

North West Haverhill

Concept Statement



October 2007



LDADESIGN

North West Haverhill Concept Statement

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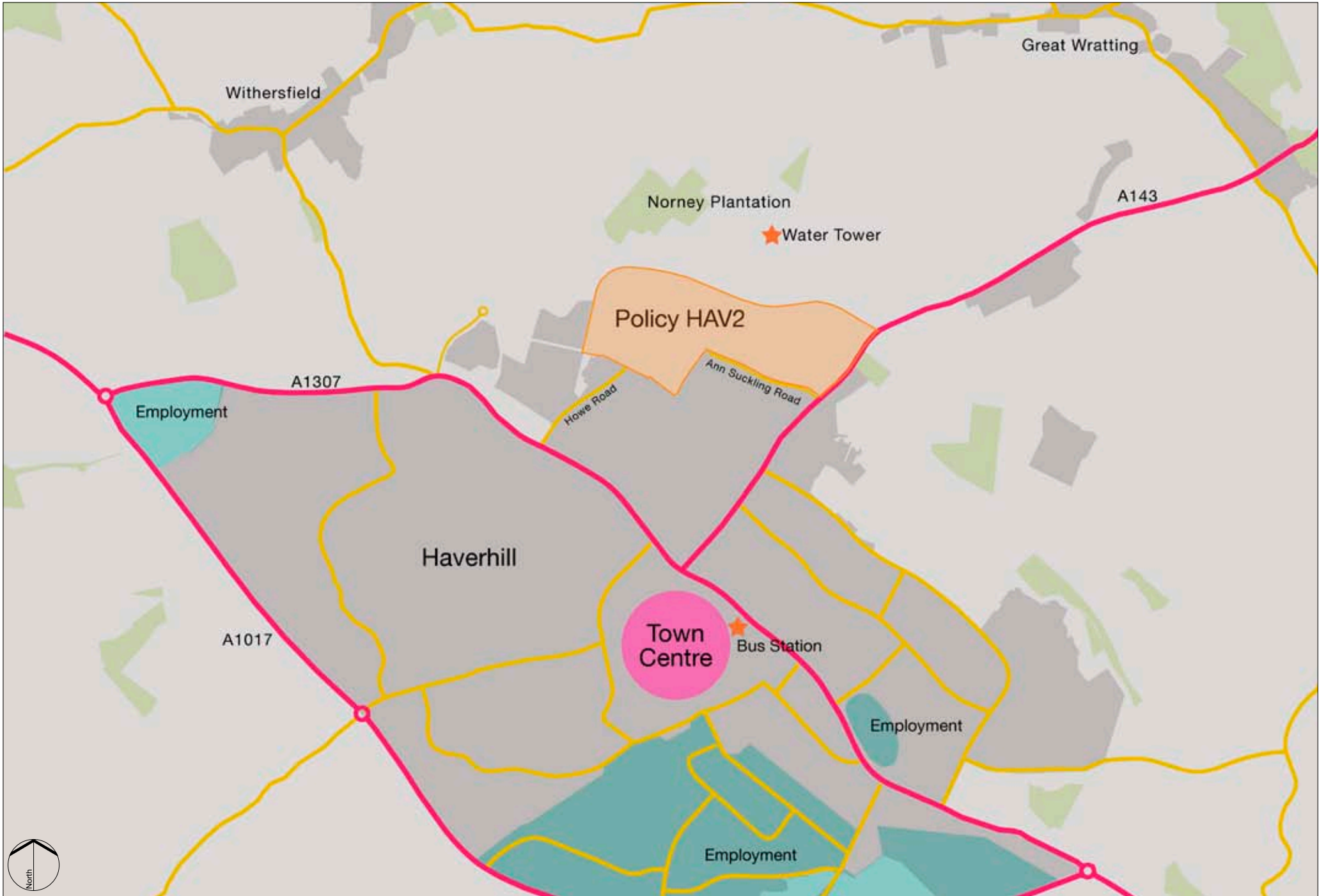
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Site Context

1.0

Introduction

1.1 Introduction

The replacement St Edmundsbury Borough Local Plan 2016 allocates land at North West Haverhill for redevelopment. Policy DS4 of the Local Plan requires developers to fund the preparation of masterplans for these sites and paragraph 2.16 explains the process, including the role of concept statements. This concept statement has been prepared in accordance with the Council's agreed protocol and was subject to extensive consultation prior to its approval as non-statutory planning guidance to inform the preparation of masterplans for the development sites.

1.2 Purpose of the Concept Statement

This concept statement has been prepared by St Edmundsbury Borough Council to promote high standards of design and layout for the land at North-West Haverhill, defined by policy HAV2 of the Local Plan. The area is shown on the page opposite.

The concept statement is to inform the preparation of development proposals for the site and has been consciously prepared as a single overarching document to ensure that any issues affecting the interface areas between the site and existing development are appropriately considered, and that the wider area is looked at comprehensively.

The Borough Council expects that the issues are given full consideration in the masterplan which will be developed for this site.

1.3 Status of the Concept Statement

This concept statement has been prepared in accordance with the requirements of Policy HAV2 of the Local Plan. The concept statement has been adopted by the Council as planning guidance to inform the preparation of a masterplan for the area.

1.4 Extent of the Study Area

The study area covered by this concept statement includes the area covered by Policy HAV2 of the Local Plan, plus additional land that is considered by the Borough Council as being sensible to include, to ensure the proper planning of the wider area.

This additional land includes the area along the proposed route of the Haverhill Northern Relief Road, as described in Policy HAV8 of the Local Plan, and the countryside to the north of the HAV2 site. Although not essential, developers are encouraged to include these sites in their development proposals.

1.5 Involvement of Stakeholders in the Preparation of the Concept Statement

This concept statement draws on the work of a design workshop, covering the area of North-West Haverhill, held with local residents and stakeholders in March 2007. Attendees formed groups to discuss strengths and weaknesses of existing development at Haverhill and aspirations for future development at North-West Haverhill.

Groups outlined their 'Vision' for development at North-West Haverhill and identified the following key objectives:

- Implementation of relief road as a priority
- High quality urban design, architecture and landscape design
- Connectivity with town centre and existing development
- Development should be focused on community and safety
- Sustainable approach to design, retaining and enhancing existing features and native species wherever possible
- Provision of a network of well-managed open space

These themes have informed the development of this concept statement.

