

# Design, Access and Compliance Statement

For development at

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



January 2021





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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 2B 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.

This amended reserved matters submission follows the withdrawal of the southern parcel from the Phase 2 applications submitted in April 2020 and follows discussions (and a series of workshops) with the Local Planning Authority which have led to this revision. The reserved matters for Phase 2a were approved by West Suffolk's Planning Committee in November 2020.

The reserved matters submission relates to the southern parcel of Phase 2.

The revised description of development is set out below;

***“Submission of details under SE/09/1283 – the means of access, appearance, landscaping, layout and scale for the construction of 127 dwellings 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 residential development known as Phase 2B”***

The application site comprises Part 2 of the second phase of development and forms part of the long standing vision of the Council as expressed in the development plan.

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."

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.

The amended proposals for Phase 2b have evolved following discussions with officers at West Suffolk Council together with the design principles set out in the Design Code and are discussed later in this statement.



# 2. The Site

## 2.1 - Site Description

The site is situated to the north of Ann Suckling Road and both of the recently approved Phase 2a development. The site extends to 2.93 hectares. The site, falls from the north east to the south west, is currently fallow land which is bounded by Ann Suckling Road to the south and hedges to the north. The boundaries to the east and west are characterised by hedges and ditches. Whilst the site technically forms part of Little Wratting parish, it is widely referred to as a part of Haverhill, given the fact that it adjoins the urban form of Haverhill itself.

Figure 1: Location Plan

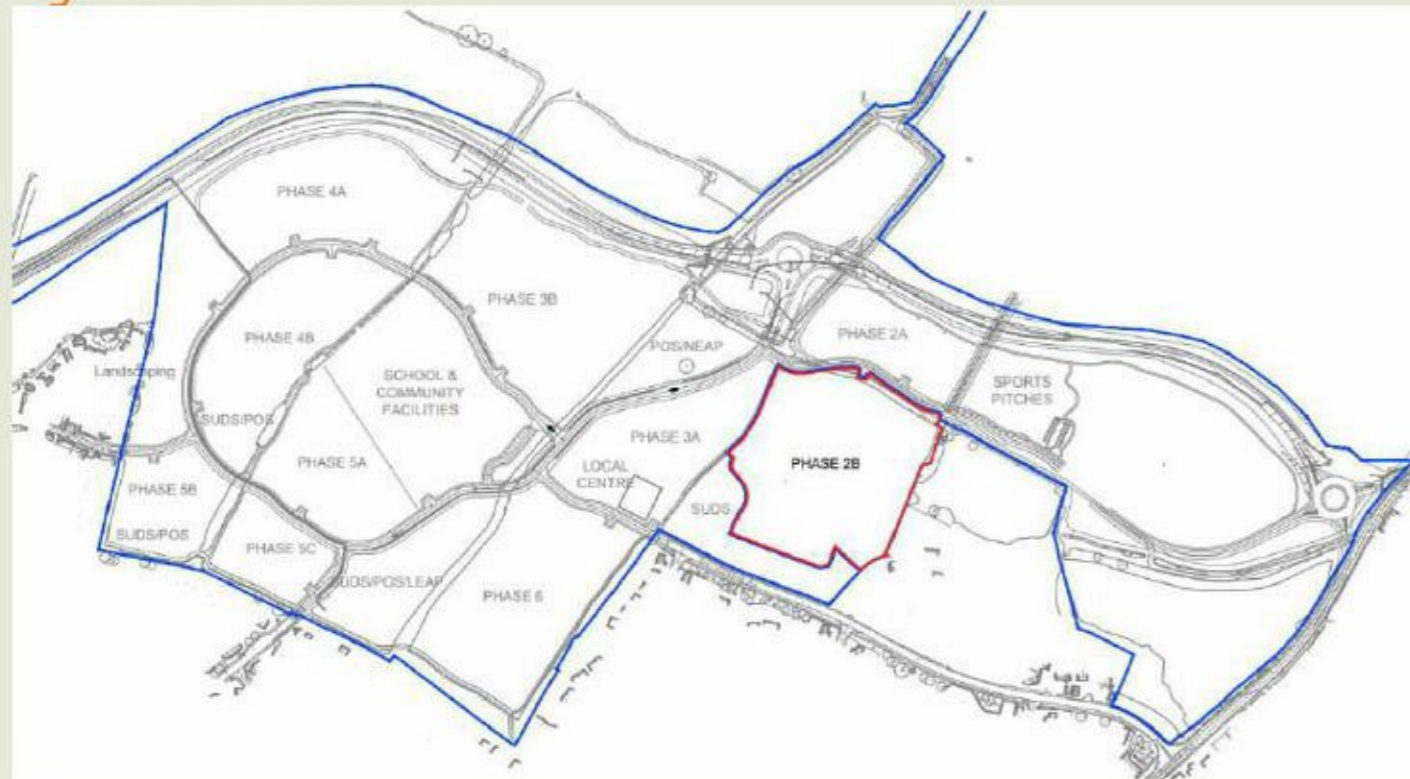


Figure 2: Layout Plan



## 2.2 - Site Context

The site is approximately 0.8 miles (1.2 kilometres) north-west of Haverhill town centre. This journey takes approximately 15 minutes on foot or 3 minute drive by car in good traffic conditions. The 2015 planning permission granting detailed consent for construction of a relief road and associated works on which construction commenced in 2018.

## 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 2b.



# 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)

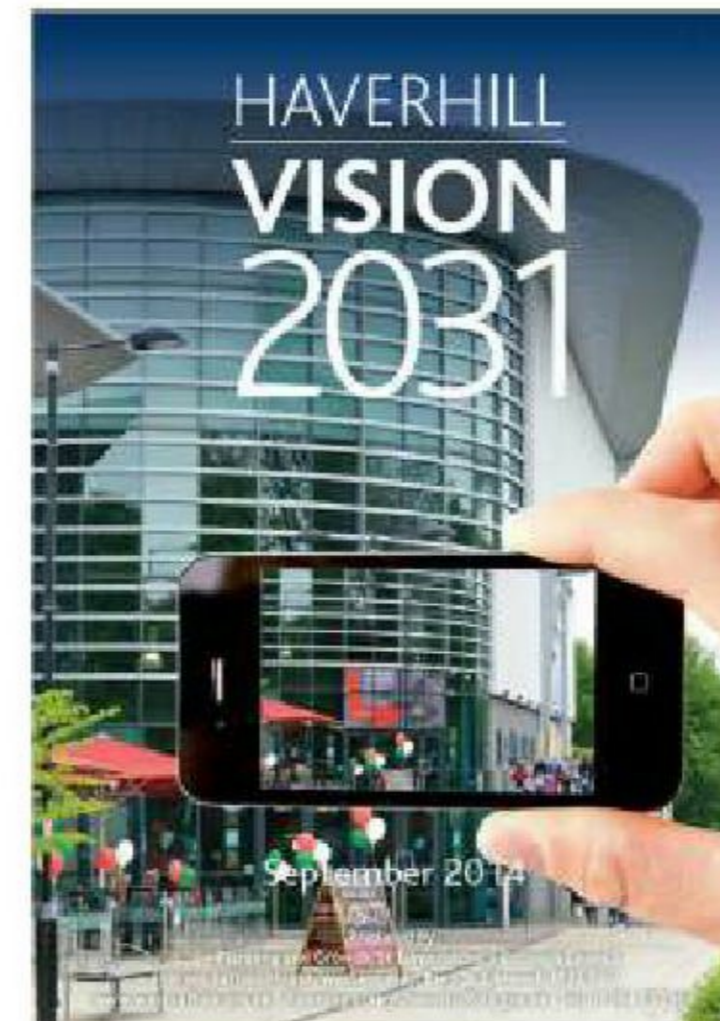
The online National Planning Practice Guidance (NPPG) supports and informs existing policies within the NPPF. It is to be considered in line with the NPPF as a material consideration in the determination of planning applications.

