

Haverhill Phase 3a and the Local Centre Design and Access Statement

October 2024



Contents

1.0 Introduction.....	1
2.0 Site Context.....	2
3.0 Planning Policy.....	3
4.0 Key Design Principles	8
5.0 Evolution of Phase 3a and the Local Centre.....	9
6.0 Proposal.....	11
7.0 Summary.....	32
Appendix 1- Design Evolution.....	33
Appendix 2- Build for a Healthy Life.....	51

1.1 - The Application

1.1.1 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 3as and the Local Centre (both residential and commercial 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.

1.1.2 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.
- Require of a local centre and plaza

1.1.4 This statement will summarise the proposal and demonstrate compliance with the outline planning permission and relevant planning policy. This is achieved within the following sections:

1: Introduction – sets out the purpose of the document

2: Context and Masterplan – an overview of the site history and consented Indicative Masterplan

3: Design Principles and Policy – a summary of design principles taken from government policy

4: Engagement and Evolution – a summary of meetings held with the local authority and Town Council at the pre-application stage and the evolution of the scheme based on these discussions

5: Proposals – a presentation of the key design proposals, including use and amount, appearance, scale, landscaping and sustainability

6: Summary – summarises the discussions put forward in the statement.

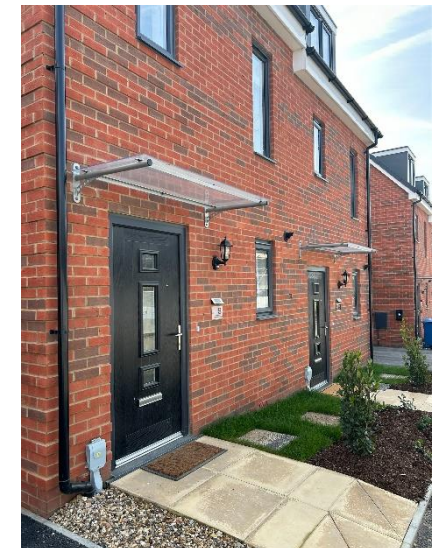


Figure 1: Dwellings in recently approved phase 6

2.1 - Site Description

The site is 1.6 hectares in size, falling from the northeast to the southwest and is currently a combination of fallow land and the current site compound. The site is bound by key green infrastructure with open space to the north (with play equipment and a Multi-Use Games Area), a liner park to the east and a retained native hedgerow to the west. The parcel earmarked for school and community facilities is also located further west, beyond the retained hedgerow.

As shown on the plan below, phase 3a the Local Centre are part of a wider scheme in delivering housing to Haverhill, with the completed phase 2b to the east and phase 6 to the south, which is undergoing construction.



Figure 2: Red Line Plan of Phase 3a and the Local Centre

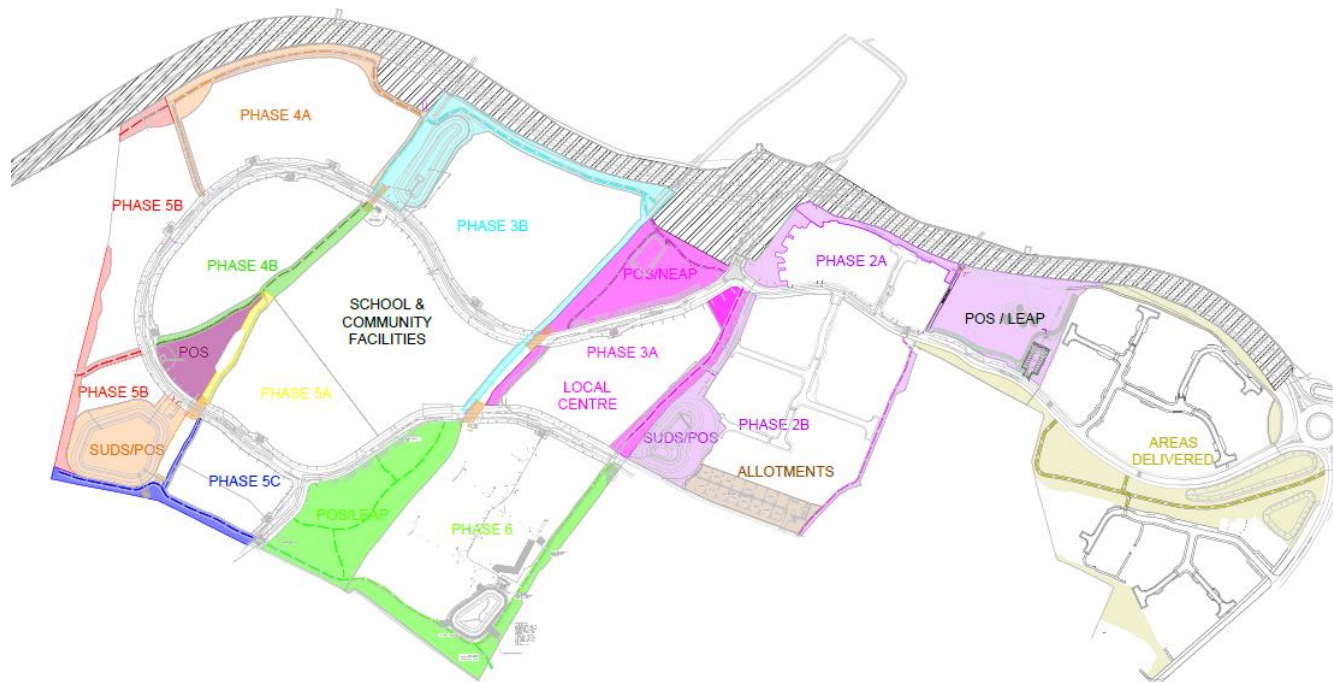


Figure 3: Phasing Plan for the wider Haverhill Scheme

Order of delivery:

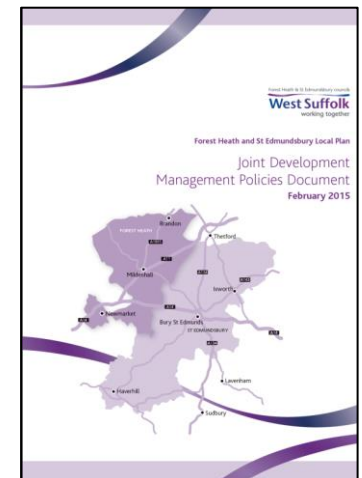
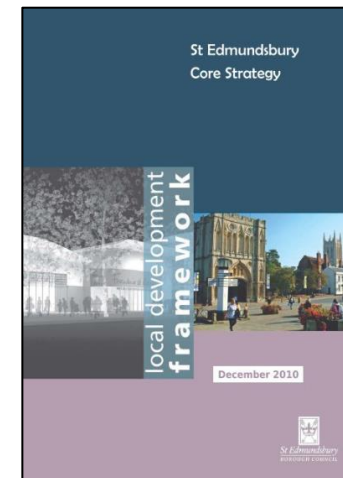
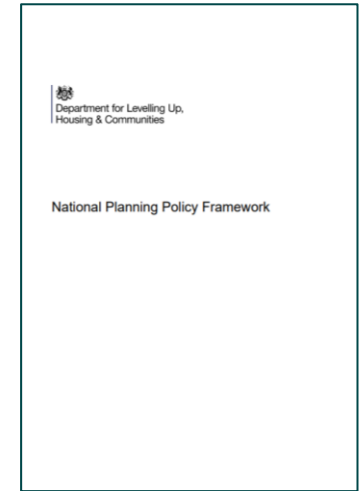
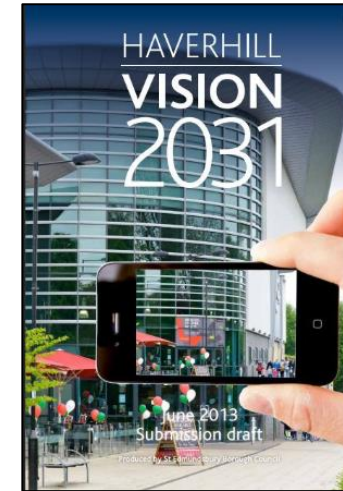
- 1** POS/supporting network to be delivered prior to 80% Occupation of Phase 1 and 2.
- 2** POS/LEAP and supporting network to be delivered prior to 80% occupation of Phase 6
- 3** Supporting Network to be delivered prior to 80% occupation of Phase 3B (Basin Required to drain SW)
- 4** POS/NEAP to be delivered prior to 80% occupation of Phase 3A&3B. Supporting network delivered prior to 80% occupation of Phase 3A residential units.
- 5** Delivery of the supporting Network prior to 80% occupation of Phase 4A (Basin required to drain SW)
- 6** Delivery of the supporting Network prior to 80% occupation of Phase 4B
- 7** Delivery of Supporting Network prior to 80% occupation of Phase 5B
- 8** Delivery of the Supporting Network prior to 80% occupation of Phase 5A
- 9** Delivery of the Supporting Network prior to 80% occupation of Phase 5C
- POS/Wooded area to be delivered following completion of construction of Phase 5C
- Allotment and landscaping area to be delivered following Final occupation of Phase 2B
- Areas of POS/Supporting Network which have already been delivered / being delivered
- Areas to be delivered during the relief road landscaping

3.1 – National, Local Policies and approved Design Code

3.1.1 The development proposals have been prepared with relevant national and local policies in mind listed below :

- National Planning Policy Framework (NPPF) (2023)
- National Planning Practice Guidance (NPPG) (2018)
- St Edmundsbury Core Strategy (2010)
- Haverhill Vision 2031 (September 2014)
- Joint Development Management Policies Document (2015).

3.1.2 A Design Code, required by outline condition B7, was approved alongside the first Reserved Matters, which has been central to proposals. This design code has been key in setting out density, storey heights, street types and other design orientated elements for the proposals



3.2 National Planning Policy Framework (September 2023)

3.2.1 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.

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):

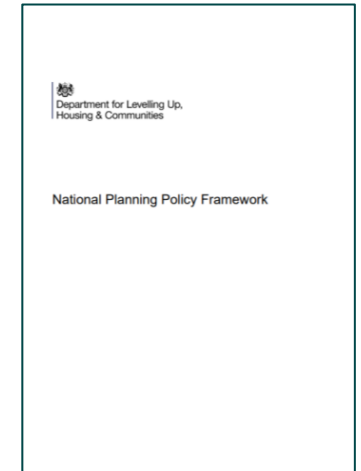
- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision 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.

3.2.2 It is stated that there is a presumption in favour of sustainable development, as set out above in the overarching objectives and Paragraph 11.

For plan-making this means that:

- all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;
- strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
- the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

(Para 11, NPPF 2023)



3.2 National Planning Policy Framework (September 2023)

3.2.3 The government places a high emphasis on design and the NPPF defines what is expected of well-designed places. Section 12 of the NPPF provides detailed advice on how policies and decision-making processes should support the inclusion of good design. Paragraph 126 sets out the contribution that good design makes to sustainable development:

The creation of high quality, beautiful and sustainable buildings and places 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. (Para. 126, NPPF 2023)

3.2.4 Paragraph 130 states that with regard to design, planning policy and decision making should ensure that developments:

(a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

(b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

(c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

(d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

(e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

(f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users;

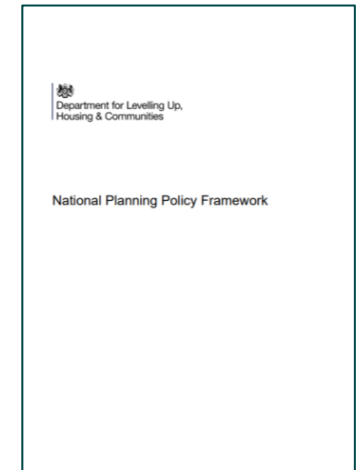
and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. (Para. 130, NPPF 2023)

3.2.5 Paragraph 134 sets out a test to ensure that new developments are well-designed and 'beautiful':

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides and codes. Conversely, significant weight should be given to:

(a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides and codes; and/or

(b) 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.