The document has been prepared in accordance with the concept statement preparation protocol adopted by the Council's Planning Policy Panel in July 2005 and will be used for public consultation in accordance with the Council's draft Statement of Community Involvement.

2.0

Planning Policy Context

2.1 National Planning Policy Context

This concept statement has been drawn up with reference to national planning policy and guidance, and best practice relating to the preparation of development briefs and urban design.

Planning Policy Statement 1

Planning Policy Statement 1: Delivering Sustainable Development (PPS1) requires local planning authorities, by means of planning policies and planning documents, to put sustainable development at the heart of the planning process.

Sustainable development is understood to be:

‘development that meets the needs of the present without compromising the ability of future generations to meet their own needs’

World Commission on Environment and Development, 1987

Sustainable development has social, economic and environmental elements, all of which must be addressed when considering the planning, design and implementation of new development.

A key principle of national planning guidance is the notion that good design, that provides ‘attractive, usable, durable and adaptable places’ (PPS1, para 33), will deliver sustainable development that will endure and prosper.

Local authorities are enjoined to:

‘...plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.’

PPS1, para 34

2.2 Local Planning Policy Context

Local planning policy context is set out in the Local Plan adopted in 2006. The following extracts relate specifically to North West Haverhill.

Land at North-West Haverhill

14.7 There remains scope for further releases in the northwest sector of the town for residential growth. Careful planning will be necessary to ensure that merging with the nearby settlements of Great Wratting, Little Wratting and Withersfield does not occur.

The release of land in this area will bring considerable community gain through the construction of a north-west relief road for the town, the first phase of which already has planning permission.

The road is a significant piece of infrastructure which would bring real environmental benefits in and around the town centre, in particular, relieving the Cangle junction.

14.8 Government guidance on the phased release of housing sites, “Planning To Deliver” (2001) refers to the identification of strategic sites in local plans.

The identification of north-west Haverhill would meet this requirement and would signal certainty on long-term greenfield development as well as allow for the lead times needed to deliver the associated infrastructure.

In allocating North-West Haverhill, the Borough Council recognises that development will extend over the phases of this Plan (see Table 5) and the complete development of the site will extend beyond 2016. This phased release will help the continued balanced growth of the town.

Policy HAV2: Strategic Site - North West Haverhill

42 Ha of land at North-West Haverhill is allocated for:

i) Housing (up to 755 dwellings to 2016 including affordable housing provision of 40% in accordance with Policy H3);

ii) Primary School;

iii) Recreational Open Space; and

iv) A local centre or centres which could include local shops and community, health and recreation uses. In addition, but not intended to be comprehensive the following associated infrastructure is required to facilitate the development:

a) completion of a North-West Relief Road linking Withersfield Road (Meldham Bridge) to Wratting Road (adjacent Rising Sun).

b) a strategic landscape buffer to the north of the relief road. The amount of land available for development, location of uses, access arrangements, design and landscaping will be informed by a masterplan for the site. Applications for planning permission will only be considered once the masterplan has been adopted as a Supplementary Planning Document by the local planning authority. The developer will be expected to prepare the masterplan in accordance with the content of the concept statement for the site.

The local centre site(s) and any other sites for community facilities will be safeguarded from other forms of development. The local planning authority will require these sites to be transferred to the Borough Council, who will be responsible for their development.

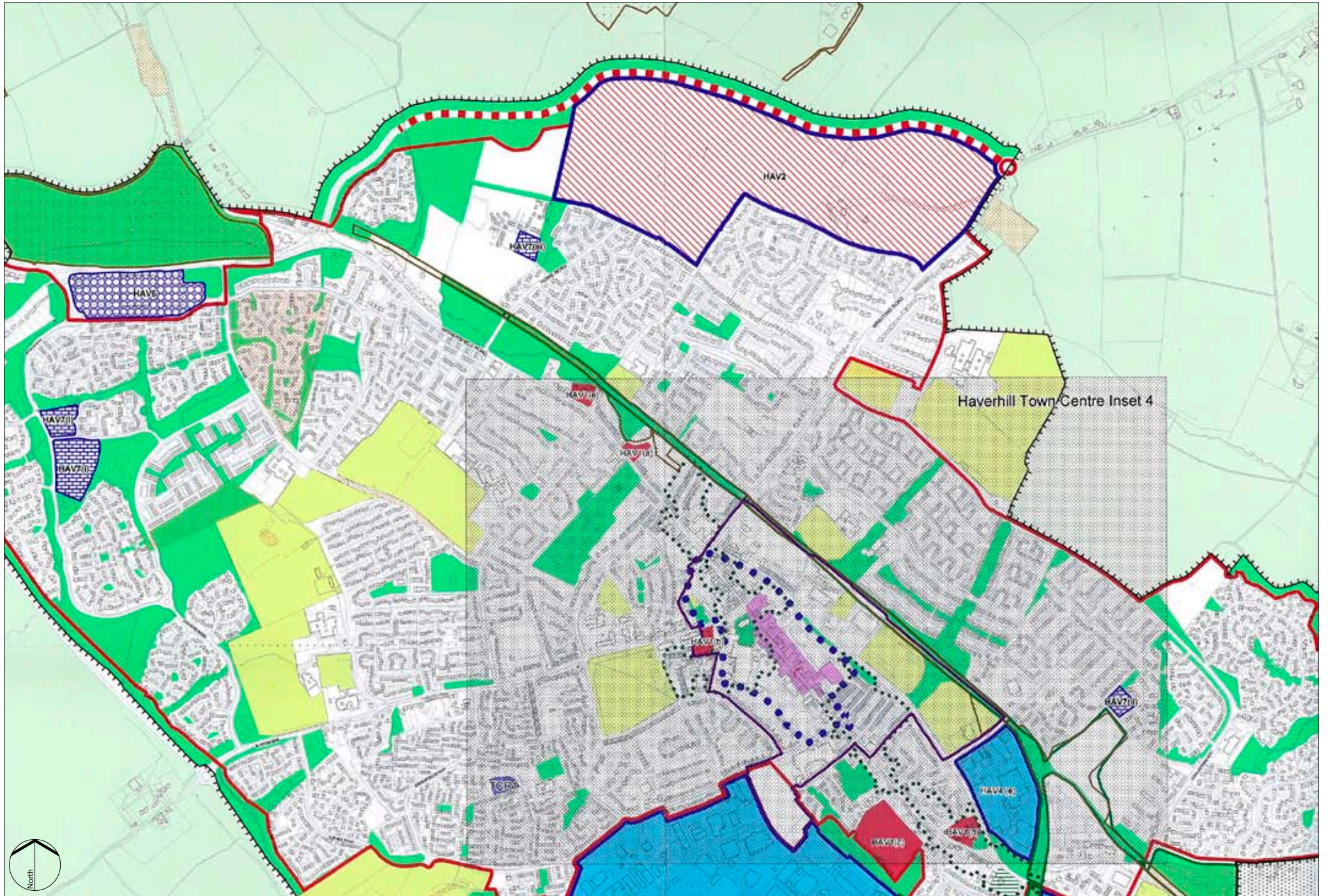
Developers will be expected to enter into a legal obligation for the phased implementation of this infrastructure.