### 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 in the workshops that took place in 2020.

The Design and Layout for Phase 2b:

- 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 2b 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 2b occupies a relatively prominent location when viewed from the existing Ann 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 this 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 hedgerows which run along the boundaries of the Phase 2b land. The hedgerows provide a good level of ecological value and removal will be restricted to partial removal to allow for an access point to connect Phase 2b to the other phases of development (in particular the land allocated for the local centre and the roundabout to the north).

Existing ditches will 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.

## 4.3 Design Approach

The design approach is discussed in Sections 5 and 6 of this statement.



# 5. Evolution of Phase 2b

## 5.1 Pre-Application (prior to initial submission for the whole of Phase 2)

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

The following paragraphs and illustrations outline the concept for the initial application for the combined northern and southern parcels prior to its submission in April 2020.

Figure 3: Original Pre-application submission drawing



Figure 4: Pre-application Analysis Plan



Written comments were received from the Council on 5<sup>th</sup> November 2019.

It was generally acknowledged that:-

- the shape of the northern area made it difficult to configure.

The following additional comments were made in respect of the **southern parcel** are summarised in headings below:-

### Layout

1. The layout, particularly to the south does not create a coherent edge or strong built form that is referred to in the masterplan
2. 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. Note that Phase 2a has subsequently been approved and this application addresses the southern parcel)
3. The southern parcel seems a bit disjointed.

### Permeability/Linkages

4. 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.
5. 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.



6. 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**

7. There were no issues with the ‘squares’, though these would need further discussion with highways.

#### **Storey Heights/Density**

8. The Council would not be supportive of 4 storey elements particularly on the northern parcel.
9. 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**

10. 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
11. The link to the ‘Green Lane’ founding design principle is not apparent. Reference was made to the ‘Green Lane’ illustration in the Design Code.
12. 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.
13. There needs to be sufficient room for trees planting to take place in the landscaped areas adjacent to the roadside.
14. 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.
15. 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**

16. Affordable Housing – concern raised that housing associations were not keen on taking on 4-storey blocks.
17. The housing officer does not wish to see 2-bed affordable flats.
18. Affordable units to be in clusters of no more than 15 units
19. 5% of affordable housing is to be lifetime homes

#### **Other thoughts:**

20. The lanes are dominated by cars
21. Consideration should be given to bin presentation areas at an early stage.
22. There needs to be an offset of 3 metres between dwellings fronting hedges to allow for service strips and corridors where necessary.
23. 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.
24. 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 area to the south of the junction at the end of the access road?

#### **Amendments made in the submission:**

The southern parcel was subsequently reworked with amendments to address the above concerns. The application was submitted in April 2020 and the key amendments the key amendments were as follows:-

- 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 Ann 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 5: Extracts taken from Masterplan submitted with outline application



Notwithstanding the above amendments, West Suffolk Council planners felt that the proposals for the southern parcel were not delivering on the requirements of the Design Code in terms of creating a distinctly different contemporary character area and could not support this element of the application. Persimmon Homes took the decision to exclude (withdraw) the southern parcel from the application and progress the northern parcel which was less controversial and enter further pre-application discussions to address the deficiencies in the southern parcel.

Figure 6: Extract from previous, Phase 2 application (southern parcel) withdrawn.



## 5.2 Further pre-application discussion (on the current scheme)

A series of pre-app meetings were suggested as a means to address the issues and three meetings were programmed to cover the following topic areas:

- Key Principles – constraints and opportunities
- Architectural and urban design approach and creation of smaller character 'zones' within the parcel.
- Highways, suds and landscaping

An initial meeting took place with officers of West Suffolk Council on 30<sup>th</sup> June 2020. Thereafter two workshops took place on 14<sup>th</sup> September and 1<sup>st</sup> October between Persimmon's appointed architects (Grafik – who prepared the Design Code), and officers of West Suffolk Council (including the urban designer). A third workshop took place on 10<sup>th</sup> November which included Suffolk County Council highways.

The whole approach was taken back to first principles, looking at the constraints (and opportunities) of the site and the requirements of the design code and how these influenced the layout. Further discussions ensued focussing on the layout, storey heights, road hierarchy, parking arrangements and landscaping. No elevations were presented at the meetings although feedback on the withdrawn element, in this respect, was taken into account.

### Workshop 1

The first workshop set the tone for the development and discussions centred around:-

1. Opportunities and constraints (to be updated and specific to this parcel)
2. The key design criteria, looking at
  - Ecology / existing landscape features
  - Green Infrastructure – strategic and within the parcel.
  - Blue Infrastructure – within the parcel and on adjacent green space.
  - Access and connectivity
  - Design / character and architectural approach (Must be distinct from previous phases. Urban feel, crisp contemporary architecture anticipated in the design guide. It anticipated a higher number of apartments and terraces within this parcel.
  - Introduction of sub character areas

An initial concept plan illustrating the street hierarchy was prepared which followed the Design Code (see Figure 7 overpage).



Figure 7 – Street Hierarchy



The Council's urban designer highlighted development elsewhere both within and outside the district which provided design cues and felt that these should be explored in Phase 2b. It was also suggested that incorporating FOGS in the rear parking courts would provide visual interest whilst providing surveillance over the parking courts to make them safer.

Figure 8: Sperling Drive – Hales Barn, Haverhill



Figure 9: Mews Courts and FOG examples



Figure 10: Mews Courts and FOG examples



### Workshop 2

Prior to the second workshop, a concept plan which evolved from the street hierarchy plan was presented. This workshop explored house typologies, building heights, and hard/soft landscaping.



