments, formal play and an accessible green corridor.

The Sports Area is located on the highest and most level ground in the manner illustrated at outline stage. This is an accessible location, with footway & cycleway connecting this area to the wider development and neighbouring areas. The Buffer Zone / Green Corridor runs along the northern boundary of the site. It affords the opportunity for buffer planting and footpath between the residential parcels and the Relief Road.

The Phasing Plan below demonstrates the strategic level of landscaping which will be present in and around the infrastructure roads, as well as the blue and green infrastructure and some of the parcels of development. Further detailed landscaping plans undertaken by JBA have been submitted with the reserved matters application.

Figure 18: Persimmon Homes Phasing Plan which demonstrates the amount of open space across the site.



5.8 Drainage

The drainage for the infrastructure roads will be delivered simultaneously. The locations where the drainage is proposed alongside the road infrastructure, is currently predominately arable land and has a number of watercourse running north to south towards Stour Brook, which ultimately discharges into the River Stour to the south east of Haverhill. Survey Solutions undertook a topographical survey in November 2017 for the site which indicated that the site has a number of steep valleys within the development, each with watercourses running within them.

It is acknowledged that development of both the infrastructure roads and residential phases (Phases 2-6) will lead to an increase in impermeable area and as such will increase the volume of surface water run-off from the site unless properly managed. A review of the existing geology it was acknowledged that the site would be unsuitable for infiltration and therefore this option has

been discounted. There are however, a number of existing watercourses, which pass through the site from the north, and it is proposed that these are utilised as the main point of discharge.

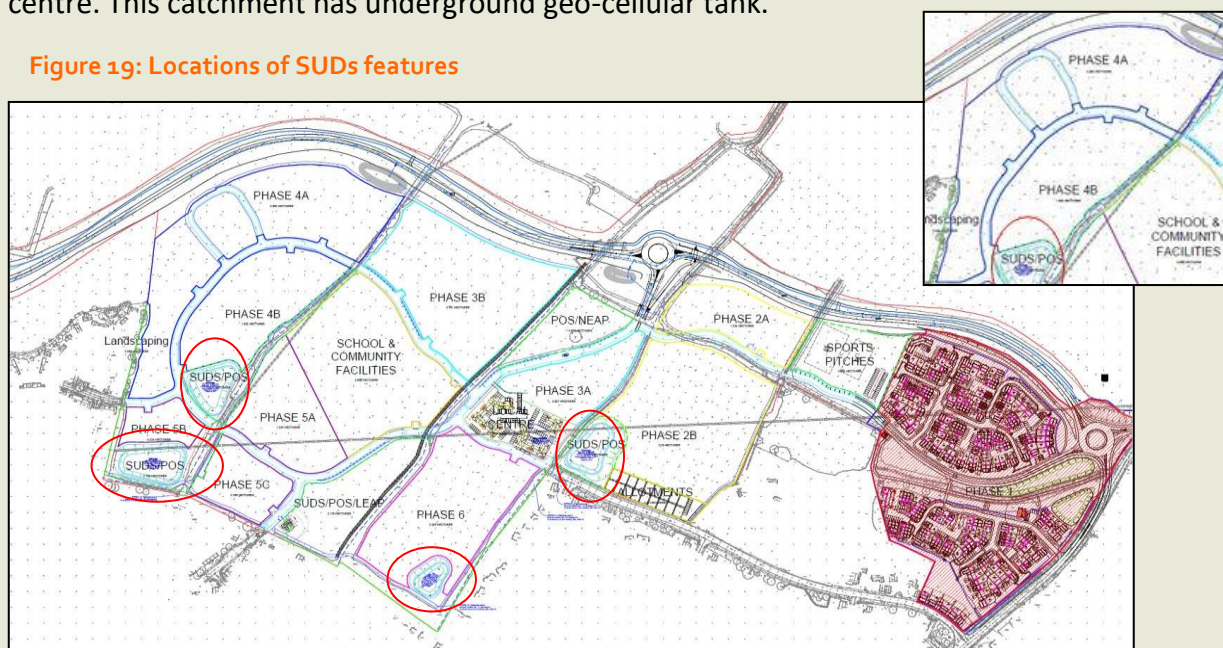
Phase 1 has its own separate foul and surface water drainage outfalls and is therefore excluded from this proposal. According to the Suffolk County Council SUDs Guidance, there are various options of the discharge of surface water from the site:

- Option 1 – Simple control, use Qbar for discharge of surface water runoff
- Option 2 – Use greenfield rates and long-term storage for the discharge of surface water runoff.

