



**James Bailey**  
**PLANNING**

**Document:** Planning Statement

**Title:** Reserved Matters Planning  
Application on Land South of Bury  
Road, Barrow A9

**Client:** Bloor Homes

**Date:** November 2025

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## 1. INTRODUCTION

- 1.1 This Planning Statement has been prepared by James Bailey Planning Ltd. ('JBPL'), on behalf of the applicant, Bloor Homes, in support of a Reserved Matters Application ('RMA'), pursuant to the Outline planning permission under reference DC/15/2151/OUT.
- 1.2 The Outline permission covered an area of 168.34ha. A Concept Statement (2013) and Masterplan<sup>1</sup> (2015) have been adopted for the site, and an outline planning application (DC/15/2151/OUT) was granted in August 2018 for up to 2,500 homes, two primary schools, two local centres, landscaping and associated infrastructure. The Permission was subject to a set of approved parameter plans and 46 conditions, for:

*'(Means of Access to be considered) - Residential development of up to 2,500 units (within use classes C2/C3); two primary schools; two local centres including retail, community and employment uses (with use classes A1/A2/A3/A4/A5, B1 and D1/D2; open space; landscaping and associated infrastructure)'.*

- 1.3 The Land Use Parameter Plan<sup>2</sup> broadly followed this Masterplan and split the site into a series of parcels. This RMA and Planning Statement relates to parcels; A14; A15; and E2 only. Hereon in, these parcels will be referred to as the 'Site'. The remainder of the land to which the outline permission relates will be referred to as the 'Wider Site'.
- 1.4 This Reserved Matters Application (RMA) for Parcels A14; A15; and E2 has been submitted alongside a parallel RMA covering Parcels A9. While each application must be assessed on its individual merits, it is important to consider their interrelationship and how they collectively contribute to the delivery of the wider site. Both RMAs represent two phases of the overall development and will be delivered by Bloor Homes. As such, key elements including open space provision, affordable housing, green infrastructure, and the surface water drainage strategy have been designed holistically across both applications. This integrated approach ensures consistency in layout, connectivity, and infrastructure delivery, supporting a cohesive and sustainable development.
- 1.5 This RMA application (A14; A15; and E2) provides the finer detail related to means of access; appearance; landscaping; layout; and scale for:

*'Reserved matters application - submission of details under outline planning permission DC/15/2151/OUT – means of access; appearance, landscaping, layout and scale for 250 dwellings (including 72 affordable) (parcels; A14; and A15); allotments (parcel E2); associated internal roads, car parking, , amenity and public open space; pumping station and diversion of overhead HV cable; including application to partially discharge conditions 4; 6; 7; 8; 9; 12; 15; 28; 30; 37; 38; 39; 40; 41, 42; and 44'.*

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<sup>1</sup> [https://www.westsuffolk.gov.uk/planning/Planning\\_Policies/upload/NE-Haverhill-Great-Wilsey-Park-Masterplan.pdf](https://www.westsuffolk.gov.uk/planning/Planning_Policies/upload/NE-Haverhill-Great-Wilsey-Park-Masterplan.pdf)

<sup>2</sup> Approved plan: 5055-ES-01 Rev O (alternative)

1.6 The site benefits from an allocation in the West Suffolk Local Plan (2025)<sup>3</sup> (Policy AP14 North-east Haverhill). Policy AP14 is referred to further within this Planning Statement.

1.7 This Planning Statement has been prepared in accordance with local and national planning policies, and is considered to be consistent with the adopted policies in the West Suffolk Local Plan (2025).

1.8 The Planning Statement comprises one element of the planning application submission, together with the application form, and the relevant plans and documents prepared. This Planning Statement should be read alongside these other documents that have been submitted to support the application.

1.9 A Covering Letter setting out the full list of submitted documents has been prepared to support this application.

1.10 As part of this submission, details have also been submitted relating the following conditions:

- Condition 4 - Ecological Surveys
- Condition 6 – Refuse and Recycling
- Condition 7 – LEMP
- Condition 8 - Soft Landscaping
- Condition 9 – Levels
- Condition 12 - Construction Method Statement
- Condition 15 - Open Space & Play Strategy
- Condition 28 - Parking & Cycling
- Condition 30 - Travel Plan
- Condition 37 - Foul Water Strategy
- Condition 38 - SUDs
- Condition 39 - Written Scheme of Investigation
- Condition 40 - Arboricultural Method Statement
- Condition 41 - Tree Survey
- Condition 42 - Ecological Implementation Strategy
- Condition 44 - Lighting Strategy

1.11 This Planning Statement is structured as follows:

- **Section 2:** The Site Context.
- **Section 3:** The Site's Planning History.
- **Section 4:** Consultation and Engagement

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<sup>3</sup> [https://www.westsuffolk.gov.uk/planning/Planning\\_Policies/local\\_plans/upload/West-Suffolk-Local-Plan-2024-2041-July-2025.pdf](https://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/upload/West-Suffolk-Local-Plan-2024-2041-July-2025.pdf)

- **Section 5:** Proposed Development.
- **Section 6:** Planning Policy;
- **Section 7:** Planning Assessment and Material Considerations; and
- **Section 8:** Conclusion.

## 2. SITE CONTEXT

2.1 The Wider Site is known as Great Wilsey Park, and is a large, strategic mixed-use development site that is located on the north eastern 'fringe' of Haverhill, located to the east of the A143.

2.2 The 2015 adopted Masterplan describes the context of the allocation as:

*"Great Wilsey Park lies to the north east of Haverhill, which in turn is located some 30km to the south east of Cambridge within the county of Suffolk. The site broadly lies contiguous with the existing urban edge of Haverhill spanning the land between Haverhill Road (A143) to the north and Coupals Road (B1061) to the south. To the south west the site benefits from a road frontage with Chalkstone Way, which in turn provides both road and footpath links south west into Haverhill. Notable features surrounding the site include an existing golf driving range to the south, Haverhill Golf Club further to the south off Coupals Road, the Samuel Ward Academy and the Westfield Community Primary School and Sports Academy to the west of the site and Great Wilsey Farm to the north. A tributary of the River Stour bisects the site in a north west to south east direction with levels falling generally into this central valley".*

2.3 The total area identified as 'Great Wilsey Park', according to the approved Land Use Parameter plan is 168.34ha and is identified within the Site Location Plan. (See 5055-PL-01 B, Figure One).

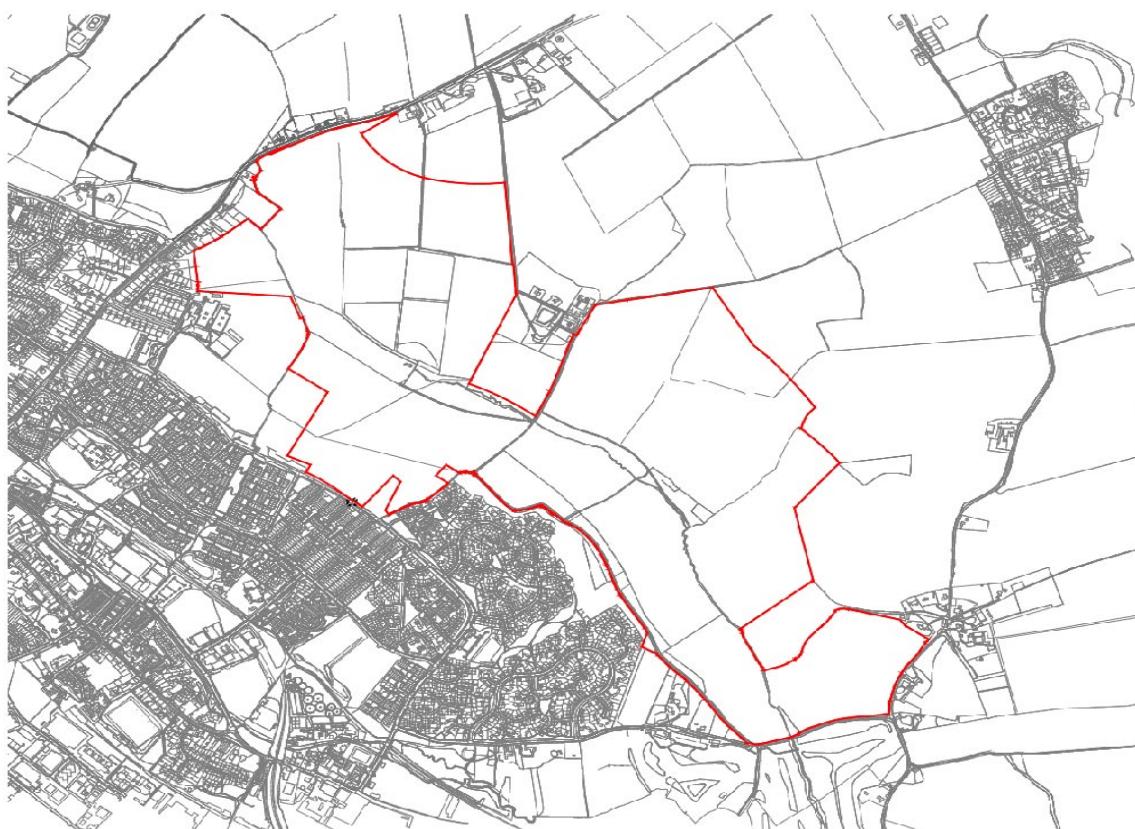


Figure One, 5055-PL-01 B: Haverhill site location plan, extracted from Outline application,