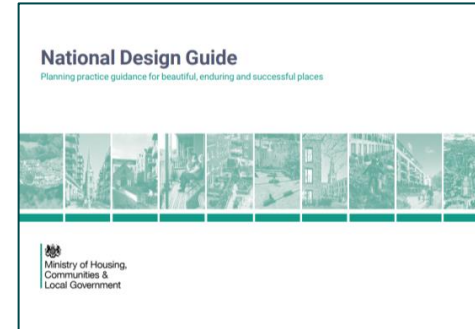
3.3 National Design Guide (NDG) (2021)

3.3.1 The National Design Guide further emphasises design process as a way to ensure the delivery of quality places:

In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place. Good design considers how a development proposal can make a contribution towards all of them. This applies to proposals of all sizes, including small scale incremental changes (such as highway works), new buildings, infill developments, major developments and larger scale developments such as urban extensions, new neighbourhoods, new settlements and infrastructure. (Para. 13, NDG 2021)

3.4 Building for a Healthy Life (2020)

3.4.1 The Building for a Healthy Life Design Toolkit is based on 12 considerations under 3 categories to guide designers of new developments in the qualities of creating successful places and how these can be best applied to the individual characteristics of a site and its wider context.



14 INTEGRATED NEIGHBOURHOODS
Natural connections
Walking, cycling and public transport
Facilities and services
Homes for everyone

38 DISTINCTIVE PLACES
Making the most of what's there
A memorable character
Well defined streets and spaces
Easy to find your way around

62 STREETS FOR ALL
Healthy streets
Cycle and car parking
Green and blue infrastructure
Back of pavement, front of home



3.4.2 The proposals for this development follow the principles of Building for a Healthy Life:

Integrated Neighbourhoods:

An emphasis has been placed on sustainable modes of transport, with attractive green links proposed within the site and connecting to the wider Haverhill scheme, making walking and cycling an easy option for new residents of the scheme. A tenure blind approach has been taken, with character areas marking the distinctions in elevational styles.

Distinctive Places:

The design of the scheme draws upon the traditional features of architecture within Haverhill.

Streets for All:

The scheme has been designed with all modes of transport in mind, ample car parking in differing positions in different locations of the scheme so as not to create a car dominated atmosphere. Green infrastructure lies at the heart of the development with greenspace at the focus.



3.4.3 A checklist has been filled out, evidencing how the parcel has been designed in reference to Building for a Healthy Life and can be found in appendix 22.

3.5 A Well-Designed Place (National Model Design Code, 2021)

Persimmon Homes Suffolk seeks to align with the national and local design requirements whilst responding to the site to create a well-designed place. The National Model Design Code sets out 10 Characteristics of a Well-Designed Place;

- Context**
Proposals will ensure that all opportunities, constraints and local contexts are considered throughout the design process.
- Identity**
The identity of the phase will be contemporary, pulling in elements from phases 2b and 6, to establish the local centre building as a key landmark building.
- Built Form**
Built form has been carefully designed to ensure buildings, streets and spaces work cohesively together to create an attractive scheme with frontages overlooking surrounding POS (north) and pedestrian routes (east and west).
- Movement**
The parcels have been designed to utilise the footpath and cycle connections approved within the infrastructure application. This includes connecting from the eastern boundary the linear park and providing connections from the plaza to a key pedestrian route on the southern boundary.
- Nature**
The natural environment has been included in the design, with dwellings being positioned overlooking key areas of open space to the north and east.
- Public Spaces**
High quality public open spaces will be provided in various forms around phase 3a and the Local Centre. This includes the plaza, linear park and play space to the north.
- Use**
A sustainable mix of housing and uses has been considered for the whole development.
- Homes and Buildings**
High quality homes will be delivered alongside amenity space to create a sustainable development that supports the lifestyles of residents, enables adaptation and promotes health and wellbeing.
- Resources**
Sustainability will sit at the heart of the design.
- Lifespan**
Phase 3a and the local centre will deliver a key community asset, consisting of a plaza and commercial units, servicing and integrating well with the existing community.



3.1 Key Design Principles and Objectives

3.1.1 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 (2017) 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 2023 and 2024.

The Design and Layout for Phase 3a and the Local Centre includes the following elements;

- Is in general accordance with the land use and landscape parameter plans and as such adheres to condition B3 of the Outline Permission
- Incorporates biodiversity improvements through carefully designed landscaping and inclusion of ecological enhancements (hibernacula, hedgehog holes and bat, bird and sparrow boxes).
- Adheres to design requirements detailed in the Approved Design Code (Includes stipulations on density, storey height, materials, road types)
- Provides natural surveillance to nearby open space, play spaces, SUD basins and pedestrian routes

3.1.2 The application also includes a Local Centre (with commercial units) and associated Central Plaza, which is referenced within the design code and includes the following elements:

- Provision of a quality urban space with seating
- Predominantly catered for pedestrians
- Central plaza to be framed by an active street frontage with buildings of sufficient scale and massing to enclose the public space

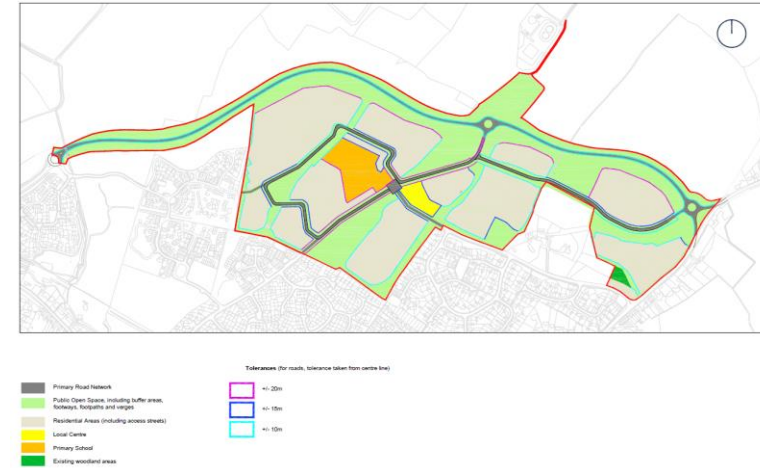


Figure 4: Approved Parameter Plan.



Examples of a central Plaza, to illustrate seating, quality materials and landscape

Figure 5: Approved Design Code.



5.0 Evolution of Phase 3a and the Local Centre

5.0.1 The following workshops have been carried out with a range of consultees, with details found in appendix 1:

- Workshop 1- Producing a concept plan with Haverhill Town Council (14.07.2022)
- Workshop 2- Workshop to share Design Principles (28.07.2022)
- Workshop 3- Workshop to produce Design Principle Plans (13.10.2022 and 20.10.2022)
- Workshop 4- Detailed layout workshop 1 (19.12.2023)
- Workshop 5- Detailed layout workshop 2 and street scenes (14.02.2024)
- Workshop 6- Residential elevations (07.03.2024)
- Workshop 7- Amended Layout, Plaza and Local Centre Elevations (17.04.2024)
- Workshop 8- Local Centre Elevations (14.05.2024).

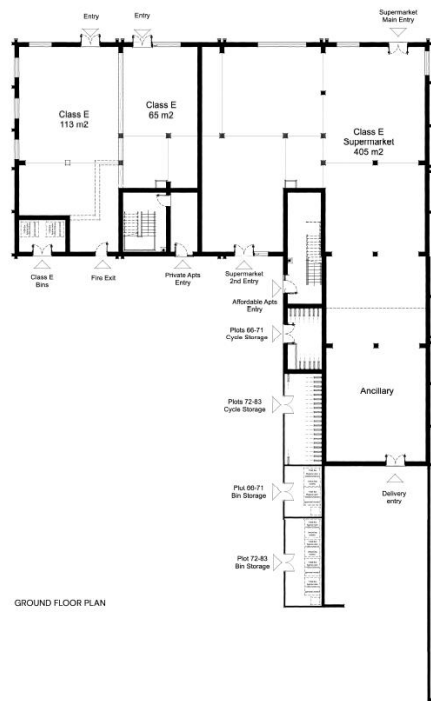


Figure 6: Evolution of front and rear elevation of the Local Centre Building.

5.0 Evolution of Phase 3a and the Local Centre

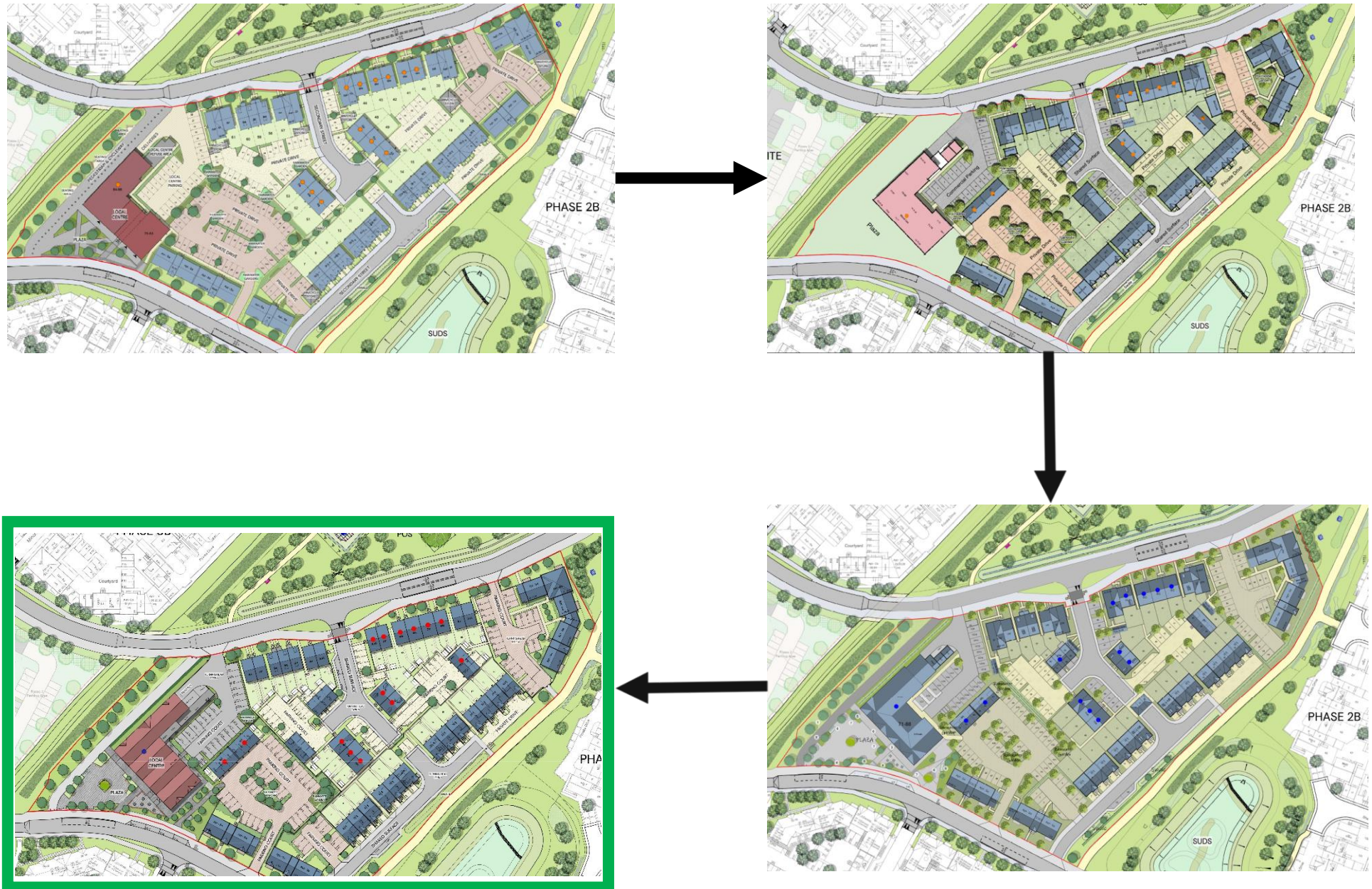


Figure 7: Evolution of the Phase 3a Layout.