Figure 11 – Concept Plan and initial layout



## Character Areas

6 Distinctive character areas were identified to create richness and diversity in the built form:

### 1. Boulevard

- 4-storey apartment buildings defining gateway and acting as wayfinding markers.
- Continuous frontage and density steps down to 3.5 and 3-storey townhouses along Boulevard reflecting northern parcel.
- Generous green verges with tree planting, fronting the built form. Required green infrastructure corridor to the north.
- Frontage parking softened by landscaping and parking courts at rear to avoid parking dominating frontage.
- Acknowledge that entrance crosses key pedestrian cycling route and a cross over design at the junction may be required.

*Feedback from the urban designer/planner - Suggest adding this as a character area and providing vehicle and pedestrian access to parking courts from the north to increase permeability.*

### 2. Avenue (or Neighbourhood Street)

- Building heights lower than on Boulevards (generally 2.5 storeys with some buildings at 3 storeys for emphasis).
- Tree lined street linking the greening of the Boulevard to the Urban Square.

*Feedback from the urban designer/planner - More of a continuous built form is needed south of the Urban Square and a corner turning unit could be introduced linked to Mews. Positioning building to create more enclosure and provide visual stop as looking down from entrance.*

### 3. Urban Square

- 3 to 3.5 storey terraces or townhouses to define and enclose space.
- Buildings oriented towards square.
- Parking courts at rear to avoid dominating frontage. Need to make parking courts active, safe and attractive spaces in their own right. Will need to introduce units into these spaces to do this.

*Feedback from the urban designer/planner - More enclosure is needed of square and an additional terrace/townhouse could be introduced linked to Mews.*

### 4. Neighbourhood Square

- Informal Local Square, creating a clear hierarchy of routes and spaces.
- Buildings oriented towards square.

*Suggest removing tree and creating hard landscaped space for social interaction with appropriate*  
*Feedback from the urban designer/planner - planting to soften and nudge behaviours (preventing inappropriate parking).*

### 5. Mews/Lanes

- Stepped roofline and buildings following gradient/topography.
- Narrower gateways to emphasise mews and enclosure of space.
- Home Zone treatment with shared surfacing prioritising pedestrians over vehicles.
- Consider spaces for bins/bikes as part of the built form to the frontage.

### 6. Green Edge (or The Reeds)

- Lower density and loose clusters of detached houses.
- Buildings oriented to address focal point of SUDs area.
- Transition from urban character of Mews/Lanes to rural character with simpler detailing.

## Introduction of Parking Courts

*Feedback from the urban designer/planner - There is potential for flats over garages (FOGs) within the parking courts to provide more variety in the housing mix, create more positive spaces and provide natural surveillance.*



Figure 12 – Suggested locations for FOGS



The overall feedback was positive and it was considered that the use of parking courts had really freed up the rest of the development and improved the layout in terms of the quality of the streets

### Workshop 3

Suggestions from urban designer that we include FOGS (flats over garages) to provide surveillance and visual interest within the parking courts.

- Increased number of FOGs to breakdown the largest courtyard and animate / enclose spaces.
- Created more continuity of the building line on The Avenue.
- The internal layout is now very permeable and think we also need to consider wider linkages to integrate the development with the surrounding area.
- Consideration was given to connectivity through the site with particular emphasis on pedestrian routes
- Feedback was provided by the highway officer on highway issues generally but also including parking requirements and adoption of streets

The revised drawings also took into account comments made by residents and Haverhill Town Council.

These included the 4-storey element for which it was considered there was no precedent in Haverhill. This is discussed later in section 6. Other key concerns related to parking provision and electric vehicle charging points which again are discussed later in this report.

Key issues raised by statutory consultees have also informed the current proposals.

Figure 13 – Evolving layouts

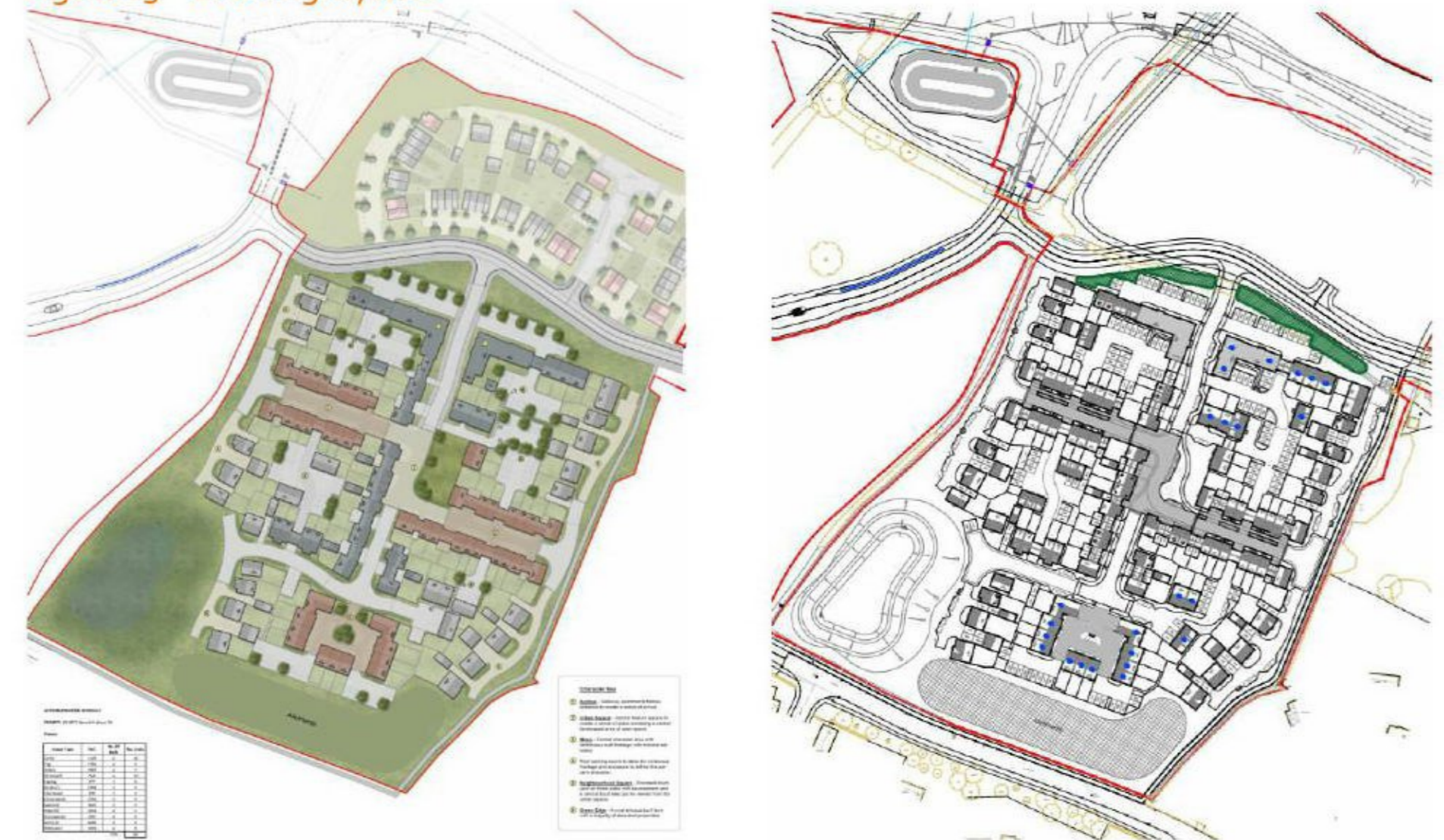


Figure 14 – Final draft layout incorporating FOGS.