For the purpose of the remainder of this development (Phases 2-6), we will be looking at a proposed surface water strategy based on Option 1, simple control.

Each of the catchment areas has its own flow control and attenuation facilities, where possible these are above ground dry ponds, with the exception of Catchment 2, which contains the local centre. This catchment has underground geo-cellular tank.

Figure 19: Locations of SUDs features

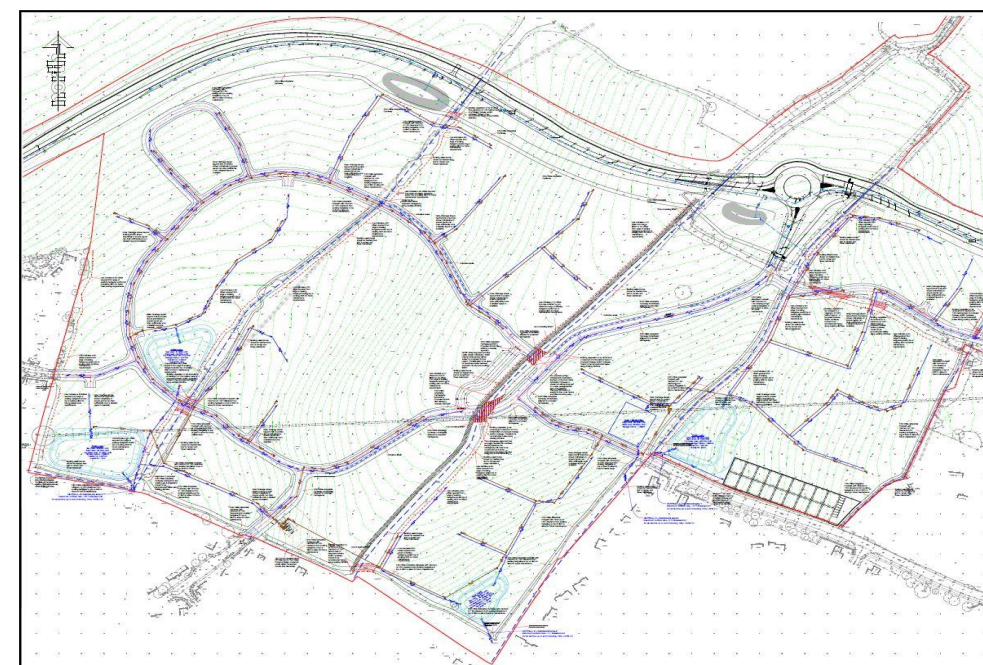


The proposed blue Infrastructure has largely stuck to what was proposed in the approved Blue Infrastructure Framework Plan, the only element that has altered from the framework plan has been the exact location of the SUDS ponds and their size. The alteration to the size of the SUDS ponds is due to work undertaken in the Wormwald Burrows Drainage Strategy 2019 which establishes the requirement for each of the SUDS ponds across the development, excluding Phase 1 as it is on a separate drainage system.

Figure 20: Blue Infrastructure Framework Plan from the Design Code

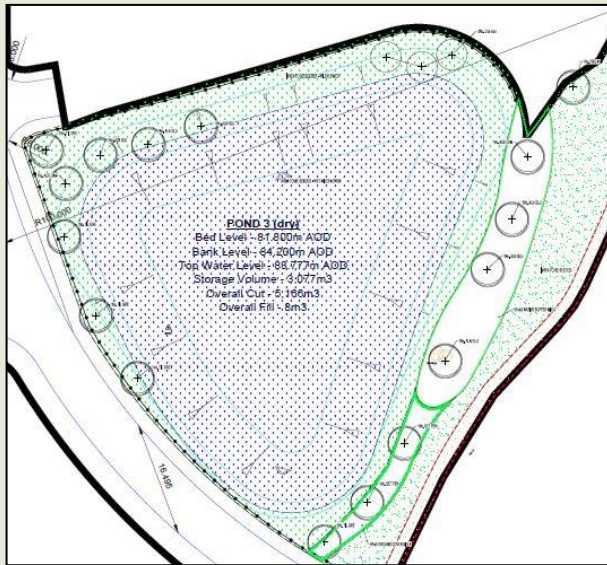


Figure 21: Proposed Blue Infrastructure Plan - Wormwald Burrows Drainage Strategy 2019



The SUDs features shown on the plan above and the JBA Landscaping plans submitted with this application have been kept separate from the major pieces of open space as shown in the plan below. The SUDs features will have appropriate levels of landscaping and the majority of them will be kept dry most of the time and therefore could be used for POS. The maintenance of the SUD's features has also been taken into consideration in their design and they each have a maintenance strip around their perimeter for easy maintenance. Further details of POS within development phases will be submitted with each application for each phase of development.