Haverhill Northern Relief Road
14.25 At present vehicles travelling between the west of Haverhill (A1307) and the north (A143) have to go via Withersfield Road, Cangle junction and Wratting Road in Haverhill. These movements are contributing to congestion and environmental damage along these routes.

To reduce this impact, a relief road will be constructed as part of the requirement to serve the strategic site allocated in Policy HAV2 which will also act as a relief road for this traffic. An associated traffic management scheme on the existing roads will ensure that the scheme is effective.

Policy HAV8: Haverhill Northern Relief Road

The Haverhill Northern Relief Road will be completed between Withersfield Road (A1307) and Wratting Road (A143). Developers will be required to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its completion.



Planning Context Plan (extract from Replacement St Edmundsbury Local Plan 2016 - Haverhill - Inset 3)

It is important that the content of the whole Local Plan is taken into account in considering how this site will be developed. Of particular note are policies related to housing density and mix, extracts of which are included below.

Housing Density

3.26 The general principle to be followed is that all residential development proposals should be of a scale and form and at a density which is appropriate to the locality, within the context of national guidance and the Suffolk Design Guide.

Higher densities will generally be most appropriate in the two towns, particularly in and around the town centres, and in locations with good access to public transport services. Higher density development is inextricably linked to design quality.

Policy H4: Housing Density

Proposals for residential development at a net density of less than 30 dwellings per hectare will not be permitted, unless the local planning authority is satisfied that there are constraints to development, or that development at that density would have an adverse impact on the character or appearance of the locality.

In locations with good public transport accessibility, including town centres, the local planning authority will encourage high density development, including the sub-division of existing properties. Residential developments should have regard to the content of the Suffolk Design Guide and any subsequent replacement Supplementary Planning Document.

Housing Mix

3.27 New residential development in St Edmundsbury must create mixed and inclusive communities, through a variety of house types and tenures. Analysis of planning permissions in the borough shows that many smaller schemes (those less than ten dwellings) often consist of just one or two house sizes or formats and often include only three or four bedroom properties, especially in smaller developments in the borough's villages.

This justifies a policy where all developments on a site of five dwellings or more must include an element of either one or two-bedroom homes for those households who are able to meet their needs in the market and would like to live in a new home.

Policy H5: Mix of Housing

All housing developments of 15 dwellings or 0.5 hectares or more in urban areas and five dwellings or 0.17 hectares or more in settlements with a population of 3,000 or less will be permitted only where:

- a) They include a mix of house types and sizes, including smaller properties; and*
- b) They contribute towards a balanced community structure, including meeting the needs of specific groups such as the elderly, the disabled and young single people.*

It is not appropriate to reproduce all the other relevant policies here, but in producing the masterplan, developers should have particular regard to the following:

- DS3: Development Design and Impact
- DS4: Masterplans
- H3: Affordable Housing
- L4: Standards of Open Space and Recreation Provision
- L5: Safeguarding Parks and Open Spaces
- TCR1: Shopping Centres
- T1: Transport Assessments
- T2: Hierarchical Approach to Site Access
- T3: Travel Plans
- IM1: Developer Contributions

3.0

Summary Analysis

3.1 Topography and hydrology

The site has a generally southerly aspect on the north side of the Stour Brook valley which runs northwest to southeast through Haverhill town centre. The site falls from over 100m AOD at its highest point to around 70m at its lowest. Within this overall topographic structure the site has a series of three pronounced and approximately parallel ridges running approximately northeast to southwest.

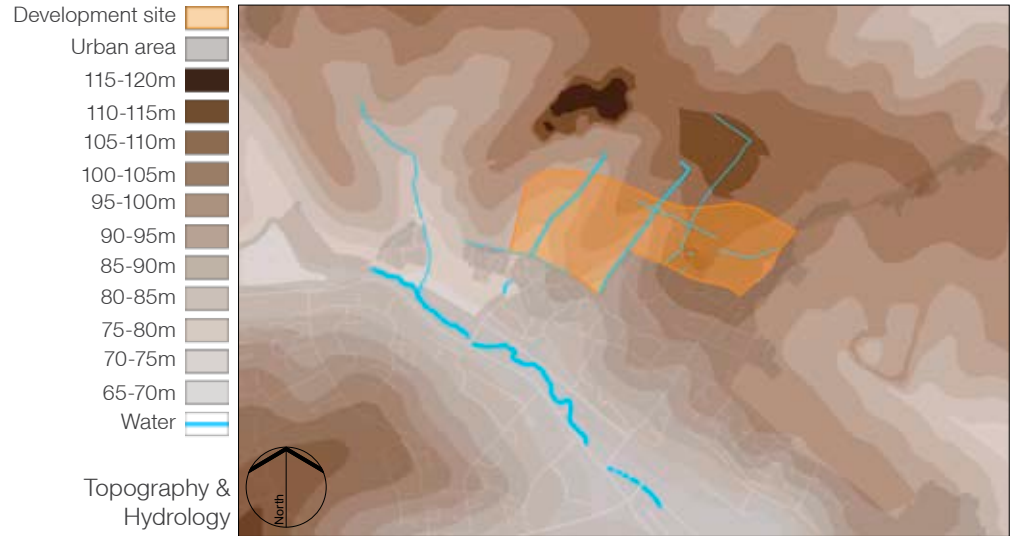
These are separated by two shallow valleys each with a small ditch running down towards the Stour Brook.