# 6. Proposal

## 6.1 Use and Amount

Phase 2b comprises the construction of 127 no. terraced, semi-detached and detached residential dwellings and contains a range of houses, with an emphasis of two and three bedroom properties.

The scheme takes its layout cues from the masterplan and Design Code.

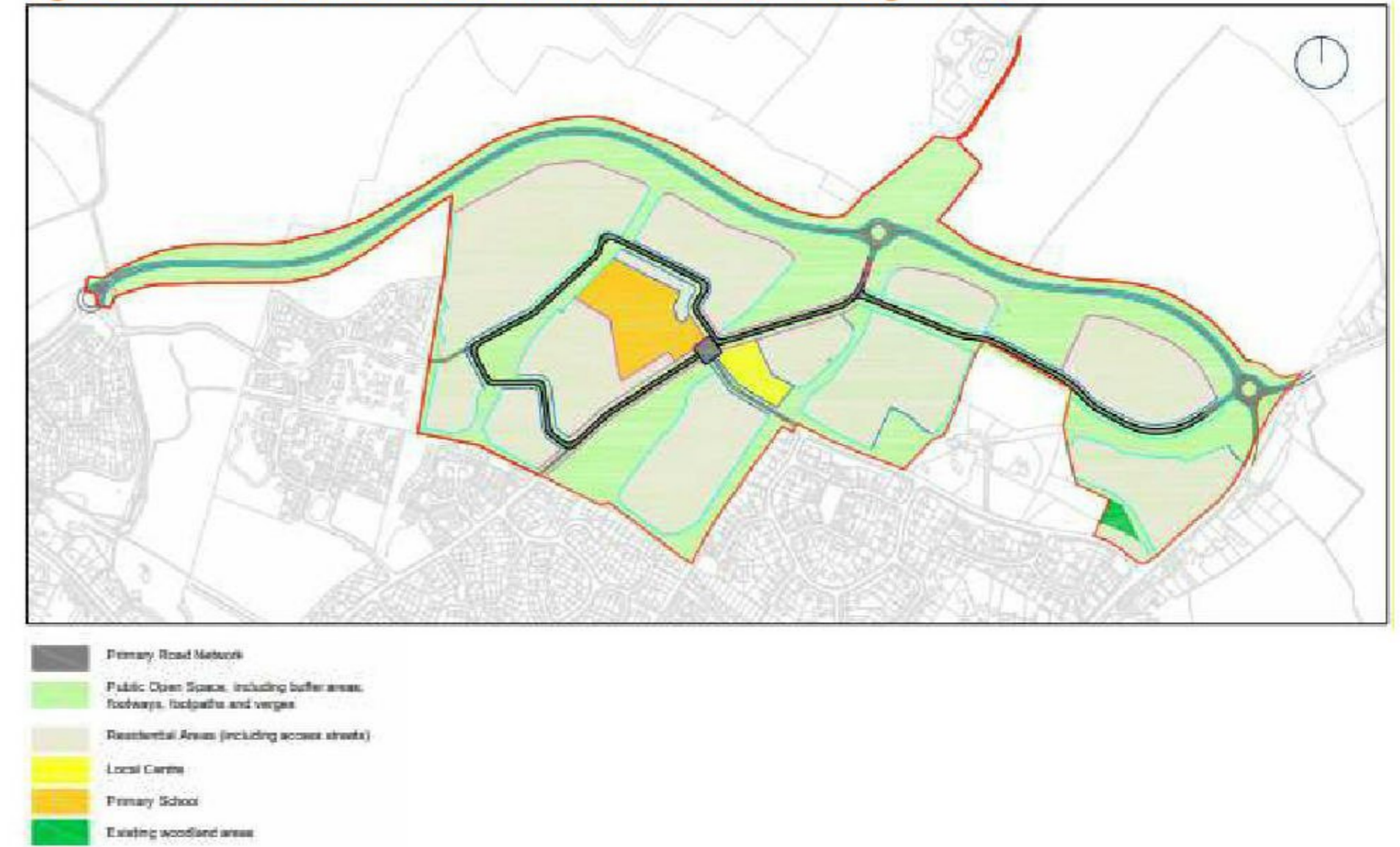
Figure 15: Proposed Layout



The main access of is taken from the internal spine road which continues through from Phase 1. There is only one point of vehicular access into the site although there are pedestrian links through the site from north to south and east to west.

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 16: Land Use Parameters Plan (Source Haverhill Design Code)



The development broadly adheres to the Parameters Plan and complies with outline condition B3 with the exception of the allotment site (subject of a separate Infrastructure application) and which has been confirmed to be acceptable by West Suffolk Council planners. The fundamental structure is consistent with the Design Code.



## Accommodation

Table 1: Accommodation schedule

Unit Type	Total No.	Private	Affordable	
			Intermediate	Rented
1 Bed Flat	12	3		9
1 Bed Bungalow	2			2
2 Bed flat	16	8		8
2-Bed FOG	10	7	1	2
2 Bed House	29	22	7	
3-Bed Bungalow	2			2
3-Bed House	31	31		
4-bed House	24	18	2	4
5-bed House	1		1	
Sub Total			11	27
<b>Total</b>	<b>127</b>	<b>89</b>	<b>38</b>	

Table 1 above shows the accommodation schedule for the site, including a break-down by tenure and dwelling size to show a total of 127 dwellings comprising a mixture of 1 – 5 bedroom dwellings.

The affordable housing requirement within the s106 is 30% which equates to 38 homes within this phase. The affordable housing layout for Phase 2B comprises a mix of 27 Affordable Rented dwellings and 2 intermediate dwellings. The affordable units is further addressed later in this section.

### 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

### 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 ne 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

### 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 2b.

Figure 17: Street Hierarchy (Source Design Code)





There are three street types that are applicable to Phase 2A:-

- Primary Street
- Street without Trees (i.e. the spine road into the site)
- Green Lanes (to the north of each development parcel)

Layout

The site is accessed from a single adoptable road complimented by the open landscaping and tree lined development. Continuous built form along this road helps to enclose the space moving into the Village Square. This is a shared surface space which combines pedestrian/ vehicular movement with public open space.

