

Design, Access and Compliance Statement

For development at

Phase 2, Land at NW Haverhill, Ann Suckling Road,
Little Wratting, Haverhill



March 2020

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1. Introduction

1.1 - The Application

This Design Access and Compliance Statement 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. Specifically, it has been prepared to support a Persimmon Homes planning application seeking approval of reserved matters (access, appearance, landscaping, layout and scale) for Phase 2 of residential development as part of the NW Haverhill redevelopment plan, pursuant to the outline planning permission, ref: SE/09/1283 and is a requirement of Condition B8 of the outline planning permission.

The formal description of development is set out below;

“Application for Reserved Matters pursuant to hybrid planning permission SE/09/1283 for 168 dwellings, together with associated private amenity space, means of enclosure, car parking, vehicle and access arrangements together with proposed areas of landscaping and areas of open space for a phase of residential development known as Phase 2”

The application site comprises the second phase of development which forms part of the long standing vision of the Council as expressed in the development plan. The site forms part of the wider development around NW Haverhill which has the benefit of planning permission granted in March 2015.

The 2015 planning permission is a hybrid, granting detailed consent for 1. (i) construction of a relief road and associated works and (ii) landscape buffer. It also granted Outline Planning Permission for 2 (i) residential development up to 1,150 new homes, (ii) Primary School, (iii) local centre including retail and community uses, (iv) public open space, (v) landscaping and (vi) infrastructure, servicing and other associated works relating to landscaping and open space, flood risk, environmental statement, drainage, layout, ecology, waste, renewable energy and transport issues including treatment of public footpaths and bridle paths, ref: SE/09/1283 (herein referred to as the “Outline Permission”).

In granting the Outline Permission for the NW Haverhill scheme, the development was assessed against the relevant development plan policies and other material planning considerations and was deemed acceptable. The outline permission established:

- Extent of land for development
- Land to be retained for landscaping
- Level of affordable housing to be delivered

- Level and timing of financial contributions towards infrastructure including new primary school

The requirement to submit applications seeking the approval of reserved matters arises directly from the imposition of conditions on the outline permission. The current application comprises the submission of the following reserved matters for Phase 2 pursuant to condition B1 of the above permission:

- a) Access within the site and to Haverhill Road
- b) Appearance
- c) Landscaping
- d) Layout and
- e) Scale

Parking also forms part of the reserved matters and the details contained herein show the quantum and arrangement of parking for Phase 2. In addition, the outline permission contains a number of conditions requiring either adherence to matters agreed as part of the outline permission or the submission of details with applications for reserved matters.

This Design Access and Compliance Statement details adherence to the requirements of the conditions attached to the outline planning permission. A site wide Masterplan accompanied the Outline Permission. Whilst the site wide Masterplan is not specifically referred to in the outline decision notice and adherence to it is not stipulated by way of condition, it set out an approach to various matters including housing density, building heights, street typologies, hierarchies of open space, drainage and other matters. These matters are further considered through the Design Code and design evolution of Phase 2, which is discussed within this Statement.

Condition B7 of the Outline Permission required the first submission of Reserved Matters to include a Design Code for the whole of the development granted Outline Planning Permission. The Design Code is required to develop and interpret the approved parameter plans. It also provides details and guidance on:

- Residential and commercial development (including the community building and school)
- Urban form, street patterns, architectural character areas
- Housing density
- Location of affordable housing
- Highway matters (including then provision of strategic footpaths and cycle ways)
- Noise attenuation measures where necessary
- Conservation of flora and fauna interests
- Landscape and open space needs (including children’s play provision)

The Design Code, prepared by Grafik Architects was approved along with the Phase 1 development on 29th September 2017. This Reserved Matters submission for Phase 2 follows the principles as set out in the approved Design Code. The framework established by the Design Code will assist designers, planners and decision makers achieve high quality, well designed places. This Design Access and Compliance Statement details how the Phase 2 development adheres to the Design Code.

Condition B8 of the outline permission requires all subsequent applications submitted for the approval of reserved matters referred to in Condition B1 to be *“supported by a Design Statement which shall cover matters of development layout, buildings 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.”*

A Phasing Plan is required under condition B2 of the outline application to demonstrate how the various residential parcels and strategic infrastructure will be delivered and a separate planning application has been lodged for key strategic proposals including the strategic road network, SUDs and open space.

Phases of Development



This compliance statement sets out the physical and historical context for the site. It also outlines the planning policy framework, both at a national and local level. These factors then lead through to how the proposed design responds to this environment. This statement then explains how the proposal complies with the conditions attached to the outline permission. In more detail this statement then explains the design principles and concepts required by Condition B8 that have been applied to particular aspects of the proposal, informed by the information gained through the earlier processes. The current proposals for Phase 2 have evolved following pre-application discussions with officers at West Suffolk Council together with the design principles set out in the Design Code and is discussed later in this statement.

In addition to the information submitted at the outline application stage, the application is supported by the following reports and drawings as well as this Design, Access and Compliance Statement. This information should be read in conjunction with this application and includes:

- Planning application form
- Drawings (including layout, elevations and street scenes)
- Covering letter enclosing cheque for planning application fee
- Ecological Survey Report by SES
- Arboricultural Method Statement by SES
- Tree Protection Plan by SES
- Flood Risk Assessment by MLM (submitted with outline planning permission) & updated Drainage Strategy prepared by Wormald Burrows

Figure 3: Site Location

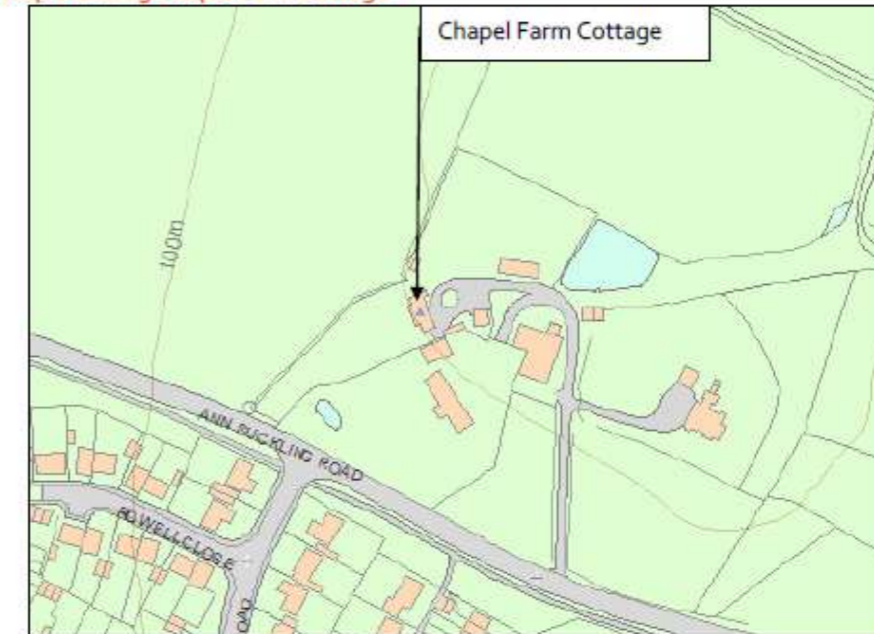


The site lies on the north-western edge of Haverhill, although technically forming part of Little Wratting Parish. Haverhill mainly comprises 2-3 storey family housing, with detached and semi-detached properties prevailing, although terraced houses are prevalent along main roads. The houses on Haverhill Road opposite the southern parcel of Phase 1 become more Arcadian in their siting and character towards the edge of the settlement. Beyond the Fox Public House the countryside commences with sporadic ribbon development fronting Haverhill Road.

North of the site is agricultural land formed of large fields bounded by hedgerows and ditches. The topography is relatively flat, forming part of a plateau. Ann Suckling Road is sited to the south of the site. This road is mainly developed on its southern side, although individual housing plots have been the subject of residential development in recent years near the junction with Haverhill Road. Outline planning permission was granted on 9th March 2020 for 38 dwellings at the adjacent Boyton Hall which abuts the site to the east.

