

Haverhill Phase 6 Design and Access Statement

September 2023



Contents

1. Introduction	1
2. The Site	4
Site Description	5
Site Context	5
Planning History	6
3. Planning Policy	7
4. Key Design Principles and Objectives	11
5. Evolution of Phase 6	15
6. Proposal	21
Use and Amount	22
Masterplan Principles	24
Layout and Character Areas	25
Scale and Massing	26
Access and Movement	27
Street Types	28
Key Frontages	29
Appearance	29
Architecture	30
Materials	32
Green Infrastructure	33
Blue Infrastructure	34
Car Parking	35
Refuse	35
Design Out Crime	35
Lighting	35
Affordable Housing	36
7. Conclusion	37

1.0 Introduction



1.1 - The Application

This Design Access and Compliance Statement has been prepared in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015 and guidance set out within Planning Practice Guidance, prepared by the Department for Communities and Local Government. Specifically, it has been prepared to support a Persimmon Homes planning application seeking approval of reserved matters (access, appearance, landscaping, layout and scale) for Phase 6 of residential development as part of the NW Haverhill redevelopment plan, pursuant to the outline planning permission, ref: SE/09/1283 and is a requirement of Condition B8 of the outline planning permission.

The application site comprises phase 6 of development and forms part of the long standing vision of the Council as expressed in the development plan. The 2015 planning permission is a hybrid, granting detailed consent for 1. (i) *construction of a relief road and associated works and (ii) landscape buffer*. It also granted Outline Planning Permission for; 2 (i) *residential development up to 1,150 new homes, (ii) Primary School, (iii) local centre including retail and community uses, (iv) public open space, (v) landscaping and (vi) infrastructure, servicing and other associated works relating to landscaping and open space, flood risk, environmental statement, drainage, layout, ecology, waste, renewable energy and transport issues including treatment of public footpaths and bridle paths*, ref: SE/09/1283 (herein referred to as the "Outline Permission").

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

- Extent of land for development
- Land to be retained for landscaping
- Level of affordable housing to be delivered
- Level and timing of financial contributions towards infrastructure including new primary school

This reserved matters submission follows extensive discussions with West Suffolk Council and Suffolk County Council officers and is a resubmission of the reserved matters for Phase 6; a revised application to capture opportunities for enhancements to the already approved Phase 6 development (ref; DC/22/0618/RM). The description of development is set out below;

"Reserved matters application - submission of details under outline planning permission SE/09/1283 - the means of access, appearance, landscaping, layout and scale for the construction of 98 dwellings, together with associated means of enclosure, car parking, vehicle and access arrangements, landscaping and open space for a phase of residential development known as Phase 6. The application includes the submission of details to enable the discharge of conditions B9, B16, B17, B20, B21, B24 of outline planning permission SE/09/1283"

The requirement to submit applications seeking the approval of reserved matters arises directly from the imposition of conditions on the outline permission. The current application comprises the submission of the following reserved matters for Phase 6 pursuant to condition B1 of the above permission:

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

Parking also forms part of the reserved matters and the details contained herein show the quantum and arrangement of parking for Phase 6. In addition, the outline permission contains a number of conditions requiring either adherence to matters agreed as part of the outline permission or the submission of details with applications for reserved matters.

This Design, Access and Compliance Statement details adherence to the requirements of the conditions attached to the outline planning permission. A site wide Masterplan accompanied the Outline Permission. Whilst the site wide Masterplan is not specifically referred to in the outline decision notice and adherence to it is not stipulated by way of condition, it sets out an approach to various matters including housing density, building heights, street typologies, hierarchies of open space, drainage and other matters. These matters are further considered through the Design Code and design evolution of Phase 6, which is discussed within this Statement.

The Design Code, prepared by Grafik Architects was approved along with the Phase 1 development on 29th September 2017. This Reserved Matters submission for Phase 6 follows the principles as set out in the approved Design Code. The framework established by the Design Code will assist designers, planners and decision makers achieve high quality, well designed places. This Design Access and Compliance Statement details how the Phase 6 development adheres to the Design Code.

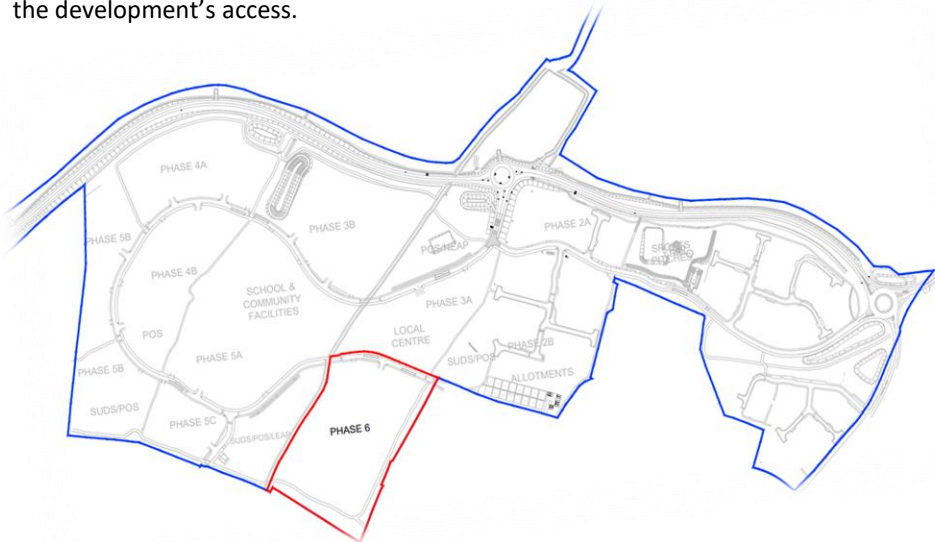
This compliance statement sets out the physical and historical context for the site. It also outlines the planning policy framework, both at a national and local level. These factors then lead through to how the proposed design responds to this environment. This statement then explains how the proposal complies with the conditions attached to the outline permission. In more detail this statement then explains the design principles and concepts required by Condition B8 that have been applied to particular aspects of the proposal, informed by the information gained through the earlier processes. The current proposals for Phase 6 have evolved following pre-application discussions with officers at West Suffolk Council together with the design principles set out in the Design Code and is discussed later in this statement.

2.0 The Site



2.1 - Site Description

The site, falls from the north east to the south west, is currently fallow land which is bounded by public rights of way to the south and west. To the east is existing resident development. To the north will be the proposed infrastructure road, which will serve as the development's access.



2.2 - Site Context

The site is approximately 0.8 miles (1.2 kilometres) north-west of Haverhill town centre. This journey takes approximately 15 minutes on foot or 3 minute drive by car in good traffic conditions.