Figure 22: Example of a SUDs feature from JBA's Landscaping Plans



The SUDs features provided have been designed so that they can easily be maintained, whilst also taking into consideration the existing landscape features which are to be retained. The SUDs features have been placed in these locations to firstly to be in accordance with the approved blue infrastructure framework, and secondly taking into consideration the contours of the land with the SUDs features being at the lowest point of land that they are serving. With regards to them being located very close to the back edge of the highway, this will not be the case as each SUDs feature has a maintenance strip around its perimeter and then footpath and cycleway in some cases giving it even more distance. The

detailed maintenance of the landscape and SUDs features can be found in the General Landscape Specification for POS by JBA submitted with this application as well as in the Drainage Strategy 2019 by Wormwald Burrows also submitted with this application.

Figure 23: Example of a SUDs pond with maintenance strip



The ponds, which the SUDs will drain into will be surrounded with appropriate levels of landscaping (shown on the JBA landscaping plans submitted with this application).

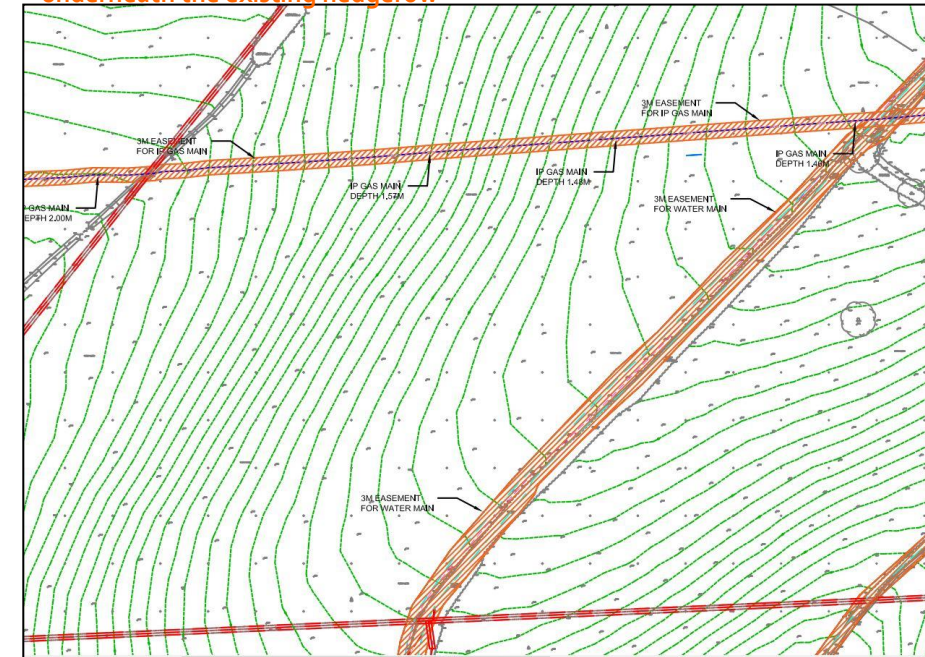
Figure 24: Example of a dry SUDs basin



The majority of the SUDs features will remain dry for the majority of the time, with the capability to cope with increased levels of water when necessary.

Where the SUDs features have knee rails, they are proposed to be made from timber as it is easier to maintain than a chunky timber post and metal pole, both of which could be damaged relatively easily compared to having knee rails solely made from timber with removable sections areas for easy access and maintenance.