Chapel Farm Cottage, a Grade II listed building, is also sited here behind extensive soft landscaping. This soft landscaping includes a small wooded area, which extends into the application site itself. To the south of Ann Suckling Road is large-scale residential area, mainly dating from the 1970s and forms the current north-western edge of Haverhill. This large estate mainly comprises two-storey detached houses.

Figure 4: Map Showing Chapel Farm Cottage



2.3 - Planning History

As outlined in the introduction, Planning permission (ref: SE/09/1283) was granted in March 2015 for the relief road (detailed planning permission) and a residential development (outline planning permission), subject to various conditions and a s106 agreement.

The s106 agreement secures 30% affordable housing in each phase of residential development and requires contributions to local infrastructure, including community centres, education, healthcare, libraries, cycle stands and bus passenger information screens amongst others. It also covers the bond details to provide the approved relief road.

The Masterplan that accompanied the outline planning application provided a high level vision for the site. Of specific note are the street typologies that the Masterplan develops. These include boulevards, streets, mews, rural mews, lanes and green lanes. They are broadly set out in the Masterplan to help in establishing the scale, form and massing of particular streets and ultimately informed the Design Code which was approved as part of the reserved matters for Phase 1.

Design and Access Statement (2009)

The Outline application was accompanied by a Design and Access Statement. It explains how the Masterplan's 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" (p.5). The Design and Access Statement includes an opportunities and constraints plan which is replicated below. The key objectives are set out in a Concept Statement 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
- The local centre should be prominent, serving as a local landmark
- Scale and massing of the built form should be in scale with the context of surrounding development and generally follow guidance set out in Manual for Streets and by local distinctiveness
- Overall density shall not be less than 30 dwellings per hectare
- Density should vary within and between development parcels to reflect the relationships with the local centre, public transport routes, public open space, high quality views to the countryside, visual impact, topography and principal roads; In and around the local centre, development should be at a higher density than in the surrounding areas
- Lower density areas should include the easternmost end of the site and areas around Boyton Hall, where a lower density will reflect the existing pattern of residential use. This would be an appropriate location for executive housing

Whilst these objectives relate to the wider development site, there are aspects which can be addressed in Phase 2.

3. Planning Policy

3.1 - Development Plan

The current development plan for the site contains the following:

- National Planning Policy Framework (NPPF) (2019)
- National Planning Practice Guidance (NPPG) (2018)
- St Edmundsbury Core Strategy (2010)
- Haverhill Vision 2031 (September 2014)
- Joint Development Management Policies Document (2015)

3.2 National Planning Policy Framework

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 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.

3.3 Local Planning Policy

St Edmundsbury Core Strategy (2010)

The St Edmundsbury Core Strategy was adopted in December 2010. The following policies in the Core Strategy are relevant for the proposal:

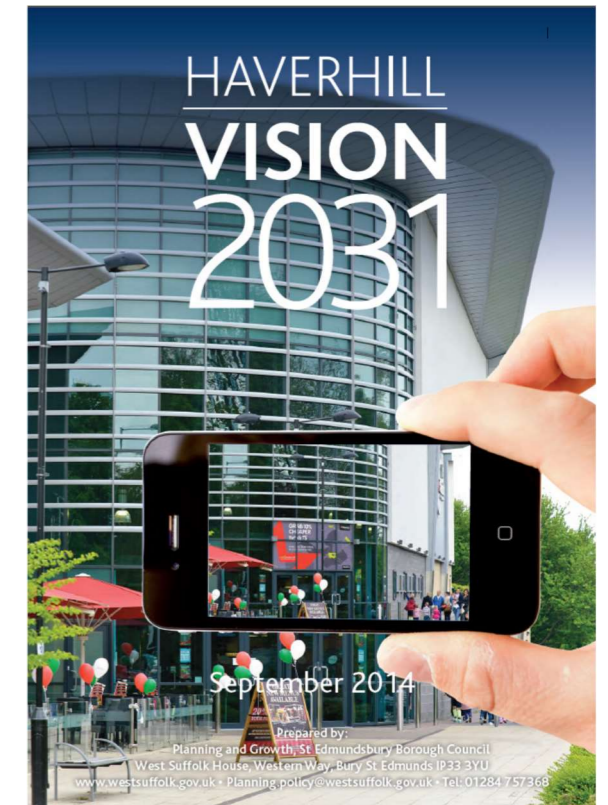
- CS1 St Edmundsbury Spatial Strategy
- CS2 Sustainable Development
- CS3 Design and Local Distinctiveness
- CS4 Settlement Hierarchy and Identity
- CS5 Affordable Housing
- CS7 Sustainable Transport
- CS8 Strategic Transport Improvements
- CS12 Haverhill Strategic Growth
- CS14 Community Infrastructure Capacity and Tariffs

Joint Development Management Policies Document (2015)

The Joint Development Management Policies Document (2015) by St Edmundsbury Borough Council and Forest Heath District Council was adopted in February 2015.

The relevant policies for the proposal are as follows:

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM2: Creating Places - Development Principles and Local Distinctiveness
- Policy DM3: Masterplans
- Policy DM6: Flooding and Sustainable Drainage
- Policy DM7: Sustainable Design and Construction
- Policy DM11: Protected Species
- Policy DM12: Mitigation, Enhancement, Management and Monitoring of Biodiversity
- Policy DM13: Landscape Features
- Policy DM15: Listed Buildings
- Policy DM20: Archaeology
- Policy DM22: Residential Design
- Policy DM45: Transport Assessments and Travel Plans
- Policy DM46: Parking Standards



4. Key Design Principles and Objectives

4.1 Key Design Principles and Objectives

The design principles and objectives have been informed by several important elements, these include adherence to the 2015 hybrid permission associated Masterplan and Environment Statement together with the Design Code (2016) and relevant development plan policies. The Design and Layout also reflects the physical and historical site context as well the evolution through pre-application engagement with the Council.

The Design and Layout for Phase 2:

- Is in general accordance with the land use parameter plan and as such adheres to condition B3 of the Outline Permission
- Is in general accordance with the landscaping parameter plan and as such adheres to condition B3 of the Outline Permission
- Respects the density plan accompanying the Outline Permission
- Respects the building heights plan accompanying the Outline Permission
- Respects the access parameters plan accompanying the Outline Permission
- Respects the setting of the Chapel Farm Cottage (at Boyton Hall), a listed building
- Preserves / enhances hedgerows where possible
- Incorporates biodiversity improvements, such as the creation of ponds, installation of bat boxes, retention and relocation of rare plants found within the site and new landscaping
- Incorporates sustainable drainage measures into the design
- Promotes site permeability through provision of walk and cycle ways
- Provides parking in accordance with the adopted standards
- Where possible, houses front outwards towards green space and other existing natural features providing additional natural surveillance. The public realm seeks to enhance and afford an appreciation of these natural features.
- Creates places through the use of different street typologies, good landscaping and other aspects of good urban design
- Responds to the existing character of NW Haverhill

4.2 Opportunities and Constraints

The Reserved Matters for Phase 2 needs to achieve general conformity with the land use and landscaping parameter plans as required by condition B3 of the hybrid permission. The parameter plans agreed at outline stage dictate the extent of land that can be developed and how structural elements of the landscaping and open spaces are treated.