## The Site

- 2.4 This RMA application relates to the parcels A14; A15; and E2 only. These parcels make up the southern area of the Wider Site. (See Figure Two below).
- 2.5 Parcels A9; A14; and A15 are for residential development.
- 2.6 Parcel E2 is for the delivery of allotments, and parcel B2 (2.2ha) is to be transferred to Suffolk County Council for the delivery of a Primary school, in accordance with the completed s106. That parcel is relevant to this RMA, and is referred to accordingly. However, it is for the County Council to apply for approval of the reserved matters for that parcel.
- 2.7 The combined site area for this application is 14.7ha. Coupled with the parallel application for parcel A9, the total site area is 23.6ha.



Figure Two: Parameter Plan, extracted from Haverhill outline application

### 3. SITE HISTORY

- 3.1 Great Wilsey Park, Haverhill benefits from an adopted Concept Statement (2013) and Masterplan (2015). Subsequently, a Scoping Opinion under the *Environmental Impact Assessment Regulations 2011* was submitted (DC/14/2276/EIASCO) and an Outline planning application (DC/15/2151/OUT) was granted permission in August 2018 for up to 2,500 homes; two primary schools; two local centres; landscaping; and associated infrastructure.
- 3.2 Outline planning permission was granted for: "*(Means of Access to be considered) - Residential development of up to 2,500 units (within use classes C2/C3); two primary schools; two local centres including retail, community and employment uses (with use classes A1/A2/A3/A4/A5, B1 and D1/D2; open space; landscaping and associated infrastructure*"(DC/15/2151/OUT).
- 3.3 Following the Outline Application (DC/15/2151/OUT), there have been three Non-Material Amendment applications: NMA(A)/15/2151; NMA(B)/15/2151; and NMA(C)/15/2151. NMA(A) and (C) specifically relate to off-site highways works, and are therefore not considered to be relevant to this RMA. However, NMA(B) amended condition 3 to replace the alternative Road Hierarchy Parameter Plan (drawing reference 5055-ES-04 F) with a new alternative Road Hierarchy Parameter Plan (5055-ES-04 G). It also replaced the alternative Building Heights Parameter Plan (5055-ES-03 E) with a new alternative Building Heights Parameter Plan (5055-ES-03 F).
- 3.4 Additionally, this approved NMA(B) application also amended the wording of the condition 3 of DC/15/2151 so that any future RMA was in "*general*" accordance with the approved parameter plans, rather than "*strictly*" in accordance, which was considered to be restrictive.
- 3.5 Since the Outline permission was granted, the following Reserved Matters applications have been submitted, with four being approved, and the remaining two currently going through the planning process pending a decision:
  - DC/25/1099/RM – Parcels A3 and A5 (residential) (pending decision)
  - DC/25/0204/RM – Primary (lower tier) road (pending decision)
  - DC/24/1452/RM – D1 – Local Centre (approved 02/05/2025)
  - DC/23/1927/RM – Parcel A2 (residential) (approved 15/03/2024)
  - DC/20/0358/RM - HV Cable and associated infrastructure (Withdrawn)
  - DC/19/1940/RM – Parcels A1; A2; and A8 (approved 23/09/2020)
  - DC/19/0834/RM - Main spine road and associated strategic infrastructure (approved 28/05/2020)
- 3.6 To date, Parcels A1, A2, A7, A8 & A16 have either been built out or are currently in the process of being built out.

## 4. KEY STAKEHOLDER ENGAGEMENT

- 4.1 This chapter provides a detailed overview of the extensive and collaborative pre-application engagement process that was undertaken in relation to the proposed development, which is in accordance with the *Planning and Compulsory Purchase Act 2004* (as amended) and the adopted West Suffolk Statement of Community Involvement.
- 4.2 This proactive and iterative approach structured meaningful dialogue between the applicant and the key stakeholders, which has been instrumental in shaping the application. It has sought to address key considerations in a co-operative manner, whilst ensuring a robust and well-considered scheme has been prepared.
- 4.3 The engagement process involved a Planning Performance Agreement (PPA) between Bloor Homes; West Suffolk Council (WSC); and Suffolk County Council (SCC). These discussions were holistic across parcels A9; A14; A15; and E2. The agreed plan was to have regular and structured interaction with WSC and SCC Officers across various disciplines, along with Bloor Homes's in-house team and their relevant consultants. This collaborative approach allowed for the early identification and resolution of potential issues, ensuring the proposed development aligns with planning policies; the Outline consent; and local aspirations.
- 4.4 The pre-application engagement was primarily conducted through a series of four dedicated workshops, and a series of smaller focus meetings on specific topics, notably highways and drainage. The workshops were held at regular intervals over a six month period, from February to July 2025, with each workshop lasting approximately three hours. The workshops were delivered in-person at either West Suffolk House in Bury St Edmunds at The Hub in Mildenhall, with the aim being to facilitate open and honest dialogue, and an efficient exchange of information. Some attendees joined virtually. The focussed meetings were hosted virtually throughout the same six month period.
- 4.5 Attendees typically included a core group of WSC Officers, encompassing expertise in: Planning; Design; Landscape; and Ecology, and SCC Officers specialising in Highways; Lead Local Flood Authority (LLFA); and Public Rights of Way (PROW). Representatives from Bloor Homes and JBPL were present throughout all the workshops and focussed meetings, alongside representatives from Finc Architects; and Crossland Ecology.
- 4.6 Each workshop was carefully structured to facilitate meaningful dialogue and iterative design development. Sessions typically commenced with a review of the preceding discussions and agreed actions, followed by detailed presentations of evolving design concepts; technical assessments; and responses to previous feedback. Interactive discussions formed a significant part of each session, allowing for real-time feedback, constructive critique, and the collaborative exploration of solutions.
- 4.7 This iterative process ensured that all perspectives were considered and integrated into the evolving proposals. The Design Checklist was actively used as a working draft during the meetings to track progress and feedback.

DATE	SESSION & ATTENDANCE	KEY TOPICS DISCUSSED	FEEDBACK RECEIVED	OUTCOMES / AGREED ACTIONS
30/01/2025 Virtual	<b>Initial Meeting:</b> WSC Planning Officers	Principals for a potential PPA.	Agree a programme of engagement including: a series of Workshops with WSC and SCC; a series of focused meetings on relevant material considerations; specific education meetings with SCC; and direct Town Council meetings.	Agreed approach.
26/02/2025 @ West Suffolk House	<b>Workshop 1:</b> WSC: Planning Officers / Landscape and Ecology Officer SCC: Drainage; Highways; and PROW Officers.	Initial site context, approved parameter plans, potential impacts of overhead line diversion, and preliminary discussions on landscape, ecology, drainage, PROWs, and road hierarchy.	Feedback included concerns about the impact of the overhead line diversion on landscaping and the need for updated tree surveys, consideration of 40% green infrastructure, and clarification on PROW alignments and surfacing.	Agreement to produce a plan for the overhead line diversion, confirm weighting of emerging policies (now adopted), clarify conditions for RMA submission, and schedule focused meetings for highways, drainage, and landscape. Bloor was to explore access and parking for allotments and confirm the public/private use of woodland.
12/03/2025 On-site	<b>Site Visit:</b> WSC: Planning Officers / Landscape and Ecology Officer SCC: Drainage; Highways; and PROW Officers.	Highways; Drainage; Landscape; Ecology; Open Space; Allotments; Linkages.	Positive discussions had whilst on-site.	Areas for consideration at following workshops.
20/03/2025 Virtual	<b>Initial Meeting</b>	Agree requirements secured in s106 to	SCC grateful for early engagement.	SCC requested to be kept informed as proposals progress.