The site can be described as a series of three ridges and two valleys. These should inform the overall design and layout of development. The general south west aspect of the site is optimal for solar gain and consideration of this should be made during the development of any masterplan.

The two valleys offer opportunities to include positive water features and sustainable drainage systems to attenuate run-off, create attractive features and improve local biodiversity in a sheltered environment. The clay soil reduces permeability of surface water on site.

The presence of an aquifer below the clay layer must be considered in the surface water drainage strategy to ensure that no pollutants can contaminate the aquifer.

Existing hydrological features (ditches) should be retained in situ and integrated into the water management strategy. Ditches should not be culverted in the interests of biodiversity.



3.2 Landscape and Nature Conservation

3.2.1 Woodlands, hedgerows and existing vegetation

The site contains a few small areas of mature woodland vegetation, most notably around Boyton Hall. These will provide maturity and lend character to proposed developments. Care should be taken to retain mature trees and hedgerows wherever possible.

Important hedgerows follow the ridgelines. The masterplan should aim to retain and enhance these to maintain a 'green' component to the skyline.

Other significant areas of woodland such as Norney Plantation lie in the immediate vicinity of the site. These will provide context for proposed developments as well as providing some visual screening to the north. Care should be taken to protect these areas of woodland, including provision for a buffer zone south of Norney Plantation.

The two principal ditches offer opportunities to conserve and enhance local biodiversity and provide maturity of vegetation in places.

3.2.2 Sites of conservation value

County Wildlife Sites are located immediately north of the site at Norney Plantation and Ann Suckling Way south of the Water Tower (flora). These should not be damaged, and proposals should seek to enhance the habitats in scale and connectivity.

A Local Wildlife Site is found within the site area on the green lane east of Boyton Hall (flora). This site should form part of the pedestrian amenity network, to be retained in-situ and enhanced for wildlife value. Other Local Wildlife Sites nearby include the woodland to the east of Haverhill Road.

Opportunities exist to create greater continuity of habitat (wildlife corridors) and a greater and more varied habitat resource. Within green space, low fertility grassland should be promoted, as well as small scale wetland habitat, hedgerow and woodland where appropriate.



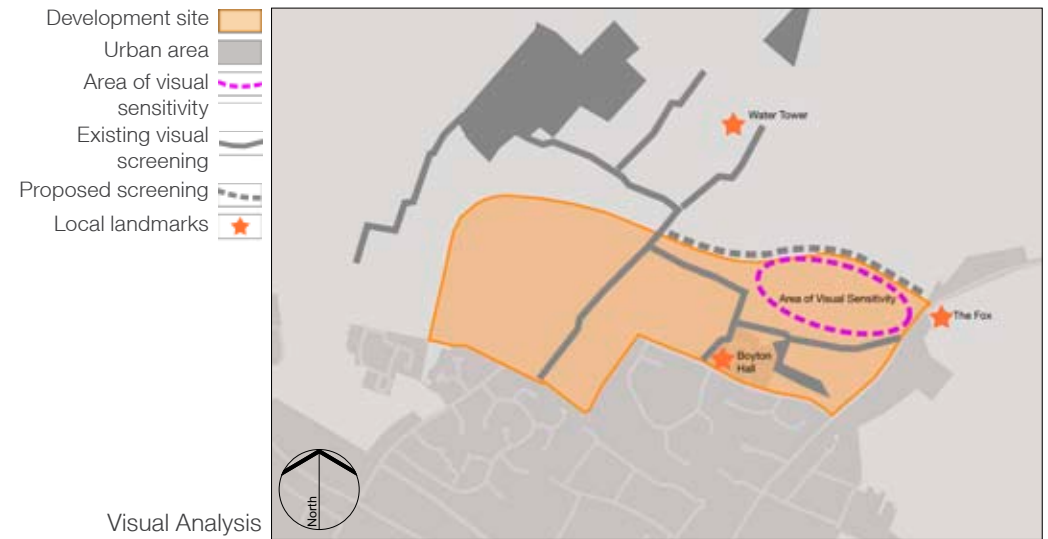
3.2.3 Visual Analysis

Much of the site benefits from screening provided by existing mature hedgerows and areas of woodland, most notably at Norney Plantation to the north and around Boyton Hall.

Views of the site from the north and north-west are largely screened by existing woodland and hedgerow vegetation and topography, with the majority of the site lying just below the ridgeline. This limits views of the site from Withersfield and Great Wratting.

From the west, south and east, glimpsed views of the site are in the context of the existing urban area of Haverhill with the existing hedgerows and areas of woodland creating a green ridgeline. Due to its prominence in the landscape, high ground at the eastern part of the site north of Boyton Hall is more visually sensitive and should be considered during the development of any masterplan. Mitigation would include new areas of native woodland along the proposed Relief Road to serve as visual screening and buffer planting.

The Water Tower to the north of the site serves as a prominent visual landmark. To a lesser extent, the buildings at Boyton Hall north of Ann Suckling Road and the Fox Public House serve as local landmarks to the middle and eastern parts of the site respectively.





View north to site from public footpath off Park Road illustrating the vegetated ridgeline and visual containment in the western part of the site and the open nature of the eastern part of the site.



View south east to site from Ann Suckling Way footpath/bridleway illustrating the open nature of the north east section of the site

3.3 Access and Movement

3.3.1 Existing vehicular access

The site currently has three existing points of access: Ann Suckling Road from the A143 to the east, Howe Road from the A1307 to the south west, and a new road forming part of the new development to the west of the site.

Previous developments to the south of the site do not interconnect well. While there are limited opportunities to rectify this situation, the new development should make efforts wherever possible to connect with surrounding neighbourhoods, the town centre and to the wider transport network.