Figure 25: Persimmons Constraints Plan showing the water main running underneath the existing hedgerow



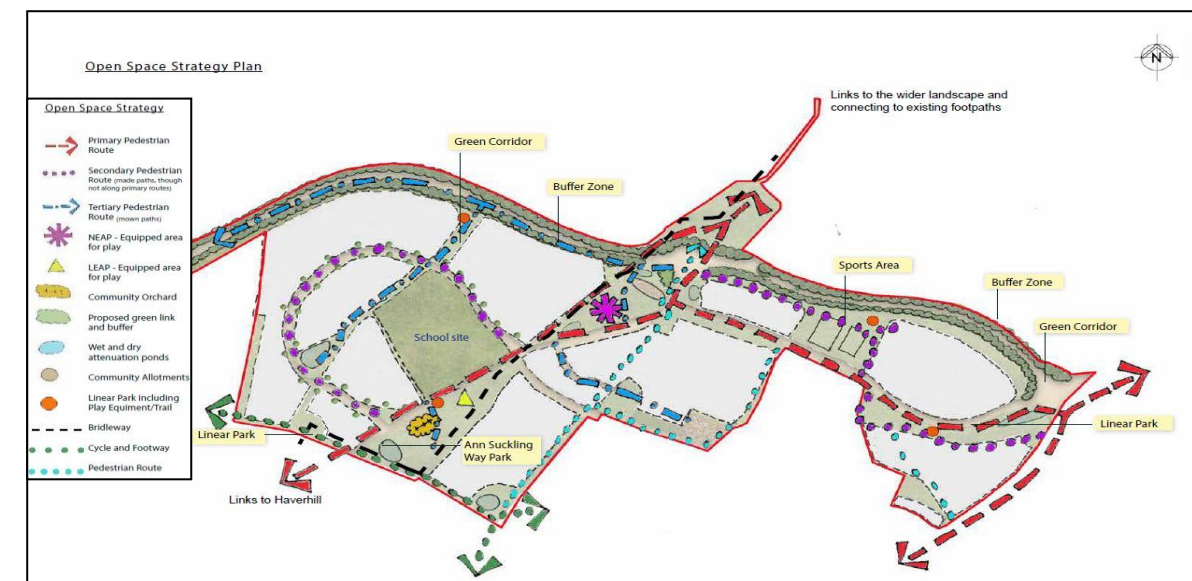
In the pre-application correspondence there were concerns with the location of an Anglian Water pipeline and its positioning. The Anglian water pipeline shown on plans submitted with the pre-application, and on the constraints plan submitted with this application is an existing water main pipe which runs directly underneath the existing hedgerow at approximately 90cm

below ground level.

A storage tank is indicatively shown beside the Local Centre, the precise location will be established within the detailed design of the Local Centre Layout.

5.9 Public Open Space, Sports Area, Allotments and Local Centre

Figure 26: Open Space Strategy Plan from the approved Design



Each phase of development (Phases 2-6) on the site will include a section of public open space within together with an appropriate level of soft and hard landscaping. As well as the public open space and soft and hard landscaping within each phase of residential development, there will be strategic public open space and landscaping which will be delivered alongside the infrastructure roads and relief road.

Central Greenways

Landscaping drawings which are submitted with this application, set out the landscaping (in particular the POS areas which will run alongside the infrastructure both blue and green. The main infrastructure roads (primary movement corridors) will largely consist of trees planted along the main boulevards and infrastructure roads, with appropriate landscaping placed throughout the residential minor roads extending off of the green lanes, lanes and mews roads.

Figure 26 – Open Space Strategy Plan is taken from the approved Design Code 2009 and sets out what indicatively the Open Space Strategy will look like with the relief road being heavily landscaped, areas of land allocated for equipped areas of play (NEAP), park areas as well as cycle paths, footpaths and pedestrian routes through the site.

The proposal has looked to build upon what was approved within the Design Code in terms of the Open Spaces and Landscaping between and around the infrastructure roads. In the Design Code Open Spaces are grouped into three levels:

- Primary – Including buffer zones (to create a landscaped buffer between the relief road and the new development) and Ann Suckling Way Park (a park which will provide areas for rest, relaxation, connecting walks and cycle routes).
- Secondary – Including the Linear Park, Sports Area and Chapel Farm Park all of which will be active spaces for play, sport allotments and community orchards and parkland style open space.
- Tertiary – Including ponds, verges, LAPS, tree planting and other incidental open spaces within the development. These points through the development will create pocket parks that have distinct and creative design ideas depending on the character areas they are sited in.