	WSC: Planning Officers SCC: Education Officers	transfer school land including services. Site constraints discussed and areas of access.		
23/03/2025 @ The Arts Centre, Haverhill	<b>Initial Meeting</b>  Haverhill Town Council	Information gathering session. Town Council sharing knowledge of Outline consent and site expectations.	Town Council grateful for early involvement. No 3-storey buildings; more bungalows in careful locations; and consideration of drop-off area for school.	Town Council to be kept informed of progress with the proposals.
25/03/2025 @ The Hub Mildenhall	<b>Workshop 2: Design Principles &amp; Massing</b>	Review of initial conceptual designs, focusing on character areas, landscape integration, ecological considerations, drainage strategies, and highway implications. Detailed discussions on set-off distances from watercourses, woodland lighting buffers, and the illustrative landscape concept plan.	Feedback included emphasis on 10m set-off distances from watercourses, 15m lighting buffers from woodlands, concerns about the loss of open space for SUDs, and the need for trees on both sides of spine roads.	Actions included considering tree survey with updated boundary lines, creating a 'Connections Plan', and preparing detailed character areas for future discussion. Bloor was tasked with further modelling of SUDs to determine play area space.

10/04/2025 Virtual	<b>Focused meeting</b>  WSC: Planning Officers	Focused meeting on design; appearance and materials.	Discussion on Character Areas and Materials, as part of Design Checklist.	Further consideration on materials and Character Areas.
11/04/2025 Virtual	<b>Focused Meeting</b>  WSC: Planning Officers  SCC: Drainage Officers	Focused meeting on Drainage Strategy	Feedback on initial drainage strategy, and areas for further consideration.	Bloor to explore other drainage options available.
30/04/2025 @ West Suffolk House	<b><u>Workshop 3:</u></b>  <b>Landscape &amp; Public Realm</b>	Presentation of full plans and designs, focusing on Public Open Space (POS), Drainage Strategy, spine road/PROW intersection, and Character Areas. Discussions covered Green Lung, SUDs requirements, LEAP sizes, landscaping, bat hop-overs, and access to County Park.	Feedback highlighted the need to reconsider the central green space for revised bat hops, basin sizes, and play spaces. Concerns were raised about the County Park gateway via a pumping station, and the relationship between tree planting and private drives. The LLFA preferred alternative on-plot SUDs options to reduce basin sizes.	Bloor agreed to reconsider central green space elements and explore further drainage options. Alternative drainage solutions to be explored. Actions also included revisiting the Country Park entrance and reviewing footpath/cycleway alignments.
24/06/2025 @ West Suffolk House	<b><u>Workshop 4:</u></b>	In-depth, focused discussion on the latest plans,	Feedback included LLFA's concern over the extensive use of 'crates' for SUDs and a preference for exploring all alternative	Actions included Bloor organising meetings with SCC Highways and LLFA to justify SUDs delivery and confirm adoptability of rain gardens. Bloor

	<b>Final Design Review &amp; Policy Alignment</b>	incorporating previous stakeholder comments and addressing the Design Checklist. Key areas included Green Infrastructure, SUDs approach, allotments access, Country Park access, and tree planting along the spine road.	techniques. SCC Highways raised late concerns about roundabouts for bus access into wider phases and the need to clarify the 'emergency access only' point.	was also to revisit the Country Park entrance and review tree planting along the spine road for consistency with landscaping plans. Discussions with the Town Council regarding allotment arrangements were also planned.
01/07/2025 @ The Arts Centre, Haverhill	<b>Follow up Meeting</b>  Haverhill Town Council	Presentation of Plans to date	Discussion on layout; Character Areas; specific details.	Positive feedback on: bungalows; heights; and general layout changes following initial meeting. Town Council grateful for update, and look forward to receiving application.
02/07/2025 Virtual	<b>Focused Meeting</b>  WSC: Planning Officers SCC: Highways	Focused Meeting on main spine road	Discussion on access to future parcels of land to the north of the Bloor site.	Bloor to explore further options for accesses off the main spine road.
08/07/2025 Virtual	<b>Follow up Meeting</b>  WSC: Planning Officers SCC: Educations Officers	Detailed presentation of plans to date and discussion on land to be transferred to SCC.	Focussed discussion on layout and 2x veteran trees, which need to be addressed.	Further consideration of veteran trees required.
26/09/2025 Onsite	<b>Focused Meeting</b>	Veteran trees located on the northern	Proposed school playing fields fall within the theoretical buffer zone (15x stem	Submit a Veteran Tree Management Plan as part of the application.

	<b>WSC:</b> Planning Officers <b>Place Services:</b> Arboricultural Officer	boundary adjacent to school land	diameter) of these trees, they do not encroach within the lesser buffer zone (crown spread + 5m).	
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*Table One: List of Completed Engagement*

4.8 The collaborative spirit of the workshops is exemplified by the interactive sessions, whereby design iterations were openly discussed and refined in real-time. The image below captures a typical workshop scenario, illustrating the direct engagement and shared problem-solving that characterised the pre-application process.



### Design Checklist

4.9 A key output of this extensive engagement process is the final Design Checklist.

4.10 This comprehensive document, developed and refined through the various workshops, captures the agreed design principles, specific requirements, and detailed design considerations that have guided the development of the proposals.

4.11 The Design Checklist serves as a robust framework, demonstrating how feedback has been incorporated and how the scheme has evolved to meet the highest design standards and address local aspirations.

## 5. THE PROPOSED DEVELOPMENT

5.1 The Applicant seeks reserved matters approval for the erection of up to 250 dwellings the description of development has been included within the application form and is as follows:

*'Reserved matters application - submission of details under outline planning permission DC/15/2151/OUT – means of access; appearance, landscaping, layout and scale for 250 dwellings (including 72 affordable) (parcels; A14; and A15); allotments (parcel E2); associated internal roads, car parking, , amenity and public open space; pumping station and diversion of overhead HV cable; including application to partially discharge conditions 4; 6; 7; 8; 9; 12; 15; 28; 30; 37; 38; 39; 40; 41, 42; and 44'.*

5.2 The Land Use Parameter Plan, approved at outline stage, prescribes parcels A9, A14, A15 as allocated for residential development, Parcel B2 for a Primary School, and E2 for a community allotment.

5.3 The Development includes:

- 250 Residential Dwellings, including 72 affordable housing
- Allotments (0.65 ha) with parking
- Internal roads, including: Spine Road (Primary -upper tier); and Tertiary Streets (private)
- Two new Public Rights of Way and the creation of an informal bridle way along the northern site boundary
- Locally Equipped Area of Play (LEAP)
- Landscaped Public Open space; including; 'Green lung' area
- Sustainable Urban Drainage Features
- Pedestrian and cycle infrastructure
- Pumping Station

When considered alongside the RMA for parcel A9; the two phases deliver:

- 345 Residential Dwellings, including 114 (33%) affordable housing
- Allotments (0.65 ha) with parking
- Internal roads, including: Spine Road (Primary -upper tier); Secondary Access (Primary – lower tier); and Tertiary Streets (private)
- Two new Public Rights of Way and the creation of an informal bridle way along the northern site boundary
- Locally Equipped Area of Play (LEAP)
- Landscaped Public Open space; including; 'Green lung' area
- Sustainable Urban Drainage Features

- Pedestrian and cycle infrastructure
- Pumping Station

5.4 In addition to the two new PROW that are to be delivered as per the approved PROW Parameter Plan, the proposal also includes the introduction of an informal bridleway along the northern boundary of the site, south of the watercourse.

5.5 The school and associated recreation area will be located on Parcel B2. However, as this is not being constructed by the Applicant, details of the size, scale, layout and appearance will be dealt with under a separate application. A further reserved matters for that parcel will therefore be brought forward by Suffolk County Council.

5.6 The conditions identified within the Description of Development have also been included with this application and provide detail on such matters as: updated ecology surveys; refuse and recycling; soft landscaping; levels; construction management plan (CMP); tree survey; lighting strategy; and more.