3.3.2 Proposed Haverhill Northern Relief Road

Points of access should be provided from the proposed Relief Road. The number and locations of these will be dependent upon layout and highways considerations.

The proposed Haverhill Northern Relief Road will reduce traffic entering the central part of Haverhill, and in particular the double-roundabout at the Cangle Junction.

The alignment indicated in the Local Plan generally provides a good balance between optimising land supply to meet housing needs, and retaining landscape features and character of the area.

Some movement to the south of the higher ground on the eastern side of the site would seem desirable and could be offset by a similar movement to the north where the Norney Plantation provides strong visual screening.

Any change in alignment to that indicated in the Local Plan should be accompanied by a full explanation of the rationale and impacts, and the total land for development must not exceed the 42ha allocated. It must also avoid any additional impacts on the County Wildlife Site and adjacent hedgerows and woodland.



The design and alignment should seek to minimise the cut and fill required by respecting existing contours.

The design speed of the Relief Road should not be less than 40mph (eventual speed limit or limits dependent upon discussions with the County Highway Authority). Speed should be controlled through normal signage and the location and design of junctions. Careful consideration should be given to pedestrian, horse track and wildlife crossings, particularly where the Ann Suckling Way crosses the proposed Relief Road.

The number of access points and junctions onto the relief road must be kept to an absolute minimum.

Comprehensive landscape mitigation should be implemented as part of the road development to reduce the visual, acoustic and air quality impacts of its traffic on the wider environment. In particular, a landscape buffer to enclose the roadway and extend habitat in the vicinity of Norney Plantation and screen the visual impact of the road (and wider development) from the countryside to the north and east of the site should be included as part of any proposed masterplan.

3.3.3 Existing foot and cycle path network

One definitive public footpath (Ann Suckling Way) crosses the middle of the site, running from north east to south west to join Withersfield near Great Wrattling with the northern edge of Haverhill. A number of other informal tracks and footpaths cross the site, mostly running alongside existing hedgerows. There are no designated cycle paths in the vicinity of the site.

The foot and cycle routes both on-site and in adjacent developments should be developed to provide a comprehensive and connective network.

Foot and cycle path planning should provide alternatives and diversity of typology. While segregated routes along green corridors are child friendly and desirable, they should not be the only means of foot or cycle access. Direct routes should be integrated into the design of residential streets.

Foot and cycle path provision should focus on key local destinations including schools and the proposed local centre as well as improving off site links to schools, the Town Centre, and the surrounding countryside.

The existing formal and informal footways along hedgerows should be retained and upgraded as direct and legible routes.

3.3.4 Public transport

Existing development adjacent to the site supports a number of local bus routes, and regional routes, most notably connections to Cambridge, pass through the centre of Haverhill. Haverhill Bus Station is located off of Lordscroft Lane in the Town Centre.

In terms of its planning policy, St Edmundsbury Borough Council aims to:

'...enable the people and goods to move around efficiently and safely to the benefit of the economy and community, with minimum harm to the environment by seeking to reduce car dependency and encouraging more sustainable forms of transport where appropriate.'

-Replacement St Edmundsbury Local Plan 2016, para 8.1

Providing for better integration between different models of public transport, as well as cycling and walking, should be reflected in the layout of any masterplan proposals for North-West Haverhill.



4.0

Sustainability

Nationally, the concept of Sustainable Communities has led the agenda for Planning Policy, since 1997. PPS1 'Delivering Sustainable Development' (2005) sets the overall context, with other PPSs, other national, regional and local planning policy, building regulations and environmental regulations all setting increasingly strict guidance and requirements for sustainability criteria.

The tables below outline guideline requirements for sustainable design and construction within the HAV2 development area. These set out indicative targets and the potential evidence required of developers to demonstrate that the target has been addressed. Where a target cannot be met within the development, evidence should be provided to demonstrate why the target can not be achieved and possible measures to mitigate non-attainment.

Topic	Sub-topic	Sustainability target	Evidence
Energy	Energy efficiency	<p>A sustainable energy strategy should aim to reduce energy consumption in the first instance. This can be achieved by a series of measures including:</p> <ul style="list-style-type: none"> • Using shelter belts and topography to minimise wind chill, optimise passive solar heating (winter) and take advantage of cooling breezes (summer). • Grouping buildings together (terraced dwellings preferable to detached dwellings) to reduce heat loss. • Low energy light fittings • A-rated appliances • High efficiency condensing boilers • High performance building fabric including air-tightness, double glazing and insulation 	Developer to submit Energy Strategy at Outline Application stage to cover both the proposed approach to the reduction of energy needs across the development and options for the delivery of renewable energy on and off site.
	Renewable energy	<p>Seek to achieve 10% of development's total predicted energy requirements to be provided on site, from renewable energy sources (solar thermal hot water systems, photovoltaic cells (PV), wind turbines, heat pumps (ground/air/water source), geothermal, biomass (boilers/stoves/community heating/CHP), anaerobic digestion).</p> <p>The development's energy requirements include all private heating, lighting and appliances energy in addition to process energy, street lights, car park lighting, heating and lighting of communal areas and lifts.</p>	Energy Strategy to provide details of the mix of technologies to be used and percentage of renewable energy to be provided by each technology.

	Passive solar design	<p>Passive solar design should be considered early on as it can significantly reduce the overall energy consumption of a development over its lifetime.</p> <p>The main elements are:</p> <ul style="list-style-type: none"> • Orientation: Urban blocks oriented in east-west direction with the long side within 30 degrees of due south to maximise passive solar gains. Building design which make best use of high summer sun angles and low winter sun angles on southern facades to maximise solar gain (heat and daylight) in winter and minimise overheating in summer. • Glazing, thermal mass, insulation, natural ventilation and internal zoning to be considered at reserved matters stage 	Design and Access Statement to explain how the masterplan has taken into consideration the principles of passive solar design in the location, grouping, orientation and layout of buildings.
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Topic	Sub-topic	Sustainability target	Evidence
Energy	Deciduous tree planting	<p>The masterplan proposals should include a comprehensive tree planting strategy along streets and in green spaces.</p> <p><i>“Trees are integral to the character of good urban areas, softening the landscape, making it more attractive and boosting property values. People also benefit from the shade and shelter which they provide and their ability to screen out noise and light.</i></p> <p><i>In addition, if suitable varieties are appropriately situated, trees can have significant ecological benefits, providing wildlife habitats and corridors, moderating the urban climate, storing carbon dioxide and intercepting rainfall, which reduces erosion and flooding.” (RCEP, 2007)</i></p> <p>The planting of deciduous trees provides shading in summer whilst allowing passive solar gains in winter.</p>	Design and Access Statement to explain the strategy (including species) for tree planting along streets and in green spaces.
	Code for Sustainable Homes	<p>Development to achieve a minimum Code Level 3 rating across the site.</p> <p>The Code for Sustainable Homes is the recognized standard in the UK for assessing the environmental sustainability of dwellings.</p> <p>All Registered Social Landlord (affordable housing) units currently need to satisfy the Level 3 standard.</p>	Developer to submit a Code for Sustainable Homes pre-assessment at the Outline Application stage demonstrating how the Level 3 rating will be achieved.