Phase 6 is the southernmost parcel of the whole development with Public Open Space to the west, the new local centre to the north and existing housing to the east and south.



2.3 – Planning History

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

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

The Masterplan that accompanied the outline planning application provided a high level vision for the site. Of specific note are the street typologies that the Masterplan develops. These include boulevards, streets, mews, rural mews, lanes and green lanes. They are broadly set out in the Masterplan to help in establishing the scale, form and massing of particular streets and ultimately informed the Design Code which was approved as part of the reserved matters for Phase 1. Phase 6's design has been informed by this Design Code.

A series of extensive workshops with West Suffolk Council Officers, Suffolk County Council Officers and Haverhill Town Council, led to a Reserved Matters application for Phase 6 that was first submitted on 11th April 2022 and then received Approval on the 8th September 2022; reference DC/22/0618/RM, via the Planning Committee.

Following further discussions with West Suffolk and Suffolk County Council Officers, post Decision, a revised planning application, which this Statement supports, with the same character and description as the first Phase 6 application is now being submitted to capture a suite of enhancements. The revision to the Approved Phase 6 details are required to address issues which became apparent when preparing the detailed engineering design drawings but have also highlighted opportunities for enhancements across the phase.

3.0 Planning Policy



3.1 – Development Plan

The current development plan for the site contains the following:

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

3.2 – National Planning Policy Framework

The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

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

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

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

Other key objectives of the NPPF include:

Requiring Good Design

Phase 6 has been designed in order to ensure that high quality homes are proposed, with a variety character areas to help create sense of place. The Design Code principles have informed this site's scheme.

Flooding and Drainage

In accordance with the NPPF, a strategic flood risk assessment has been undertaken for the entire site and has informed the overall layout and development proposals. This will ensure that flood risk is not increased elsewhere.

Conserving and Enhancing the Natural Environment

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

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

This has been addressed by that a variety of flora and fauna are introduced to the site through planting, will retaining existing hedgerows and trees.

Health and Wellbeing

According to paragraph 180 of the NPPF, planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

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

This proposal provides a good sense of place with carefully considered landscaping, building orientation, aesthetics as well as a range of public open space both within the site and adjacent.

3.3 – Local Planning Policy

The St Edmundsbury Core Strategy was adopted in December 2010.

The following policies in the Core Strategy are relevant for the proposal:

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

The relevant policies for the proposal are as follows:

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM2: Creating Places - Development Principles and Local Distinctiveness
- Policy DM3: Masterplans
- Policy DM6: Flooding and Sustainable Drainage
- Policy DM7: Sustainable Design and Construction
- Policy DM11: Protected Species
- Policy DM12: Mitigation, Enhancement, Management and Monitoring of Biodiversity
- Policy DM13: Landscape Features
- Policy DM20: Archaeology
- Policy DM42: Open Space, Sport and Recreation Facilities
- Policy DM43: Leisure and Cultural Facilities
- Policy DM45: Transport Assessments and Travel Plans
- Policy DM46: Parking Standards

4.0 Key Design Principles and Objectives



4.1 - Key Design Principles and Objectives

The design principles and objectives have been informed by several important elements, these include adherence to the 2015 hybrid permission associated Masterplan and Environment Statement together with the Design Code (2016) and relevant development plan policies. The Design and Layout also reflects the physical and historical site context as well the evolution through pre-application engagement with the Council in the workshops that took place in 2021 as well as the post-decision discussion between Persimmon Homes Suffolk, West Suffolk Council and Suffolk County Council.

The Design and Layout for Phase 6:

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

4.2 – Opportunities and Constraints

The Reserved Matters for Phase 6 needs to achieve general conformity with the land use and landscaping parameter plans as required by condition B3 of the hybrid permission. The parameter plans agreed at outline stage dictate the extent of land that can be developed and how structural elements of the landscaping and open spaces are treated.

Phase 6 occupies a relatively prominent location when viewed from the existing Public Rights of Way and within the wider landscape context. As such, the design should ensure that the scale, type and form of development are acceptable for such a setting and that it presents well to this edge.

In respecting its edge treatment, the proposal offers to present an outward facing development.

A particular constraint relates to the setting of prominent hedgerows and Public Rights of Way. The hedgerows provide a good level of ecological value and removal will be restricted to partial removal to allow for an access through to the proposed Public Open Space to the west of phase 6.

4.3 – Design Approach

A series of workshops with the local planning authority and their consultees led the design approach for this Phase's original reserved matters submission and the established design approach from those workshops is continued in this resubmission pack. However, the design approach for this submission also takes into consideration the detailed engineering design drawings.

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

4.4 – A Well-Designed Place

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

Phase 2 proposals will ensure that all opportunities, constraints and local contexts are considered throughout the design process.

Identity

The identity of Phase 2 will be a continuation of Phase 1 to reinforce the distinctively contemporary but reflective of Felixstowe style.

Built Form

The design of Phase 2, like that of Phase 1, will be created whilst thinking in 3D and how collections of buildings, streets and spaces work cohesively together to create a compact form of development

Movement

The whole of the development has been designed to prioritise sustainable travel with a hierarchy of well-considered routes that are easy to move around.

Nature

The natural environment has been embraced in Phase 2, to help create a place for health and wellbeing.

Public Spaces

High quality public open spaces will be provided in various forms in Phase 2 to help with the wellbeing of residents and other users.

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 our design.

Lifespan

Phase 2 will be a place with a legacy.



5.0 Evolution of Phase 6



5.1 – Pre-Application

The design for the site has evolved in response to a series of workshops between West Suffolk, the consultees and Persimmon Homes. The series contained 4 workshops and finished with a Design Focus meeting. Each session progressed the scheme further into its evolution of the final scheme for submission.

The reserved matters for Phase 6 have been informed by the output of these meetings as well as technical assessments, parameters established at outline and principles of the approved Design Code.

5.2 – Workshop 1

The first workshop took place 13th May 2021 with a focus key principles, constraints, and parameters. To ensure that these were successfully identified, multiple consultees were in attendance of the Workshop;

- West Suffolk Ecology and Landscape
- Suffolk County Council Highways
- Suffolk County Council Public Rights of Way
- Suffolk County Council Lead Local Flood Authority

Prior this meeting, Persimmon Homes set forward a series of constraints to the site that would shape the development;

- Hedgerow along western boundary
- Need to accommodate a drainage run
- Footpath along s. boundary
- Suds basin SE boundary
- Levels across the site

Technical, design and landscaping team members of the applicant were present, as well as the Planners, to ensure all were aware of the outcomes of identifying the principles, constraints and parameters and to be able to feed in their own specialisms in the discussions.