The design of the roads, footpaths, cycle ways and blue and green infrastructure has taken note of the need to meet the provision for open space set out in the Environmental Statement submitted and approved in the outline application. It can be confirmed that the site will have 12.22 hectares of new open space across the development including a suitable mix of open space for amenity, children’s play space, playing pitches, outdoor sports facilities and allotments. The exact size of each parcel of open space is shown in the key on the Phasing Plan which has been submitted separately as a discharge of conditions application but accompanies this reserved matters application for reference.

With the above in mind the Public Open Space areas have been designed to generally accord with the criteria listed above from the approved Design Code. The proposed Sports Area shown in Figure 27, will initially serve all of the existing residents of Phase 1, and the current residents of Haverhill. Over time the sports area will also go onto serve Phases 2-6, providing them with a sports area which can be used by the whole community.

Figure 27: Proposed Sports Pitches



Figure 26 sets out what indicatively the Open Space Strategy will look like with the relief road being heavily landscaped, areas of land allocated for equipped areas of play (NEAP), park areas as well as cycle paths, footpaths and pedestrian routes through the site.

Figure 28: Example of sports pitch



Figure 29: An example of Open Space shown in the approved Design Code



Figure 30: Proposed NEAP Area



Figure 31: Proposed Allotments below Phase 2



Figure 32: Example of Allotments



Figures 29 and 30 show the NEAP area as shown on the Open Space Strategy Plan which includes the provision for areas of rest with an appropriate level of seating for pedestrians. It will provide the residents of Haverhill with an area of relaxation due to the well landscaped areas and location of the trees which would provide privacy. This park area would also connect onto existing footpath walks and cycle routes all of which are in accordance with the approved Design Code.

As part of this reserved matters application, is an area of land which has been allocated for allotments to the South of Phase 2. This area of land will be transferred over to the District Council on completion and run by an allotment association. The allotments will consist of allotment plots and will incorporate a parking area.

5.10 Phasing of Infrastructure

Although the Phasing Condition (B2) is not required as part of the reserved matters application, it is helpful to explain the Phasing of the area of development. For clarity the delivery of the infrastructure and residential development has been split up into its various elements as shown below:

Relief Road (Not part of this infrastructure application)

Phase 1 of the relief road (the roundabout at the eastern end adjoining the A413) has now been completed and the connection to the A1307 will be constructed in 2020.

The remainder of the relief road (including the strategic landscaping on either side) is expected to be delivered as one continuous piece of major infrastructure and it is envisaged that construction will commence in mid-2020 from the completed roundabout (Phase 1), and will continue in a westerly direction towards the proposed roundabout to the north of the POS and Phase 2 land. The relief road will then continue west to the north of the land allocated for Phases 3B and 4A, finishing with the creation of a new arm onto the existing roundabout (A1307). The relief road is expected to be completed and open for use in 2021.

Phases 2-6 Infrastructure

An application for the delivery of key pieces of infrastructure will be submitted in April 2020. The infrastructure application will comprise of the main road network, drainage and public open space (including the football pitches which are expected to be delivered in 2022) serving the residential parcels. Thereafter a series of reserved matters will be submitted for the individual parcels of residential development. Public open space serving the residential parcels will form part of these submission.

Phase 2 Residential

Persimmon Homes has submitted this application for consideration in April 2020 under reserved matters for residential Phase 2, (circa 168 dwellings). It is envisaged that the residential development, including the road link from Phase 1 will commence in July 2020, subject to planning permission. Phase 1 will be well advanced by this stage. This phase will also identify an area to be set aside for allotments and Persimmon Homes would look to transfer the land allocated for the allotments to West Suffolk Council on completion of this phase of development. The Phase 2 development is envisaged to be complete in 2 years.

Phases 3A and 3B

A planning application for a local centre, Phase 3A is being worked up at present following discussions with the Local Planning Authority and County Council. This Phase is likely to commence construction in 2023 and will deliver the adjacent land allocated as POS / NEAP as well

as provide the required infrastructure. Phase 3B will follow on from Phase 3A Plans for Phase 3B have not yet been formulated.

Figure 33: Phasing Plan



The School Site

Persimmon Homes has held constructive discussions with West Suffolk Council and Suffolk County Council about the siting of the school site and will provide the access for the land allocated as the school and community facilities prior to transferring the land over to the relevant authority. Also as part of the construction of Phase 3, Persimmon Homes will look to construct the infrastructure road up to the pump station located adjacent to Phase 5C.