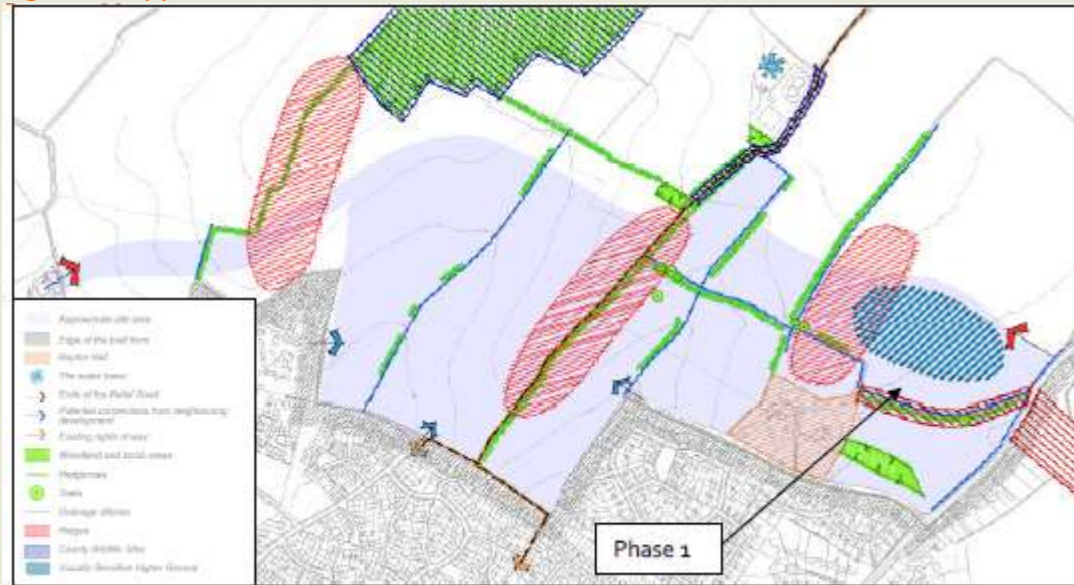
Phase 2 occupies a relatively prominent location when viewed from the existing Anne Suckling Road and within the wider landscape context. As such, the design should ensure that the scale, type and form of development are acceptable for such a setting and that it presents well to the its edge. In respecting its edge treatment, the proposal offers to present an outward facing development.

A particular constraint relates to the setting of Chapel Farm Cottage (at Boyton Hall) a listed building, whose land adjoins the site. Whilst the land use parameter plan agreed at outline stage, the siting of the listed building and other material considerations ensure that any impact on the setting of the listed building will be very limited, the design and layout of Phase 1 shall consider this aspect to ensure that the setting is preserved or enhanced.

A further constraint relates to the large hedgerow which runs along the eastern boundary of the Phase 2 land. The hedgerow provides a good level of ecological value and removal will be restricted to partial removal to allow for an access point to connect Phase 2 to the other phases of development (in particular the land allocated for the local centre and the roundabout to the north).

Trees and ditches will also be retained and enhanced where possible. Whilst respecting the course of existing ditches may be a constraint, the use of such ditches actually represents a benefit as they can continue to function as sustainable drainage features, retaining their ecological and amenity benefits and the historic field boundaries.

Figure 5: Opportunities and Constraints from the Outline Permission



(Source: Design and Access Statement, 2009)

In terms of opportunities, the natural features of the site offer themselves to be incorporated within the design. Such features, if used carefully, can aid the setting of the development and it can also help to create spaces and places through making features of them as well as places to explore, play and appreciate. These multi-facets of natural features hence offer an opportunity to the design.

The site is of a sufficient size and shape that streets and built form can be sited efficiently and effectively. Not only does this allow the best use of this greenfield site to provide needed housing, but it also allows aspects such as building orientation to be considered to maximise benefits such as solar gain. Phase 2 has a particular opportunity in that it will be one of the main gateway phases linking the wider development from Phase 1 to the local centre and beyond. Further gateways will be from the mid-point of the new relief road, access from Anne Suckling Road, Howe Road and Hales Barn Road.

4.3 Character Assessment

A substantial part of Haverhill dates from development during the 19th century when the town experienced a period of growth. Further periods of expansion were seen through the latter half of the 20th century. There is no one character that defines the town, although there is a clear definition between the rural and urban areas. In general, streets reflect the prevailing design and standards of the time when they were constructed. Most streets were developed as a whole, or at least in distinct sections, allowing their age to be readily identified and creating a sense of place from one road to the next. As a rule, the older streets are closer to Haverhill and along main roads with more recent development on the edge of the built-up area, but there has also been plenty of redevelopment and in-filling since the suburban area first began to expand into the countryside.

Wratting Road, which leads into Haverhill Road and passes adjacent to the site, serves as a good example of this character development. At the southern end of Wratting Road, where it is closest

to the town centre of Haverhill, there are many examples of 2-storey, Victorian terraced housing. These properties have relatively narrow frontages and finished in a red brick with grey slate roofs. In addressing the topography, these terraces start to step up the hill.

Photo 1: Victorian Terraced Housing



Photo 2: Mixed Housing Styles



Further northwards, the houses are set back further from the road and are often detached. In doing so, this allows the frontages to be framed by a combination of frontage parking and front gardens with extensive landscaping. The character is more varied here with Victorian styles giving way to inter-war and 1970s and 1980s suburban styles of housing.

Photo 3: Entrance to Chapple Drive



Near the junction with Chapple Drive there is evidence of 1970s era estate development, characterised by cream or red brick finishes, concrete tiles roofs and lower roof pitches.

Photo 4: Inter-War / Post-War Housing



The eastern side of Wrating Road shows more examples of inter-war / post-war housing, which makes features of front gable roofs in pairs of semi-detached houses. Whilst replacement windows have not followed a uniform design, the houses nevertheless provide a sense of character of Wrating Road.

Photo 5: Wide Mouthed Junction



Further northwards along Wrating Road grass verges and street trees add to the sense of space along the street. Wide-mouthed road junctions add to the spacious feel, a characteristic of estate development from the 1970s as the gradient of the hill eases.

Photo 6: Development "Backing On"



As Wrating Road becomes Haverhill Road, the topography starts to plateau further. There are sporadic instances of more Victoria style properties on the eastern side, whilst on the western side more 1970s style housing turns its back on the road, presenting wooden fencing in a manner that does little to animate the street scene.

Photo 7: Settlement Edge



At the north-western edge of Haverhill, where the site is located, the estate housing on Ann Suckling Road forms part of the character setting for the site. There is also a short series of new houses under construction on the northern edge of Ann Suckling Road. These properties are individually designed and a relatively large compared to the properties on the southern side of Ann Suckling Road. Along Haverhill Road, there is an evident edge of settlement character, with sporadic ribbon development prevalent. These properties have large front gardens, often presenting low brick walls to the street. Other interesting aspects of the character of Haverhill and Little Wrating are shown in the photos below.

More recent development has generally been on a larger, estate scale that creates distinct sub-areas, often with a single point of access. Elements of the Suffolk vernacular can also be found. However, the overriding character is suburban. Phase 1 has taken reference from the existing vernacular in terms of the design, character and layout found within Haverhill and will look to replicate this successfully in the northern parcel of Phase 2 (see photographs below which incorporate the use of red and buff bricks, off street parking, green space and shared surface roads). The southern parcel will of Phase 2 will adopt a contemporary design. Both these approaches are in accordance with the approved Design Code.

Photos 8-10: Images from Phase 1



5. Evolution of Phase 2

5.1 Pre-Application

The Reserved Matters for Phase 2 have been informed by the technical assessments, parameters established at outline stage and adheres to the principles of the approved Design Code.

An initial meeting took place with officers of West Suffolk Council on 1st October 2019. The discussions focussed on the layout, storey heights, road hierarchy, parking arrangements and landscaping. No elevational drawings were presented at the meeting.

Figure 6: Pre-application submission drawing



Figure 7: Pre-application Analysis Plan



Written comments were received from the Council on 5th November 2019.

It was generally acknowledged that:-

- the shape of the northern area made it difficult to configure.
- there was agreement on the concept of a setback frontage without numerous direct accesses on the northern parcel was acceptable.
- the houses facing the playing pitches on the eastern edge of the northern parcel was welcomed. However, it was highlighted that there was a hedge directly in front of them and that an acceptable set back would be required.