This first workshop additional constraints were identified by those present, including;

Blue Infrastructure

Discussions were had in the first Workshop regarding the potential issue of the basin receiving too much pressure too quickly. Possible solutions presented included rain gardens and permeable paving.

There were also concerns that the basin would not be a usable feature of the development; the basin was discussed to be an attractive and possible usable Public Open Space area with a walking route around the basin.

Ecology and Landscaping

The landscaping of the development was identified as needing to include a dark corridor to the west and a buffer between the built form and green corridor to the east.

Access and Movement

A key discussion in the first Workshop was around the permeability of the site to ensure the public and good access throughout and to the PROWs, whether on foot or bicycle. A cycle path from north-south along the eastern corridor was established.



5.3 – Workshop 2

20th May 2021, the second workshop enabled discussion on the design approach and the initial layout that the applicant's team had created from the identified principles, constraints and parameters from the first workshop.

Consultee attendees included, but not limited to;

- West Suffolk Ecology and Landscape
- West Suffolk Urban Designer
- Suffolk County Council Highways
- Suffolk County Council Public Rights of Way

An initial concept plan was tabled to provide a visual aid when discussing the aspirations for the scheme.

The discussions at this Workshop featured around the Public Open Space and Landscaping.

Public Open Space

The discussion on how to provide Public Open Space within this site included using the 20m buffer strip along the eastern boundary as an informal area of Public Open Space, similar to a linear park for an area of informal play. Phase 6 being adjacent to the overall site's key area of POS and LEAP to the west did justify a lower amount of POS in this parcel.

The basin was discussed to be POS, to be kept unfenced and usable with its levels.

Landscaping

The Frontages of the flats will be set back to ensure there is sufficient landscaping along the Infrastructure road and to provide some amount of amenity space around the flats.

Landscaping was discussed as playing a key part in setting the character areas, there should be changes to the hard and soft landscaping with each area.

The rural edges should have private drives to provide a rural feel. The flats parking courts to be paved to help create a sense of place and be more mindful to pedestrians.

To ensure all hedges used in the landscaping follow a meaningful alignment.



5.4 – Workshop 3

The third Workshop, 17th June 2021, focused on a developed concept plan that had been circulated prior the meeting. The attendees included multiple consultees from;

- West Suffolk Ecology and Landscape
- West Suffolk Urban Designer
- Suffolk County Council Highways
- Suffolk County Council Public Rights of Way
- Design out Crime

This workshop saw the progression of the site boundary treatments, parking courts, refuse, POS and general good design.

Boundary Treatments

The desire for this parcel of development to be an outward facing development was expressed and shared at this Workshop. Those units on the rural edges and the flats, would be outward facing to make the most of the POS as well as providing surveillance.

Regarding any garden boundaries that are adjacent to the public realm, these will be brick walls to provide security as well as attractiveness.

Parking Courts

To ensure good surveillance of these parking courts, they should be overlooked with one point of vehicular entrance and exit.

Landscaping should be used to help break up any linear parking bays, trees could be used to provide softening of this hard landscaped area.

Refuse Collection

Discussions were had to ensure that the locations for the flat refuse storage were in appropriate place for refuse collection but also surveillance.

Public Open Space

Further discussions on the POS within the site were had at this Workshop and again it was discussed how although the parcel is adjacent to a key area of POS and LEAP, there should still be some opportunity for informal POS within the site. The POS within the site will be the eastern boundary and the Basin.

Design

Discussions were had at this workshop regarding the general design approach of the build form. The overall design approach should be following the Design Code for the character area of this parcel, Boyton Place.

Further character areas within the parcel should also be developed, this could include a rural edge with a looser form and a stronger urban area within the centre and the northern edge which will be opposite the Local Centre.



5.5 – Workshop 4

The final workshop took place on the 1st November 2021 and focused on the developed layout and had a wealth of input from multiple consultees on how this could be further improved. Consultees in attendance included;

- West Suffolk Ecology and Landscape
- West Suffolk Urban Designer
- West Suffolk Strategic Housing
- Suffolk County Council Highways
- Suffolk County Council Public Rights of Way
- Suffolk County Council Lead Local Flood Authority
- Design out Crime

Several topics were covered in this final Workshop, making the most of the numerous attendees.

Green Infrastructure

Concerns were raised over the dark corridor and turning heads conflict. Lighting would need to be addressed in this area; could an alternative way to light the turning heads be presented. Up to date survey for the ditches along the eastern boundary would be needed along with surveys for ecology too to see what should be retained.

PROW

To ensure that the PROWs are best used, it was agreed in this meeting that a formal path would not be created along the western boundary and good connections would be created along the south and north of the site.

Apartments' Parking Courts

During this workshop, it was raised that the parking courts did not feel pedestrian friendly. Further work would need to be done to ensure there was a softer feel to these courts in terms of landscaping and accessibility for pedestrians

Blue Infrastructure

Rain gardens were ruled out in this workshop but permeable paving will be used in strategic locations to ensure the least pressure is put onto the basin.



5.6 – Design Focus Meeting

An additional meeting working on the Design of Phase 6 took place on the 15th December 2021 with a focus group of consultees;

- West Suffolk Ecology and Landscape
- West Suffolk Urban Designer

This meeting provided a great opportunity to exchange ideas for the character of this scheme along with the materials and street designs. From this meeting the proposals were developed that are presented in the next pages.

5.7 – Resubmission Discussions

These revisions to the Approved Phase 6 details are required to allow for a suite of enhancements across Phase 6 to address issues which become apparent when preparing the detailed engineering design drawings.

Discussions have taken place between Persimmon Homes project team and West Suffolk and County Council Officers;

- West Suffolk Planning Officers
- Suffolk County Council Highways
- Suffolk County Council Lead Local Flood Authority

Through these discussions, enhancement opportunities were discussed such as improving the eastern corridor landscape, the basin and footpath settings, the retaining walls in the private and public realm and providing PV panels and EV charging spurs.

These discussions have helped to shape the proposals submitted in which this Statement supports.