Phases 4-6

Phase 4A and 4B, together with the associated infrastructure and landscaping will look to commence construction in 2025. Phases 5A, 5B and 5C will look to commence construction in 2028 and will look to deliver the remainder of the infrastructure road and remaining designated land allocated for SUDS and POS. Phase 6 will look to commence construction in 2030.

Public Open Space, Footpaths and Cycleways

All of the public open space including the football pitches and allotments will be delivered as the phases of residential development are progressed starting with Phase 2. As stated above, the football pitches are envisaged to be delivered prior to the completion of Phase 2, and the landscaping adjacent to the relief road and infrastructure roads will be delivered as and when the relief road / infrastructure roads are constructed. The landscaping, footpaths and cycle ways associated with each phase of development will be delivered as the reserved matters are approved with details to be agreed through the reserved matters process.

6. Conclusions

This Design, Access and Compliance Statement provides supporting information for the Persimmon's application seeking agreement of Reserved Matters for the development of Infrastructure comprising of: the internal estate roads, drainage, POS and landscaping for land at north-west of Haverhill on Ann Suckling Road, Little Wrattling, Haverhill. It also details how the proposed development seeks to deliver a sustainable scheme that will integrate with its wider context and contribute to the goals established in local plan, masterplan and embodied in the outline permission. It also details how the infrastructure application achieves conformity with the Design Code and the Pre-application advice given.

The development of land north-west of Haverhill is part of the long term vision of the area as expressed in the Core Strategy (2010) (Policy CS1: St Edmundsbury Spatial Strategy) and the Haverhill Vision (2014) Area Action Plan DPD (Policies HV2: Housing Development Within Haverhill and HV3: Strategic Site – North West Haverhill). This vision has evolved through the detailed Master planning and EIA work which accompanied the outline application. The Design Code submitted alongside this Reserved Matters builds upon the Masterplan work undertaken at outline stage and provides a further level of detail for all of the major roads, drainage, POS and landscaping. It also sets out how various elements of design can be co-ordinated across the remainder of the phases (2-6) to create attractive, locally distinctive, accessible, attractive, sustainable and liveable extension to the community.

The design and layout responds to best practice context-led analysis which is informed by the opportunities and constraints presented by the site, including the retention and enhancement of the majority of the natural landscape features of the site, which will create a a well-connected neighbourhood where residents have easy access to public transport, community facilities, open space and other amenities.

The proposal seeks to build upon the identity, character and historical context of Haverhill. Furthermore, the development will add to the environmental quality, townscape, functional vitality and setting of Haverhill and through sustainable design, whilst protecting natural resources (including landscape and local biodiversity) and using sustainable drainage measures. It is considered that the development approach adopted and the promotion of local distinctiveness within Phase 1 accords with Policies CS2(Sustainable Development) and the infrastructure application looks to build upon this and therefore accords with the following policies: CS4 (Settlement Hierarchy and Identity) and CS12 (Haverhill Strategic Growth) of the Core Strategy, Policies HV1 (Presumption in Favour of Sustainable Development) and HV18 (Green Infrastructure in Haverhill) of the Haverhill Vision and Policies DM1 (Presumption in Favour of Sustainable Development), DM2 (Creating Places - Development Principles and Local Distinctiveness, DM3 (Masterplans), DM6 (Flooding and Sustainable Drainage), DM7 (Sustainable Design and Construction DM3 (Masterplans), DM6 (Flooding and Sustainable Drainage), DM7 (Sustainable Design and Construction), and DM13 (Landscape Features).

This reserved matters application for the infrastructure will provide a highly permeable and accessible development that includes walking and cycling routes. This sits alongside the consented relief road, which is promoted by Core Strategy Policy CS8 (Strategic Transport Improvements). This permeable and accessible development will encourage a range of means of transport other than the private car in accordance with the hierarchy set out in Core Strategy Policies CS7 (Sustainable Transport) and CS12 (Haverhill Strategic Growth) and JDMPD Policy DM45 (Transport Assessments and Travel Plans).

In conclusion, it is considered that this reserved matters application and our proposal constitutes a sustainable and well-designed development that accords with the outline permission, and relevant development plan policies and, if approved, will make a positive contribution to the growth of this part of Little Wrattling and Haverhill.