5.1 Layout

5.1.2 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 main features that drive the form of the development are:

- Local Centre Building and adjacent dwellings fronting loop road
- Local Centre area (including building and plaza) provided in line with approved parameter plan
- Existing hedgerows and trees are retained/enhanced where possible
- Dwellings positioned fronting areas of open space and key pedestrian routes (Northern, Eastern and western boundary)

5.1.3 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 via pedestrian and cycle links thereby creating excellent permeability
- Local Centre located in the southwest corner of the parcel, adjacent to the main road
- 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



Figure 8: Coloured Layout.

5.2 Use and Amount

5.2.1 Phase 3a comprises the construction of 83 no. terraced, semi-detached and detached residential dwellings (including apartments both above the local centre building and in separate blocks) ranging in size from one to four bedrooms, with an emphasis of two- and three-bedroom properties.

Unit Type	Total No.	Private	Affordable	
			Discounted Sales	Rented
1-Bed Apartment	34	28	6	0
2-Bed Apartment	11	5	6	0
2-Bed FOG	4	2	0	3
2-Bed House	2	0	0	4
3-Bed House	25	20	0	5
4-Bed House	4	2	0	2
Sub-Total		57	12	14
Total		83		

Table 1: Proposed Mix.

5.2.1 Table 1 above shows the accommodation schedule for the site, including a break-down by tenure and dwelling size to show a total of 83 dwellings. All the dwellings are NDSS compliant.



Figure 9: Housing Distribution Layout.

5.3 Affordable Housing

5.3.1 The affordable housing requirement within the s106 is 30%, which equates to 26 homes within this phase. The affordable housing layout comprises a mix of 14 Affordable Rented dwellings and 12 Discounted Sales Dwellings, which has been agreed with West Suffolk Council's housing officer.

All dwellings will be tenure blind and so the affordable dwellings will be indistinguishable from the private market dwellings.

Affordable Rent			
Type	Size	Plots	Total Number
Redhill	2B4P	45, 58, 58	3
Wareham	2B4P	37, 38, 46, 47	4
Birkdale	3B5P	48	1
Dallington	3B5P	38, 39	2
Ashdown	3B5P	41	1
Ashdown Corner	3B5P	42	1
Tamar	4B6P	43, 44	2
Total			14

Table 2: Affordable Rent Mix.

Discounted Sales			
Type	Size	Plots	Total Number
Alderton	1B2P	73, 79	2
Ashby	1B2P	75, 76, 81, 82	4
Acton	2B4P	72, 78	2
Ampton	2B4P	74, 77, 80, 83	4
Total			12

Table 3: Discounted Sales Mix.



Figure 10: Affordable Housing Layout.

5.4 Scale and Massing

5.4.1 The storey height of buildings (scale and massing) has been carefully chosen to ensure it aligns with the storey heights outlined in the Approved Design Code.

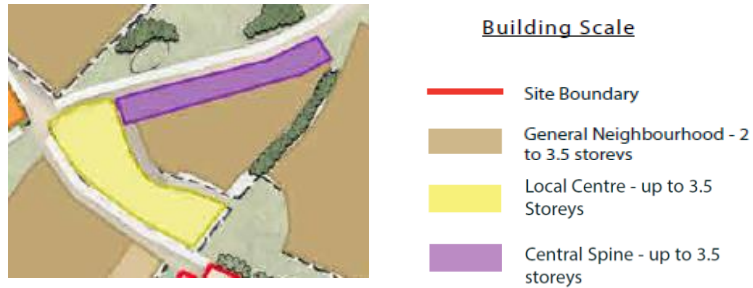


Figure 11: Storey Height Plan from Design Code.

5.4.2 As shown on the storey height plan, the parcels have been carefully designed to provide a range of storey heights relating to specific character areas. Majority of units facing the infrastructure loop road on the northern boundary are of two stories, providing a continuous frontage overlooking the POS to the north. Three storey townhouses are positioned on the eastern boundary, with a three-storey local centre building with apartments adjacent to it along the southern boundary.

5.4.3 The density of the proposals is at 54dph, which falls within the density outlined in the Approved Design Code.

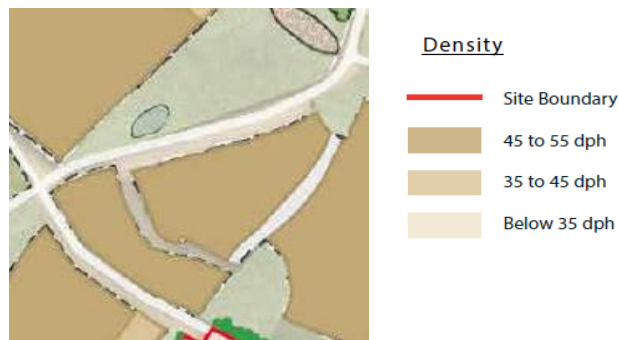


Figure 12: Density Plan from Design Code.



Figure 11: Storey Height Layout.

5.5 Materials and Character for residential units

5.5.1 The following materials have been proposed:

Brick:

- Red Multi Brick
- Light Buff Brick
- Dark Buff Brick
- Light Grey Brick.

Roof:

- Grey flat tiles.

Render:

- White.

Doors, windows and other details:

- White front doors and garage doors
- Black rainwater goods
- White UPVC windows
- White fascias/soffits .

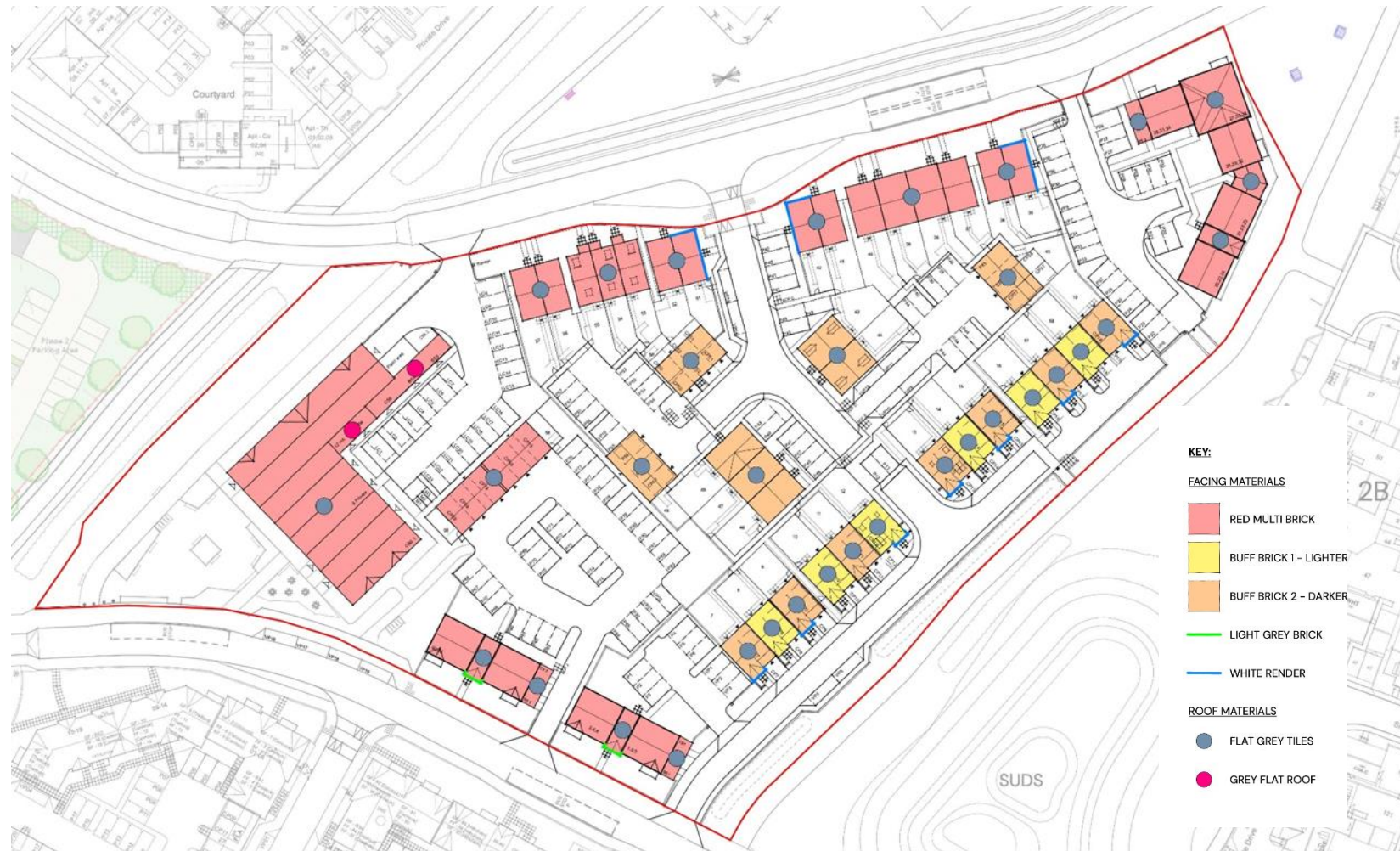


Figure 12: Materials Plan

5.5 Materials and Character for the Local Centre

5.5.1 The following materials have been proposed:

Brick:

- Red Brick
- Grey Brick.

Roof:

- Grey flat tile.

Doors, windows and other details:

- Black front doors and garage doors
- Black rainwater goods
- Grey UPVC windows
- Grey fascias/soffits
- Projecting brick detailing in gables
- Grey brick banding.



Figure 13: Local Centre Elevation.

5.5. Street Types and Character Areas

5.5.1 The character areas have considered the Street Hierarchy Framework Plan within the approved Design Code, which outline the requirement for streets without trees, the boulevard and the muse



Street Hierarchy Framework Plan

- Boulevard
- Street Without Trees
- Lane or Mews
- Street With Trees

CA1- Northern Edge

- Majority of three storey semi-detached units providing surveillance of adjacent open space to the north.
- In accordance with 'Boulevard' street hierarchy classification in the Design Code, with additional tree planting.

CA2- South-Eastern Edge

- Blocks of terraced, three-storey townhouses providing surveillance to linear park along eastern boundary.
- On plot, integral parking.
- Shared surface streets for vehicles and pedestrians.
- In accordance with 'Lane or Mews' street hierarchy classification in the Design Code.

CA3- Local Centre

- Two apartment blocks and the Local Centre Building (consisting of commercial and residential units) fronting the infrastructure loop road.
- Incorporates trees along southern boundary, in accordance with 'Street with Trees' street hierarchy classification in the Design Code.