6.0 Proposal



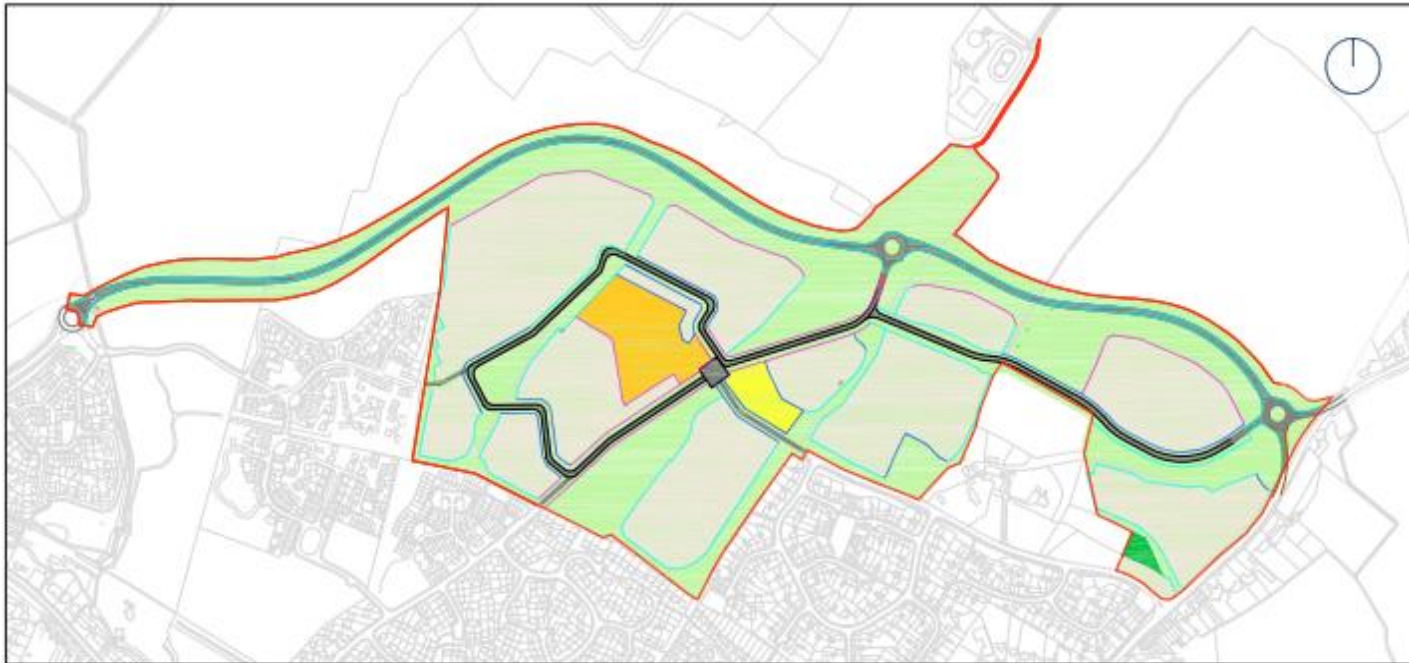
6.1 - Use and Amount

Phase 6 comprises the construction of 98 no. apartments, terraced, semi-detached and detached residential dwellings, with an emphasis of two and three bedroom properties.

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

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

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



Land Use Plan (Source Design Code)

Accommodation Schedule

98 new homes are proposed for Phase 6, below is the accommodation schedule. The affordable housing requirement within the s106 is 30% which equates to 29 homes within this phase. The affordable housing layout for Phase 6 comprises a mix of 22 Affordable Rented dwellings and 7 Affordable-Shared dwellings. The affordable units is further addressed later in this section.

TYPE	PLOTS	ACCOMMODATION SCHEDULE	TOTAL	BEDS	HT	SQM.	NDSS
Private							
Cannock 1b 2p	1,2,3,5,6,8,10,12,14,16,18		11	1	1	51	YES
Copdock 1b 2p	4,7		2	1	1	51	YES
Thetford 2b 3p	9,11,13,15,17,19		6	2	1	62	YES
Ashridge 1b 2p	26		1	1	1	59	YES
Flatford 2b 3p	20,27		2	2	1	64	YES
Haldon 2b 3p	23,24,31,32,34,35,36,66,67,68,70,71		12	2	2	72	YES
Epping 3b 4p	73,74,75,76		4	2	2.5	73	NO
Danbury 3b 4p	21,22,45,46		4	3	2	75	NO
Sherwood Corner 3b 4p	30,33,50,69		4	3	2	90	YES
Sherwood 3b 4p	72		1	3	2	89	YES
Saunton 3b 4p	38,39,60,61,62,63,64		7	3	2.5	93	YES
Bamwood 3b 5p	25,37,59,65		4	3	2	94	YES
Whiteleaf V4 4b 5p	40,44,77		3	4	2	116	YES
Burnham 4b 6p	42,43		2	4	2	101	YES
Bamwood DT 4b 6p	41,53		2	4	2	109	YES
Kielder 4b 5p	28,29		2	4 +study	2	130	YES
Brightstone 5b 7p	51,52		2	5	2.5	161	YES
		TOTAL	69				
		PRIVATE NDSS TOTAL(%)	61				88%
Affordable-Rented ●							
Cannock 1b 2p	91,92,93,95,96,98		6	1	1	51	YES
Copdock 1b 2p	94,97		2	1	1	51	YES
Hitcham 2b 4p	86,87,88,89,90		5	2	1	71	YES
Flatford 2b 3p	58		1	2	1	64	YES
Wareham 2b 4p	55,56,57		3	2	2	79	YES
Dallington 3b 5p	47,49		2	3	2	93	YES
Grizdale 4b 6p	48,54		2	4	2	107	YES
Brightstone 5b 7p	80		1	5	2.5	161	YES
		TOTAL	22				
Affordable-Shared Ownership ●							
Wareham 2b 4p	78,79		3	2	2	79	YES
Flatford 2b 3p	81,82		2	2	1	64	YES
Saunton	83,84,85		2	3	2.5	93	YES
		TOTAL	7				
		AFFORDABLE NDSS TOTAL(%)	29				100%
		OVERALL PLOT TOTAL	98				
		NDSS TOTAL(%)	78				92%

6.2 – Masterplan Principles

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

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

Development Principles

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

Key principles include:-

- Securing positive outward facing development blocks
- Logical and clear hierarchy of streets which are easy to navigate
- Creation of character areas, focal spaces and vistas via layout and form
- Use of varied materials including surface treatments to create interest in the street scene

6.3 – Layout and Character Areas

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

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

As highlighted in Section 5 Evolution of Phase 6, the development comprises 4 Distinctive character areas:

1. The Rural Green Edge

- Lower density and loose clusters of 2 – 2.5 storey detached houses
- Building orientated to address focal points of the SUDs area
- Transition from urban character through to the rural character, including softer landscaping

2. The Avenue

- Building height up to 3 storey
- Continuous frontages incorporated into the design as requested by West Suffolk planners

3. The Urban Square

- 2 storey buildings orientated towards the square
- Use of render and window surrounds to create distinctive character around the square

4. The Streets

- Stepped roofline and building following the topography
- Narrower gateways to emphasise mews and enclosure of space
- Home Zone treatment with shared surfacing
- Up to 2.5 storey



6.4 – Scaling and Massing

The Design Code defines the permitted heights of buildings. The Design Code states that Phase 6 would be suitable for 3.5 storeys, however in response to consultation with the Town Council the development will not exceed 3 storey.