## 6. PLANNING POLICY CONTEXT

- 6.1 Outline planning permission and reserved matters are defined in Article 2 of the *Town and Country Planning (Development Management Procedure (England) Order 2015* (as amended).
- 6.2 The starting point for any planning decision is the ‘Development Plan’, as identified in Section 38(6) of the *Planning and Compulsory Purchase Act 2004*. The determination of any application must be made in accordance with the Plan, unless material considerations indicate otherwise. This is reiterated within Paragraph 2 of the National Planning Policy Framework (‘NPPF’, 2024).
- 6.3 The case of *Corbett*<sup>4</sup> re-emphasised that a key part of the s38(6) statutory duty is to determine whether the development accords with the development plan when viewed as a whole. It has long been recognised by the courts that it is not unusual for development plan policies to pull in different directions and that the decision taker must therefore make a judgement as to whether a proposal is in accordance with the plan as a whole and bearing in mind the relative importance of the policies which are complied with or infringed, and the extent of the compliance or breach.
- 6.4 This is an important note, because despite a reserved matters submission not being considered an application for planning permission within the meaning of the *Town and Country Planning Act 1990*, it will still require determination against the relevant policies of the development plan. The issues to be considered should therefore be limited to those that are directly relevant to the scope of the reserved matters being applied for, as defined in the Article 2.
- 6.5 However, in determining an application for the approval of reserved matters the exercise for the decision taker is not to re-strike the planning permission from scratch, but to ensure that the development proposed under the RMA delivers the anticipated benefits without causing any unjustified or unacceptable harm in relation to the matters for which reserved matters approval is sought. One way that the application ensures that this is the case is through compliance with the parameters and conditions set under the scope of the outline planning permission.
- 6.6 In the case of this RMA for Parcels A14; A15; and E2, the reserved matters relate to details of scale; layout; appearance; and landscaping.
- 6.7 This section provides an assessment of the proposal in relation to development plan policies, relevant to each of the reserved matters.

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<sup>4</sup> *R (Corbett) v Cornwall Council* [2020] EWCA Civ 508.

## Local Planning Policy

6.8 The West Suffolk Local Plan was formally adopted in July 2025, following Hearing Sessions that finished in December 2024, and a Main Modifications Consultation and Inspector's Report in Spring 2025. Subsequently, the newly adopted Local Plan now provides the policy context for this application.

6.9 The Development Plan is supported by the Suffolk Design Streets Guide updated in 2022, with the purpose of assisting "*the delivery of well-designed places in line with the National Design Guide, enabling a positive contribution to the spaces and paces of Suffolk*"<sup>5</sup>.

6.10 Following the Outline permission granted in 2018, the Haverhill Vision 2031 (2014) and Masterplan (2015), the wider Site's allocation was carried through into the newly adopted Local Plan, specifically policy AP14 for mixed-use development.

6.11 Policy AP14, Northeast Haverhill (strategic), covers the whole area approved at Outline stage and states the following:

*A site of 175 hectares north-east of Haverhill, as shown on the policies map, is allocated for mixed-use development to provide up to 2,500 homes. The site should provide, as a minimum, the following:*

- a) *At least two points of access into the site, one along the A143 and one along Chalkstone Way, with a primary road connection between the two accesses.*
- b) *New cycle and pedestrian connections along the A143 towards the town centre and a cycle and pedestrian link to Chalkstone Way.*
- c) *Land sufficient for two primary schools.*
- d) *Two new local centres of sufficient size to meet the needs of the development, including retail, community uses, offices, and hospitality. Within the western local centre, 0.3 hectares of land should be reserved for health uses.*
- e) *Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way (PROW) and the countryside, including but not limited to:*
  - *Improvements to the existing PROW network within and adjacent to the site.*
  - *Upgraded PROW to Kedington.*
  - *Improved pedestrian and cycle links to the local schools and town centre.*
- f) *Green and blue infrastructure that will include:*
  - *Strategic landscaping to soften the development edge and reduce the visual impacts on the surrounding countryside.*
  - *Green corridors across the site with retained and proposed habitats, including mature hedgerows, trees (including veteran trees), woodland, scrub, and meadow areas.*
  - *Blue corridors and sustainable drainage systems features.*
  - *Great Fields Plantation woodland enhanced and managed with community access.*

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<sup>5</sup> <https://www.suffolk.gov.uk/asset-library/imported/5647-21-Suffolk-Design-Street-Guide-v26.pdf> (p8)

- g) *Public open space, including at least four equipped play spaces with a multi-use games area, allotments, and a country park (which forms a buffer to Calford Green).*
- h) *Highway improvements within Haverhill to include but not limited to:*
  - *New roundabouts at the A143 and Chalkstone Way.*
  - *New signalised junction between Chalkstone Way and the A143.*

6.12 Policies also considered to be of relevance to this application are set out below:

- Policy SP1 The climate and environment emergency and sustainable development.
- Policy SP2 Flood risk and sustainable drainage
- Policy SP3 Health and wellbeing
- Policy SP4 Design
- Policy SP5 Green Infrastructure
- Policy SP7 Landscape
- Policy SP8 Biodiversity net gain and enhancements
- Policy SP9 Protected sites, habitats, and features
- Policy SP14 Housing needs
- Policy SP16 Affordable Housing
- Policy SP30 Historic Environment
- Policy SP31 Infrastructure
- Policy LP1 Sustainable design and construction.
- Policy LP3 Electric vehicle charging points in new developments
- Policy LP5 Water quality and resources
- Policy LP6 Renewable and low carbon energy
- Policy LP7 Protecting and enhancing natural resources, minimising pollution and safeguarding from hazards
- Policy LP8 Designing for health and wellbeing and impacts of new development
- Policy LP9 Well-designed places
- Policy LP12 Trees
- Policy LP13 Protected species
- Policy LP22 Allotments
- Policy LP21 Open space, sport, play and recreation facilities
- Policy LP39 Archaeology
- Policy LP41 Active and sustainable travel
- LP42 Rights of Way
- LP44 Parking Standards

#### National Planning Policy 2024

6.13 The National Planning Policy Framework ('NPPF'), last revised in February 2025, sets out the Government's planning policies for England and how they should be applied. It is a material consideration for decision-taking purposes though it makes clear that it cannot displace the statutory primacy of the development plan.

6.14 The NPPF is complemented by the national Planning Practice Guidance ('PPG'). The guidance provided by the PPG is advice on procedure and elaboration of NPPF policies and can provide additional statements of national policy. It is an online reference as a living document. It too is an important material consideration alongside the NPPF.

6.15 The relevant sections and paragraphs of most relevance to this proposal have been identified below and with further emphasis within the Policy analysis section of this report.

6.16 Chapter 2 of the NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. To achieve sustainable development, it means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

- 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 well-designed, beautiful and safe places, 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 protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*

6.17 The *“presumption in favour of sustainable development”* is set out in Paragraph 11, illustrating that sustainable development should be pursued in a positive way. For decision-taking, this means approving development where it accords with an up-to-date Local Plan without delay.

6.18 Chapter 5 supports the Government’s objective of significantly boosting the supply of homes. More specifically paragraph 63 states that housing need, size, type and tenure should be assessed and reflected in planning policies.

6.19 Chapter 8 promotes healthy and safe communities which encourage social interaction, through mixed-use developments and street layouts which allow for easy pedestrian and cycle connections and encourages healthy lifestyles to meet health and wellbeing needs.

6.20 Chapter 9 focuses on promoting sustainable transport and outlines how effectively managing growth in sustainable and accessible location can promote walking, cycling and public transport use.

6.21 Chapter 12 outlines the approach to achieving well-designed and beautiful places, and states that the *“creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”*. The NPPF outlines the need for there to be clear design expectations achieved through effective engagement between applicants, communities and local planning authorities.

- 6.22 Chapter 14 sets out the Government's commitment to meeting the challenge of climate change, flooding and coastal change. The planning system should support the transition to a low carbon future and help to shape places which support renewable and low carbon energy developments that are resilient to climate change.
- 6.23 Chapter 15 of the NPPF outlines the approach to the natural environment through conservation and enhancement.

## 7. PLANNING ASSESSMENT AND MATERIAL CONSIDERATIONS

### Principle of Development

- 7.1 The principle of residential development on The Site was established as part of the Outline planning permission DC/15/2151/OUT.
- 7.2 Furthermore, the adoption of the West Suffolk Local Plan (including this sites allocation within Policy AP14) by Full Council in July 2025 secures the status of the principle of residential development.
- 7.3 The proposed RMA for 250 dwellings across parcels A14, and A15, including associated infrastructure and amenities, alongside the parallel application for parcel A9;
- 7.4 demonstrates a well-considered layout that aligns with the strategic and detailed planning policies of the West Suffolk Local Plan, as well as the NPPF. The layout, while broadly set by the approved parameter plans, has evolved through engagement with relevant stakeholders, ensuring the finer details optimise the functionality and sustainability of the development in accordance with the current planning policies in force.