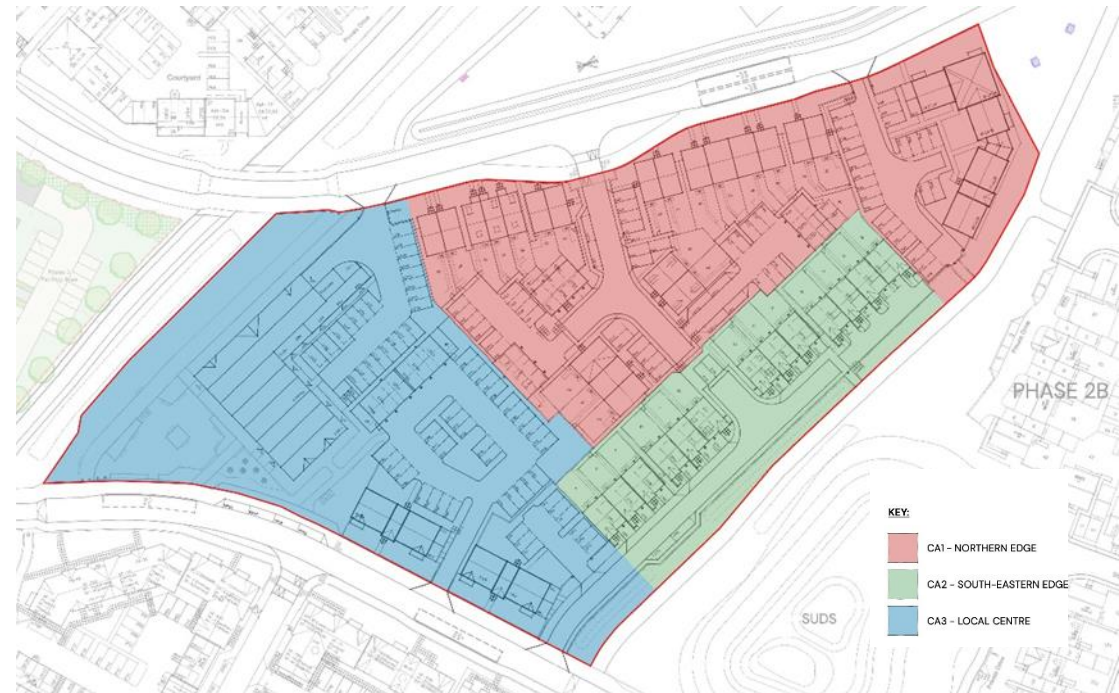


Figure 14: Character Area Plan.

5.6 Appearance and Elevations

5.6.1 CA1- Northern Edge

5.6.1.2 This character area is located along the northern main infrastructure loop road and includes the centre of the parcel,

5.6.1.3 The northern boundary consists of three storey units to mark important corners, with the additional two and two and a half storey units.

5.6.1.4 The centre of the parcel consists of two storey unit, with on plot parking

5.6.1.3 The dwellings are all accessed off private drives, that are set back from the loop road and lined with tree planting.

5.6.1.4 The design approach has been focussed on red brick and white render on the northern boundary and buff brick in the centre of the parcel. Dark grey brick has been used for banding and detailing around windows.



Figure 16: Ashdown (top) and Birkdale (bottom) elevation.



Figure 15: Northern Edge Street Scene.



Figure 17: Northern Edge CGI.

5.6.2 CA2- South-Eastern Edge

5.6.2.1 This character area is located along the south-eastern boundary and predominantly consists of blocks of three storey townhouses.

5.6.2.2 The dwellings are all accessed off a share surface road, with integral parking provided within the ground floor of the unit.

5.6.2.3 The design approach has been focussed on a mix of lighter and darker buff, with white render on gables. Other details include soldier course and string course grey brick banding, flat canopies and white render between windows.



Figure 19: Stanton Elevation.



Figure 18: South-Eastern Edge Street Scene.



Figure 20: South-Eastern Edge CGI.

5.6.3 Local Centre Character Area

5.6.3.1 This character area is located along the southern boundary of the parcel, consisting of two blocks of three-storey apartments and the three-storey landmark Local Centre Building,

5.6.3.2 Parking for the dwellings are provided in one central parking court, specially designed with high quality landscaping and tree planting.

5.6.3.3 The design approach has been focussed on a mix of red-multi brick, with the use of dark grey brick for detailing. Other details include dark grey string courses, projecting bricks and contemporary style windows. All buildings will use grey UPVC windows, soffits and fascias.



Figure 21: Local Centre Building (left) and Apartment Block Elevation (right).



Figure 22: Southern Boundary Street Scene.

5.7 Boundary Treatments

A variety of boundary treatments have been proposed throughout the scheme:

- **Brick Walls-** To demarcate garden boundaries within the rural edge character area.
- **Estate Railing-** Separating cycle path on western and southern boundary, while allowing surveillance.
- **Dwarf brick Wall with estate railing** – To provide boundaries around parking courts while still allowing surveillance between two areas.
- **Dwarf brick wall with close boarded fence** – To provide a boundary to gardens in areas of parking courts.
- **1.8m High Close Boarded Fence-** To provide garden boundaries to units.
- **1.5m High Close Boarded Fence with 0.3m Trellis-** To allow increase surveillance of parking court areas, which is a key element request by the Suffolk Police Design Out Crime Officer.

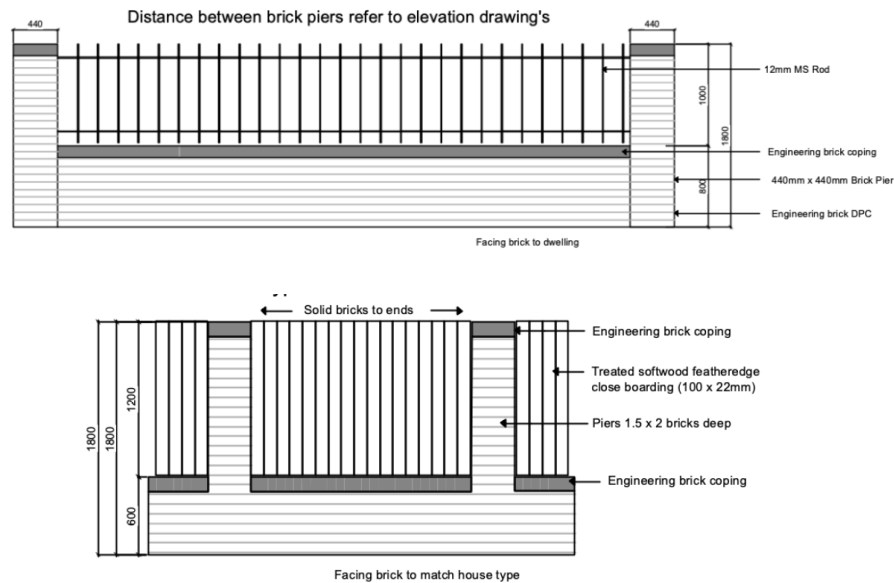


Figure 23: Boundary Treatment Plan.

5.8 Surface Finishes

5.8.1 A variety of surface finishes are proposed throughout the development to support a clear street hierarchy.

5.8.1.1 Tarmac

Adoptable roads and pavements are generally finished in tarmac, along with parking spaces accessed off the adoptable roads. This also includes the parking for the commercial building.



Figure 24: Example of Tarmac Surface.

5.8.1.2 Block Paving

Key parking areas on private drives will be finished with block paving..



Figure 25: Example of block paving surface.

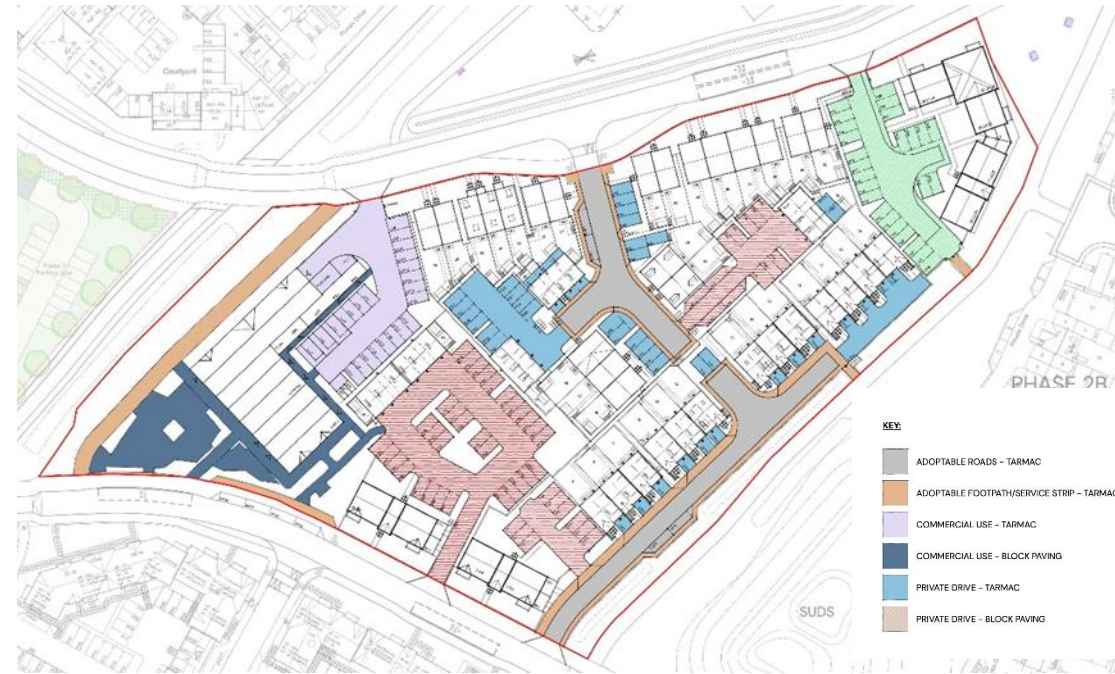


Figure 26: Surface Finish Plan.

5.9 Access and Movement

5.9.1 Proposed Vehicular Access

5.9.1.1 The internal infrastructure loop road, approved under the Infrastructure Application, provides the vehicular access to the parcels on both northern and southern boundaries'

5.9.2 Movement within the residential parcel

5.9.2.1 Shared surface streets are key in directing pedestrian movement throughout the parcel.

5.9.3 Movement within the plaza

5.9.3.1 A network of paved routes have been provided throughout the plaza, along with a pedestrian route along the western boundary, connecting both northern and southern parts of the site.

5.9.4 Movement and connections outside of the parcels

5.9.3.1 The site is well served by public transport, as it sits on the main approach into Haverhill from the north-east with Haverhill/Wrattling well served by longer distance bus services.

5.9.3.2 The infrastructure loop road includes a pedestrian cycleway which serves the parcel on both northern and southern boundaries.

5.9.3.3 A key linear park footpath route runs along the eastern boundary of the parcel, which provides a walking route to play spaces and open space approved within the infrastructure application.

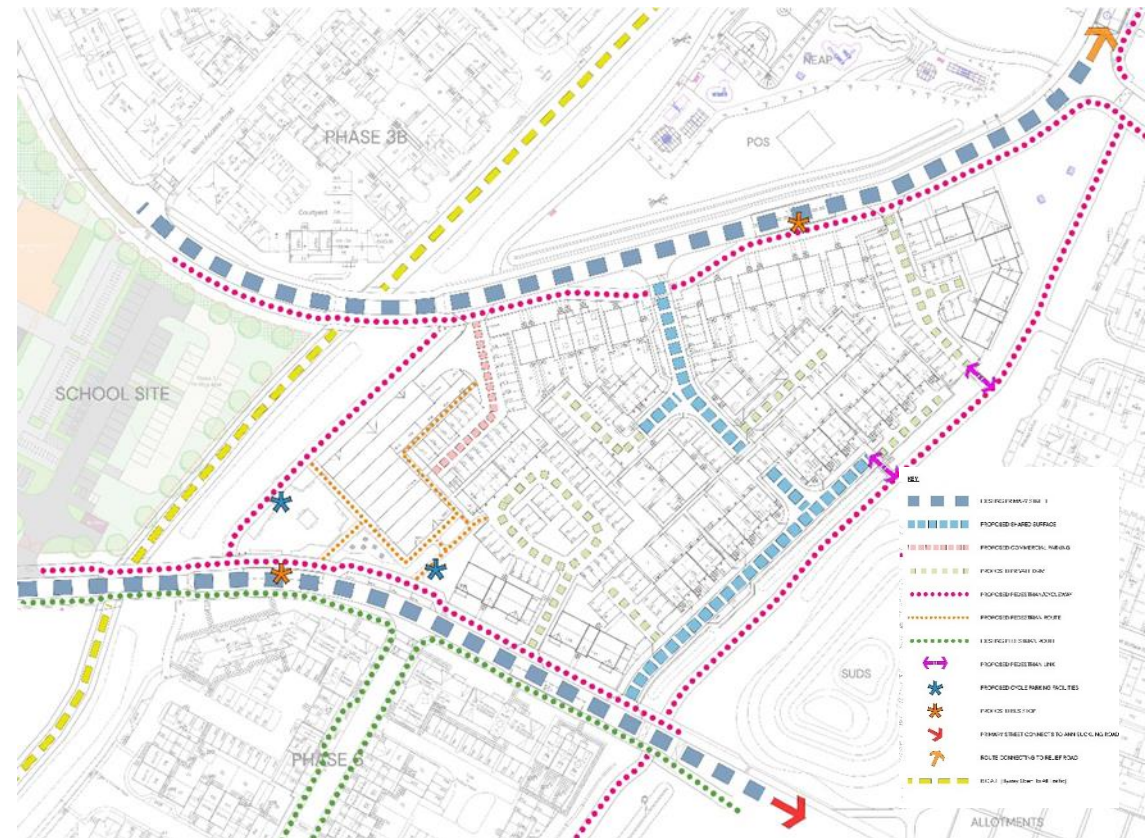


Figure 27: Access and Movement Plan.