The development in this parcel is 2 – 3 storeys which is lower than the height set out in the Design Code. This steer away from the Design Code is in response to the comments made by the Town Council who have set a clear preference for storeys to not exceed 3 storeys.

The gateway to the north of the site will be the only location where the site reaches 3 storeys. This will be in the form of 2 apartment blocks, with the main access route going between them. The 3 storey blocks with the road between will be what creates a gateway effect to the development channelling down the Avenue character area.

The higher storeys and larger massing is proposed at the entrance to the development partly to act in this gateway effect but also as buildings of this massing compliment the wider serving infrastructure road to the north of the development. The width of the infrastructure road along with the width and scale of landscaping along this road calls for such a massing to be balance the space.

The inner part of the site will continue to feel urban, in line with the Design Code, but with lower heights of 2-2.5 storey, there will be a tighter form to create and confirm the urban character of this development.

Towards the edges of the development, in the Rural Green Edge character area, the scale and massing gets lower to give a looser rural feel to compliment the wider landscaping.



Density Plan (Source Design Code)



Storey Height Plan (Source Design Code)

6.5 – Access and Movement

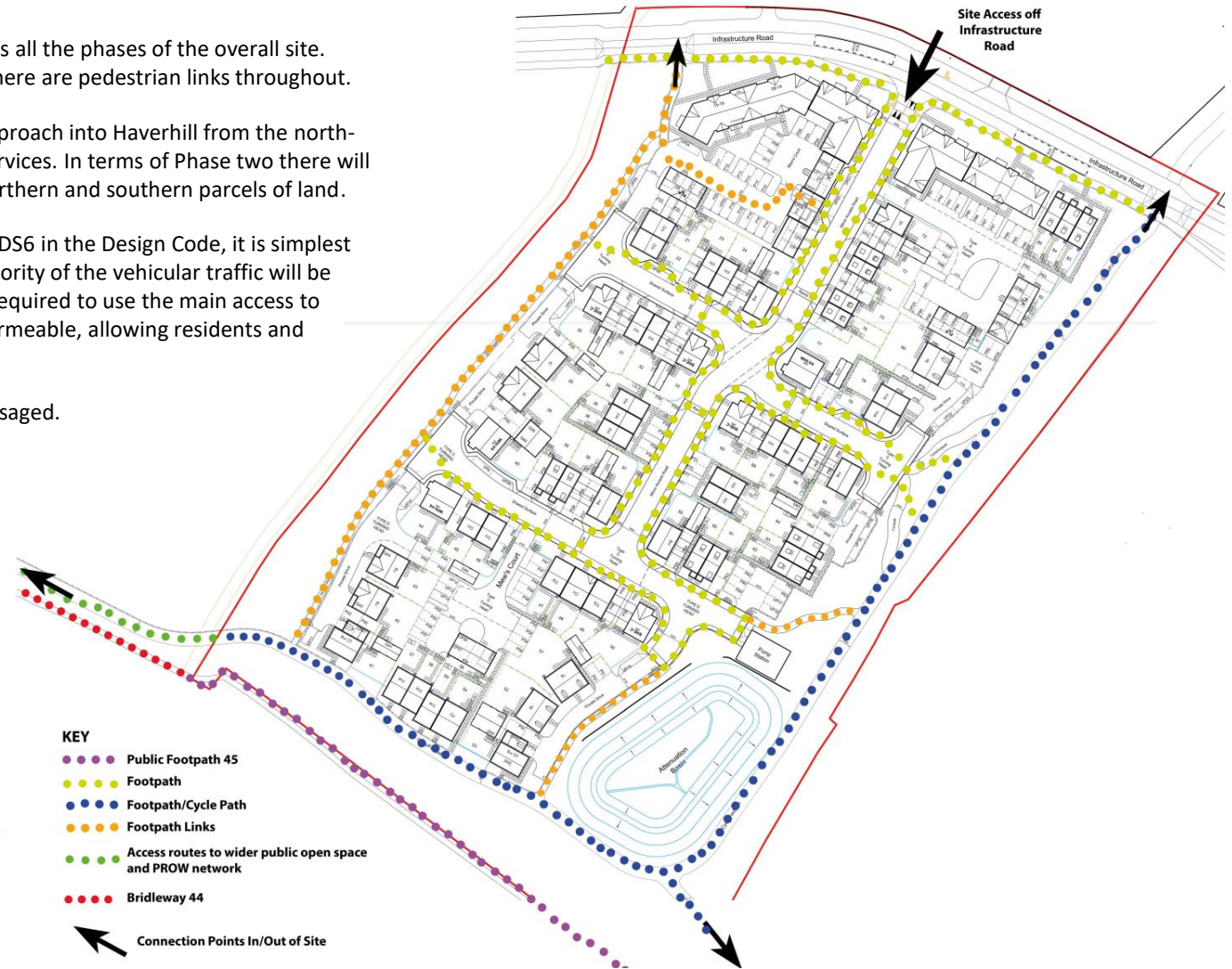
This land falls towards the south east where the Suds basin is located, but the overall phase is relatively flat, meaning that there are no problems in keeping gradients across the site to a minimum, with all routes within the site designed to be step-free.

The main access of is taken from the internal spine road that serves all the phases of the overall site. There is only one point of vehicular access into the site although there are pedestrian links throughout.

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

In terms of movement within the site, and with reference to code DS6 in the Design Code, it is simplest to consider each of the main parts of the site. For Phase 6, the majority of the vehicular traffic will be directed along the private drives with limited number of vehicles required to use the main access to access their properties. Within the built form the road layout is permeable, allowing residents and visitors to easily navigate to their destination.

The Connectivity Plan demonstrates where these linkages are envisaged.



6.6 – Street Types

The street types are broadly in line with the Design Code, the main avenue is proposed as a “Street without Trees” and there are “Green Lanes” on the perimeter of the phase as per the Design Code.

Through the evolution of Phase 6 in the workshops, “Lanes or Mews” are also proposed, along with a “Local Square”. These Street Types will contribute to defining character areas of the phase.

Below is an extract from the Design Code which illustrates the overall development’s street types.



Street Hierarchy (Source Design Code)

Streets without Trees

Phase 6 proposes that the main access route through the site will be a Street without Trees, as per the Design Code. This will provide a clear street hierarchy from the infrastructure road down to the Avenue.

The Design Code describes “streets without trees” as follows;

Streets without trees generally lead off higher category streets, such as the Boulevard, Primary Street or Haverhill Road. They contain dedicated footways on either side of the 5.5m carriageway. They serve as linking streets, transitioning between the strategic road network and the lower category streets which comprise of those with shared surfaces.