From the village square two mews areas can be accessed via continued shared surface. Here landscaping and planting methods have been utilised to add focal point and pedestrian interest.

As highlighted in Section 5 Evolution of Phase 2b, the development comprises 6 Distinctive character areas:

#### 1. Boulevard

- 4-storey apartment blocks providing a landmark feature entrance to the development.
- Continuous frontage stepping down to 3.5 and 3-storey townhouses along the Boulevard
- Generous green verges with tree planting, fronting the built form to provide the green infrastructure corridor required in the Design Code.
- Frontage parking softened by landscaping and parking courts at rear to avoid parking dominating frontage.

#### 2. Avenue (or Neighbourhood Street)

- Building heights lower than on Boulevards (generally 2.5 storeys with some buildings at 3 storeys for emphasis).
- Continuous frontages incorporated into the design as requested by West Suffolk planners
- Tree lined street linking the greening of the Boulevard to the Urban Square.

#### 3. Urban Square

- 3 to 3.5 storey terraces or townhouses to define and enclose space.
- Buildings oriented towards square.
- Parking courts at rear to avoid dominating frontage. Need to make parking courts active, safe and attractive spaces in their own right. Will need to introduce units into these paces to do this.

#### 4. Neighbourhood Square

- Informal Local Square, creating a clear hierarchy of routes and spaces.
- Buildings oriented towards square.
- Amendments made to planting to soften the edge and avoid inappropriate parking

- FOGS introduced to provide visual interest and surveillance for security

#### 5. Mews/Lanes

- Stepped roofline and buildings following gradient/topography.
- Narrower gateways to emphasise mews and enclosure of space.
- Home Zone treatment with shared surfacing prioritising pedestrians over vehicles.
- Consider spaces for bins/bikes as part of the built form to the frontage.

#### 6. Green Edge (or The Reeds)

- Lower density and loose clusters of detached houses.
- Buildings oriented to address focal point of SUDs area.
- Transition from urban character of Mews/Lanes to rural character with simpler detailing.

#### 6.2 Density

The site area is 2.93 hectares and accommodates a total of 127 dwellings, providing a density of 43 dwellings per hectare (dph). This is slightly lower than the density figure stated in the approved Design Code.

Figure 18: Density (Source Design Code)



The extract from the Design Code above indicates that this as an area where 45-55 dph would be appropriate appropriate.



### 6.3 Access and Movement

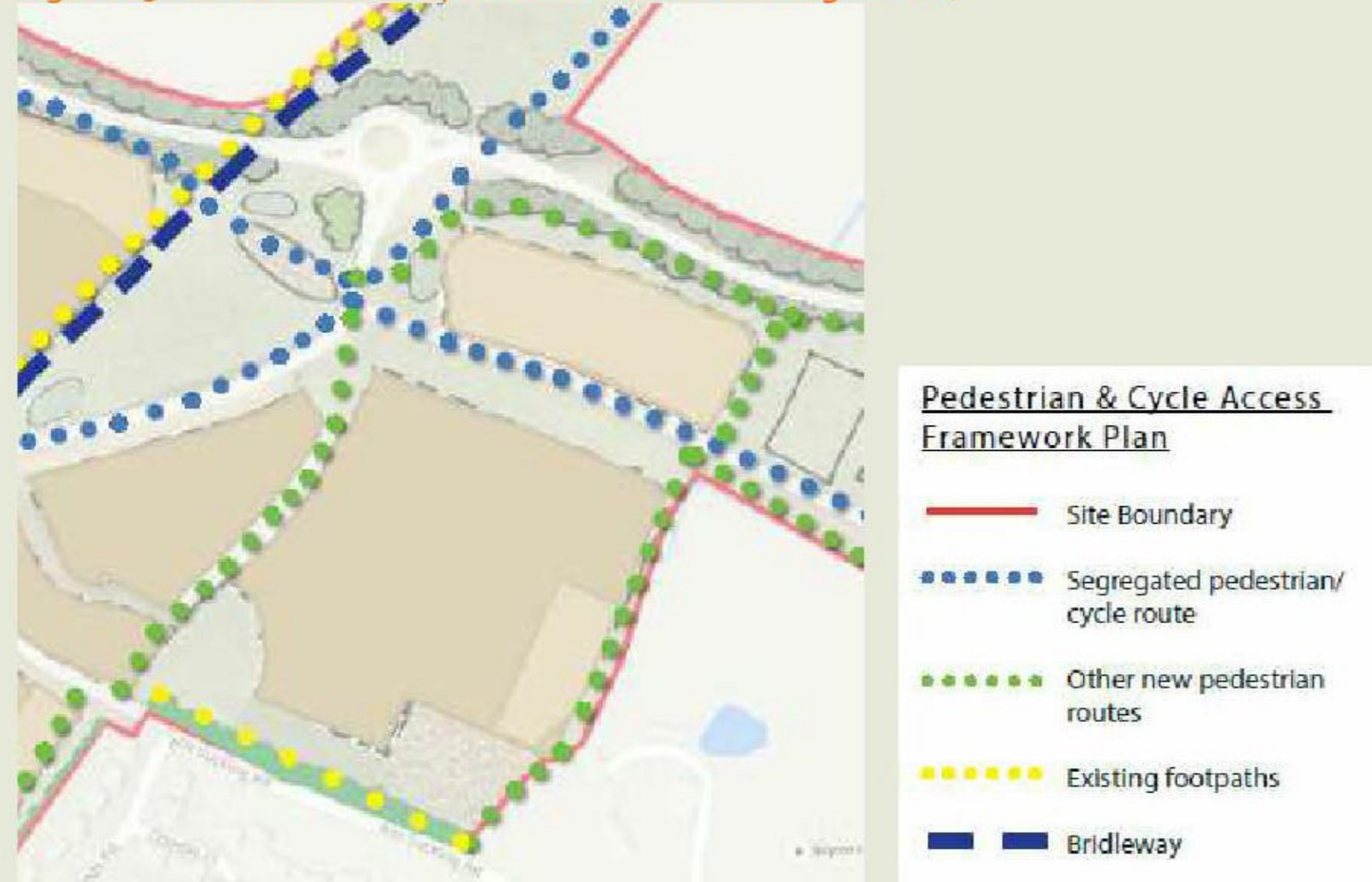
This land falls towards the south west where the Suds basin is located, but the overall phase is relatively flat, meaning that there are no problems in keeping gradients across the site to a minimum, with all routes within the site designed to be step-free.

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 Phase 2, 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 northern parcel can be gained by a pedestrian crossing.

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

Figure 19: Pedestrian and cycle Access (Source Design Code)



The Design Code framework identifies pedestrian and cycle way access across the site. For Phase 2B 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.

Pedestrian links are provided as required in the Design Code, along the eastern edge from the north to Ann Suckling Road; from the mews lane in the western edge to link to the local centre; and from the southern corner (adjacent to the Suds basin) to Ann Suckling Road as highlighted on the extracts below thus assuring connectivity through the development to existing and proposed developments, in accordance with the requirements of the Design Code.