5.10 Parking

5.10.1 Parking for residential units

5.10.1.1 The scheme has been designed in accordance with the 'Suffolk Guidance for Parking', fourth edition: October 2023., providing 21 visitor parking spaces for residential units.

5.10.1.2 In accordance with the 'Suffolk Guidance for Parking', the following provision has been made:

- 1 allocated parking space for 1-bedroom dwellings
- 2 allocated parking space for 2-bedroom dwellings
- 2 allocated parking space for 3-bedroom dwellings
- 3 allocated parking space for 4-bedroom dwellings and larger
- 0.25 per dwelling unallocated visitor parking space

5.10.1.3 The proposals also include cycle parking for every dwelling.

5.10.2 Parking for commercial units

5.10.2.1 The scheme has been designed in accordance with the 'Suffolk Guidance for Parking', fourth edition: October 2023., providing 20 visitor parking spaces for commercial units. This also includes 3 disabled access spaces and 3 motorcycle spaces.

5.10.2.2 Two areas for cycle parking have also been proposed for users of the local centre area.



Figure 28: Parking Plan.

6.11 Design Out Crime

6.11.1 A Design Out Crime Officer from Suffolk Constabulary has been consulted throughout the design stage for proposals, which have led to the implementation of the following key elements:

- Units positioned on key pedestrian routes with active frontage facing eastern and western boundaries
- Use of dwarf brick walls and estate railings on boundaries of parking courts, allowing increased surveillance
- Units positioned with active windows overlooking parking courts, including use of Flat Over Garage (FOG) units
- Parking courts only having one entrance and exit
- Use of fence with trellis to allow increased surveillance in and around parking courts.

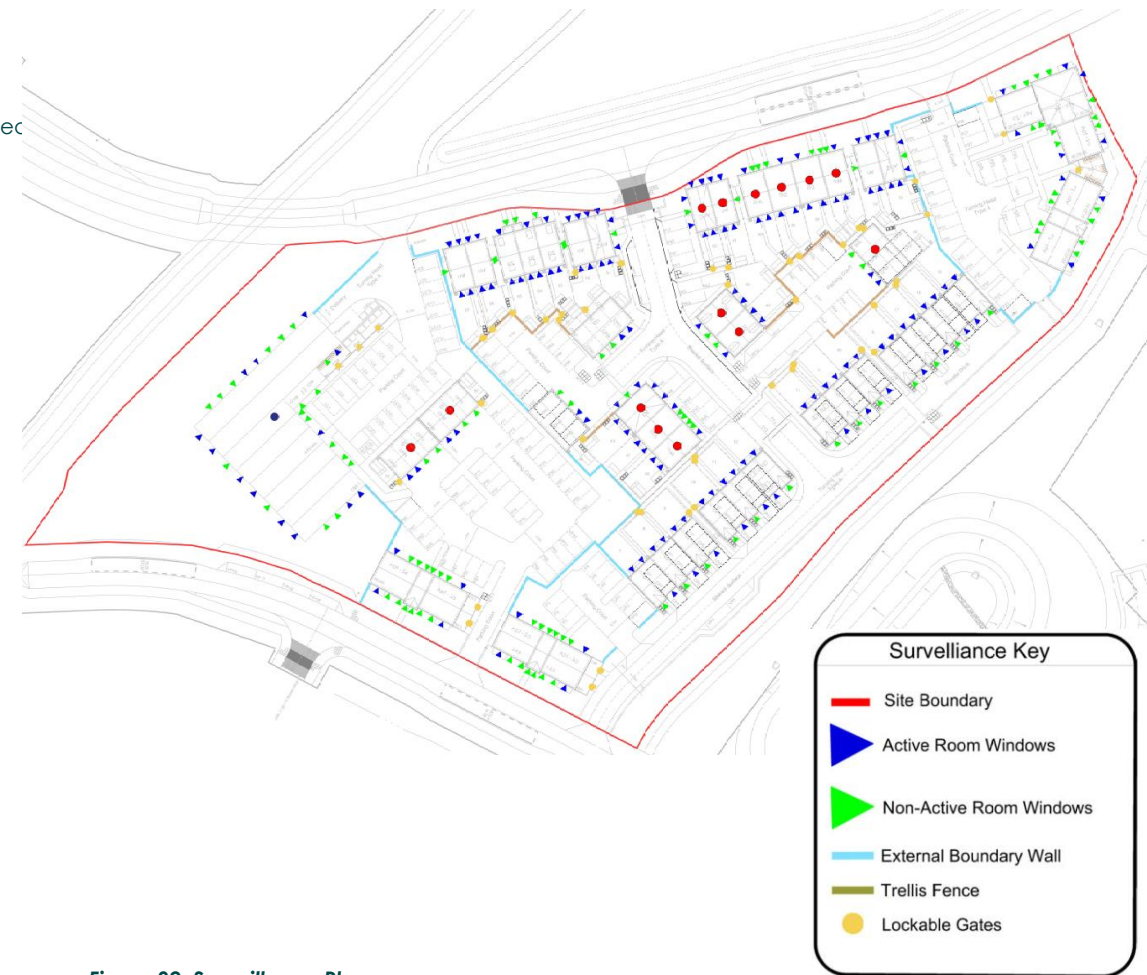


Figure 29: Surveillance Plan.

6.12 Public-Open Space and Ecology

5.12.1 The surrounding POS has been integral to the evolution and design of the proposals.

5.12.1 The approved infrastructure application includes 11 hectares of POS, which the dwellings have been positioned to face out onto.

5.12.2 Units have been positioned on the eastern boundary, providing an outlook to the linear park and SUD basin.

5.13.3 Although not require as part of this Reserved Matters Application, a BNG report will be provided with detailed landscaping plans.

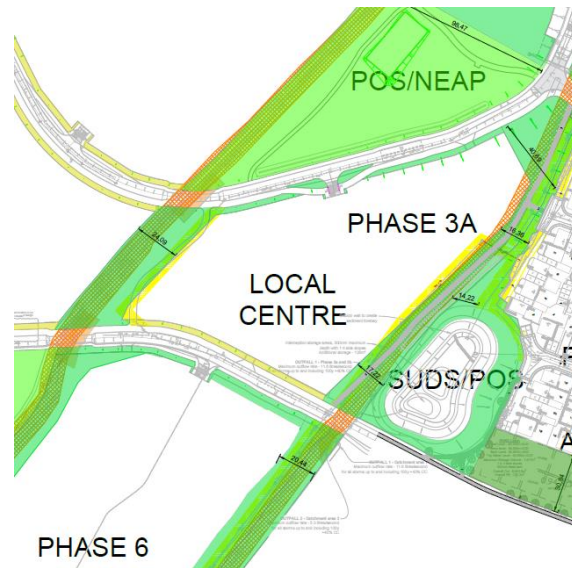


Figure 30: Plan showing POS surrounding Phase 3a and the Local Centre.



Figure 31: Existing POS within the Haverhill Scheme.

5.13 Sustainability

5.13.1 Sustainable Design

5.13.1.1 A presumption in favour of sustainable development is at the heart of the planning system, as set out in the National Planning Policy Framework (NPPF). The planning system has three overarching objectives – an economic objective to help build a strong, responsive and competitive economy, a social objective to support strong, vibrant and healthy communities and an environmental objective to protect and enhance the natural, built and historic environment.

5.13.2 Sustainable Building Techniques

5.13.2.1 The scheme will incorporate the newest Permission Homes house types, known as the 'Eco Range'. These homes are projected to achieve a reduction of 31% in carbon emissions, which equates to a saving of £6,730 over the lifetime of a 25 year mortgage compared to a Persimmon home built under 2013 Building Regulations, or £31,640 when compared to a Victorian-built equivalent.

5.12.2.2 The features of the Eco Range include: more thermally-efficient walls and floors, enhanced loft insulation, wastewater heat recovery and panelised offsite manufacturing, as well as the features mentioned above.

5.13.2.3 We are proposing to incorporate rooftiles from Brickworks and Tileworks, providing further carbon savings. The use of concrete bricks in comparison to clay typically results in 28% less carbon being produced, with a total lifetime saving of 2.4 tonnes of CO2 per house built.



Figure 32: Details of the Persimmon 'Eco Range'.

5.13.3 Heating

5.13.3.1 All dwellings will be heated using energy efficient gas boilers in line with Part L 2021 Building Regulations.

5.13.4 Water Efficiency

5.13.4.1 Water efficiency standards of 110 litres per person per day or less will be achieved, and all dwellings will be provided with a water butt.

5.13.5 Electric Vehicle Charging

5.13.5.1 Every dwelling on the scheme will have access to an electric vehicle charging points in line with Part S Building Regulations.



Figure 33: Sustainability Plan.

5.13 Sustainable Urban Drainage Systems (SUDS)

5.13.1 SUDS manage surface water run-off rates by mimicking natural drainage characteristics, to achieve a sustainable drainage solution while providing valuable amenity by integrating well designed landscape features and promoting biodiversity.

5.13.2 The following features SUDS features have been incorporated into the design of the scheme:

- Rain gardens
- Swales
- Permeable Paving
- Attenuation basin.

5.13.3 For further information regarding the proposed drainage strategy, please refer to the Drainage Strategy submitted as part of the application submission.



Figure 35: SUDs plan.



Figure 34: Basin within Phase 1 of the Haverhill Scheme.

- 6.1** The proposals for phase 3a the Local Centre provide an interesting continuation from phases previously approved and is in accordance with the approved parameter plans and design code. The scheme is landscape and greenspace led, with units positioned around key areas of open space previously approved within the infrastructure application. The development has been designed to reflect the local vernacular, particularly in terms of design features and elevational treatment.
- 6.2** The scheme has been carefully designed to link to the key facilities and elements within the wider Haverhill Scheme (Play Spaces, Schools, Bus stops, etc).
- 6.3** Persimmon's Eco Range is being implemented, providing sustainability enhancements including electric vehicle charging for all dwellings and efficient gas boilers with gas water heat recovery systems.
- 6.4** The development proposals will include:
- 6.4.1** The delivery of 83 new homes, including 26 affordable dwellings, in a range of types, sizes and tenures to suit all lifestyles.
 - 6.4.2** The delivery of a Local Centre Building, providing 583 m² of commercial floorspace over three commercial units.
 - 6.4.3** The delivery of a well landscaped plaza area for community use, with space for seating, visitor parking and enhanced connectivity to the rest of the scheme.
 - 6.4.4** The creation of an integrated and sustainable community providing connections into the town centre and with the rest of the development which is already taking shape.
 - 6.4.5** A strong landscape-led framework, in-keeping with the local area and enhancing existing features. Design features on the buildings have been used to enhance the differing character areas within the scheme.
 - 6.4.6** Promoting the objectives of sustainable development through layout and design.



Figure 36: CGI's of the proposed scheme.

Appendix 1-Design Evolution

The reserved matters for Phase 3a and the Local Centre has been informed by the technical assessments and parameters established at the outline stage and adheres to the principles of the approved design code. The following sections outline the constraints, opportunities and proposals as they have evolved from conception through to the final submission.