Green Lanes

The Design Code suggests Green Lanes around the perimeter of Phase 6, this is being proposed for the eastern and western edges. Through the evolution of phase 6, the southern green lane is no longer proposed and instead a series of Mews Lanes have been introduced to connect the eastern and western Green Lanes to the main avenue.

The Design Code describes “green lanes” as follows;

Green Lanes are a shared surface street located on the edges of open spaces to encourage buildings to front linear parks and open spaces. Small areas of private planting will be incorporated within the streetscene.

Type 2	
Character Areas	All
Carriage Width	5.5m
Cycle/Footway	1.8m footway on both sides
Parking	-
Boundary Treatment	-
Street Trees / Landscaping	-
Materials	See surface materials code SW12 on page 55

Extract from Design Code detailing the Streets without Trees

Type 3	
Character Areas	All
Carriage Width	4.1m shared surface road. Where roads without footways are used, these shall serve a maximum of 25 units where the road forms a cul-de-sac or 50 units on a through route.
Footway	Within shared surface
Verge	No
Parking	On plot & on-street parking in build-outs
Boundary Treatment	Low level landscaping
Street Trees / Landscaping	Placed on one or both sides of the street. Smaller native or ornamental trees within plot frontages where space allows and
Materials	See surface materials code SW12 on page 55

Extract from Design Code detailing the Green Lanes

Lanes or Mews

The Mews or Lanes are a proposed character area for phase 6 that has been evolved from the Workshops and Design meetings. Although these street types were not proposed for Phase 6 in the Design Code, the details of these street types will be taken from the Design Code.

These street types will help define the Streets character area and act as a transition between the Avenue and the Rural Green Edge. The mews street types allow for community led streets and provide a focus on interaction.

The Design Code describes “Lanes or Mews” as follows;

These are shared surface streets located off roads higher up the hierarchy. They are designed to provide more intimate spaces, with houses closer to the back edge of the carriageway. The road is 4.1m wide with a 1m margin for services.

Type 4	
Character Areas	All
Carriage Width	4.1m. Where roads without footways are used, these shall serve a maximum of 25 units where the road forms a cul-de-sac or 50 units on a through route.
Footway	within shared surface
Parking	On plot & on-street parking in build-outs
Boundary Treatment	Low level landscaping
Street Trees / Landscaping	Small nature or ornamental trees within public realm where space allows
Materials	See surface materials code SW12 on page 55

Extract from Design Code detailing the Lanes or Mews

Local Square

The Design code states that within the Character Areas, Local Squares can be used to form a design element and to act as traffic calming. Local Squares can be formed along a conventional road or at the intersection of roads.

These are pedestrian / vehicular shared spaces. The approach to the Local Square should be ramped so that the whole of the Local Square is treated as a plateau.

Bollards, street trees and street furniture shall be used to protect buildings and demarcate pedestrian routes where appropriate

Phase 6 proposes a Local Square mid-way along the Avenue to provide a key node within the Avenue to provide. This is to give an interest point, a strong sense of place as well as acting as a traffic calming measure.

6.7 – Key Frontages / Spaces and Focal Buildings

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

The main key frontages / spaces and focal buildings re located along the infrastructure road and the Avenue leading to the focal area of the Urban Square. The house facing the primary roads provide a formal, rhythmic role by utilising principally detached and semi-detached housing with attached links to form a continual frontage, which is a design feature which West Suffolk planners encouraged. This reinforces the formal feel, but also lends a sense of symmetry to the frontage. The 3-storey apartment blocks outlined previously provide a gateway feature.

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

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

6.8 – Appearance

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

The site falls within the Boyton Place area within the Design Code. The Design Code describes this area’s proposed appearance as being a tighter, more urban character with shared surfaces, green lanes and formal boundary materials with crisp, contemporary architecture and a more formal public realm.

6.9 – Architecture

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

The Design Code states that the use of projections, brick details and other differing materials have been actively used to provide a modern twist on traditional details and help to transition from the Central Urban Boulevard and Mixed Use/ Local Centre through to Phase 6.

This is complimented with contemporary style windows and doors.

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

As mentioned in the Layout section of this Statement, there will be 4 distinct Character Areas of this development parcel; The Avenue, The Streets, The Urban Square and The Rural Green Edge. Each of these character areas will have their own architectural design to make each area distinct. This will allow readability and place marking of the site. However, there will be a general shared vibe of each character area to ensure there is a flow rather than a jarring between the areas and to give a sense that this is part of the overall character area of Boyton Place.

The Avenue

The Avenue has a gateway entrance marked by the western and eastern apartment blocks. These are 2 dominant buildings that state the start of the Phase 6 development, instantly declaring the contemporary form of this phase.

On the apartments, the contemporary brickwork, including projecting brick details and the materials including grey bricks and black details, along with the bold massing and 45 degree angle gables are what provide this phase the strong gateway entrance. This phase needs a strong entrance to compliment the Local Centre that will be located opposite the infrastructure road.

The mass of these buildings also compliments the scale of the infrastructure road and the associated landscaping. Good design calls for greater massing and scale along roads as wide as the infrastructure road to provide balance.

However, there is a break provided between the apartments and the row of 2.5 storey terraces to the north-east to provide the opportunities for the filtering of views and sunlight.

Travelling through the gateway style entrance presented by the apartments, the Avenue character area continues in a tight and continuous form of buildings with contemporary architecture and detailing that reflects that of the apartments.

The Avenue roof heights gradually change from 3 storey down to 1 storey car port, the way the changing heights of the buildings have been considered carefully to ensure they do not look disjointed but instead give an interesting decline in levels leading to the Urban Square character area.



CGI of the Eastern Apartments at the site entrance

The Urban Square

The Avenue leads into the Urban Square Character area, transitioned into the arrival by garden brick walls either side of the Avenue road. The Urban Square's character area is named after the square space created by the cross roads of the access road and the shared surface roads leading east and west of the phase.

The strong sense of place is defined by this square space and the striking use of white render and grey window and door surrounds. Predominately the roofs will be grey tile to further solidify that grey and white character of the area. This area is distinctly urban, which continues the contemporary theme from the Avenue.

The Streets

The transition out of the Urban Square to the character area of The Streets is also marked by garden walls to provide the clear sense of entering into a new place.

The Streets character area is defined by its stepped roofline and building that follows the topography. The Streets has an emphasis on enclosed space that feels close and quaint by having a shared space with shared surfaces and a mews court. The grey bricks, white render and red tiles aim to tie in the other three character areas together from the grey and white of temporary to the red of the Rural Green Edge.

The idea of this character area is to link the distinct urban area of The Urban Square and The Avenue with the Rural Edge, providing a contemporary twist on tight, enclosed, community-led streets

The Rural Green Edge

The Rural Green Edge area gives a rural twist on a contemporary development.