### Parameter Plans

- 7.5 The main material considerations proposed as part of this RMA, including access, layout, scale, landscape and appearance have been designed in compliance with the approved parameter plans. The relevant approved parameter plans have been listed below:

- Red Line Plan 5055-PL-01 B
- Building Heights Parameter Plan 5055-ES-03 A
- Building Heights Parameter Plan Alternative 5055-ES-03 E
- Density Parameter Plan 5055-ES-02
- Density Parameter Plan Alternative 5055-ES-02 D
- Land Use Parameter Plan dwg no 5055-ES-01 rev N
- Land Use Parameter Plan Alternative dwg no 5055-ES-01 rev O
- Road Hierarchy Parameter Plan 5055-ES-04 A
- Road Hierarchy Parameter Plan Alternative 5055-ES-04 F
- Public Rights of Way Parameter Plan 5055-ES-05 A
- Public Rights of Way Parameter Plan Alternative 5055-ES-05 F
- Chalkstone Way Access Plan Original 10173 HL 02 J
- Chalkstone Way Access Plan Alternative 10173-HL-19 B
- Chalkstone Way Footpath 10173-HL-22D
- Haverhill Road Access Plan 10173-HL-04 I
- Car Park Access 10173-HL-20
- Off Site Highway Works Plans: A143 Lords Croft Lane 10173-HL-23 A, A1017 A1307 10173-HL-12 E and Withersfield Road Queens Street 10173-HL-10 B

- A143 Manor Road 10173-HL-09 B
- Chalkstone Way Wrating Road 10173-HL-11 B

## Layout

7.6 The Site, including the parallel application, comprises 23.6ha of agricultural land and woodland, located in Great Wilsey Park, Haverhill.

7.7 The proposed layout has been carefully designed in accordance with the approved Land Use Parameter Plan and reflects the strategic objectives of the Local Plan, particularly Policies AP14, SP3, SP4, and LP1. Collectively, Parcels A9; A14; A15; B2; and E2 form the southern portion of the wider permission. These parcels are accessed via the adjacent Redrow-developed parcels to the northeast, ensuring seamless integration with the existing development. Crucially, the delivery of Parcels A9; A14; A15; B2; and E2 also facilitates future access to parcels A10, A11, A12, and A13, supporting the comprehensive and phased delivery of the wider site.

7.8 The primary spine road, running northwest to southeast through the centre of the site, has been aligned in accordance with the approved street hierarchy parameter plan. Designated as a primary route, it provides a clear and legible movement framework, enabling access to future development parcels to the north and reinforcing the strategic connectivity envisaged at Outline stage.

7.9 A watercourse defines the northern boundary of the application site, separating it from future parcels. In line with the approved Land Use Parameter Plan and Policy SP4(i), a green corridor has been incorporated along this watercourse, enhancing ecological connectivity and contributing to the site's multifunctional blue-green infrastructure. Three additional green corridors extend southwards from this watercourse, effectively delineating parcels A9, A14, and A15, and reinforcing a landscape-led approach to layout and placemaking.

7.10 The residential development is structured into distinct residential cells, with significant areas of multifunctional open space located both centrally and in the northwest and southeast corner of the site. These spaces incorporate SUDS features, landscaping, and biodiversity enhancements, in accordance with Policies SP1 and LP1. A further area of open space is proposed along the eastern boundary and includes community allotments and gateway into the country park that will come forward as a future phase.

7.11 A Green Lung, which includes a LEAP, and additional SUDS features, acts as a central green corridor which spans the site from east to west, and provides a strong connective element between parcels and exemplifies the principles of multifunctional, accessible, and integrated open space as set out in Policies SP3 and AP14.

7.12 Parcel B2 is reserved for the delivery of a primary school and associated recreational and open space, located along the northeastern boundary. This provision supports the educational infrastructure requirements of Policy AP14 and ensures the development meets the needs of

future residents. The detail of this is reserved for a subsequent application that will be brought forward by the County Council once the land transfer has been triggered. The proposed scheme included in this application demonstrates that the education provision can be integrated with the surrounding residential development and supporting infrastructure. This RMA would not prejudice the delivery of this important parcel.

- 7.13 The layout prioritises pedestrian permeability and accessibility, with footpaths strategically integrated throughout the site. These connect to new and existing PROW, enabling a highly walkable and contextually responsive development. Pedestrian access points are proposed, linking the site to neighbouring parcels and the proposed country park to the south, further enhancing connectivity and supporting active travel in line with Policies LP1 and SP4.
- 7.14 The proposed layout also reflects the key principles of Policy SP4 by being sympathetic to the surrounding residential context, with careful consideration given to density, street layout, scale, height, and the relationship of built form to landscape. The design ensures a coherent and legible structure that supports a strong sense of place and delivers a high-quality, sustainable living environment.

#### **Appearance**

- 7.15 The proposed development has been shaped through a detailed and iterative design process in collaboration with WSC and key stakeholders. This process has informed a high-quality scheme that responds sensitively to its context and aligns with the principles of Policies SP4 (Design), LP1 (Sustainable Design and Construction), LP8 (Health and Wellbeing), and AP14 (Haverhill North-East Strategic Allocation).
- 7.16 The development across Parcels A9; A14; and A15 is structured around four distinct character areas, each reflecting the site's varied context and contributing to a strong sense of place:
- 7.17 **The Woodlands** character area lies along the southern boundary, adjacent to retained woodland. Here, the architectural language and materials palette are designed to harmonise with the natural setting, using muted tones and softer detailing to reinforce the transition from built form to landscape.
- 7.18 **The Mews** is a more urban, inward-facing character, located within the core of the site and accessed via tertiary roads. This area features tighter grain, enclosed street scenes, and a more formal architectural rhythm, contributing to legibility and variety.
- 7.19 **The Green Edges** character area adopts a looser grain and lower density, facing onto strategic green corridors, buffer zones, and the watercourse. This area provides a sensitive edge to the development, integrating built form with green infrastructure and supporting biodiversity and visual permeability.

7.20 **The Spine** character area aligns with the primary internal road network and reflects a more suburban form of development. It provides continuity along the spine road and facilitates access to future parcels, reinforcing the street hierarchy and supporting movement and legibility.

7.21 These character areas are underpinned by a carefully considered density strategy, consistent with the approved parameter plans. Lower densities are located in the southeast, adjacent to the Country Park and allotments, while higher densities (30–40 dwellings per hectare) are concentrated along the spine road and near the proposed school site, reflecting the more urban core of the development.

7.22 A diverse yet coherent palette of materials has been developed to reinforce the identity of each character area. This includes a variety of brick types, render colours, and roofing materials, deployed strategically to create visual interest and architectural richness. Key plots and prominent corners feature dual-aspect designs and enhanced material treatments to create focal points and improve legibility, in line with Policy SP4(b), (c), and (j).

7.23 Boundary treatments have been designed to complement the character of each area while ensuring privacy, security, and visual continuity. These include:

- Brick walls along key frontages and corners to define the private and public realm.
- Timber fencing and hedgerows to the rear and side boundaries, particularly where plots adjoin green infrastructure or open space.
- Planted boundaries along the Green Edges and Woodlands character areas to soften the interface between built form and landscape, enhancing biodiversity and visual amenity.

7.24 These treatments are consistent with the principles of Policy SP4(f) and LP8, ensuring that the development is both attractive and functional.

7.25 The landscape strategy is integral to the appearance and quality of the development. It includes:

- A central green corridor running east–west across the site, connecting residential parcels and providing multifunctional open space. This corridor includes SUDS features, native planting, and a Locally Equipped Area of Play (LEAP), supporting the health and wellbeing objectives of Policies SP3 and LP8.
- A significant area of open space along the western boundary, incorporating community allotments, an orchard, and additional SUDS infrastructure, contributing to food security, recreation, and biodiversity.
- Extensive tree planting, wildflower meadows, and hedgerow enhancements throughout the site, supporting ecological networks and contributing to climate resilience in accordance with Policies SP1 and LP1.