Transport	Access to public transport	<p>The masterplan proposals should include a Green Travel Plan which explains the measures proposed to reduce the need to travel by private car.</p> <p>In designing the masterplan, the following should be considered early on:</p> <ul style="list-style-type: none"> • Public transport services must be easily accessible by cycle and on foot. • All dwellings to be within 400m (5 minutes' walk) of a public transport stop. • Locate highest residential and employment densities around public transport node to encourage patronage. • Plan dedicated public transport corridors early in the design process. • Public transport services should be available from the early stages of residential occupation so that residents adopt sustainable travel pattern from the start. It is difficult to reverse the reliance on car use once habits have been set. • Connect and integrate public transport to the proposed Park and Ride for Cambridge Express services from Haverhill Bus Station as a core component of the Green Travel Plan. 	<p>Developer to submit a Green Travel Plan at the Outline Application stage</p> <p>Design and Access Statement to explain how access to public transport has been optimised in the masterplan.</p>
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Topic	Sub-topic	Sustainability target	Evidence
Transport	Inclusive access	The masterplan proposals should integrate the principles of inclusive design as set out in best practice guidance. “Inclusive environments are those that can be used by everyone, regardless of age, gender, ethnicity or disability.” (Disabled Persons Transport Advisory Committee)	Design and Access Statement to explain how the masterplan promotes inclusive access.
	Car parking provision	Masterplan to comply with maximum parking standards, in line with Local Plan.	Design and Access Statement to state the ratio of car parking spaces to number of dwellings in the development.
	Car club	Short-term car hire provides convenient and affordable access to a car for residents who rely on public transport for day-to-day travel. Integration of car club services with public transport should be considered, in particular the Cambridge Express services.	Green Travel Plan to include consideration of car club provision.
Water	Manage the risk of flooding	The masterplan proposals should integrate the principles of Sustainable Drainage Systems (SuDS) including swales, permeable paving materials and green roofs wherever possible.	Developer to submit Drainage Assessment at the Outline Application stage Design and Access Statement to explain how the drainage proposals have been integrated with the landscape and biodiversity gains proposals.
	Replenish ground water reserves	If ground conditions are suitable, the drainage strategy should allow surface water to stand and percolate to water table level. This will be achieved through the use of soakaways, swales, infiltration trenches and ponds, potentially with passive treatment systems such as reed beds.	Drainage Assessment to consider the potential for infiltration.

	Water conservation	<p>A sustainable water strategy should aim to reduce water use in the first instance because of water scarcity but also because of the energy needed in its pre- and post- use processing. In designing the masterplan, the following should be considered:</p> <ul style="list-style-type: none"> • Rainwater harvesting for toilet flushing and ground maintenance e.g. provide rain water butts for domestic gardening. • Use drought resistant species in landscaping scheme. • Use of high efficiency fittings, dual-flush WC, spray taps, low water bathtubs and shower flow restrictors to be considered at reserved matter stage 	Code for Sustainable Homes pre-assessment to reflect range of water conservation measures
Environment	Ecology and biodiversity	<p>The masterplan proposals should retain and enhance natural features of the site; retain and protect habitats of ecological importance; and result in net positive biodiversity gains across the site. This follows from PPS9 which “encourages Local Authorities to aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests and promote opportunities for the incorporation of beneficial biodiversity and geological features within the design of development.”</p> <p>In designing the masterplan, the following should be considered early on:</p> <ul style="list-style-type: none"> • Use native species of local provenance in landscaping scheme • Link new open spaces with existing wildlife corridors 	<p>Developer to submit Ecology Report at Outline Application stage. This will give details of how the development will seek to protect existing habitats and species, and give details of mitigation, enhancement or compensation strategies.</p> <p>Design and Access Statement to explain how the habitats of ecological value on site have been integrated and enhanced in the design and how they have been linked with surrounding habitats.</p>

Topic	Sub-topic	Sustainability target	Evidence
	Safeguard townscape character and historic environment	<p>The masterplan proposals should respect the context in which they sit. In designing the masterplan, the following should be considered early on:</p> <ul style="list-style-type: none"> • Protect key views to local landmarks • The urban grain of the new development should be sympathetic with and respond positively to its surroundings. • Ensure positive interaction with neighbouring areas and the town centre, and consider mutual benefit of facilities on and off the development area. 	Design and Access Statement to provide an analysis of the context and explain how it has informed the design proposals.
	Protect and manage the green space network	<p>The masterplan proposals should complement the existing network of green spaces and public rights of way. In designing the masterplan, the following should be considered early on:</p> <ul style="list-style-type: none"> • Promote safe and easy access to open spaces and the wider countryside • New green corridors to extend existing facilities • New public open space provision to comply with Local Plan requirements. 	Design and Access Statement to explain the rationale behind the distribution of public open spaces and landscape strategy.