The use of typically traditional materials gives a nod to the rural edge of the phase 6, however there are still nods to the contemporary too with the more contemporary brick detailing.

The houses here are designed to promote better interaction with the landscaping whilst also respecting the ecological green corridor to the west by having back-plated lighting columns so only the turning head on the west is lit.

Overall this area is looser and typically with detached properties, private drives and a quieter setting facing the phase's open space and cycle path.



CGI of the Urban Square



CGI of the Rural Green Edge

6.10 – Materials

This phase needs to be confident and contemporary with its material palate to be able to hold its own against the Local Centre that will be sited opposite of the Infrastructure road. In terms of materials, as set out in the Design Code, brick finish is the predominant external material in use.

As shown in the accompanying materials plan, consistency with this requirement is shown with widespread use of red and grey brick with some buff brick detailing. A multi-red brick is used to mark the Avenue with render used on the focal point of the Urban Square character area and then a plain red brick continues into the Rural Green Edge and the Streets.

Buff brick detailing is focused on the Rural Green Edge whilst grey is prominent on the entrance to and within the site.

There will be similar uses of brick detailing across the dwellings, including the apartments, to tie the characters areas together. This contemporary brickwork, including projecting brick details and other contemporary materials will ensure this phase is read as urban.

The windows will not have the soldier courses but will have grey windows, which will contrast well with the brick and render used on the properties.

The roofs will be either red or grey plain tiles; predominately grey along the Avenue and Urban Square and red along the Streets and Rural Green Edge to help provide clarity of place.

In terms of surface materials buff block paving is proposed for the private drives and parking court areas. This is to reinforce the more intimate feel in these areas. Elsewhere, the shared surfaces will be using materials that match in colour that of the footpaths adjacent to the access road to provide readability of these shared surfaces being pedestrian focused.



6.11 – Green Infrastructure

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



Landscape Parameter Plan (Source Design Code)

The Landscape Parameter Plan shows strategic landscaping surrounding Phase 6. The landscaping along the primary road of the whole site to the north of Phase 6 will tie in with the landscaping associated with Phase 6.

Open Spaces

Open space has been distributed throughout the scheme to provide effective landscape/architectural interest for the prospective community. To the west of phase 6 is a major piece of the POS for the whole site.

The specific landscaping within Phase 6 will centre the following key areas:-

- The landscape buffers at the edges featuring high-quality landscaping designs
- Communal landscaping within the development including the parking courts

The northern landscape buffer provides a space between the development and the infrastructure road.

The southern landscape buffer will include the adoptable cycle way, as above, and provide planting between the historic PROW (which will be cut back to allow the public to regain entry along this route) and the proposed cycleway that will link the site to the existing development of Haverhill.

The western landscape buffer will provide a dark corridor to enable bat movements north to south along the phase. This buffer also provides a space between the private and the public.

As a result of the Bat surveys undertaken we have looked to eliminate the impact of lighting onto the bat corridors. Street lights are required at the ends of the turning heads on the western boundary to comply with SCC lighting standards. With standard columns this resulted in light spill onto the hedge. Therefore a back plate has been introduced to prevent the light spill onto the hedge



The eastern landscape buffer includes the cycleway that is proposed to be adopted with an asphalt surface, however being adopted required illuminance. To avoid light spill onto the surrounding hedges we are looking to use lighting studs to demarcate the cycleway.

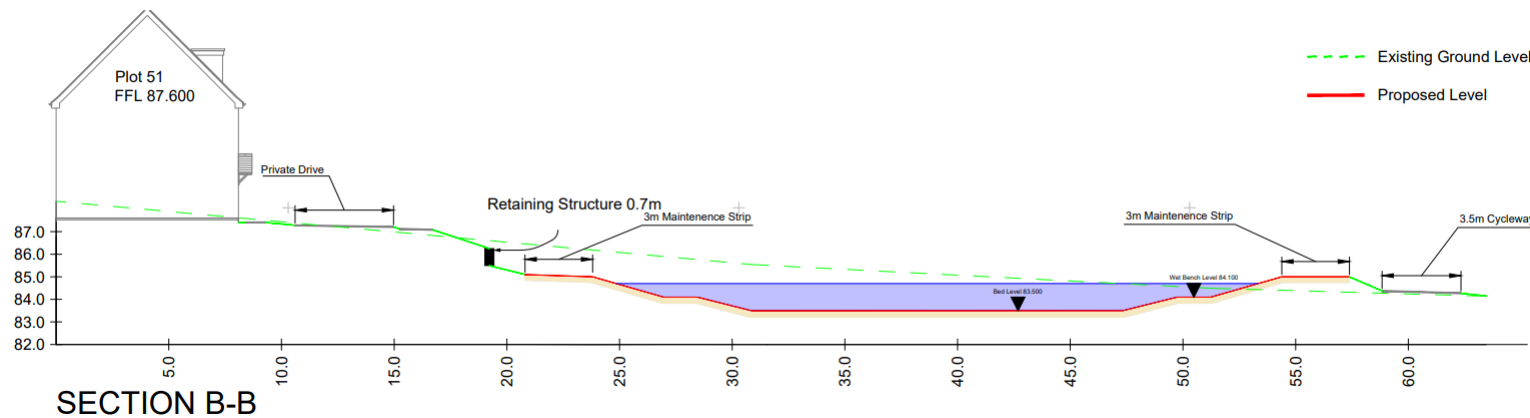
This cycleway sits within a key green connectivity route for the whole of the wider development. Whilst this corridor is already Approved under both the Phase 6 and Infrastructure applications, it is the intention of this planning application to provide further enhancements to the amenity value. The revised design of this area will incorporate further enhancements to the planting including additional climbers and well-considered, redesigned land formations to provide variety of planting at varying levels along the corridor.

Landscaping around the basin has also been redesigned under this planning application to provide further enhancements. These amendments include the reduction of the retaining features and provide further planting to reduce the impact of the pumping station as well as providing an opportunity to site a parkland bench for this green setting to be enjoyed.

6.12 – Blue Infrastructure

Phase 6 is a self-contained development, where solely the parcel drains into the attenuation Basin. The Basin has been sized to accommodate the 1 in 100 year storm + 40% climate change and discharges at the calculated QBAR rate of 6.3l/s into the existing watercourse east of the basin. To try and relieve pressure on the Basin we are looking to introduce permeable paving to slow down the time of entry into the storm drainage network, staggering the water delivery to the basin. The permeable paving has been shown along the western part of the site on private drives, parking courts and parking spaces. The reason for being located on the west is delay the entry into the head of the run before the water has picked up momentum as a result of the natural topography. This will maximise the amount of water making use of the permeable paving system.