The following additional comments are summarised in headings below:-

Layout

1. The design rationale appeared to be bolted onto a scheme rather than it being informed by the Masterplan and the Design Code.
2. The layout, particularly to the south does not create a coherent edge or strong built form that is referred to in the masterplan
3. The two parcels are meant to be part of two distinct character areas but it is unclear how they differ and how they link to the broad character areas as described in the

design code. The reserved matters application must be accompanied with a Design Statement explaining how the sub character area has been designed to follow and respond to the principles of the broader character area in which it sits.

4. The southern parcel seems a bit disjointed

Permeability/Linkages

5. A footpath link was suggested within the northern parcel to create better permeability. The current scheme does not appear to deliver the anticipated routes through the green spaces along the northern parcel and along the eastern edge of the southern parcel
6. The green corridor has been retained but it narrows down somewhat towards the western end.
7. The key aspects of the Parameter Plans and Design Code were highlighted i.e. identify green corridors and routes through; building heights and character areas.
8. Further clarification sought on the linkages to key destinations (local centre, school, allotments, playing field, town centre etc.). This should feed off the Design Code.
9. There is no pedestrian access along the eastern edge of the development. The Design Code shows a pedestrian route along this edge which is a key aspect of connectivity and part of the wider infrastructure. It also has the added benefit of allowing access to manage the ditch. The proposal shows houses backing onto this area with the ditch in private gardens – how will this be managed?

Parking/Highways

10. The parking courts proposed on the northern parcel were not acceptable as they were oppressive and did not provide a user friendly or attractive space.
11. There were no issues with the 'squares', though these would need further discussion with highways.

Storey Heights/Density

12. The Council would not be supportive of 4 storey elements particularly on the northern parcel.
13. The higher density in the area that hosts the local centre makes it appropriate for a tighter more urban character with shared surfaces, green lanes and formal boundary materials. Use of traditional/local materials with the contemporary architectural styles help to root it in its location and surroundings.

Landscaping and Open Space

14. Questioned what the open spaces would be used for and how will the parcels would interact with them. Is there a desire to create surveillance, do existing landscape features require a set back and how and where are pedestrian and cycle connections to

the green infrastructure be created? The cycle route through the site is unclear and how the parcels would connect to the green spaces

15. The link to the 'Green Lane' founding design principle is not apparent. Reference was made to the 'Green Lane' illustration in the Design Code.
16. The lack of meaningful soft landscaping within the parcel was raised. There needs to be a strategic approach to how soft landscaping will be delivered.
17. There needs to be sufficient room for trees planting to take place in the landscaped areas adjacent to the roadside.
18. Planting of small trees and shrubs encouraged to soften the high quality hard landscape areas at the core of this character area. The character of the Boyton Place will be created by its largely urban feel with crisp, contemporary architecture, more formal planting and a formal public realm.
19. All hedges need to be retained as far as possible and these should influence the development. An updated Arboricultural Report will be required.

Affordable Housing

20. Affordable Housing – concern raised that housing associations were not keen on taking on 4-storey blocks.
21. The housing officer does not want 2-bed affordable flats.
22. Affordable units to be in clusters of no more than 15 units
23. 5% of affordable housing is to be lifetime homes

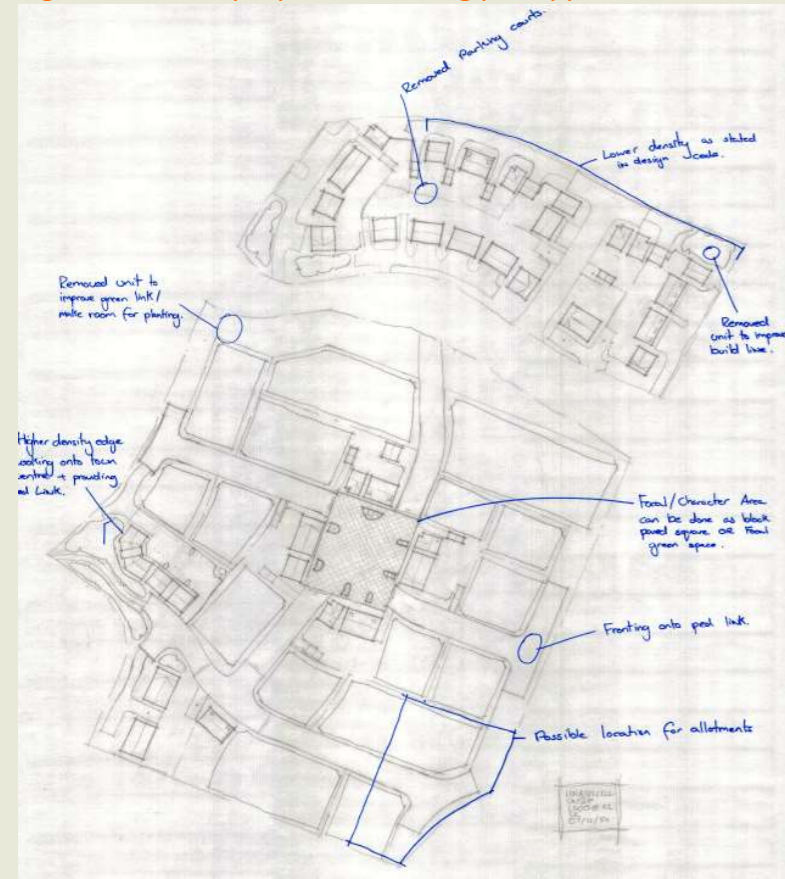
Other thoughts:

24. The lanes are dominated by cars
25. Consideration should be given to bin presentation areas at an early stage.
26. There needs to be an offset of 3 metres between dwellings fronting hedges to allow for service strips and corridors where necessary.
27. The area designated for allotments is acceptable but it will require appropriate boundary treatment (a chain-link fence with planting was suggested) needs a boundary fence with a hedge planted alongside. Consideration of the treatment of the edge of the existing highway warrants further discussion.
28. Drainage – swales won't work. The basin should be no more than 1.5 metres deep. Drainage on the main road looks fine. Could an additional detention basin be provided in the area to the south of the junction at the end of the access road?

Following the meeting with officers of the Council and the written response, the fundamental structure and approach to the layout was revisited.

The sketch plan in Figure 8 highlights key areas that were addressed and these have evolved and informed the final submission.

Figure 8: Sketch proposal following pre-app discussions.



Key amendments:

The northern parcel was reworked by:

- Removing rear parking courts and redesigning the arrangement to back to back units in the central part of the development
- Setting back properties on the eastern edge from the hedge accessed from a private drive with frontage parking. Properties still face the playing pitches.
- Reducing the overall density in this development parcel.
- Removal of 4-storey apartments.

The southern parcel was reworked by:

- Improved permeability through the site including fundamentally changing the layout along the eastern boundary to create a pedestrian route as required in the Design Code, with houses fronting the route.

- Remodelling the layout along the eastern boundary by incorporating a pedestrian link for permeability through the site (as per the Design Code) from the north through to Anne Suckling Road.
- Houses on eastern boundary turned to face the footway for surveillance and stepped back to allow for access to the ditch. Houses served by private drive.
- Provision of Central Square – in accordance with the masterplan proposals (see extracts below) and in response to comments by the Council about insufficient open space and creating additional open areas though the development whilst also creating visual interest in the street scene.
- Consideration was given to reverting the allotment area to that indicated in the Design Code but the preference was to retain it in the area to the south as agreed at the pre-application meeting.
- Apartments – moved closer to local centre which lends itself to higher density development.
- ‘Green Lanes’ incorporated into the northern part of the development
- Parking squares amended to reduce domination of cars
- Remodelling of car parking courts

Figure 9: Masterplan from outline application



Figure 10: Extracts from outline masterplan centring on square



6. Proposal

6.1 Use and Amount

Phase 2 comprises the construction of 168 no. terraced, semi-detached and detached residential dwellings proposed adjacent to Phase 1 and the football pitches. The scheme takes its layout cues from the masterplan and as explained below, reflects the site and policy context and history.