	Food production	<p>The masterplan proposals should provide allotments for local food production, criteria for which are set out in Appendix E of the Local Plan. In designing the masterplan, the following should be considered early on:</p> <ul style="list-style-type: none"> • Distribution of allotments so that they are within easy walking distance for most residents. • Promotion of food growing in private gardens of sufficient size. 	Design and Access Statement to explain the rationale behind the distribution of allotments.
Community	Integration and access	<p>The masterplan proposals should provide physical and social links between the existing and the new communities.</p> <p>Consider pedestrian, cycle and vehicular links to surrounding communities early in the design</p>	Design and Access Statement to explain how the masterplan integrates with the surrounding communities.
	Participation and information	The impact of development on the wider community should be considered in the masterplanning process and a comprehensive community involvement process should be undertaken.	Developer to agree public consultation strategy with Local Authority early on and submit Statement of Community Involvement at Outline Planning Application stage.
	Reduce the opportunity for crime	The masterplan proposals should create a form of development which is safe and secure for all residents and visitors. The creation of well lit, overlooked and well populated streets and public realm are fundamental notions of 'Secured by Design' which should inform the design.	Design and Access Statement to explain how the masterplan has taken into consideration the principles of Secured by Design.

Topic	Sub-topic	Sustainability target	Evidence
	Affordable housing	Development to provide percentage of affordable housing units as per Local Plan. Affordable housing to be sensitively integrated with the rest of the development in terms of appearance and distribution.	Planning Statement to explain breakdown of affordable housing provision
Waste	Construction waste	The potential to minimise waste during construction should be addressed at the reserved matter stage.	
	Domestic waste	The developer shall provide each dwelling with: <ul style="list-style-type: none"> The requisite number and type of wheeled bins for collection by St Edmundsbury Borough Council. Water butts fitted for rain-water harvesting and composting bin (for each dwelling with appropriate outdoor space for storage and use). 	Design and Access Statement to explain the capacity and scope of rain-water harvesting and composting.
	Domestic recycling	The masterplan proposals should provide adequate facilities for storage and collection of recyclable wastes, setting land aside for a recycling centre if needed.	Design and Access Statement to explain the location of the recycling centre if required.
	Cut and fill	Cut and fill should be balanced, avoiding import or export, where possible.	

5.0

Design Principles

5.1 Introduction

The Borough Council, in preparing this concept statement, seeks to provide potential developers with a clear understanding of what is expected from any development proposals for North-West Haverhill, in terms of quality of design and sustainability.

Policy DS3 of the Local Plan states:

'Proposals for all development, including change of an existing use.....will be considered favourably where as appropriate they:

a) recognise and address the key features, characteristics, landscape/ townscape character, local distinctiveness and special qualities of the area and/or building;

b) maintain or create a sense of place and/or local character, particularly restoring or enhancing localities where strong local characteristics are lacking or have been eroded;'

As stated above, the Borough Council recognises that the site is likely to be the subject of masterplan proposals.

However, due to the importance of the site's location relative to the urban edge of Haverhill and the surrounding countryside, and the need for development proposals to complement and integrate with existing development, the Borough Council is providing guidance on design principles that will inform the preparation of any masterplan proposals for either site.

5.2 Urban Form and Topography

Site topography should be a key determinant of the urban form to help create a 'sense of place' and unique identity within the area.

Development focused on the ridges and higher ground would leave the valley bottoms open, presenting the opportunity for sheltered, south-facing green space utilised for amenity, sustainable drainage and habitat creation. This would allow development close to the mature hedgerows and green space to dominate well-overlooked and defined green spaces, and provide 'doorstep to countryside' access to green space.

Development adjacent to open space shall be orientated towards the space to maximise passive surveillance.

The local centre should be prominent, serving as a local landmark and providing emphasis to the local community. Views from the local

centre would exploit the elevated position - providing prospects across the Stour Brook Valley. Ridgeline hedgerows should be retained and used as corridors within the built environment.

Existing woodland and hedgerow vegetation to the north of the site combined with new areas of buffer planting along the northern and eastern boundaries of the site will help to soften the new urban edge of Haverhill.

The high ground at the extreme northeast of the site has an important role as a landscape buffer and should be kept clear of built development.

This model for development provides:

- Easy options for multifunctional use of green space - for sustainable drainage and attenuation, biodiversity and amenity.
- Less fragmentation of development due to drainage requirements, and more coherent green space configuration
- A strong edge to Haverhill's northern expansion.
- A strong approach to providing a local centre with unique character based on its prominent location.
- Well overlooked and contained public space





Key

- Development site
- Urban area
- Proposed housing
- Existing woodland
- Existing hedgerows
- Existing open space
- Proposed open space / buffer planting
- Proposed local centre
- Existing roads
- Proposed Haverhill northern relief road
- Existing footpaths
- Proposed connections
- Water courses / ditches

5.3 Housing Density and Mix

Residential development should provide a range of dwelling sizes and configurations to suit a variety of markets and needs. Within this mix, developers will be expected to provide 40% of the proposed number of dwellings as 'affordable homes' in line with the Local Plan Policy H3 across the site as a whole.

Scale and massing of the built form should be in scale with the context of surrounding development and generally follow guidance set out in the Manual for Streets and by local distinctiveness relating to this and other design factors.

Overall density shall not be less than 30 dwellings per hectare, and within each development parcel, density shall not fall below this figure. Density should vary within and between development parcels to reflect the relationships with the Local Centre, public transport routes, public open space, high quality views to the countryside, visual impact, topography and principal roads. Variation in density will impart greater variety of street and townscape, which will in turn aid the establishment of clear identities for each neighbourhood or street.

In and around the Local Centre, development should be at a higher density than in surrounding areas, but should remain appropriate to the overall development pattern. Higher densities will provide a greater support for local facilities and public transport, increasing the viability of these services for the development as a whole.

Lower density areas should include the easternmost end of the site and areas around Boyton Hall, where a lower density will reflect the existing pattern of residential use. This would be an appropriate location for the provision of executive housing.

5.4 Local Centre

A Local Centre should be located at the intersection between Howe Road, Ann Suckling Road and the new east-west road linking into the developments to the west. The existing footpath - Ann Suckling Way, should also be considered as a key component of the access.

The Local Centre should be located in a prominent location near the ridgeline, offering aspects across the Stour Brook Valley. The urban form should include a public space or square, and the local centre should be in close proximity to the school.

The Local Centre should cluster social and community facilities. This might include shops, health facilities, public hall and other meeting places. Ground floor accommodation within the local centre should offer long term flexibility in use through measures such as increased floor to ceiling height, and ensuring ready service access.