As mentioned previously the Basin has been designed for the 1 in 100 year event and delivers 300mm free board above the top of water level. Should the system exceed this level and come close to the bank level we are proposing a lowered notch in the maintenance strip to channel the water in a controlled manner to the watercourse. Due to request by the LPA for the SUDs to be usable we have designed the basins in accordance with the LLFA SUDs guidance with side slopes, wet bench placement and ensured the water depth doesn't exceed 1.2m. This allows us to avoid the need for fencing off the basin (apart from at the top of the retaining feature) following us undertaking a designer risk assessment, which will keep it open and usable to the public.



Section B-B from the Basin Cross Sections

6.13 – Car Parking and Cycle Storage Approach

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

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

Many of the larger properties have an integral garages. The internal dimensions of these garages are generous (3m x 6m), which allows for the parking of larger modern cars. Notwithstanding this, it is proposed to afford these properties a shed within the rear garden, which can accommodate cycle storage. Remaining garages are 3m x 7m which meets the requirements of the Parking Guidance.

Electric Vehicle (EV) charging points

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

Cycle Storage

All units will have access to secure and covered cycle storage, this may be in the form of a cycle shed, within an extended garage or a dedicated cycle store.

6.14 – Refuse

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

6.15 – Design out Crime

A Surveillance Plan has been submitted as part of the planning pack. The following has been designed to increase surveillance;

- The village square and associate mews courts that are naturally overlooked creating a safe footway network as well as sense of ownership.
- Where, external planting is concerned in news areas, close to properties, defines the footway from the vehicle access as well as creates a sense of territorial responsibility mentioned in the Haverhill Design Code.
- The adoptable cycleway will be lit.
- Houses will be orientated to face outwards to the landscaped areas to provide natural surveillance.

6.16 – Lighting

Phase 6 will be lit in 2 main ways.

Firstly, adoptable highway will be lit in accordance to the Highway Guidance on how to appropriately light this public realm. This includes the formal cycleway and footpaths of the site as well as the carriageway.

Secondly, the dark corridor needs to be respected (as previously mentioned throughout this Statement), so back plates will be put on the lighting at the end of the turning heads to the west of the site to ensure minimal light spill.

Details of the lighting details of can be found with the accompanying pack of plans.

6.17 – Affordable Housing

The s106 Legal Agreement accompanying the outline application requires that 30% of the dwellings in each phase comprise Affordable Housing unless otherwise agreed. 30% affordable housing is proposed as part of this application. The s106 also requires the agreement of an Affordable Housing Scheme in each Phase of the development to be submitted and agreed with the Council.

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

- All will meet the Nationally Described Space Standards.
- Not exceed groupings of 15 units
- Comprise a minimum of 70% Affordable Rented Dwellings and a maximum of 30% Intermediate tenure housing

The s106 also controls the timescale for delivery in relation to the market housing. The applicant has engaged with Council Officers to ascertain the mix of affordable housing sought to within Phase 6 in order to address local housing need.

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

The affordable units comprise 7 shared ownership and 22 rented dwellings for this development as indicated earlier in this section.

Although in the north-east corner, there is a grouping of affordable housing that does exceed 15 units, this only exceeds by 3 units.

Plots 78-80 are not classed as that grouping due to their accessibility and readability being separate to the other affordable units.

The other affordable units in that north-east corner are slightly separated as 10 of those units are apartments, 3 are a group of terrace housing and 2 are FOGs. Arguably they do read separately although they use the same parking court.

Giving the affordable units a shared parking court enables easier management for the Housing Association and for residents.



7.0 Summary



7.1 Conclusion

This Design, Access and Compliance Statement provides supporting information for the Persimmon's application seeking agreement of Reserved Matters for the development of Phase 6 of the land at north-west of Haverhill on Ann Suckling Road, Little Wrattling, Haverhill. It details how the proposed development seeks to deliver a scheme that will integrate with its wider context, contribute to the goals established in local plan, masterplan and embodied in the outline permission. It also details how Phase 6 achieves conformity with the approved Design Code.

The development of land north-west of Haverhill is part of the long term vision of the area as expressed in the Core Strategy (2010) (Policy CS1: St Edmundsbury Spatial Strategy) and the Haverhill Vision (2014) Area Action Plan DPD (Policies HV2: Housing Development Within Haverhill and HV3: Strategic Site – North West Haverhill. This vision has evolved through the detailed Master planning and EIA work which accompanied the outline application. The approved Design Code approved as part of the Phase 1 Reserved Matters built upon the Masterplan work undertaken at outline stage and provides a further level of detail. It also sets out how various elements of design can be co-ordinated across the Phases to create attractive, locally distinctive, accessible, attractive, sustainable and liveable extension to the community. The Phase 6 Reserved Matters have been informed by this process.

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

The proposal seeks to build upon the identity, character and historical context of Haverhill whilst also providing a contemporary design approach as advocated in the Design Code. Furthermore, the development will add to the environmental quality, townscape, functional vitality and setting of Haverhill and through sustainable design, whilst protecting natural resources (including landscape and local biodiversity) and using sustainable drainage measures. Accordingly, it is considered that the development approach adopted and the promotion of local distinctiveness within Phase 1 accords with Policies CS2 (Sustainable Development), CS3 (Design and Local Distinctiveness), CS4 (Settlement Hierarchy and Identity) and CS12 (Haverhill Strategic Growth) of the Core Strategy, Policies HV1 (Presumption in Favour of Sustainable Development) and HV18 (Green Infrastructure in Haverhill) of the Haverhill Vision and Policies DM1 (Presumption in Favour of Sustainable Development), DM2 (Creating Places - Development Principles and Local Distinctiveness), DM3 (Masterplans), DM6 (Flooding and Sustainable Drainage), DM7 (Sustainable Design and Construction DM3 (Masterplans), DM6 (Flooding and Sustainable Drainage), DM7 (Sustainable Design and Construction), DM11 (Protected Species), DM12 (Mitigation, Enhancement, Management and Monitoring of Biodiversity), DM13 (Landscape Features) and DM22 (Residential Design) of the JDMPD.

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

The proposals will create a highly permeable and accessible development that includes walking and cycling routes. This sits alongside the consented relief road, which is promoted by Core Strategy Policy CS8 (Strategic Transport Improvements). This permeable and accessible development will encourage a range of means of transport other than the private car in accordance with the hierarchy set out in Core Strategy Policies CS7 (Sustainable Transport) and CS12 (Haverhill Strategic Growth) and JDMPD Policy DM45 (Transport Assessments and Travel Plans). The proposal will provide parking in accordance with adopted standards using a range of typologies in accordance with JDMPD Policy DM46 (Parking Standards).

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