Workshop 1- Producing a concept plan with Haverhill Town Council, held on 14.07.2022

The first workshop took place at the Haverhill Town Council Offices and was attended by West Suffolk Council Planning Officers, members of Haverhill Town Council and a team of Persimmon Homes employees.

Discussions were focussed on a Constraints and Opportunities plan, where attendees discussed key elements of the parcel relating to the broader context of the scheme. The following opportunities were discussed:

- Landscape character of the green corridors
- Topography
- Central position
- Viewpoints of Haverhill and surrounding parcels.



Figure 37: Constraints plan.

The initial discussions regarding principles discussed the following:

- Need surveillance above the local centre shops
- Request for NDSS units across the site
- Using angles to create streets that aren't just straight lines
- Providing interesting vistas and views through the parcel
- No entrance to the Local Centre (Commercial Building) from Ann Suckling Road
- Not to be parking dominant, to hide residential parking courts (e.g. with planting)
- The plaza not to be just hard standing with benches, but a well landscaped area
- Effective use of tree planting like with previous phases.
- Plaza area located in the southwest corner of the parcel
- Features within plaza; Planting, trees, benches
- Connectivity through the local centre
- Buildings fronting southern boundary
- Car parking behind Local Centre Building.

Following this workshop, a design principles plan was produced, incorporating all the key elements produced (See page 34).

Workshop 2- Workshop to share Design Principles plan held on 28.07.2022

The second workshop took place with West Suffolk Council, SCC Highways and the Local Lead Flood Authority to discuss the constraints, opportunities, key design principles and parameters of Phases 3a and the Local Centre. This meeting was also attended planners, architects and engineers from Persimmon Homes.

Key consultees outlined the following key principles to inform a detailed layout:

- SCC Highways requested separate access with clear loading/unloading areas for commercial units
- SCC Highways requested that commercial parking was separate from residential parking
- LLFA outlined that a range of SUDs approach would be required as well as underground storage tanks.



HAVERHILL PHASE 3A - DESIGN PRINCIPLES PLAN - HAVERHILL TOWN COUNCIL



Figure 38: Design principles plan.

Appendix 1-Design Evolution

Workshop 3- Workshop to produce Design Principle Plans held on 13.10.2022 and 20.10.2022

The third workshop took place with both Samuel Ward and Castle Manor school, to discuss key principles for the scheme.



HAVERHILL PHASE 3A - DESIGN PRINCIPLES PLAN - CASTLE MANOR



HAVERHILL PHASE 3A - DESIGN PRINCIPLES PLAN - SAMUEL WARD

Figure 39: Design principle plans produced from workshops..

Appendix 1-Design Evolution

Workshop 4- Detailed layout workshop 1 held on 19.12.2023

A workshop was held with West Suffolk Council, SCC Highways and the LLFA to review and provide comments on the first detailed layout and plaza plan details.

Plaza

Discussions were had regarding the suitability of the Plaza design in providing a high quality and usable area of plaza open space:

- It was agreed that positioning of the Local Centre Building on the plaza was effective
- Planning Officers requested additional space for the plaza on the eastern side of the Local Centre building
- Designated seating and spill out areas were requested for potential café commercial units
- Attendees agreed that substantial space for planting and trees were provided, although required reconfiguration to provide central square area for community use
- It was agreed that steps would be suitable, while a levelled access would also be required.

Levels

It was agreed amongst attendees that the current layout was the most logical solution to ensure that any large retaining wall structures were in gardens and away from the public view or main street scenes, ensuring that retaining walls do not dominate key views.

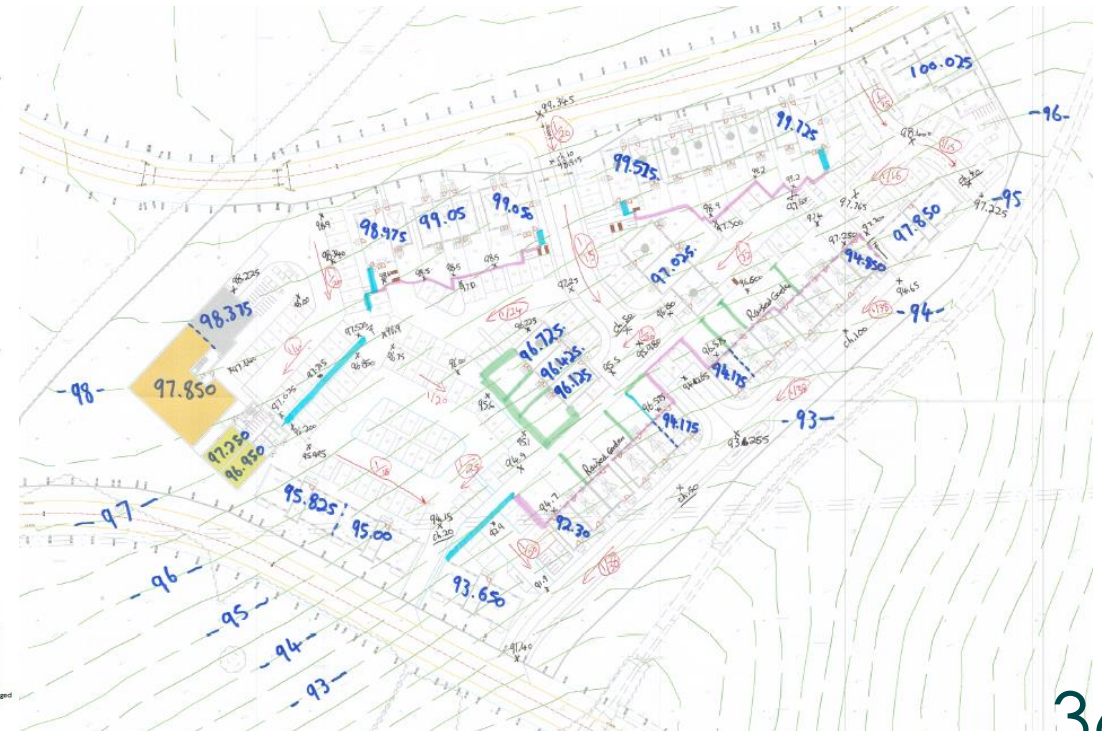


Figure 40: Plaza plan and levels plan shared at workshop.

Layout

Discussions were had regarding the layout, which included both positive elements and areas to improve upon:

- Continuous built frontage on both northern and eastern boundaries provided an affective outlook to the adjacent open space, providing natural surveillance
- The overall road structure and layout was agreed
- The amount of parking for the Local Centre apartments was highlighted as in issue by Planning Officers with concerns that parking may dominate the landscape, which led to apartment numbers being reduced (see figure 42)
- The rear parking courts ,accessed from the secondary street on the northern boundary, were deemed expansive and lacking surveillance by Planning Officers, with suggestions made to add a Flat Over Garage (FOG) unit within these areas (see figure 41)
- Numerous approaches to SUDs were deemed acceptable by the LLFA (Rain Gardens, Swales, Permeable Paving)
- Planning Officers agreed that positioning of the 3-storey apartment block in the northeast corner was affective in creating a key landmark building, which you would see as you enter the scheme from the relief road (see figure 43)
- Permeability throughout the site was to be further explored, particularly along the eastern boundary
- SCC Highways outlined that parking court arrangements for apartments in the northeast corner would not be acceptable and it was agreed this would be made a more regular shape (see figure 43)
- Planning Officers were in support of use of 3 storey townhouses with under croft parking on the eastern boundary, as this would hide the parking and provide an effective street scene from the key view of Ann Suckling Road.

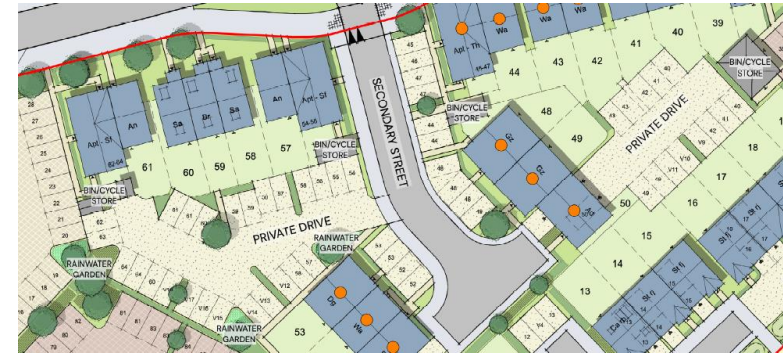


Figure 41: Northern boundary.



Figure 42: Local Centre Parking Court.



Figure 43: Northeast apartment block.



Figure 44: Coloured layout plan.

Appendix 1-Design Evolution

Workshop 5- Detailed layout workshop 2 and street scenes held on 14.02.2024

A workshop was held with West Suffolk Council, SCC Highways and the LLFA to discuss the second iteration of the detailed layout, plaza layout, character areas, initial street scenes (northern and eastern boundary) and initial local centre elevations.

The main elements discussed and agreed are shown below:

- Parking and quality of parking courts improved
- All junctions and roads deemed acceptable by highways
- Connectivity deemed sufficient by planning officers and SCC Highways
- Materials proposed by character area plan were acceptable and related well to existing and approved phases (bricks, tiles, render, weatherboarding)
- Southern boundary street scenes of high quality and require very little amendments
- Local Centre Building elevations incorporated an effective use of gable although officers requested that the scale, massing, window positioning and brick detailing were improved.

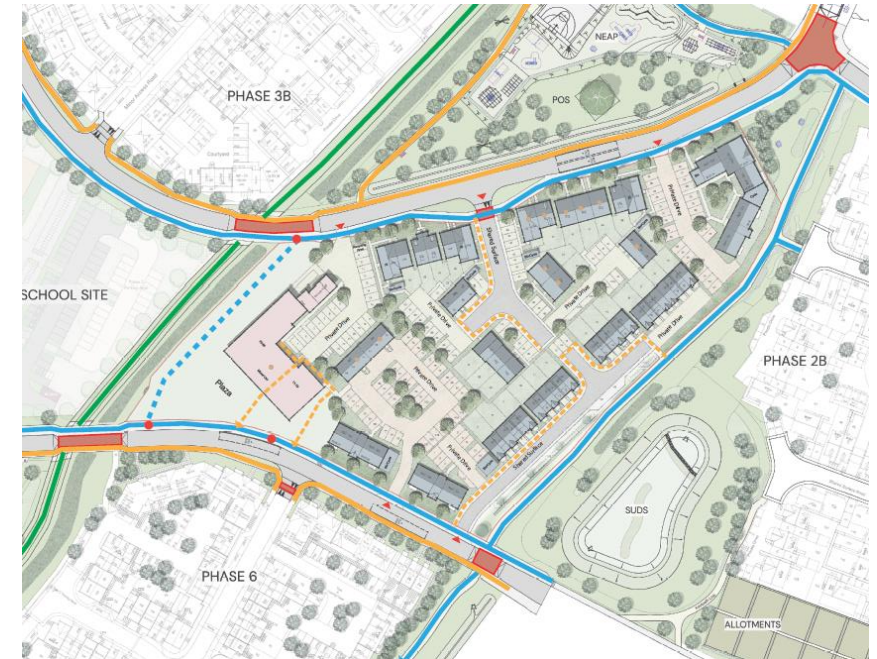


Figure 46: Connectivity plan.



Figure 45: Local Centre Elevations.

Appendix 1-Design Evolution

Area of local centre

It was agreed that the area of local centre (0.36ha) was now in compliance with the approved parameter plans, which has been particularly improved with additional space to the east of the Local Centre building.

Plaza

The amended Plaza layout was discussed, and attendees agreed that the design had been vastly improved, with some minor changes recommended:

- Additional courtyard space provided to east of Local Centre building had improved quality of space and provided additional access route
- SCC Highways requested that bollards separating pedestrian route were removed, with Planning Officers suggesting a difference in material to separate it from the plaza
- The southern boundary, bordered by planting as requested by SCC Highways, was acceptable and ensured that vehicles could not enter the plaza area
- The open space provided in the centre and café spill out area with designated seating, as requested by planning officers and Town Council members, improved the usability of the space
- Steps were a welcomed addition, although level access and ramps would be required
- Planning Officers requested if a central or focal tree could be provided within the centre of the plaza, surrounded by seating
- The LLFA requested that rain gardens were provided within the plaza area
- It was agreed amongst attendees that alleyway would be removed.