Figure 11: Proposed Layout



For the purposes of description Phase 2 is split into two parcels:

- Northern Parcel (Wrattling Gardens), comprising of 41 homes which obtains its main vehicular access from the internal spine road which continues through from Phase 1. There are also five other private drive accesses into the Northern parcel.
- Southern Parcel (Boyton Place), comprising of 127 homes which also obtains its main vehicular access from the continuation of the internal spine road from Phase 1.

The Land Use Parameter plan to which the application must be in general accordance (Condition B3), is replicated below. The Land Use Parameters plan contains various tolerances for the development parcels expressed as +/-.

Figure 12: Land Use Parameters Plan (Source Haverhill Design Code)



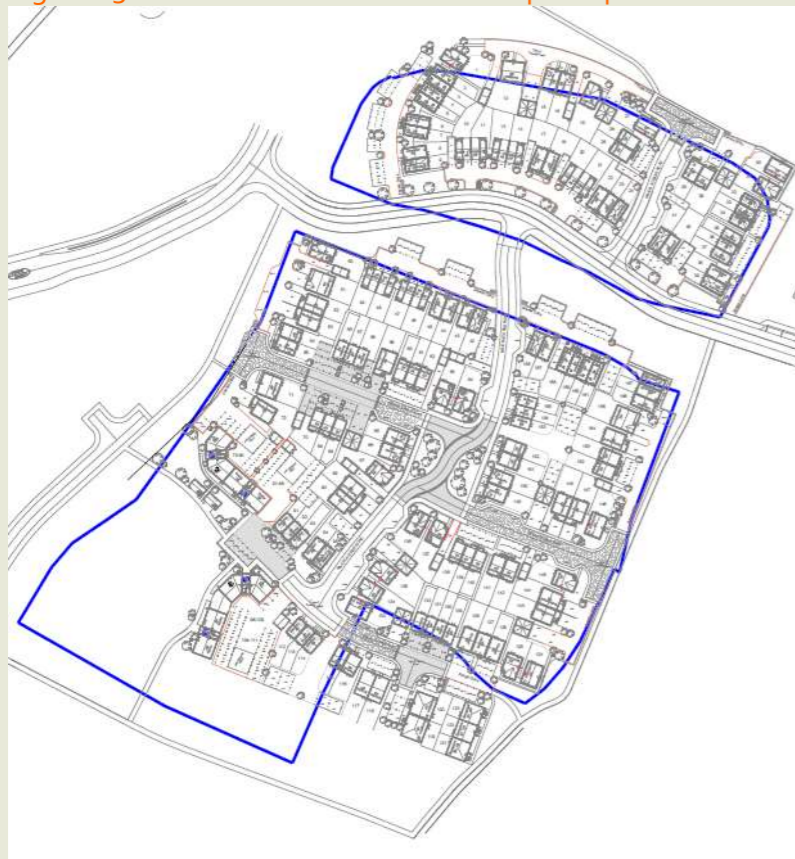
Figure 12 shows an extract of the Land Use Parameters Plan with the proposed layout superimposed. Where there are differences between the boundaries these are within the tolerances set out in the parameters plan accompanying the outline permission.

The extent of the residential development within the southern parcel is all contained within the parameters detailed in the Land Use Parameters Plan, with the exception of the parcel of land in the south east corner. The reason for this is due to the area allocated for the allotments being re-orientated to run parallel to Anne Suckling Road. This revised position for the allotments was discussed and agreed in principle with the Local Planning Authority at the pre-application stage.

The extent of the northern residential parcel is defined by a purple line on the Parameters plan, which denotes a tolerance of +/- 20 metres. In this instance the extent of the built form (including the carriageway) is within the tolerances identified in the Land Use Parameters Plan.

Overall, the development broadly adheres to the Parameters Plan and complies with outline condition B3. The fundamental structure is also consistent with the Design Code.

Figure 13: Land Use Parameters Plan superimposed on the Proposed Layout



Density

The northern parcel of the Phase 2 (Wratting Gardens) has a net site area of 0.85 hectares and accommodates a total of 41 dwellings, providing a density of 48 dwellings per hectare (dph). This is slightly higher than the density figure stated in the approved Design Code

The southern parcel (Boyton Place) has a net site area of 2.3 hectares and accommodates the remaining 127 dwellings, providing a density figure of 55 dph. This is in accordance with the density figure stated in the Design Code.

The overall density across the site is 53 dph.

Figure 14: Density (Source Design Code)

Density:

2A- 35-45dph
2B- 45-55dph



Accommodation

Figure 15: Accommodation schedule

Unit Type	Total No	Private	Affordable	
			Intermediate	Aff Rented
1- bed Bungalow	3	0	0	3
1- bed Apartment	8	0	0	8
1- bed House	15	0	0	15
2- bed Apartment	8	8	0	0
2- bed Bungalow	2	0	0	2
2- bed House	26	20	4	2
3- bed House	55	65	10	3
4- bed House	28	25	1	2
Sub total		118	15	35
Total	168	118	50	

Figure 15 above shows the accommodation schedule for the site, including a break-down by tenure and dwelling size to show a total of 168 dwellings.

The affordable housing requirement within the s106 is 30% which equates to 50 homes within this phase. The affordable housing comprises a mix of 15 intermediate and 42 Affordable Rented dwellings. The scheme includes 5 bungalows which comprise part of the affordable housing offer. The mix of affordable homes has been informed by pre-application discussions with the housing department and local housing needs.

The Accommodation Schedule above shows the accommodation schedule for the site, including a break-down by tenure and dwelling size to show a total of 168 dwellings. The affordable housing requirement within the S106 is 30% equates to 50 homes within this phase. The affordable housing comprises a mix of 15 intermediate and 35 affordable rented dwellings. The scheme includes 5 bungalows which comprise part of the affordable housing offer. The mix of affordable homes has been informed by pre-application discussion with the housing department and local housing needs.

This second phase of development contains a range of houses, with an emphasis of two and three bedroom properties.

6.2 Masterplan Principles

The design, layout and main structural elements of the proposal has been informed by the Outline Consent, Design and Access Statement, Design Code and the analysis of the site. The plan below details routes through the site and how they afford connections, key landscape features, development structure and key street typologies. The main features that drive the form of the development are:

- Main Boulevard stretches through the centre of the site with a hierarchy of streets and mews stemming from this main road.
- Existing hedgerows and trees are retained/enhanced where possible
- Properties front outwards from the main parcels
- Natural drainage features are utilised and form a key component of the sustainable drainage Network
- Natural drainage features are integrated into the landscape design to double as usable ecology and safe play space
- Mixture of frontage, on plot and on street car parking provided
- Built form varies from linked or terraced sections to spacious detached plots depending on the street typology
- Mixture of house types, sizes, styles, materials and detailing (traditional in the northern parcel and contemporary in the southern parcel) to reinforce the sense of place envisaged by the character area and provide site legibility

The Contextual Plan below shows the immediate context of the site within the overall development area and in relation to the relief road. The residential phase will come forward in due course (the phasing is governed by Condition B2 of the outline planning permission). The playing fields to the east (between Phases 1 and 2) along with the internal road network, public open space and Suds is subject of a separate 'Infrastructure' planning application. Key pedestrian routes showing linkages to the existing phase and subsequent phases are identified in the Contextual Plan.

Figure 16: Contextual Plan



Development Principles

Development principles have been established working with the site's opportunities and constraints and creating development cells which sit within landscaped green infrastructure. Key principles include:-

- Securing positive outward facing development blocks
- Enabling strong connectivity with existing neighbourhoods and new cells of development via pedestrian and cycle links thereby creating excellent permeability
- Logical and clear hierarchy of streets which are easy to navigate
- Creation of character areas, focal spaces and vistas via layout and form
- Use of varied materials including surface treatments to create interest in the street scene

These guiding principles are explored later in this section.

Figure 17: Analysis Plan



1. The Gateway

The use of 2.5 and 3 storey dwellings (in accordance with the Design Code) create a strong entrance to the neighbourhood which is well balanced in the street scene. Development form will shield internal gardens to enhance amenity. Green edges will benefit from a high quality landscape scheme.