7.26 Parcel B2, reserved for a primary school, includes associated open space and recreational areas, ensuring that educational and community infrastructure is integrated into the landscape framework.

7.27 Together, these elements create a cohesive and attractive development that is rooted in its landscape context, supports sustainable living, and delivers a high standard of design in line with the Local Plan.

### **Housing Mix**

7.28 The proposed development will deliver a total of 345 dwellings, of which 33% (114 units) will be provided as affordable housing, in accordance with the requirements of Policy AP14 and the wider objectives of Policies SP3 (Health and Wellbeing), SP4 (Design), and LP8 (Designing for Health and Wellbeing).

7.29 The affordable housing provision will be split between Shared Ownership and Social Rent tenures, ensuring a balanced and inclusive community that meets a range of housing needs. The precise tenure split and unit types has been agreed with the local authority, and the mix includes:

House Type	Bedrooms	Number
<b>Market Dwellings</b>		
Dekker	2	2
Bicester (M4[2])	2	1
Bellingham	2	8
Buxton SD	2	14
Lyford SD	3	1
Kane SD	3	24
Holmston (M4[2])	3	6
Lyford	3	8
Wheatley (M4[2])	3	2
McCall (M4[2])	3	2
Lymington (M4[2])	3	18
Honiton (M4[2])	3	6
Gilstone (M4[2])	3	1
Westbury (M4[2])	3	8
Witley (M4[2])	3	1
Beely (M4[2])	4	13
Cromer (M4[2])	4	4
Warwick (M4[2])	4	10
Wier (M4[2])	4	1
Modbury (M4[2])	4	3
Leighton (M4[2])	4	12
Horsham (M4[2])	4	6
Elsethorpe (M4[2])	4	1
Portland (M4[2])	4	12

Dover (M4[2])	4	10
Denby (M4[2])	4	1
Ripley (M4[2])	5	3
<b>TOTAL</b>		<b>178</b>

House Type	Bedrooms	Number
<b>Affordable Rent Dwellings</b>		
Sullivan GF (M4[2])	1	2
Sullivan FF	1	2
Sahlberg GF (M4[3])	1	6
Sahlberg FF	1	6
Satterfield GF (M4[2])	2	1
Satterfield FF	2	1
Tessimond (M4[2])	2	4
Tidworth (M4[3])	2	1
Sansom (M4[2])	2	24
Sutherland (M4[2])	3	8
Sapsford (M4[2])	3	2
Swenson (M4[2])	4	5
<b>TOTAL</b>		<b>60</b>
<b>Affordable Shared</b>		
Sansom (M4[2])	2	8
Sutherland (M4[2])	3	3
Sapsford (M4[2])	3	1
<b>TOTAL</b>		<b>12</b>
<b>GRAND TOTAL</b>		<b>250</b>

Table Two – Housing Mix

7.30 The overall housing mix has been considered carefully to deliver a range of dwelling types and sizes, from 1-bedroom homes, up to 5-bedroom family dwellings, supporting the creation of a mixed and balanced community. This approach has been considered across the individual parcels and collectively across A9; A14; and A15. This approach aligns with the principles of Policy LP1, which encourages developments to meet the needs of different household types and life stages, and Policy LP8, which promotes inclusive and adaptable housing.

7.31 The affordable homes will be distributed throughout the site in small clusters to ensure tenure integration and avoid visual or social segregation. All affordable units will be designed to the same high-quality standards as market housing, using the same materials and architectural detailing, in line with Policy SP4(j) and LP8, which require developments to be inclusive, well-designed, and supportive of community cohesion.

- 7.32 The proposed tenure and mix strategy has been developed in consultation with the local authority and reflects both local housing need and the strategic objectives of the Local Plan.
- 7.33 The proposed development will incorporate a proportion of dwellings designed to meet the requirements of Building Regulations Part M4(2) – Accessible and Adaptable Dwellings, and M4(3) – Wheelchair User Dwellings, in accordance with the principles of Policy LP8 (Designing for Health and Wellbeing) and Policy SP4 (Design) of the West Suffolk Local Plan. These standards ensure that homes are suitable for a wide range of occupants, including older people and those with mobility impairments, and support the creation of inclusive, adaptable communities.
- 7.34 M4(2) dwellings will be designed to provide step-free access, adaptable internal layouts, and accessible sanitary facilities, enabling residents to live independently and safely throughout their lifetime. A number of homes will also be delivered to M4(3) standards, either as wheelchair adaptable or wheelchair accessible units, depending on identified local need and in consultation with the local authority.
- 7.35 The inclusion of M4(2) and M4(3) homes within the scheme reflects a commitment to delivering high-quality, inclusive housing that supports health and wellbeing, and ensures that the development is responsive to the needs of all residents.

### Scale

- 7.36 The scale has been considered across Parcels A9; A14; and A15. The proposed development incorporates a carefully considered distribution of building heights, as illustrated in the submitted Storey Heights Plan. This approach reflects a design-led response to the site's context and is fully aligned with the principles of Policy SP4 (Design) and Policy AP14 (Haverhill North-East Strategic Allocation) of the West Suffolk Local Plan.
- 7.37 The majority of the development comprises 2 storey dwellings. This height typology is consistent with the prevailing suburban character of Haverhill and contributes to a coherent and legible streetscape. It also supports the creation of a balanced and inclusive neighbourhood, in line with Policy SP4(c), which encourages development that respects local character and contributes positively to its surroundings.
- 7.38 When looking at the layout across Parcels A9; A14; and A15, single-storey dwellings are located primarily along the peripheral edges of the site, particularly where the development interfaces with sensitive boundaries such as existing residential areas, green corridors, and open space. This placement ensures a gentle transition in scale and reduces the visual impact of the development on its surroundings. It also supports the integration of the built form with the landscape, in accordance with Policy SP4(f) and SP4(i), which promote the protection of landscape settings and the connection of homes to nature.
- 7.39 2.5-storey dwellings are used sparingly and are strategically positioned at key locations within the site, such as along the primary spine road within A14, near the proposed school site, and at

gateway or corner plots. These slightly taller buildings provide visual interest, enhance wayfinding, and help define important spaces within the development. Their placement supports Policy SP4(d), which encourages the use of scale and massing to reinforce the structure and identity of new neighbourhoods.

7.40 Overall, the proposed storey heights strategy demonstrates a sensitive and policy-compliant approach to scale and massing. It ensures that the development responds appropriately to its context, delivers a varied and attractive townscape, and contributes to the creation of a high-quality, sustainable living environment.

### Access and Movement

7.41 The proposed development has been designed to prioritise sustainable and inclusive movement, in accordance with Policy LP41 (Active and Sustainable Travel) and Policy SP4 (Design). The layout promotes walkability, cycle connectivity, and safe integration with the wider green infrastructure network, supporting the creation of healthy, accessible neighbourhoods.

7.42 A key feature of the scheme is the provision of a 3-metre-wide shared pedestrian and cycle route along the main spine road. This route forms a strategic east–west corridor, linking residential areas with the Country Park, school site, and wider development parcels. The route is designed to be continuous, legible, and well-overlooked, with appropriate surfacing and gradients to ensure accessibility for all users, including those with mobility impairments, in line with Active Travel England guidance and Policy LP8 (Designing for Health and Wellbeing).

7.43 To ensure safe and convenient crossing of the spine road where PROW intersect—particularly along the western boundary—raised tables have been incorporated into the highway design. These raised crossings are designed to give visual and physical priority to pedestrians and cyclists, reducing vehicle speeds and reinforcing the primacy of non-motorised users. This approach aligns with the principles of Policy LP42 (Rights of Way), which seeks to protect and enhance the usability and safety of PROWs, and Policy LP9 (Well-Designed Places), which encourages the creation of permeable, inclusive environments.

7.44 The raised tables also contribute to traffic calming along the spine road, which is otherwise relatively straight and could encourage higher vehicle speeds. Their design has been reviewed to ensure compatibility with bus access and emergency vehicles, and they are positioned to support key desire lines and connections to green spaces, including the Country Park and the central green corridor.

7.45 Where PROWs cross the development boundary, connections have been maintained and enhanced, with surfacing treatments such as hoggin or mown grass used to reflect the rural character of the setting while ensuring year-round usability. Lighting has been carefully considered to avoid impacts on dark corridors and sensitive ecological areas, in accordance with Policy SP8 (Biodiversity Net Gain and Enhancements) and Policy LP13 (Protected Species).