Figure 47: Plaza plan..

Appendix 1-Design Evolution

The amended layout was discussed, and attendees agreed that issues associated with parking, surveillance and highways had been resolved:

- The density of 55dph was now suitable and in accordance with Design Code parameters, as the number of units had been reduced from 98 to 88
- Parking around the Local Centre had been reduced and SCC Highways deemed it acceptable, subject to substantial areas of planting to break up parking
- FOG's included to provide surveillance and active frontages within parking courts
- SCC Highways officer outlined that parking courts and level on street parking were now acceptable, as this had been significantly reduced through reduction in units
- SCC Highways deemed all junctions/ access acceptable
- Storey heights were acceptable in and line with the approved Design Code Parameters
- SCC Highways requested that additional visitor spaces were provided on the southern boundary of the plaza, serving visitors using the commercial units.



Figure 49: Key elements from layout.



Figure 48: Housing distribution plan.

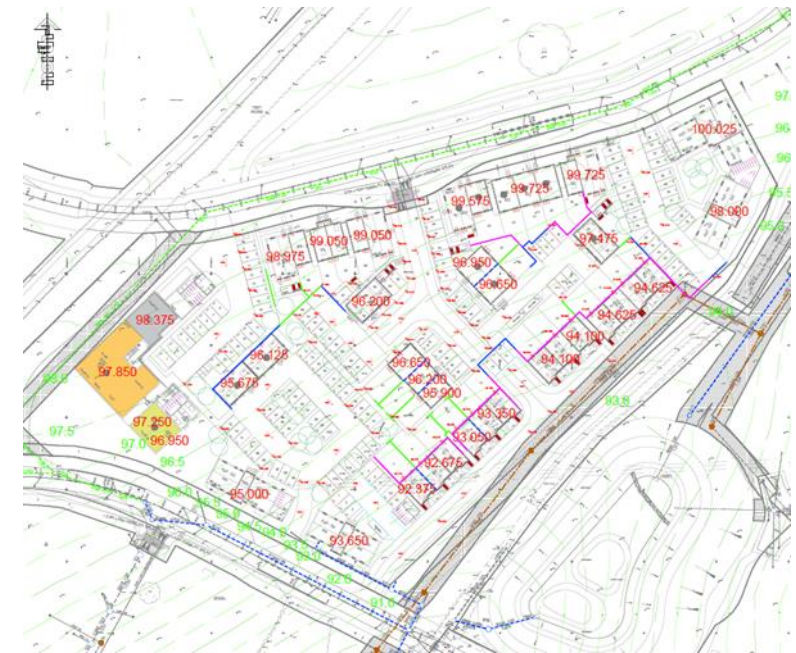


Figure 50: Levels plan.



Figure 51: Layout plan..

Appendix 1-Design Evolution

Character Area Plan

A character area plan was shared with Planning Officers, who supported the character areas and associated materials palette, with buff brick to the east and red brick to the north (See figure 52)

Local Centre Elevations

The elevations of the Local Centre Building were reviewed, and key elements were critiqued to ensure a key landmark building was designed:

- Approach to roofline with gables was effective, although Planning Officers outlined that the scale, height and design would need to be improved
- It was agreed that projections, gable sizes, roofline, etc would be explored to reduce the massing of the building
- Suggestions of exploring additional detailing and window positioning
- Requested that the 'alleyway' through the building was removed for crime and surveillance reasons
- Requested additional detailing around windows and the top of gables.

Northern Boundary Indicative Street Scene

Discussions were had on how the northern boundary elevations reflected an affective contemporary street scene, where some amendments were suggested:

- Use of red brick provided design reference to adjacent phase 2a, with a sleek contemporary twist through use of render
- White render provided effective contrast with red brick, with full wrap requested on key corner units instead of small sections
- Additional grey brick detailing requested around windows.

Southeastern Boundary Indicative Street Scene

Comments on the southeastern street scene were positive with no major amendments suggested:

- Effective street scene due to the choice of 3 and 3.5 storey dwellings
- Repetition of the repeating gable as an effective element of the street scene and it was agreed that wider gable would be changed to match the others within the street scene
- Use of buff brick with grey boarding provided an affective design reference to the adjacent phase 2b dwellings
- Horizontal grey and buff banding on ground floor as an affective contemporary brick detail.



Figure 52: Sample elevations.

HAVERHILL PHASE 3A | PROPOSED CHARACTER AREAS

P22-0777_DE_10 | FEBRUARY 2024



Figure 53: Materials and character area plan.

Appendix 1-Design Evolution

Workshop 6- Residential elevations 07.03.2024

A workshop was held with West Suffolk Council Planning Officers, where the amended elevations were reviewed:

- Full wrap render of key gateway units was affective in wayfinding and allowing travel through the parcel (see figure 54)
- Grey brick detailing between windows was affective, although Planning Officers requested brick windows surrounds and grey horizontal brick banding (see figure 54)
- Planning Officers outlined that wider gabled apartment blocks would not be supported, suggesting using a hipped roof instead of gabled (see figure 54)
- Change in gable positioning of eastern boundary elevations improved street scene by achieving a consistent roofline pattern (see figure 54).



Figure 54: Street scenes.

Appendix 1-Design Evolution

Workshop 7- Amended Layout, Plaza and Local Centre Elevations 17.04.2024

The amended plaza plan was discussed, with attendees agreeing that the detail would be accept subject to minor amendments:

- Additional trees, planting and cycle parking located on boundary of pedestrian route, worked well and improved usability, as requested at previous workshop
- Four visitor parking spaces provided on southern boundary of plaza area, as agreed with SCC Highways and Planning Officers
- SCC Highways and Planning Officers reiterated that ramp access must be confirmed prior to submission.



Figure 55: Plaza plan.



Figure 56: Layout plan.

Appendix 1-Design Evolution

Following review of the amended elevations, it was agreed that more changes could be done to further enhance the design of this key landmark building:

- The roofline of the front/ southern elevations had been vastly improved through implementing smaller gables, with Planning Officers suggesting additional amendments to further decrease the massing and scale of the building:
 - Reducing width of gables
 - Use of sawtooth roofline instead of hipped
 - Reducing height of roof behind gables
 - Exploring use of flat roof in places
 - Use of projecting downpipe columns.
- Planning officers outlined that the rear/ northern elevation could be improved through additional material treatments (i.e. brick detailing or weatherboarding), to ensure both front and rear elevations are of the same quality
- Planning officers outlined that nearby apartments could be improved through additional gables, perhaps reflecting the design of the apartments on the adjacent phase 6 development.



Figure 57: Local Centre sample elevations..



Figure 58: Local Centre and apartment block street scene..

Appendix 1-Design Evolution

An amended northern boundary street scene was reviewed with planning officers, whereby the following comments were made:

- Grey brick window surround detail was affective in improving the quality of the elevation
- Additional brick banding above ground and first floors were effective
- Use of red and grey brick was an affective colour palette for the apartment block.

The apartment blocks were discussed as a key elevation, due to their positioning as an important 'gateway' for the development via the relief road and numerous enhancements were discussed:

- Removing render and increasing use of grey brick
- Exploring the repositioning of windows to provide symmetry to the elevation
- Removal of the brick plinth on the ground floor
- Provide additional brick banding and window detailing.



Figure 59: Key elevations discussed.



Figure 60: Northern boundary street scene.

Appendix 1-Design Evolution

Workshop 8- Local Centre Elevations 14.05.2024

A workshop was held with West Suffolk Council Planning Officers to discuss amended elevations and street scenes.

Discussions were had on the following improvements to the Local Centre Building Design:

- Sawtooth roofline (front and rear) and the flat roof on the rear elevation had reduced the massing and scale of building
- Additional brick detailing had improved the quality of the rear elevation, providing a sense of arrival and enhancing its quality
- Eastern elevation improved by projecting gables and downpipe columns
- Projecting gables of nearby apartment blocks worked well in tandem with Local Centre Building.

Layout and Elevation changes following the final workshop

Prior to finalisation and submission of the application, additional improvement were made to further enhance the layout:

- Additional FOG unit positioned in parking court, providing additional surveillance as requested by Planning and Design Out Crime Officers
- Levels access confirmed around whole of local centre and plaza area
- Additional paving design included within plaza
- Units decreased from 88 to 83, further reducing the density of the scheme to 54 dph and providing additional space for landscaping
- Garden sizes increased for northern boundary units.
- Location for community notice board shown on plaza plan

Further enhancements were also made to the elevations:

- Local Centre Building materials changed, removing use of darker grey brick in order to lighten up the elevation
- Northeast apartment block design improved through change of roofline



Figure 61: Local Centre elevations.

INTEGRATED
NEIGHBOURHOODS:
Natural Connections

“Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.”

➤ **Need to understand the wider context and how you can best stitch a new development into a place.**

A visit of the site and wider Haverhill area was undertaken at the start of the design process which identified the sites opportunities and constraints which have guided the design of the development. Numerous workshops were carried out with Planning Officers from West Suffolk Council, as well as officers from Suffolk County Council Highways and the Lead Local Flood Authority.

➤ **Identify facilities and services you need to connect to.**

Key facilities and services which the development needs to connect into are:

- Existing cycle and pedestrian routes
- Haverhill Town Centre
- Approved open space areas (LEAP, NEAP and MUGA)
- Bus stop on southern boundary of parcel (opposite plaza area)
- A series of open space and play facilities within the development which are coming forward in phases

➤ **Draw points of connection into and through your site to create a strong and direct path and open space network.**

Key point of connection to all of the above facilities and services is from the internal infrastructure loop road, connecting to Ann Suckling Road on the southern boundary and connecting to Farrant Road on the northern boundary.

➤ **Create well-connected street and path networks.**

The development provides for a comprehensive network of roads which provides for vehicle, cycle and pedestrian connectivity within the site. Pedestrian connections to the surrounding scheme are also provided.

➤ **Research and respond to how water and nature moves through the site and surroundings.**

There are existing ditches which run adjacent to all boundaries (albeit with some gaps) of the application site which are retained as part of the development. The scheme incorporates SUDs features where water will be collected, cleansed and stored and will discharge at a controlled rate into the ditches surrounding the site.

**INTEGRATED
NEIGHBOURHOODS:
Walking, Cycling and
Public Transport**

“Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.”

➤ ***Cycle and walk the neighbourhood and encourage others to understand where off site interventions will be most useful.***

This exercise was undertaken at the start of the design process.

➤ ***Connect to existing cycle network where possible or begin a new one.***

There are no existing cycle networks connecting to the site. However, cycle routes serving the parcel have been approved as part of the infrastructure reserved matters. Financial contributions have been secured through a S106 agreement towards foot and cycle links to the town centre along with off site cycle stand provision to encourage cycling.

➤ ***Ensure access for all and make walking an intrinsic choice for short journeys.***

Layout has been designed to allow key connections into the town centre and surrounding open space within the scheme.

➤ ***Streets and paths to connect to places and public transport in the most direct way.***

Bus stop provision is located adjacent to the vehicular / pedestrian access into the parcel. The parcel is accessed by an infrastructure loop road which connects to both the relief road and Ann Suckling Road..

➤ ***Streets to pass in front of homes.***

Streets pass in front of houses. Units on the northern boundary are positioned on the main infrastructure loop road, with streets passing units within the parcel also.

➤ ***Exploit public transport hubs and build at a higher density.***

The whole site is located within close proximity to bus stops and has been built at a consistent density. A new bus service is funded through a S106 agreement which will serve the development. The bus stop has specifically been located on the southern boundary of the plaza, creating a public transport hub associated with the commercial units.

INTEGRATED
NEIGHBOURHOODS:
Facilities and services

“Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.”