Figure 20: Pedestrian Connectivity through site and to wider development





## 6.5 Scale and Massing

The Design Code defines the permitted heights of buildings as indicated in the extract below.

Figure 21: Storey Height (Source Design Code)



The majority of the development in this parcel is 2 – 3.5 storeys which is in accordance with the parameters set in the design code. The only exception is the 4-storey gateway feature at the entrance to the development which is addressed later in this section.

The following characteristics apply to the development:-

- There is a strong sense of distinction between areas of the proposal which is ascertained through varying density and building form.
- Central village square retains continuous built frontage lining the edge of the shared surface/open space. A mixture of 2-2.5 storey dwellings are proposed to comply with the Urban Quarter Character Area of the Haverhill Design Code.
- The Mews areas requires higher density and continues the built form towards the green edge and open space. This is differentiated with the use of only 2 storey dwellings.
- The Green edge overlooking the public open spaces, this comprises of much lower density. The built form is more dispersed to allow greater space between plots. Furthermore, to give a sense of space, a reduce building height of 2 storeys further complies with the Design Code.

As highlighted in the previous section, the 4-storey element was an issue that many objectors, including Haverhill Town Council, raised concern with in the original submission. It was felt considered that there was no precedent in Haverhill for 4-storey buildings and which are in excess of the building heights for this plot of land; contradicted the parameters set out in the Design Code;

would dominate the landscape in what is a rural / sub-urban environment overlooking residents in Ann Suckling Road.

In response to this, whilst retaining an element of 4-storey apartments, this has been significantly reduced in size and height (to a flat roof) and more importantly moved to the extreme north of the site facing the primary road. This is an area which allows up to 3.5 storeys in height, where there is significant landscaping between the frontage and the road (and can accommodate the increased height) and sits opposite the 3.5 storey dwellings approved under Phase 2a.

Figure 22: Storey Height as proposed



As highlighted above the proposals include a 4-storey apartment block on either side of the main access into the development. The buildings that flank the apartment blocks (and beyond) along the boulevard are 3-storeys high. It should be noted that the Design Code permits 3.5 storey along the entire boulevard.

The 4-storey element only comprises a small part of the overall scheme and is located a significant distance from Anne Suckling Road. This relocation of the apartment block was in response to objections raised in the original planning application. Note that the dwellings to the side of the 4-



storey element drop down to 3-storey and 2-storey. The Design Code for this part of the site is 3.5 storeys.

Figure 23: Location of 4-storey element indicated in (green)



Figure 24: 4-Storey Gateway

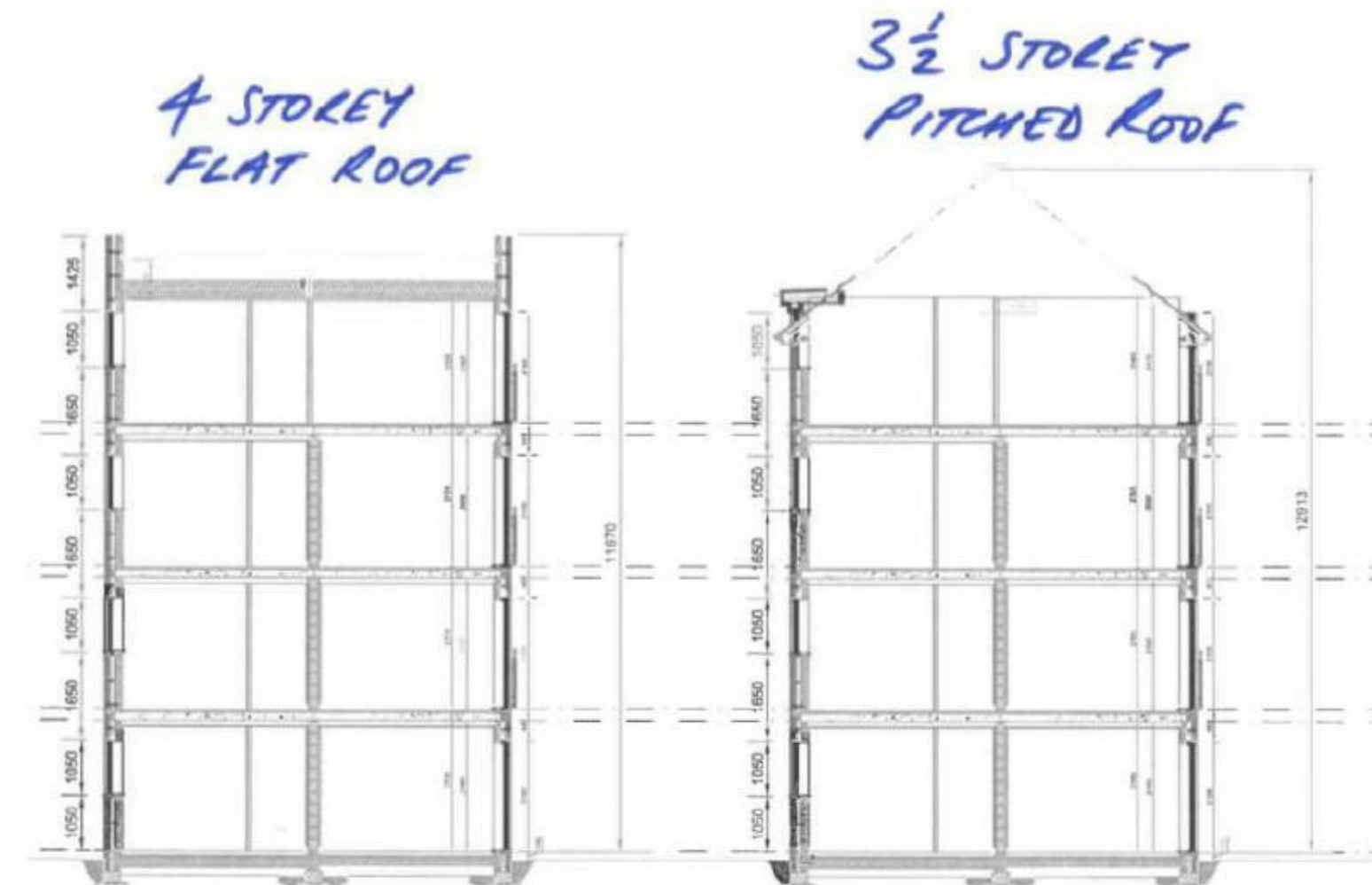


The following sections compare the heights of a:-

- 4-storey flat roof apartment block (11.67 metres); and
- 3.5 pitched roof block (12.91 metres)

The 4-storey apartments incorporating a flat roof at is 1.24 metres lower in height than a 3.5-storey with a pitched roof.