7.46 Together, these measures ensure that the development supports active travel, enhances connectivity, and integrates sensitively with the surrounding landscape and movement network.

## Parking

7.47 The proposed parking strategy has been developed in accordance with the Suffolk Guidance for Parking (2023) and relevant policies of the West Suffolk Local Plan 2024–2041, particularly Policy LP44 (Parking Standards) and Policy LP9 (Well-Designed Places). The layout ensures that parking is safe, accessible, and well-integrated into the overall design of the development.

7.48 The scheme across A9; A14 and A15 provides a total of 669 parking spaces, comprising:

- 498 allocated parking spaces (including on-plot and adjacent spaces),
- 101 garage spaces,
- 69 visitor spaces, and
- 1 service space.

7.49 This level of provision meets and, in many cases, exceeds the minimum standards set out in the Suffolk Guidance for Parking, which requires:

- 2 spaces per 2- or 3-bedroom dwelling,
- 3 spaces per 4+ bedroom dwelling,
- Visitor parking at a rate of 0.25 spaces per dwelling.

7.50 The layout avoids excessive frontage parking and triple tandem arrangements, in line with best practice and local guidance. Parking is distributed evenly across the site to ensure convenience for residents and to avoid clustering that could detract from the streetscape. Visitor spaces are located in accessible and overlooked areas to promote safety and usability.

7.51 In line with Policy LP3 (Electric Vehicle Charging Points), all on-plot spaces are equipped with Electric Vehicle Charging (EVC) points, either directly on-plot or via pedestal units for off-plot spaces. This supports the transition to low-emission transport and aligns with the council's climate objectives under Policy SP1 (Climate and Environment Emergency).

7.52 Cycle storage is also provided across the development, with two-bike sheds indicated for relevant plots, supporting active travel and sustainable transport choices in accordance with Policy LP41 (Active and Sustainable Travel).

7.53 The parking layout has been designed to ensure that it does not dominate the public realm, with landscaping and boundary treatments used to soften the visual impact of parking areas. This approach supports the creation of attractive, well-designed streetscapes and contributes to the overall quality of place.

## Sustainable Transport

7.54 In line with Policy LP57, proposals for new development must provide “*safe and suitable access to public transport*”. The bus routes identified below, are all accessible along Bury Road and Jacobs Close.

Location	Bus Service	Journey	Frequency
Forties Close (200 metres)	13	Cambridge, Linton, Haverhill & Little Wrating.	Monday - Sunday
Forties Close (200 metres)	13A	Cambridge, Great Abington, Linton & Haverhill.	Monday - Saturday
Forties Close (200 metres)	X13	Cambridge, Shelford, Babraham, Little Abington, Hildersham, Linton, Haverhill, Little Wrating & Kedington.	Monday - Saturday
Shetland Road (300 metre)	18	Clare, Stoke-by-Clare, Baythorne End, Sturmer & Haverhill.	Monday - Friday
Shetland Road (300 metre)	25	Hundon, Brickley Green, Keddington, Calford Green & Haverhill.	Monday - Friday
Kestrel Road (800 metres)	15A	Haverhill, Little Wrating, Barnardiston, Sowley Green, Stradishall, Clopton Green, Depden, Chevington, Horringer, Bury St Edmunds.	Monday - Friday

Table Three – Bus Timetables

7.55 The Site is located just over 11 miles from train stations in both Audley End and Newmarket. The Audley End train station is serviced by the Greater Anglia Tain Line, running a direct service to London. The train station in Newmarket, runs a regular service between Cambridge and Ipswich.

## Sustainable Design & Construction

7.56 Consistent with policy LP1, LP2 and LP6, sustainable construction and design will be prioritised in the proposed development.

7.57 The approach to drainage is therefore considered to reflect the key principles of Policy LP5, integrating drainage systems and landscaping, in order to contribute to the design quality of the proposal, and deliver aquatic biodiversity improvements.

7.58 The proposed development will be equipped with 100% air source heat pumps for all residential units. This commitment ensures that all homes benefit from a highly efficient, low-carbon heating solution, significantly reducing the reliance on fossil fuels and supporting the transition to renewable energy sources. The installation of air source heat pumps across the entire scheme aligns with national and local sustainability goals, delivering both environmental and economic benefits for future residents.

- 7.59 In addition to this, the development will adopt a Fabric First approach, prioritising the optimisation of the building envelope to minimise heat loss and maximise energy efficiency from the outset. This strategy ensures that the homes are thermally efficient and comfortable year-round. By focusing on the fabric of the buildings, the proposal ensures that energy demand is kept as low as possible, complementing the renewable heating systems and reinforcing the overall sustainability credentials of the scheme.
- 7.60 In addition to energy efficiency technologies, strategies are proposed to ensure that the development will be designed and constructed to the highest standard of sustainable living.

#### **Landscaping and Green and Blue Infrastructure**

- 7.61 The proposed development delivers a robust and integrated strategy for open space and landscape infrastructure, aligned with the principles of Policies SP1, SP3, SP4, LP1, LP8, and AP14 of the West Suffolk Local Plan. The scheme achieves approximately 41% green and blue infrastructure, as confirmed in the submitted Green & Blue Infrastructure Plan (EA232-PD-850A), closely aligning with the emerging policy requirement of 40% for major residential developments on greenfield sites.
- 7.62 The layout across the Parcels A9; A14; A15 incorporates a network of multifunctional open spaces, including a central green corridor, allotments, and a LEAP, all designed to support recreation, biodiversity, and visual amenity. The central green corridor acts as a spine of ecological and recreational connectivity, linking residential parcels and providing a setting for informal play, walking routes, and habitat creation. This corridor is planted with native trees and species-rich hedgerows, enhancing ecological value and contributing to the site's landscape character.
- 7.63 The central open space within Parcel 14, includes a formal LEAP of 400m<sup>2</sup>, located within walking distance of all dwellings. It is complemented by informal seating, accessible paths, and additional play equipment, ensuring inclusive and imaginative play opportunities for all age groups. The scheme also includes informal green spaces and flowering grassland to support pollinators and increase plant diversity.
- 7.64 The landscape proposals include a rich mix of planting typologies, such as woodland blocks, native hedgerows, rain gardens, and species-rich grassland, all contributing to biodiversity net gain and ecological resilience. The woodland mix includes native species such as *Crataegus monogyna*, *Acer campestre*, and *Corylus avellana*, planted in staggered formations to create layered habitats and visual screening. These areas are publicly accessible and will be managed under a Woodland Management Plan to ensure long-term ecological value.
- 7.65 The development also responds to ecological sensitivities identified in the Environmental Statement and subsequent surveys. Dark corridors have been retained and enhanced to support bat commuting routes, with bat hop-overs designed to maintain canopy connectivity across roads and paths. The Bat Hop Over Concept Plan (EA232-LS-100A) illustrates how tree

planting and lighting design have been coordinated to ensure uninterrupted movement for bats, particularly where development interfaces with retained vegetation and watercourses. These features are critical to maintaining habitat continuity and are supported by lighting strategies to be submitted under Condition 44.

- 7.66 The development incorporates a range of Sustainable Drainage Systems (SuDS) features, including basins, rain gardens, and permeable paving, designed to manage surface water, enhance biodiversity, and contribute to visual amenity. Basins have been designed without fencing, using hedgerows and knee rails where necessary to ensure safety and integration with adjacent public spaces. A 3m maintenance strip is provided around all SuDS features, in line with Lead Local Flood Authority (LLFA) guidance.
- 7.67 A dedicated allotment area of approximately 0.65 hectares is proposed along the western boundary within Parcel E2, including water supply, secure fencing, and parking provision at a rate of 1 space per 2 plots. The allotments will be transferred to West Suffolk Council upon completion, with an allotment association established to manage the site. This facility supports community wellbeing, food security, and social interaction, in line with Policy LP22.
- 7.68 The planting strategy includes a diverse palette of trees, shrubs, and perennials, selected for seasonal interest, ecological value, and compatibility with character areas. Street trees are proposed throughout the development, with particular attention to tree-lined roads and visual softening of built form. Feature trees are used at key nodes to aid wayfinding and reinforce the identity of character areas.
- 7.69 Boundary treatments, including hedgerows and planting buffers, are used to define public and private spaces, enhance privacy, and contribute to the overall landscape structure. These treatments are particularly important along the river corridor and woodland edges, where they help maintain the integrity of green infrastructure and support ecological connectivity.