➤ ***Developments to provide community facilities to respond to local community needs.***

The scheme provides for numerous pockets of open space with four different play facilities (Two LEAPS, NEAP and MUGA) and a local centre which will provide retail and commercial opportunities, along with a well landscaped plaza area.

➤ ***Locate new facilities in locations best for walking, cycling and public transport.***

The areas of open space provided are fully accessible by foot, cycle and public transport within the development and the wider locality.

➤ ***Consider creating new facilities or adding to existing ones.***

As outlined above, numerous open space play areas have been provided. Section 106 contributions will be provided as part of the development which will go towards bus service provision, education, a site for a new primary school, healthcare facilities, libraries, cemetery provision, community facilities contribution within Haverhill.

➤ ***Assess and identify the need for sport and leisure provision.***

Over 10 hectares of open space has been provided on site as outlined within the approved parameter plans.

➤ ***Create meeting places and opportunities for social interaction.***

The open space located around the development provide for opportunities for residents to meet and interact including a plaza at the entrance to the local centre and a financial contribution has been secured for community facilities which will likely be located at the new primary school in due course.

➤ ***‘Play on the way’ can make car free trips more fun.***

The scheme provides for opportunities for ‘play on the way’ with areas of public open space and swales and green infrastructure corridor provided adjacent to key routes.

➤ ***SUDS can contribute towards attractive and accessible streets.***

SUDs features have been incorporated within the development which have been sympathetically landscaped and contribute to the existing influence water has on the site.

<p>INTEGRATED NEIGHBOURHOODS: Homes for everyone</p> <p>“A range of homes that meet local community needs.”</p>	<ul style="list-style-type: none"> ➤ <i>A mix of house types and tenures to suit the needs of the local community.</i> <p>Phase 6 provides 98 dwellings ranging from 1 to 5 bed and including 29 affordable units with 70% of these being affordable rent and 30% shared ownership.</p> <ul style="list-style-type: none"> ➤ <i>Maximise opportunities for supported accommodation.</i> <p>Units align to M4(2) standards in accordance with the Section 106</p> <ul style="list-style-type: none"> ➤ <i>Offer access to at least some private outdoor space.</i> <p>All 2, 3 and 4 bed houses have private rear gardens, while any apartments have been provided areas of communal green space to the rear.</p>
<p>DISTINCTIVE PLACES: A memorable character</p> <p>“Create places that are memorable.”</p>	<ul style="list-style-type: none"> ➤ <i>Create spaces which are locally inspired or have a distinctive character.</i> <p>The design elements and approaches used have been directly influence by the local vernacular of Haverhill, but with a contemporary twist.</p> <ul style="list-style-type: none"> ➤ <i>Review the wider area for sources of inspiration.</i> <p>All surrounding areas within Felixstowe were reviewed as part of the design process. The development will be particularly seen within the context of the surrounding units on Farrant road.</p> <ul style="list-style-type: none"> ➤ <i>Understand where positive local character comes from, including urban grain, green and blue infrastructure, land uses, building form, massing, and materials.</i> <p>This exercise was undertaken at the start of the process.</p> <ul style="list-style-type: none"> ➤ <i>Use of a materials palette can connect a development to a place.</i> <p>A large amount of red brick has been used, providing reference to the red brick high streets within Haverhill.</p> <ul style="list-style-type: none"> ➤ <i>Brownfield sites can offer sources of inspiration.</i> <p>The site was not brownfield.</p> <ul style="list-style-type: none"> ➤ <i>Character is also created through the social life of public spaces.</i> <p>The large areas of public open space within the development will be a hub for social interaction within the development.</p>

DISTINCTIVE SPACES:
Making the most of what's
there

"Understand and respond."

- **Walk the site and discuss opportunities with the LPA.**

Pre-application discussions were had with the LPA on possible layouts and designs for the development.

- **Explore conceptual ideas before producing a site layout.**

This process was undertaken during the design process of the development.

- **Identify visual connections into, out and beyond the site.**

Existing hedgerows intersect and surround the site and are the key visual connections into and beyond the site.

- **Work with the contours of the land.**

Levels have been integral to the design of the layout for the parcel.

- **Understand how water flows across the site and how water can be used to enhance character and sense of well-being.**

Existing ditches running along the boundaries which will be suitably landscaped and will enhance character.

- **Use the above to create a framework plan.**

The above information was used at the design phase to create a framework plan.

- **Consider opportunities for natural light, cooling and ventilation.**

Opportunities for natural light were considered with the layout being designed to limit the number of northern facing gardens whilst also ensuring overheating is not an issue.

- **Integrate and re-use existing features of value.**

Existing ditches on the boundaries of the site are retained and suitably treated within the development.

- **Consider where hedges need to be retained to create a sensible development and planting new hedgerows.**

Hedgerows have been retained and further improved through additional planting.

- **Be sensitive to existing development but avoid creating buffer spaces between rear gardens.**

The layout is sensitive to existing development. Landscape buffers are provided on the eastern boundary.

- **Use landform and ground conditions in a considered way.**

Landform and ground conditions have been considered to ensure flooding does not become an issue for the site and surrounding area.

DISTINCTIVE SPACES: Well defined streets and spaces

“Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.”

➤ ***Strong framework of connected and well over-looked streets and spaces.***

All areas of open space and streets are overlooked with dwellings fronting them.

➤ ***Experience walking along the street.***

The pedestrian will navigate the streets with ease through use of distinct character areas and focal buildings.

Through use of green landscaping and ensuring connectivity to nearby public open space, the pedestrian will have an enjoyable experience walking along the streets.

The use of loops for the streets will provide good permeability and there will be minimal street clutter by ensuring places to store bins, cycles and off-street car parking.

➤ ***Perimeter blocks with clearly defined public fronts and backs.***

The scheme provides for perimeter blocks which clearly define front gardens and rear gardens are designed to back onto each other.

➤ ***Active frontages.***

Active frontages are provided with dwellings and front doors fronting onto streets, areas of open space and pedestrian routes.

➤ ***Carefully considered street corners.***

Carefully designed corner turning units have been used on corner locations to provide a dual active frontage.

➤ ***Three dimensional models are useful to understand the qualities of a space.***

These were not produced for the site.

DISTINCTIVE PLACES: Easy to find your way around

“Use legible features to help people find their way around.”

➤ ***Streets that connect with one another.***

All streets connect within the development to the primary street.

➤ ***Streets that are straight and direct as possible.***

Streets and paths have been positioned to provide a straight and direct route as possible whilst also creating character.

➤ ***Use street types, buildings, spaces, uses, landscape, water and other features to create a mental map.***

Focal buildings have been provided at key locations to mark important corners for wayfinding.

➤ ***Streets with different characters are more effective than character areas in defining if a principal or secondary street.***

Four different street hierarchies are provided for within the development.

- Streets without trees, with dedicated footways on either side of the 5.5m carriageway serving as linking streets
- Streets with trees, with roads lined on both sides with trees
- Boulevard, the key main road throughout the site with trees
- Lanes or mews, acting as a transitioning between street types.

➤ ***For larger sites, will need to use streets and spaces with different characters to help people find their way around.***

The parcel consists of three character areas:

1. The Northern edge, contemporary red and buff brickwork with grey brick detailing and white render, providing a strong gateway entrance to the site
2. The South-Eastern Edge, predominantly buff units with grey brick banding and white render
3. Local Centre, consisting of the Local Centre building and two apartment blocks with red and dark grey brick, along with projecting brick.

STREETS FOR ALL: Healthy streets

“Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.”

➤ ***Low speed streets with pedestrian and cycle priority.***

The road network has been designed in association with the County Highways Department and the use of bends in the road and short roads helps to keep vehicle speeds low.

➤ ***Right balance between movement and place.***

With the large areas of open space, and planted frontages, there is a balance between movement and place.

➤ ***Encourage walking, cycling and outdoor play along streets.***

The parcel has been designed to ensure high quality pedestrian connectivity to the infrastructure loop road.

➤ ***Street trees.***

Street trees are provided in key areas within the parcel. Tree planting is also provided to secondary streets and edge streets with these being designed within the street frontages of gardens.

Street trees are also provided on the northern boundary of the parcel.

➤ ***Avoid streets that are designed just as routes for motor vehicles.***

The development has been designed to provide pedestrian connectivity with the use of shared surface streets.

➤ ***Boulevards and streets with active edges rather than distributor roads and bypasses,***

Active frontages and street trees are provided for within the principal roads within the development.

➤ ***Streets that are easy to cross with priority at junctions for cyclists and pedestrians.***

The roads and footways have been designed in association with the County Highways Department to ensure streets are easy to cross with priority for pedestrians and cyclists.

➤ ***Well overlooked streets with front doors facing streets and public spaces.***

All streets and areas of open space are overlooked with dwellings and their front doors fronting them

➤ ***Provide conditions for cyclists appropriate to the road.***

Vehicle speeds and traffic volumes will be low within the development and it will be safe for cyclists to share the carriageway.

➤ ***Inclusive design***

The development provides for an inclusive design which is accessible by all.

<p>STREETS FOR ALL: Cycle and car parking</p> <p>“Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.”</p>	<ul style="list-style-type: none"> ➤ Provide secure cycle storage close to front doors. For those units with integral garages and garages, cycle parking is provided within these. For those plots without garages, cycle storage units can be installed in rear gardens. ➤ Integration of car parking into the street environment. A range of car parking options (on-plot, in parking courts and on-street) is provided. ➤ Anticipate realistic levels of car parking. Car parking is provided for in accordance with the Highway Authority’s standards. ➤ Creative solutions for attractive, convenient and safe cycle parking. Where provided cycle parking is within attractively designed garages, as well as cycle sheds. ➤ Generous landscaping to frontage. The layout has been designed to create ample opportunities on all streets for landscaping to frontages and detailed landscape plans have been approved as part of the development. ➤ Shared and unallocated parking. In line with discussions with the County Highways Department, shared/ visitor parking is provided.
<p>STREETS FOR ALL: Managing private spaces</p> <p>“Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage”</p>	<ul style="list-style-type: none"> ➤ Clearly define private spaces through strong boundary treatments. Boundaries of plots are clearly defined with on plot landscaping. ➤ Manage changes in level whilst not compromising the street. Changing levels on the site have been carefully designed with gradual changes in level which do not compromise the street ➤ Design spaces between the back of the pavement and building facades carefully to integrate services, waste storage and utility cabinets so their impact is reduced. Waste storage for all dwellings are located in accessible locations in rear gardens. ➤ Avoid pieces of left over land. Homes with shallow street backs need careful thought. This has been avoided in the layout of the development. ➤ Outdoor amenity space for apartments, such as balconies. Amenity space is provided for apartments. Large amounts of POS are also located within walking distance to the parcel.

STREETS FOR ALL: Cycle and car parking

“Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.”

➤ ***Create a strong landscape strategy with impact from day one.***

The development benefits from a comprehensive landscape plan.

➤ ***Create a network of different spaces.***

A range of formal and informal play spaces have been approved across the site, with green corridors acting as ecological buffers.

➤ ***Weave opportunities for creation throughout the development.***

Green and blue infrastructure corridors are integrated throughout the scheme.

➤ ***Create food growing opportunities on larger developments.***

As confirmed during the outline planning permission, allotments are approved and will be opposite the parcel in question.

➤ ***Capture water as close as possible to where it falls and be creative in the design of SUDs features.***

The scheme provides for a number of attenuation basins across the development which capture and cleanse surface run off when it is then stored in the large pond on the site and discharged into the adjoining drains.

➤ ***Sustainable drainage to be multi-functional.***

The ponds and swales will be landscaped to have an ecological benefit whilst also contributing to visual amenity.

➤ ***Well overlooked open spaces.***

All open spaces and green infrastructure corridors are overlooked with dwellings fronting. The wide landscape buffer which runs along the norther boundary of the site benefits from overlooking from first floor bedroom windows.

➤ ***Robust management and long-term stewardship.***

Open spaces will be managed and maintained by a residents management company.