2. The Boulevard/Primary Street

The Boulevard is continued from the east with formal landscaping and pleasant street trees. This part of the boulevard is influenced by the existing hedgerow and generous green verges with tree planting, fronting the built form. The strong built form comprises of a mix of 2.5 and 3 storey semi-detached and terraced homes which all sit on a strong building line. The terraced homes include drive through units which combined with landscaping sensitively disguise the car in the street scene.

3. The Terrace

The mix of 2.5 and 3 storey terraces with a consistent build line create a traditional form of development and strong frontage positively overlooking the sports pitches to the east. Car parking is hidden away from the primary street scene and a corner turning unit is created facing the Boulevard.

4. The Main Street

A pleasant tree lined street which is punctuated by a characterful central square with pockets of open space. Homes are carefully positioned to create interest and the street scene will be heavily greened.

5. The Link

A characterful space is created by the grouping of homes, open space and pleasant pedestrian routes. Bungalows provide homes for the elderly and ensure there is a sensitive transition to the allotments and the interface with existing development.

6. The Reeds

A character space with positive frontage onto the SUDs area in the form of 4 storey apartments and 3 storey homes which will be complimented by sensitive landscaping and linkages with the local centre at the heart of the site.

6.3 Access and Movement

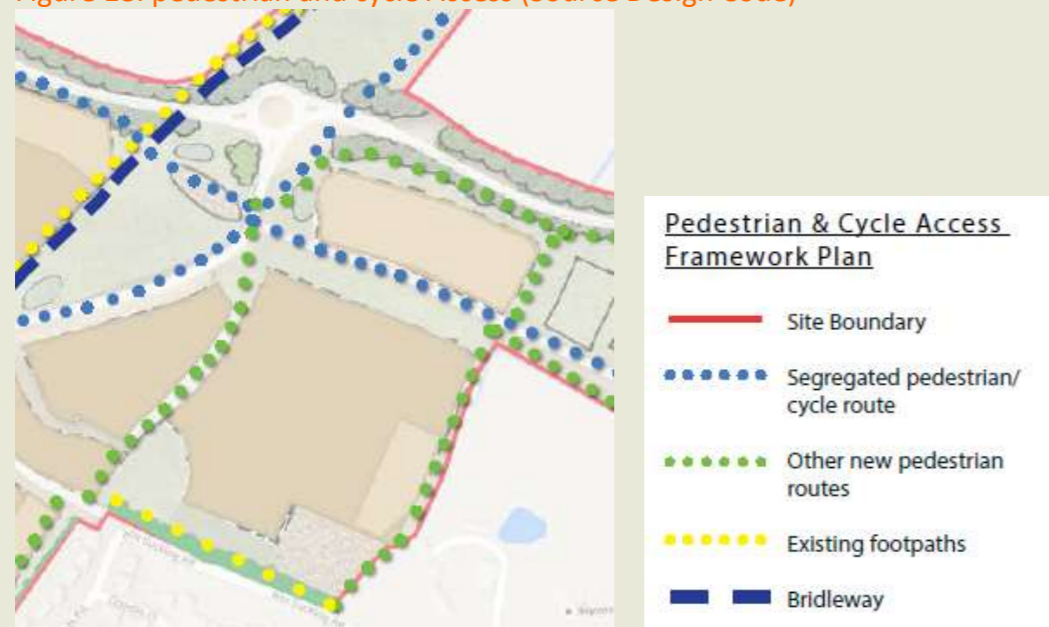
This Phase is relatively flat, meaning that there are no problems in keeping gradients across the site to a minimum, with all routes within the site designed to be step-free with the exception of the apartments in the southern part of the southern parcel of land.

The site is well served by public transport, as it sits on the main approach into Haverhill from the north-east with Haverhill/Wratting well served by longer distance bus services. In terms of Phase two there will be a bus service which runs along the main road separating the northern and southern parcels of land.

In terms of movement within the site, and with reference to code DS6 in the Design Code, it is simplest to consider each of the main parts of the site. For the northern parcel, the majority of the vehicular traffic will be directed along the private drives with limited number of vehicles required to use the main access to access their properties. Within the built form of the northern parcel the road layout is permeable, allowing residents and visitors to easily navigate to their destination. Pedestrian access across into the southern parcel can be gained by a pedestrian crossing.

The following extract from the Design Code demonstrates where these linkages are envisaged.

Figure 18: pedestrian and cycle Access (Source Design Code)



The Design Code framework identifies pedestrian and cycle way access across the site. For Phase 2 this means continuation of the segregated pedestrian and cycle route along the primary street from Phase 1 and the creation of new pedestrian routes along the north, east and western boundaries and connection to existing footpaths to the south.

The intention of such movement, as stipulated by Code DS7 in the Design Code, is that all streets should be designed to create a pleasant and attractive environment for pedestrians and cyclists.

For the southern parcel, vehicular access is taken from the main boulevard with a spine road serving all the dwellings. This main point of access will also give access to pedestrians and cyclists. Further pedestrian routes are proposed along the eastern edge (a key opportunity which was stressed by the Council during the pre-application discussions) with houses set back from the hedge and providing surveillance over the pathway. This route will link to the existing footpath to the allotment site and Anne Suckling Road to the south. Further routes are created through the site to link with the further phases of development and the local centre.

Figure 19: Footpath connections to the west



A further pedestrian link will be created to the north of Phase 2, to link Phase 2 with the Boulevard which runs from the central relief road roundabout to Howe Road, as indicated in Figure 20 below. This will be covered in a separate planning application for infrastructure which is being prepared.

Figure 20: Pedestrian links to the north



6.4 Hierarchy of Streets

The hierarchy of streets is set out in the Masterplan and Design Code. The extract from the Design Code shown in Figure 21 illustrates the requirements for Phase 2.

Figure 21: Street Hierarchy (Source Design Code)



There are four street types that are applicable to Phase 2:-

- Primary Street
- Street without Trees (i.e. the spine road into the site)
- Green Lanes (to the north of each development parcel)
- Lane or Mews (running off the Spine Road)

In terms of Phase 2, the main 'Boulevard' bisects the two development parcels, continuing through from Phase 1. A 'street' runs at right angles into the southern parcel which cascades down to 'Green Lanes' or 'Mews' which accords with the Design Code. The northern parcel also incorporates a 'street' access and also access from the 'boulevard' by private drives.

Opportunities have been taken to introduce street trees where appropriate. This approach follows the typical street arrangements set out in the Masterplan.

6.5 Scale and Massing

Storey Heights

The storey heights for both the northern and southern parcels are in accordance with the approved design code.

Figure 22: Storey Height (Source Design Code)



Figure 23: Storey Height as proposed



There is a strong built form along the boulevard/primary street comprising largely 2.5 and 3 storey semi-detached and terraced homes.

The proposals introduce 4 storey apartments in the south west corner of the site fronting the SUDs area. Whilst not in accordance with the design code (which supports up to 3.5 storeys in this parcel), it is considered an appropriate form of development given its location near the higher density part of the site leading towards the local centre and this area fronting an expanse of open space/SUDs lends itself to higher development to enclose the area.

Apart from the bungalows to the north of the allotments, the remaining (majority) of the development is 2 storey in height in accordance with the parameters set in the design code.

The siting of detached, semi-detached and terraced buildings is generally led by the street typologies and accordingly varies to provide a greater or lesser sense of enclosure to the street scene, or provide formal or informal character. Elsewhere, such as on the edge of the parcels, a looser knit approach is taken.

Apart from the 4 storey element no landmark buildings are proposed as the character areas provide the information needed for navigation around the development (refer to character areas in the analysis section earlier). However, certain properties function as vista stops within the street scene. Not only do these properties help to enclose the space, but this also provides legibility.

To maintain the domestic scale to the frontage of properties, soft landscaping is used to define the boundary between public and private areas.