### Trees

- 7.70 The proposed development has been carefully designed to retain and protect trees of significant arboricultural and landscape value, in line with Policy LP12.
- 7.71 The AIA has been carried out across the areas associated with A9; A14; A15; B2; and E2 identifies 237 individual trees; 37 groups; 12 areas; 3 hedges; and 2 woodlands, with a comprehensive assessment of the individual condition and categorisation recorded. Any unavoidable tree removal has been limited to those identified in the “Hedgerow Removal Plan” (5055-L-112 Rev C), which was considered and approved at Outline stage. Importantly, no construction works are proposed within the Root Protection Areas (RPAs) of retained trees, and protective fencing will be installed prior to any site activity, ensuring compliance with BS 5837:2012 and safeguarding tree health throughout the development process.

7.72 Following the preparation of the initial AIA, a further site meeting was held on 26th September 2025 with the Applicant; Planning Agent; West Suffolk Council Officers; and respective tree experts offering advice to both the Council and applicant. The purpose was to specifically address concerns regarding the veteran trees located on the northern boundary, adjacent to proposed school land. Both tree experts confirmed that while the proposed school playing fields fall within the theoretical buffer zone (15x stem diameter) of these trees, they do not encroach within the lesser buffer zone (crown spread + 5m). Given the existing change in soil levels and the historical intrusive disturbance from on-going arable farming of the land, the proposal does not pose a risk to the root environment of the veteran trees. The conversion of the land use from arable to educational open space is actually considered beneficial, by reducing soil disturbance and chemical input, and also offering a more favourable long-term relationship with the veteran trees.

7.73 The development positively integrates existing trees into the site layout, ensuring sufficient space for their sustainable growth and avoiding long-term conflict with built infrastructure. The AIA outlines a phased approach to construction, with tree surgery and protective measures implemented prior to any works. No buildings are proposed within the RPAs of retained trees, and where hard surfacing is required near sensitive root zones, “no-dig” construction methods will be employed.

7.74 A Veteran Tree Management Plan has been prepared by Hayden’s Arboricultural Consultants Ltd in relation to three veteran trees (T022, T026, T028). The plan identifies these trees as irreplaceable habitats of high ecological and heritage value and outlines measures to ensure their protection and longevity in accordance with BS 5837:2012 and relevant legislation including the Town and Country Planning Act 1990 and the National Planning Policy Framework.

7.75 Immediate actions include the installation of construction exclusion zones around all three trees and targeted arboricultural works to T028. Protective fencing will be erected and monitored throughout the development phase, with post-development restrictions and routine inspections every five years to maintain tree health and safety. Buffer zones of at least 5 metres beyond canopy spread have been agreed with the Local Planning Authority, and all works will be carried out in line with best practice and ecological safeguards. This proactive approach aligns with LP12’s emphasis on long-term tree health and canopy cover enhancement.

7.76 In conclusion, the development is demonstrably compliant with Policy LP12. It avoids harm to ancient or veteran trees; integrates tree protection into the design and construction process; and proposes long-term management strategies that would not otherwise be implemented without the development. The proposal not only avoids real-world harm to veteran trees, but also enhances their prospects for longevity and ecological value. The inclusion of informal footpaths and open space adjacent to these trees supports public engagement with natural assets while maintaining respectful distances. The planning application will secure a net arboricultural benefit through improved land use, reduced disturbance, and formalised tree stewardship, fulfilling both the letter and spirit of LP12.

## Ecology

7.77 The legal requirement for a minimum of 10% Biodiversity Net Gain (BNG), introduced nationally in 2024 through the Environment Act 2021, does not apply to this Reserved Matters application. However, in accordance with Policy SP8 (Biodiversity Net Gain and Enhancements) of the West Suffolk Local Plan, developments that fall outside the scope of mandatory BNG must still include biodiversity enhancements proportionate to the scale of the proposal.

7.78 The site is located outside the zone of influence of any Special Protection Area (SPA), Special Area of Conservation (SAC), or Site of Special Scientific Interest (SSSI), and therefore does not trigger the need for a project-level Habitats Regulations Assessment under Policy SP10 (Special Protection Areas and Special Areas of Conservation) or Policy SP9 (Protected Sites, Habitats and Features). Nevertheless, the proposals have been developed with a strong emphasis on ecological sensitivity and enhancement, consistent with the wider objectives of Policies SP5 (Green Infrastructure), SP7 (Landscape), and LP13 (Protected Species).

7.79 In line with Policy SP6 (Locally Valued Landscapes) and Policy SP4 (Design), the development, across Parcels A9; A14; and A15, has been designed to integrate with the surrounding green infrastructure and ecological networks. The following biodiversity enhancement measures are proposed:

- A Bat Hop Over locations, as shown on the submitted Bat Hop Over Concept Plan, to maintain canopy connectivity across roads and paths and support bat commuting routes.
- Multifunctional SuDS basins, designed to provide both surface water attenuation and ecological habitat, with native marginal planting and no fencing, in line with Policy SP2 (Flood Risk and Sustainable Drainage).
- Extensive native tree and hedgerow planting, including woodland blocks and street trees, contributing to habitat creation, visual amenity, and climate resilience.
- Bird and bat boxes, bee bricks, and log piles distributed across the site to support nesting and foraging opportunities for a range of species.
- Retention and enhancement of dark corridors, with appropriate stand-offs from lighting and development, ensuring uninterrupted ecological connectivity.
- Species-rich hedgerows and grassland, forming part of a wider green infrastructure network that supports pollinators and enhances biodiversity.

7.80 These measures are supported by a comprehensive suite of ecological surveys, including assessments for dormice, badgers, bats, and great crested newts. Further survey work will be submitted post-application in agreement with the Local Planning Authority.

7.81 The approach taken is consistent with the strategic objectives of the Local Plan, particularly SO13–SO15, which seek to conserve and enhance the natural environment,

promote sustainable use of natural resources, and support nature recovery through biodiversity net gain and green infrastructure provision.

## 8. SUMMARY AND CONCLUSION

- 8.1 Submitted pursuant to Outline planning permission DC/15/2151/OUT, this Reserved Matters Application (RMA) for Parcel A14; A15; and E2, and the parallel RMA for Parcel A9, represents the next critical phase in the delivery of the strategic mixed-use allocation at Great Wilsey Park, Haverhill. The principle of development has been firmly established through both the Outline consent and the site's allocation under Policy AP14 of the recently adopted West Suffolk Local Plan (2025), which confirms the site's role in meeting the district's housing and infrastructure needs.
- 8.2 The proposals for 250 dwellings (including affordable housing), community allotments, associated infrastructure, and public open space have been carefully designed to align with the approved parameter plans and the strategic vision for the wider site. The application demonstrates full compliance with the relevant conditions of the Outline permission and reflects a robust response to the adopted development plan, including policies relating to design, green infrastructure, biodiversity, accessibility, and sustainable transport.
- 8.3 The material considerations relevant to this RMA—namely layout, scale, appearance, landscaping, and access—have been addressed through a comprehensive and policy-led design process. The scheme delivers a high-quality, landscape-led development that integrates sensitively with its surroundings, enhances ecological networks, and provides a well-connected, inclusive, and sustainable living environment. The proposals also safeguard the delivery of key infrastructure, including the future primary school, and ensure that the development contributes positively to the wider masterplan objectives.
- 8.4 Crucially, this application has been informed by an extensive and collaborative engagement process. Over a six-month period, the applicant has worked proactively with West Suffolk Council, Suffolk County Council, and other key stakeholders through a structured programme of workshops, focused meetings, and site visits. This iterative process has enabled the early identification and resolution of issues, the incorporation of stakeholder feedback, and the refinement of the design to ensure that the development meets the highest standards of placemaking and policy compliance. The resulting Design Checklist and supporting documentation provide a clear audit trail of how the scheme has evolved in response to consultation and local aspirations.
- 8.5 In conclusion, the proposed development represents a sustainable, policy-compliant, and well-considered scheme that will deliver significant public benefits, including much-needed housing, affordable homes, green infrastructure, and community facilities. It is therefore respectfully requested that this Reserved Matters Application be approved without delay.



**James Bailey**  
**PLANNING**



James Bailey Planning Ltd. | [james@jamesbaileyplanning.com](mailto:james@jamesbaileyplanning.com) | 01284 336 068 |  
Stirling House, 3 Abbeyfields, Bury St Edmunds, Suffolk, IP33 1AQ