A Design Code will be needed as part of any masterplan for the site and should pay careful attention to the local centre.

5.5 Landscape infrastructure

The landscape infrastructure (streets, squares, and public open spaces) for development is important in that it supports the movement and activity that is crucial to the success of any development.

Masterplan proposals for North-West Haverhill will be expected to provide for a landscape infrastructure that meets the highest design and materials standards, reflecting the site's context and location. Streets and spaces should be designed to create high quality, humane 'places' with priority given to pedestrian scale design and movement over the free flow of vehicular traffic.

Masterplan proposals should include areas of structural native woodland planting as a buffer between the northern edge of the site and the Haverhill Northern Relief Road. Larger areas of native woodland planting along the northern side of the Relief Road should be provided as buffers to Norney Plantation and Ann Suckling Way. The eastern high ground is visually and climatically exposed, and development would benefit from buffer planting to serve as visual screening and windbreaks. Combined, these would provide a landscape context for the Relief Road and a countryside setting to the northern edge of Haverhill.

Masterplan proposals for the site should accommodate retention of existing woodland and hedgerows within the site boundary. Native species should be used wherever new woodland and hedgerow planting is required. Grassland margins alongside existing hedgerows should be retained and enhanced for biodiversity gain. Reference should be made to locally relevant Biodiversity Action Plans, and consultation with the Suffolk Wildlife Trust prioritised to inform the design of green space and selection of species and habitats within the development.

Masterplan proposals should adhere to the Open Space Standards set out in the Local Plan and to the Manual for Streets.



5.6 Access and movement

Road and footpath points of connection into the site are well defined. The principal road connections shall be Howe Road, Ann Suckling Road, the existing road leading from developments to the west, and the Relief Road to the north. Points of connection to the Relief Road will need to be established. All these principal access routes shall lead to and connect at the Local Centre in order to promote its viability as a site for some mixed use development, and the community oriented focus for the area.

The design of all roads shall reduce the likelihood of 'rat-running' while promoting connectivity between parcels and neighbouring areas. The design of the Local Centre in preventing rat-running shall be pivotal. The carefully considered response of road alignments to respect the local topography shall also be exploited to reduce the speed of traffic. This all depends on what the highway authority says, which is currently unknown.

The topography of North-West Haverhill shall determine the linear series of movement corridors along ridges and valley bottoms. These shall form the basis of the network of footpaths and cycle paths within the development. Routes should be direct and therefore legible - avoiding unnecessary or forced changes in direction or dead-ends or

cul-de-sac configurations.

Developers' proposals should aspire to promote the long-term viability of the development, and the road and path infrastructure and the land parcels enclosed by it should be designed to endure, offering flexibility to adapt to changing economic, social or environmental demands over future decades and centuries.

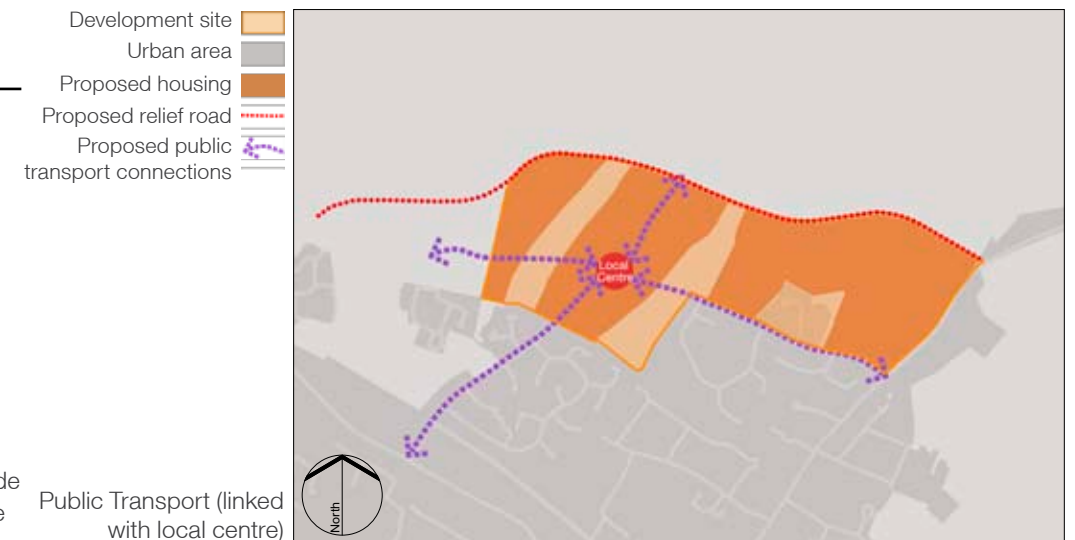
5.7 Car Parking

In keeping with the principle of sustainable development, any development proposals should seek to minimise the use of the private car. Developers will be expected to work to the adopted parking standards that apply when they are preparing their masterplans.

5.8 Public Transport

Any proposed masterplan should promote the use of all three of the existing road connections to the site, as well as future connections with the proposed relief road, to provide bus operators with bus access to the development. All services should pass through the local centre and school.

Masterplan proposals should also consider potential links with the proposed park and ride for the Cambridge Express services from the Bus Station.



6.0

Planning Requirements

6.1 Introduction

St Edmundsbury Borough Council will seek the following requirements from the development of the sites as appropriate. This list is not exhaustive and other matters may arise during the course of consultation, the development of masterplans, and the assessment of planning applications.

6.2 Planning Requirements

- Provision of Relief Road as first stage of development
- Affordable housing 40%
- Sustainable development measures detailed in schedule
- Public transport facilities and support for services
- Any off site highway infrastructure needed
- Green travel plan
- Open space provision, enhancement and maintenance including sports/recreation and play, community gardens and allotments.
- Education – land, buildings and transport.
- SUDs system
- Community facilities including support for community shop
- Improved pedestrian/cycleway accessibility to/from town centre and surrounding neighbourhoods
- Public art provision/contributions
- Contribution to town centre leisure/cultural/recreational facilities
- Cctv camera
- Development of facilities/contribution for local health provision
- Development of facilities/contributions for sport and recreation provision