6.6 Key Frontages / Spaces and Focal Buildings

In line with good design practice, the housing layout incorporates perimeter blocks which ensure that streets are fronted by the active façade of the homes and that private spaces and gardens are located securely facing other back gardens.

The main key frontages / spaces and focal buildings of the northern parcel are located along the main boulevard road connecting phase 1 and 2. This key frontage to the development will be well landscaped to provide this adjacent properties with some privacy whilst also providing the road with green space and trees along the boulevard, which accords with the Masterplan and Design Code.

The boulevard also provides a formal, rhythmic role by utilising principally detached and semi-detached housing. Where roads adjoin the boulevard, they are marked by pairs of gateway house types, which mark and frame the entrance. This reinforces the formal feel, but also lends a sense of symmetry to the frontage.

Focal points can also be found in the “corner turning” units throughout the site. These use active frontages to lead views around corners. Within the two main parcels key plots function as focal points, adding to the legibility of the site. Elsewhere this is enhanced through kinks in the highway in particular the southern parcel of land. This lends a sense of intrigue as different views emerge to the street user in passing through, whilst also acting as a traffic calming measure.

The design and layout of the development has ensured that streets are fronted by the active façade of the homes and that private spaces are located securely facing other back gardens. The development creates relatively continuous frontage which helps create well-defined streets and spaces. Active frontage made up of front doors and windows create lively and well-supervised streets. Gaps between buildings are limited and the scheme avoids blank walls which face the street.

To achieve this perimeter block form, frontage dwellings and bespoke dual-fronted corner dwellings contribute to active frontage.

The streets throughout both the northern and southern parcels have been designed so that they are both suitable and safe for both pedestrians and cars and to ensure that pedestrians and drivers can conveniently access all parts of the site without the need for detours.

6.7 Appearance and Elevations

As described in the character assessment, there is a distinctly suburban character to Haverhill, but it is a character that reflects the time at which each street, part of a street or estate was constructed. As the suburban area expanded outwards, a greater proportion of estate-scale development has taken place, meaning that there is greater consistency in the appearance of the streets, but less consistency between the separate estates.

Figure 24: Character Areas (Source Design Code)



As set out in the Design Code, the northern parcel of Phase 2 falls within the “Wrattling Gardens” character area, which follows a predominantly traditional appearance to reflect local vernacular design (in a similar way to Phase 1) looking to draw upon the housing from the Victorian era, through the use of traditional proportions and vernacular materials. For example, brick detailing and soldier lintel courses are incorporated into the design.



Examples of polychromatic brick detailing



The windows are often topped by flat gauged arches. Flat-topped dormer windows can be found on some of the semi-detached properties. As well as providing additional living accommodation in the roof, these dormers provide enhanced passive surveillance of the street and a variety in the building proportions used. The doors retain a traditional style, accompanied by flat topped porches upon gallow brackets.

In terms of materials, as set out in the Design Code, brick finish is the predominant external material in use. As shown in the accompanying materials plan, consistency with this requirement is shown with widespread use of mainly red brick. A contrasting buff/Gault brick is used to mark gateways and vistas to help these marker buildings stand out and improve site legibility. Pastel blue, yellow and cream render are used at prominent locations in the edge/lane street typology. The buff/Gault brick finish is more evenly used in the edge/lane street typology. The edge/lane streets have a more varied palette of external materials, with boarding, render and exposed brickwork.

The Southern parcel site falls within the “Boyton Hall” character area will be more contemporary in its appearance in terms of the built form and materials. The majority of the houses will be use red, buff or multi bricks similar to those used in the northern parcel, however some of the house types will incorporate cladding and render.

The windows will not have the soldier courses but will have white windows, which will contrast well with the brick and cladding / render used on the properties. Some of the house types in the Southern parcel of Phase 2 will use contemporary grey roof lights in the roofs, as opposed to dormers used in the northern parcel. Some examples of the contemporary house types proposed in the Southern parcel of Phase 2 are shown below.

In terms of surface materials buff block paving is proposed for the private drives and parking court areas. This is to reinforce the more intimate feel in these areas. Elsewhere, red block paving is used for some of the shared surface areas with the remainder of the carriageways and footways to be finished in black asphalt.

6.8 Character Areas

The architectural styles are divided into 4 specific character areas, as follows:-

Character Area 1: Traditional style (northern parcel) - Similar styles to Phase 1 - Materials consist of red brick, red pantiles, grey concrete flat tile and buff brick to be used within dentil band. Features consist of boxed soffit/fascia detail, porched Canopies, brick soldier headers and window cills, buff brick with recessed red brick dentil band (3 course). White front doors and White windows.

Character Area 2: Contemporary Style (southern parcel) - Character Area 2 house type materials consist of buff brick. Grey concrete flat tile/ grey pantiles. Features consist of boxed soffit/fascia detail, flat porch canopies, brick soldier headers ,white front doors and white windows.

Character Area 3: Traditional style (northern parcel) - Character Area 3 house types materials consist of red Brick/red multi brick, red pantiles/grey concrete flat tiles. Features consist of boxed soffit/fascia detail, porched canopies, stone headers and window cills. White front doors and White windows.

Character Area 4: Contemporary Style (southern parcel) - Character Area 4 house types will be the contemporary range. Materials consist of red/red multi/buff brick, grey concrete flat tile, white render, white render porches, grey cladding. Features consist of boxed soffit/Fascia detail, flat porch canopies and contemporary style doors. White front doors and White windows.

Barton House Type - Character Area 1

Hopton House Type – Character Area 1



1059 House Type— Character Area 3



Foxcote House Type – Character Area 1



Hopton House type – Character Area 4



Buttermere House type – Character Area 4



Foxcote House type – Character Area 4



Carleton House Type – Character Area 4



The following street scenes demonstrate the built form and detailing.

Figure 25: Location of street scenes



Street Scene 1 - street scene of the north side of the primary route through from Phase 1 is provided below. The street scene consists of 3 storey townhouses.



Street Scene 2 - The street scene below is the south side of the primary route from Phase 1 is provided below. This street scene also consists of three storey townhouses although in a contemporary design, finished in brick and render.



Street scene 3 – west side of the estate spine road consists of a few contemporary terraced properties, some large detached 3 storey and 2 storey dwellings finished in red and buff bricks with render.



Street Scene 4 - fronts on the eastern edge fronts the cycle path/pedestrian footway providing natural surveillance. The properties consist largely of buff coloured dwellings with the majority of them being two storey-detached properties with the exception of the semi-detached three-storey town house, which is finished, in a red brick and render.



Street Scene 5 - the west side of the central estate spine road provides a mixture of materials and house types of a contemporary nature. The majority of the dwellings along this street scene use cladding and render and are finished in either a buff or red brick.



Street Scene 6 - Northern parcel of land facing the sports pitches. The houses are of a traditional design, finished in red bricks with a brick banding being a common theme amongst the two storey dwellings and a reference from houses in Haverhill carried through from Phase 1.



6.9 Open Space and Landscaping

The Masterplan accompanying the outline permission includes open space and soft landscaping as an integral part of the design. The Landscape Parameter Plan (shown below) also details the extent of Public Open Space (in light Green) and the “indicative location of buffer planting – to include woodland, shrub and grassland planting”.

Figure 26: Land Landscape Parameters Plan (Source Haverhill Design Code)



The Landscape Parameter Plan shows strategic landscaping to the north, west and south of Phase 2 along with a tree lined primary street continuing through from Phase 1. The landscaping within Phase 2 will dovetail with the strategic landscaping which is subject of a separate infrastructure application (and phasing condition on the outline permission). The open space within each residential parcel will come forward with each reserved matters application as the site is built out.

The specific landscaping within Phase 2 will centre around five key areas:-

- The western edge
- Landscaping on either side of the primary street
- The eastern edge
- A central square
- Allotments

Western Edge

A landscaped buffer strip will be created along the western edge of the development Landscape strip incorporating the SUDs basin in the south west corner of the site which will provide an attractive outlook for the flats. Details of the SUDs feature will be outlined in a separate infrastructure application.