Figure 25: Illustration to demonstrate the difference between a 4-storey flat roof and 3.5-storey pitched roof.



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.

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 re located along the boulevard and the primary street. The house facing the primary roads provide a formal, rhythmic role by utilising principally detached and semi-detached housing with attached links to form a continual frontage, which is a design feature which West Suffolk planners encouraged . 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. The 4-storey apartment blocks outlined above provide such a gateway feature.



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 development 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.

The site falls within the Boyton Place area within the Design Code.

Figure 25: Character Areas (Source Design Code)

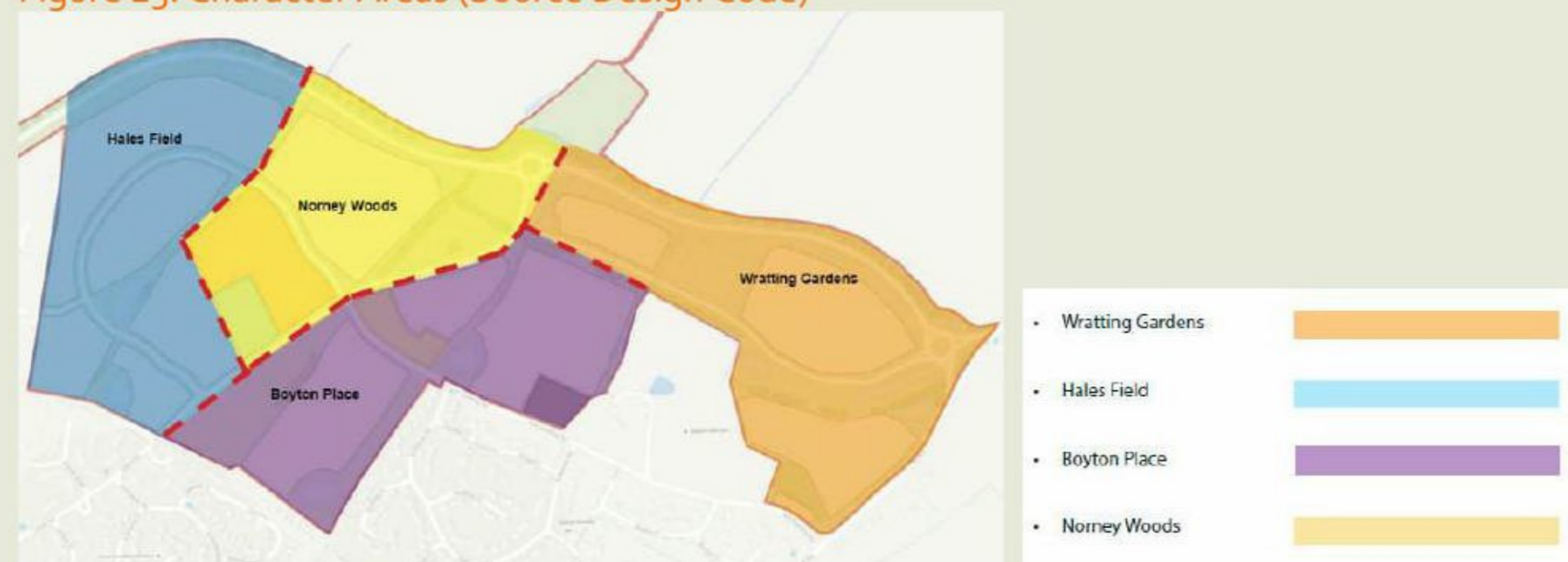


Figure 26: Character Area Plan



### Architecture

In accordance with the Design Code, a contemporary approach has been taken towards the application site in terms of architectural detailing. This allows for crisp clean lines to be attained along with subtle brick and render details to be implemented.

The use of weatherboard, brick and render details have been actively used to provide a modern twist on traditional details and help to transition from the Central Urban Boulevard and Mixed Use/ Local Centre highlighted within the Haverhill Design Code.

This is complimented with contemporary style windows and doors.

In line with the Haverhill Design Code, roof materials are to utilise grey plain tile complimented with artificial slate tile, perforated with red plain tile where appropriate.

However, reference is made to the traditional in the detailing of the brickwork by incorporating brick banding details found on the older properties in Haverhill.



Figure 27: Detailing suggestions



Examples of polychromatic brick detailing



#### Materials

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 red and brick. The buff 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 edge streets have a more varied palette of external materials, with boarding, render and exposed brickwork.

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.

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.

Contemporary buff brickwork



Projecting Brick Band Detail



Clipped eaves for clean and simple contemporary style





## Street Types & Materials

- Mews a key feature of this part of the development
- Shared surface block paving with trees and soft landscaping techniques built into this surface.



The following pages contain elevations of some of the proposed house types illustrating the differing approaches in style, materials and design detailing.

### Alnmouth



### Sherwood





Epping



Whinfell



Charnwood



Greenwood





Marston



Wareham



Whiteleaf



Ennerdale





A88B



FOG V2



Heatwood





## Street Scenes A - D

The following street scenes illustrate the built form and detailing.

Figure 28: Location of street scenes



### Street Scene A

Street Scene A is the northern part of the site fronting the primary route through from Phase 1. The 'gateway' entrance comprising apartments is the only 4-storey element of the development and provides a point of arrival into the development. The gateway is flanked by 3-storey townhouses.



The apartments in Street Scene A seek to reflect the format highlighted in the approved Design Code (see illustration below) and incorporates balconies as shown in the illustration.



### Street Scene B

Street Scene B, below is the southern part of the street scene facing the eastern boundary. The houses are of a traditional design, with a mix of red and buff brick work and incorporating projecting brick detailing, brick banding and weatherboarding.





### Street Scene C

Street Scene C shows the Mews Street of attached properties with attached link which provides access to the rear courtyard parking area. The houses are of a traditional design, with a mix of red and buff brick work and incorporating projecting brick detailing brick banding and weatherboarding.



### Street Scene D

Street Scene D, below is the west side of the main access into the development. It comprises 2 and 2.5 storey town houses with a mix of red and buff brick, render and detailing. Attached links are incorporated into the design to give continuity of frontage.



### Street Scenes E and F



### Street Scene E

Street Scene E, comprises 2 and 2.5 storey town houses with a mix of red and buff brick, render and detailing.





## Street Scene F

Street Scene F, shows the west facing street frontage served off a private drive. Once again there is a mix of materials for visual interest comprising red and buff brick, render and weatherboarding.



## 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 29: Land Landscape Parameters Plan (Source Haverhill Design Code)



The Landscape Parameter Plan shows strategic landscaping surrounding Phase 2b along with a tree lined primary street continuing through from Phase 1. The landscaping along the primary road to the north of Phase 2b will tie in with the landscaping associated with Phase 2a (yet to be finalised). The scheme is subject of discussion with the Council’s planners and landscape officer. The open space associated with this parcel will be delivered as the site is built out.