Landscaping to Primary Street

On either side of the road which continues through the site from Phase 1 there is a large area of open space fronting the houses where an attractive tree lined street and formal landscaping will be created.

The Eastern edge

As highlighted in Section 6.3 above, a pedestrian route will be created along the eastern boundary extending from Ann Suckling Road in the south, past the allotments and the bungalows and through to the landscaped area adjacent to the primary road in the north. The area runs adjacent to the existing hedgerow and formal landscaping will be created alongside the path.

Central Square

SW8 of the Design Code highlights how local squares can be incorporated into proposals which act as interesting focal points whilst also acting as traffic calming. In response to comments made in pre-application discussions about a lack of open space, but also to add variety in the street scene while reflecting the masterplan, a focal square has been incorporated in the heart of Phase 2, in the southern parcel providing an additional character area and visual richness and legibility at the heart of the development.

Two options were considered as highlighted in Figure 27 below. Both offer different design solutions and reflect the options in the Design Code. The two options differ in that the first provides areas for additional parking and the second (the favoured option), provides a softer solution providing landscaping.

Figure 27: Focal Square Options

Option 1



Option 2



Allotments

An important part of the Design Code is the provision of allotments. It is understood that there is a high demand for allotments within Haverhill and this will provide the current residents of Haverhill, as well as those living on the development the opportunity to use these facilities. In response to this a parcel of land has been set aside in the southern part of the site for this use. The provision of the allotments will be addressed in a separate infrastructure planning application.

6.10 Car Parking Approach

Figure 28: Parking Requirements (Source Design Code)

Houses and Flats - Parking Standards		
1 Bedrooms	1 space per dwelling	Cycle Provision: 2 secure covered spaces per dwelling. (Satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions)
2 Bedrooms	1.5 spaces (1 allocated and 1 shared between 2 units for flexible use); 2 spaces per dwelling when provided within curtilage (or where sharing a space between 2 units is not practical)	
3 Bedrooms	2 spaces per dwelling	
4+ Bedrooms	3 spaces per dwelling	

The quantum of parking is consistent with approved Design Code, above. At the time that the Design Code was approved, the Suffolk Guidance for Parking (2015) was the relevant guidance. The Parking Guidance was updated in 2019, the main difference being the requirement for all 2-bed units to have 2 parking spaces.

The proposals all comply with the revised standards with the exception of the following:-

- 4 No 2 bed affordable units at 129 – 132 (1.5 spaces per unit); and
- 16 No. private apartments at plots 96-103 and 104-111 (1 space per unit)

In respect of the apartments, 14 visitor spaces have been provided in the parking areas adjacent to them as this is likely to be a key area for demand for parking. It should be noted that the parking standards allows for flexibility in the parking provision for 2- bed properties on Page 52 where it states that “Reduction in this figure may be considered with robust and degreed highway mitigation”.

The majority of homes have on-plot parking or allocated which will be conveyed to the individual householder. Phase 2 includes 46 visitor spaces which are distributed throughout the development.

The majority of these are provided within dedicated lay-by parking areas and as such are conveniently located.

In terms of parking solutions, provision is provided by way of:

- On plot Parking
- Allocated parking on-street
- Allocated parking within Mews Streets
- Visitor parking within dedicated lay-by spaces on-street
- Small parking court

Many of the larger properties have an integral garage. The internal dimensions of these garages are generous (3m x 6m), which allows for the parking of larger modern cars. It is proposed to afford these properties with a shed within the rear garden, which can accommodate cycle storage. Remaining garages are 3m x 7m which meets the requirements of the Parking Guidance. Frontage parking has been more extensively used within the Mews areas, whereby the layout has sought to create a near continuous built form to define the street.

6.11 Refuse

Across the development, the houses have refuse and recycling storage provided with refuse storage in the rear garden with a path to facilitate access for setting out. This allows for collection from the street directly in front of each property. For those houses in the ‘Lanes’ and ‘Mews’, residents will take their refuse and recycling receptacle to a designated shared collection point on collection day. Apartments will have their own communal refuse storage facility. Each storage area will be sized to accommodate the relevant number receptacles and screened. Such refuse provision accords with the requirements of Policy DM2 of the Joint Development Management Policies Document (2015).

6.12 Affordable Housing

The s106 Legal Agreement accompanying the outline application requires that 30% of the dwellings in each phase comprise Affordable Housing unless otherwise agreed. It also requires the agreement of an Affordable Housing Scheme in each Phase of the development.

Notwithstanding this, it specifies that, unless otherwise agreed, the affordable housing should;

- Not exceed groupings of 15 units
- Comprise a minimum of 70% Affordable Rented Dwellings and a maximum of 30% Intermediate tenure housing
- Comprise a mix of 1 and 2 bedroom apartments, 2, 3 and 4 bedroom houses
- 5% of all affordable housing units to be Lifetime Homes compliant

The s106 also controls the timescale for delivery in relation to the market housing. The applicant has engaged with Council Officers to ascertain the mix of affordable housing sought to within Phase 2 to address local housing need. The affordable housing requirement equates to 50 homes within this phase. The affordable housing comprises a mix of 15 Intermediate and 35 Affordable Rented dwellings. The scheme includes 5 bungalows which comprise part of the affordable housing offer.

Figure 29: Accommodation Schedule

Unit Type	Affordable	
	Intermediate	Affordable Rent
1 – Bed Bungalow	0	3
1 - Bed Apartment	0	8
1 – Bed House	0	15
2 – Bed Apartment	0	0
2 – Bed Bungalow	0	2
2 – Bed House	4	2
3 – Bed House	10	3
4 – Bed House	1	2
Sub Total	15	35
Total	50	

The design and architectural detailing of the affordable dwellings is “tenure blind”, making the affordable homes indistinguishable from the privately owned dwellings. The affordable units have also been pepper potted. This will ensure the integration of affordable and open market dwellings. The location of the affordable dwellings is shown in Figure 34.

Figure 30: Location of Affordable Homes



7. Conclusion

This Design, Access and Compliance Statement provides supporting information for the Persimmon's application seeking agreement of Reserved Matters for the development of Phase 2 of the land at north-west of Haverhill on Ann Suckling Road, Little Wrating, Haverhill. It details how the proposed development seeks to deliver a scheme that will integrate with its wider context, contribute to the goals established in local plan, masterplan and embodied in the outline permission. It also details how Phase 2 achieves conformity with the approved Design Code.

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 approved Design Code approved as part of the Phase 1 Reserved Matters built upon the Masterplan work undertaken at outline stage and provides a further level of detail. It also sets out how various elements of design can be co-ordinated across the Phases to create attractive, locally distinctive, accessible, attractive, sustainable and liveable extension to the community. The Phase 2 Reserved Matters have been informed by this process.

The design 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 natural landscape features of the site, a well-connected neighbourhood where residents have easy access to public transport, community facilities, open space and other amenities and a good mix of dwelling size, types and tenures.

The proposal seeks to build upon the identity, character and historical context of Haverhill whilst also providing a contemporary design approach as advocated in the Design Code. 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. Accordingly, it is considered that the development approach adopted and the promotion of local distinctiveness within Phase 1 accords with Policies CS2 (Sustainable Development), CS3 (Design and Local Distinctiveness), 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), DM11 (Protected Species), DM12 (Mitigation, Enhancement, Management and Monitoring of Biodiversity), DM13 (Landscape Features) and DM22 (Residential

Design) of the JDMPD.

The Phase 2 development includes a range of homes, including affordable houses and bungalows that will assist in meeting local housing need. In doing so, the proposal accords with Core Strategy Policy CS5 (Affordable Housing).

The Phase 2 proposals will create 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). The proposal will provide parking in accordance with adopted standards using a range of typologies in accordance with JDMPD Policy DM46 (Parking Standards).

In conclusion, it is considered that the 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 Wrating and Haverhill.