## Open Spaces

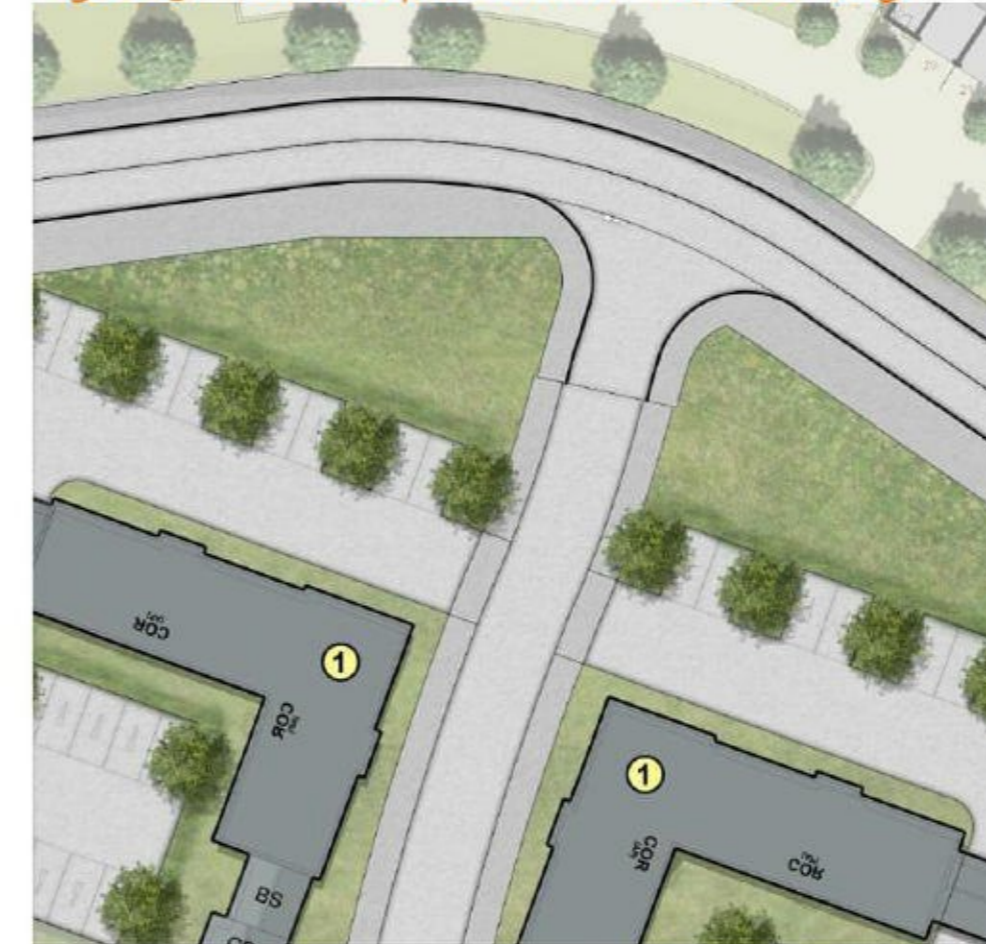
Open space has been distributed throughout the scheme to provide effective landscape/architectural interest for the prospective community. The specific landscaping within Phase 2A will centre the following key areas:-

- The Edges (northern, east and west); and
- Communal landscaping within the development including the focal squares and parking courts

### Landscaping to Primary Street (north)

A large area of open space fronting the houses will allow for the creation of an attractive tree lined street and formal landscaping. This proposals will also include enhanced hedge planting to compensate for the loss of hedgerow permitted to enable the spine road and main development access to be constructed.

Figure 30: Landscaped area on northern edge



### Western Edge

The existing hedgerow falls outside the application site (it lies within the approved permission for Phase 2a). The landscape strip alongside the hedge will be seeded and part of the hedge will be removed to allow for pedestrian access from and to the development as requested in pre-application discussions.

The green edge road hierarchy representing country lanes, has an outward looking aspect onto open space either towards the attenuation pond.



Figure 31: Western edge



Figure 32: Eastern edge



### Eastern Edge

As highlighted earlier a 2 metre wide, surfaced, pedestrian route will be provided along the eastern boundary extending from Ann Suckling Road in the south, past the allotments and through a new landscaped area to the primary street in the north. A maintenance strip will be maintained to allow access to the hedge. The area will be seeded on either side of the new path.

By allowing the green edge road hierarchy to represent country lanes, the green edge (lowest density) has achieved outward looking aspect onto open space green corridor walkway.

### Communal Landscaping/village green and focal squares

The village green open space at the centre of the site, helps to break up the higher density area. With continuous built form overlooking this space, a good sense of natural surveillance is achieved. A focal square/parking area is provided into the courtyard development in the southern part of the site with surveillance on three sides providing a safe, shared area.

Landscaping is provided in the rear parking courts and along with the FOGS will provide interesting and safe areas for residents to mingle.

Communal areas will be maintained by a management company.

Figure 33: Landscaped areas within the development





### 6.10 Car Parking Approach

The car parking provision and cycle parking accords with Suffolk County Council's Parking Guidance. The majority of homes have on-plot parking or is allocated which will be conveyed to the individual householder.

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

- On plot Parking
- Allocated parking within Mews Streets
- Parking Courts
- Visitor parking within dedicated spaces

Many of the larger properties have an integral garages. The internal dimensions of these garages are generous (3m x 6m), which allows for the parking of larger modern cars. Notwithstanding this, it is proposed to afford these properties 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.

#### *Electric Vehicle (EV) charging points*

Whilst there is no requirement for the provision of EV charging points in the outline planning permission (and such matters do not form part of the reserved matters), Persimmon acknowledges the shift towards the use of electric vehicles and issues raised in this respect by Haverhill Town Council. Consequently, all dwellings with on-plot parking (either in garages or adjacent to the house) will be future proofed to allow a connection for EV charging.

### 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. 30% affordable housing is proposed as part of this application. The s106 also requires the agreement of an Affordable Housing Scheme in each Phase of the development to be submitted and agreed with the Council.

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 bed FOGS, 2, 3 and 4 bedroom houses and 3 bed bungalows
- 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 as a whole in order to address local housing need.

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 around the site. This will ensure the integration of affordable and open market dwellings. The location of the affordable dwellings is shown in Figure 34. The affordable units comprise 11 shared ownership and 27 rented dwellings for this development as indicated earlier in this section.

Figure 34: Location of Affordable Homes





### **6.13 Security**

- The village square and associated mews courts that are naturally overlooked creating a safe footway network as well as sense of ownership.
- Where, external planting is concerned in new areas, close to properties, defines the footway from the vehicle access as well as creates a sense of territorial responsibility mentioned in the Haverhill Design Code.



# 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 2B 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 2A 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.

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

The 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.